

## A303 Amesbury to Berwick Down

TR010025

Deadline 10

8.8 (3)– Statement of Common Ground – Wiltshire Council

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APFP Regulation 5(2)(g)

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

October 2019



Infrastructure Planning

Planning Act 2008

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

A303 Amesbury to Berwick Down  
Development Consent Order 20[\*\*]

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**STATEMENT OF COMMON GROUND – Wiltshire 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) Wiltshire Council.

Signed.....  


Derek Parody **{NAME}**

Project Director

on behalf of Highways England

Date: 02.10.2019 **{DATE}**

Signed.....  


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on behalf of Wiltshire Council

Date: 02.10.2019 **{DATE}**

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# 1 Introduction

## 1.1 Purpose of this document

- 1.1.1 Statements of Common Ground record the engagement between Highways England and stakeholders and identify matters of agreement, matters not in agreement and matters of ongoing discussion.
- 1.1.2 Guidance about the purpose and possible content of SoCGs is given in paragraphs 58-65 of the Department for Communities and Local Government's "Planning Act 2008: Guidance for the examination of applications for development consent" (March 2015 version). Paragraph 58, copied below, confirms the basic function of SoCGs:
- 1.1.3 "A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt.
- 1.1.4 SoCG are a useful tool to ensure evidence at DCO examination focusses on material differences between the main parties and aims to facilitate a more efficient examination process.
- 1.1.5 The SoCGs have been developed in collaboration with the respective stakeholders and the wording of positions, matters and discussion outcomes in the SoCGs have been agreed with stakeholders.
- 1.1.6 Highways England has been proactively engaging with stakeholders since the options consultation in 2017 and has been working with stakeholders throughout the DCO pre-application to understand and resolve issues where possible.

## 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) Wiltshire 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. In accordance with planning practice guidance, as a highway authority Highways England have flood risk responsibilities and must ensure that road projects do not increase flood risk.
- 1.2.3 Wiltshire Council is the Unitary Authority for the county of Wiltshire in the South West of England. Wiltshire Council's role in relation to the DCO process derives from Section 42(1)(b) of the Planning Act 2008 as a statutory consultee because the land to which the DCO is located is within the authority's area. As a unitary

authority they provide a single tier of local government functions; those relevant to the DCO are referenced below.

- 1.2.4 Wiltshire Council is the highway authority for all roads and public rights of way in the vicinity of the scheme which do not form part of the A303 trunk road. As the local highway authority, they are responsible for the on-going maintenance of all new roads and public rights of way which are associated with the A303 Stonehenge Scheme, and in respect of those parts of the existing trunk road which are to be downgraded in terms of their current highway status (de-trunked and / or converted status). In accordance with planning practice guidance, as a highway authority Wiltshire Council also has flood risk responsibilities and must ensure that road projects for which they are responsible do not increase flood risk.
- 1.2.5 Wiltshire Council is the responsible authority for the implementation of a broad range of Government Regulation related to public protection and is the local planning authority for the area. Legislation such as Environmental Protection Act 1990 and the Environment Act, 1995 means Wiltshire Council must consider a number of factors in determining whether the location of a development is appropriate. It must have regard to a wide range of issues such as:
- Noise and vibration;
  - Air quality;
  - Contaminated land;
  - Lighting;
  - Odour;
  - Water and flood risk (considered further below);
  - Highways, PRoW and users; and
  - Traffic.
- 1.2.6 Wiltshire Council has regulatory responsibility for managing impacts on Wiltshire's natural environment, heritage assets and landscape, in relation to its statutory undertakings. These responsibilities include having regard to the favourable conservation status of:
- International – Special Areas of Conservation, Special Protection Areas and Ramsar Sites 99.
  - National – Sites of Special Scientific Interest, National Nature Reserves, Local Nature Reserves and SINCs.
  - Local – County Wildlife Sites, Protected Road Verges and Local Geological Sites.
  - Area of Outstanding Natural Beauty (AONBs).
  - New Forest National Park (NFNP).
  - Stonehenge and Avebury World Heritage Site (WHS).

- Designated and non-designated archaeological assets and historic landscape character.
- Listed buildings and Conservation Area.

- 1.2.7 The Wiltshire Council Archaeology Service (WCAS) has a statutory duty to advise the Local Planning Authority on the impact of development proposals on archaeological remains in the County, both within and outside of the Stonehenge, Avebury and Associated Sites WHS. Officers take into consideration direct physical impacts on known and potential designated and non-designated heritage assets, issues of setting and visual impact, and in the case of the WHS, possible impacts on the Attributes that convey the OUV of the WHS, its Integrity and Authenticity. In relation to the A303 Improvement Scheme (the Scheme), the service will also have a responsibility in relation to the archaeological requirements imposed as part of the DCO. In addition to its formal statutory role, WCAS have been engaged with throughout the proposed Scheme's design development via a number of working groups associated with the project, including the Heritage Monitoring and Advisory Group and the Scientific Committee.
- 1.2.8 As Lead Local Flood Authority (LLFA), Wiltshire Council has a number of duties and powers to manage local flood risk (relating to surface water, groundwater and ordinary watercourses) under planning legislation and the Flood and Water Management Act 2010.
- 1.2.9 As Land Drainage Authority (LDA), Wiltshire Council has duties and powers under the Land Drainage Act 1991 and the Wiltshire Land Drainage Byelaws 2014, e.g. the consenting of discharges into ordinary watercourses and requiring works to maintain flow in an ordinary watercourse.
- 1.2.10 Collectively Highways England and Wiltshire Council are referred to as 'the parties'.

### 1.3 Terminology

- 1.3.1 In the tables in the Issues chapter of this SoCG "Not Agreed" indicates a final position and "Under discussion" indicates where these points will be the subject of on-going discussion between the parties with the aim, wherever possible, to resolve, or refine, the extent of disagreement between the parties. "Agreed" indicates where an 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 Wiltshire Council, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Wiltshire Council.
- 1.3.3 Where there is a conflict between this document and the Local Impact Report, the Local Impact report shall take precedence. Where there is a conflict between this document and the Written Representations, the Written Representations shall take precedence. However as further information becomes available during the course

of the Examination, which satisfies the Council's concerns, this will be reflected in the SoCG.

1.3.4 Final versions of the OEMP and the DAMS, addressing the comments of key stakeholders including Wiltshire Council and incorporating changes agreed with the Council were submitted on 2 October 2019 ~~end of the examination~~. Detailed of exchanges prior to agreement are included within representations made in the course of the examination and are not repeated within this SOCG.



## 2 Record of Engagement

- 2.1.1 A summary of the key meetings and correspondence that has taken place between Highways England and Wiltshire Council in relation to the Application is outlined in table 2-1.
- 2.1.2 In addition to the specific meetings listed below Wiltshire Council is a member of, and attends regular meetings of:
- Stakeholder Strategy Board;
  - Working groups established to discuss particular areas of specialism;
  - Heritage Monitoring and Advisory Group (HMAG);
  - Scientific Committee;
  - UNESCO World Heritage Committee Engagement Group;
  - Environmental Group;
  - Traffic Local Authority Liaison Group;
  - Project Safety Controls Review Group and Tunnel Design Safety Consultation Group (to work as combined group);
  - Communications Group;
  - Local Community Forum;
  - Benefits Steering Group;
  - A303/A358/A30 Local Authority Steering Group;
  - Attendance at regular design progress reviews held by Highways England, to participate in discussion on matters of design with potential to impact on the OUV of the WHS; and
  - Operational Flood Working Groups.
- 2.1.3 In addition, Wiltshire Council holds a regular Officer Steering Group, to which Highways England is an invitee.
- 2.1.4 All of the meetings associated with these groups in relation to the Scheme are not detailed here.

**Table 2 1 – Record of Engagement**

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
<b>General</b>			
G1	April 2018	Wiltshire Council Response to Statutory Consultation	Detailed response to the statutory consultation undertaken by Highways England pursuant to s48 of the

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
			Planning Act 2008
G2	August 2018	Wiltshire Council Response to Supplementary Consultation	Detailed response to the supplementary consultation undertaken by Highways England in relation to three design changes
[RR-2365]	January 2019	Wiltshire Council Relevant Representation	Representation made by Wiltshire Council registering as an Interested Party
<b>Traffic</b>			
T1	26/10/17	Meeting	Emerging design options
T2	21/12/17	Meeting	Stakeholder views and update of transport modelling development plans
T3	25/01/18	Meeting	Local roads design discussion, discussion of forecasting assumptions and issues to consider in considering construction traffic management
T4	22/02/18	Meeting	Progress update and discussion of Traffic Modelling
T5	10/05/18	Meeting	Purpose of meeting to provide Wiltshire Council with initial view of traffic forecasts
T6	05/07/18	Meeting	Discussion of traffic forecasts and construction access
T7	13/09/18	Meeting	Presentation of traffic forecasts and discussion of potential impacts

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
T8	25/01/18	Meeting	Update on traffic modelling, highway and public rights of way design and statutory consultation proposals
<b>Highways Design (incl. NMU and PRow)</b>			
HD1	11/10/17	Meeting	Review emerging public rights of way proposals
HD2	17/11/17	Wiltshire Council email	Identified concerns about possible diversion to byway WSTO6B (since abandoned)
HD3	21/12/17	Meeting	Update on traffic modelling, local highway and public rights of way proposals and statutory consultation.
HD4	22/12/17	Highways England email	Draft details of the local routes proposals as presented at meeting on 21/12/17
HD5	04/01/18	Meeting	Scheme briefing for council officers
HD6	22/01/18	Wiltshire Council email	Identified anomalies in PRow network, which could be rectified by DCO.
HD7	25/01/18	Meeting	Update on traffic modelling, highway and public rights of way design and statutory consultation proposals
HD8	26/01/18	Wiltshire Council email	Request to avoid byway STAP8 when routing the electricity supply from Stapleford substation to the west tunnel portal. Alternatives proposed via Butts

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
			Hill then along byways STAP7, STAP6 and STAP13 or along a footpath next to Beehive Cottage then across fields to byway STAP13.
HD9	09/03/18	Highways England email	Interim clarification on how draft Orders were to be prepared and delivered, subject to confirmation
HD10	20/03/18	Meeting	Briefing on public rights of way proposals to Community Forum
HD11	21/03/18	Wiltshire Council email	Confirmed that Wiltshire Council's Countryside Access Improvement Plan 2015 – 2025 supported Highways England's creation of a new public rights of way on freehold land.
HD12	23/03/18	Wiltshire Council email	Advice on enforcement of TROs within WHS in relation to statement for draft consultation report
HD13	26/03/18	Meeting	Highways England update on PRoW proposals. Wiltshire Council requested some changes to improve access, particularly for carriage drivers
HD14	26/03/18	Wiltshire Council email	Confirmed acceptance of statement for draft consultation report relating to highways proposals being promoted by others.
HD15	05/04/18	Wiltshire Council	Issues to consider for

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
		email	access to collect waste from Stonehenge Cottages.
HD16	06/04/18	Wiltshire Council email	Response to query on status of A344
HD17	30/04/18	Meeting	Update on public rights of way proposals
HD18	29/05/18	Wiltshire Council email	Requirements for existing A303 through Winterbourne Stoke and response to query on design standard for recently constructed roundabout on The Packway.
HD19	14/06/18	Meeting	Review the scheme's impact on local roads with Wiltshire Council Transport team
HD20	25/06/18	Meeting	Review the scheme's impact on local roads and land acquisition.
HD21	02/07/18	Wiltshire Council email	Agreed principle of alternative alignment for AMES1 byway diversion. Suggested widening Allington track bell-mouth area to accommodate 2-way movements. Reiterated previous concerns about the need for passing places.
HD22	16/07/18	Wiltshire Council email	Confirmed no knowledge of asbestos found within existing highways (excludes bridge structures)
HD23	24/07/18	Workshop	Walking Cycling and Horse Riding Workshop for

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
			stakeholders to review public rights of way proposals and identify opportunity to maximise opportunities for walking, cycling & horse-riding
HD24	13/08/18	Highways England email	Proposals for layby west of Winterbourne Stoke
HD25	08/18/18	Wiltshire Council	Response to supplementary consultation
HD26	06/09/18	Telecon between Highways England and Wiltshire Council	Road width beneath B3083 overbridge
HD27	13/09/18	Highways England email	Draft DCO rights of way and access plans issued for information
HD28	27/09/18	Wiltshire Council email	Confirmed classification of de-trunked A303 through Winterbourne Stoke
HD29	20/11/18	Highways England email	Requesting Wiltshire Council's view on extending the proposed restricted byway south-east to Woodford Road junction
HD30	17/12/18	Meeting	Meeting to review Highways, Transport and Public Rights of Way elements of Statement of Common Ground
HD31	21/01/19	Highways England email	Propose approach to incorporating Relevant Representations into SoCG
HD32	26/03/19	Meeting	Meeting to discuss design requirements of Public Rights of

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
			Way and to review proposed options
HD34	09/0519	Meeting	Phone discussion to review options for restricted byway to visitor centre
HD35	28/05/19	Meeting	Meeting to review options for restricted byway to visitor centre
Air Quality			
AQ1	24/11/17	Air quality conference call between Highways England and Wiltshire Council	Discussion on air quality methodology and Scheme
AQ2	05/12/17	Highways England email	Minutes from air quality conference call on the 2nd December and Interim Advice Note provision
AQ3	02/07/17	Meeting in Wiltshire Council offices	Air quality discussion on SoCG in offices and via phone.
AQ4	03/07/18	Highways England email	Indicative Affected Road Network for air quality study area and air quality monitoring data
AQ5	11/07/18	Highways England email	Email Highways England air quality monitoring data and air quality receptor shapefiles.
AQ6	17/07/18	Highways England email	Email confirming no odour sources associated with Scheme.
AQ7	19/07/18	Highways England email	Email Highways England air quality monitoring data and receptors as excel files

<b>RoE Ref</b>	<b>Date</b>	<b>Form of correspondence</b>	<b>Key topics discussed and key outcomes</b>
AQ8	26/07/18	Conference call between Highways England and Wiltshire Council	Brief general progress discussion on air quality assessment
AQ9	06/08/18	Highways England email	Email feedback on construction traffic management plan
AQ10	11/09/18	Conference call between Highways England and Wiltshire Council	Discussion on progress of air quality assessment.
AQ11	11/09/18	Highways England email	Email to provide air quality information on tunnels, pollutants, diversions and construction.
AQ12	14/09/18	Highways England email	Email of the latest air quality receptor points.
AQ13	08/10/18	Highways England email	Email regarding review of air quality matters in the ES
AQ14	22/11/18	Conference call between Highways England and Wiltshire Council	To discuss any queries from the ES and to begin SoCG discussions.
AQ15	10/01/19	Conference call between Highways England and Wiltshire Council	To continue SoCG discussions.
AQ16	23/01/19 to 25/01/19	Email correspondence between Highways England and Wiltshire Council peer reviewers	Request and agreement on dates for conference call
AQ17	29/01/19	Highways England email	Revised draft of mini noise and air quality SoCG issued to Wiltshire Council adding in Councils Relevant Representations (RR)



RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
AQ18	31/01/19	Conference call between Wiltshire Council and Highways England	To continue SoCG discussions.
AQ19	31/01/19	Highways England email	Provision of 2012 Draft Air Quality Supplementary Planning Guidance.
AQ20	01/02/19	Wiltshire Council peer reviewer email	Provision of peer review queries
AQ21	01/02/19	Highways England email	Confirmation of receipt of peer review queries.
AQ22	04/02/19	Conference call between Wiltshire Council peer reviewer and Highways England	Initial discussion/clarification of queries.
AQ23	06/02/19	Wiltshire Council peer reviewer email	Reminder of request for responses.
AQ24	06/02/19	Highways England email	Confirmation provided.
AQ25	06/02/19	Highways England email	Memo of Air Quality responses provided.
AQ26	07/02/19	Conference call between Wiltshire Council peer reviewer and Highways England	Follow up discussion/clarification of queries, with one further query identified. Agreement to provide some additional clarifications as soon as possible to facilitate Ricardo AEA review.
AQ27	08/02/19	Highways England email	Memo of updated Air Quality responses provided.
AQ28	11/02/19	Wiltshire Council peer reviewer email	Confirmation of receipt of updated Memo.
AQ29	11/02/19	Wiltshire Council peer	One follow up query

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
		reviewer email	on updated memo.
AQ30	11/02/19	Highways England email	Initial response on up query.
AQ31	11/02/19	Highways England email	Final issue of memo addressing all Ricardo AEA air quality queries.
AQ32	11/02/19	Wiltshire Council peer review email	E-mail confirming Ricardo AEA air quality peer review had been submitted to Wiltshire Council.
AQ33	27/02/19	Wiltshire Council email	Wiltshire Council comments on mini SoCG received including proposed DCO requirements
AQ34	01/03/19	Telephone discussion between Wiltshire Council and Highways England	Discussion of Wiltshire Council comments on mini SoCG and proposed DCO requirements
AQ35	28/03/19	Meeting at Wiltshire Council offices between Wiltshire Council and Highways England	Discussion on air quality SoCG and 2 presentations on Traffic Management and Traffic Study Areas and Legacy Monitoring.
AQ36	29/03/19	Wiltshire Council email	E-mail and attached updated air quality SoCG with comments describing WCC position following meeting
AQ37	01/04/19	Highways England email	Updated SoCG implementing WCC Comments in mini-SoCG for air quality prior to moving to main SoCG
AQ38	02/04/19	Highways England E-mail	Update on main SoCG document
AQ39	17/04/19	Highways England E-	Update on minor

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
		mail	amendments to Air quality sections following wider team reviews.
AQ40	18/04/19	Highways England E-mail	Discussion on potential call
AQ41	03/05/19	Highways England E-mail	SoCG document discussions
AQ42	28/05/19	Highways England E-mail	Discussion on potential call
AQ43	28/05/19	Wiltshire E-mail	Discussion on potential call
AQ44	11/06/19	Highways England E-mail	SoCG document clarifications
AQ45	11/06/19	Wiltshire E-mail	SoCG document clarifications
<b>Noise and Vibration</b>			
NV1	9/11/17	Telephone discussion between Highways England and Wiltshire Council	Scope of noise and vibration assessment, local knowledge on noise sources, sensitive receptors and future developments
NV2	10/11/17	Highways England email	Plan of proposed baseline noise monitoring locations sent to Wiltshire Council
NV3	12/12/17	Highways England email	Plan of initial operational DMRB traffic noise study area and receptors sent to Wiltshire Council
NV4	24/05/18	Telephone discussion between Highways England and Wiltshire Council	Wiltshire Council confirmed preferred construction working hours with regard to noise and vibration
NV5	02/07/18	Meeting between Highways England	Update on progress with noise and

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
		and Wiltshire Council	vibration assessment and discussion on SoCG
NV6	26/07/18	Highways England email	Draft Noise and Vibration Methodology and Baseline Monitoring sections of ES chapter and associated Baseline Monitoring Appendix sent to Wiltshire Council for comment
NV7	07/08/18	Meeting between Highways England and Wiltshire Council	Discussion of baseline noise monitoring results, noise and vibration methodology, draft operational impacts, construction impacts and proposed mitigation
NV8	08/08/18	Wiltshire Council email	Follow on queries from Wiltshire Council on noise and vibration assessment, and Wiltshire Section 61 template, received
NV9	06/09/18	Telephone discussion between Highways England and Wiltshire Council	Response to previous Wiltshire noise and vibration queries. Update on the completed noise and vibration assessment, and confirmation of Wiltshire Councils agreement to various aspects of the final assessment including the baseline monitoring locations and monitoring methodology, the selection of receptors and study areas and the overall methodology adopted for the assessment.
NV10	14/09/18	Highways England	Follow up e-mail to

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
		email	confirm noise and vibration discussion on 6/9/18
NV11	20/11/18	Highways England email	Update on progress to develop noise and air quality sections of SoCG
NV12	22/11/18	Telephone discussion between Highways England and Wiltshire Council	Discussion of progress to develop noise and air quality sections of SoCG
NV13	03/12/18	Highways England email	Draft of mini noise and air quality SoCG issued to Wiltshire Council
NV14	09/01/19	Highways England email	Revised draft of mini noise and air quality SoCGs issued to Wiltshire Council removing redundant text on Wiltshire comments on Scoping and PEIR
NV15	10/01/19	Telephone discussion between Highways England and Wiltshire Council	Wiltshire Council advised will be commissioning an independent Peer Review of the Noise Assessment. Initial run through of Relevant Representations (RR)
NV16	25/01/19	Telephone discussion between Highways England and Wiltshire Council (Wiltshire Council noise peer review)	Initial discussion of peer review process
NV17	29/01/19	Highways England email	Revised draft of mini noise and air quality SoCG issued to Wiltshire Council adding in Councils Relevant Representations (RR)
NV18	05/02/19	Meeting between	Review of noise

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
		Highways England and Wiltshire Council (Wiltshire Council noise peer review)	assessment focussing on the operational noise modelling and development of the noise mitigation measures
NV19	05/02/19	Telephone discussion (and subsequent e-mail) between Highways England and Wiltshire Council (Wiltshire Council noise peer review)	Queries on the methodology and the operational and construction traffic assessments discussed and provided by e-mail
NV20	06/02/19	Telephone discussion between Highways England and Wiltshire Council (Wiltshire Council noise peer review)	Queries on the construction assessment resolved
NV21	06/02/19	Highways England email (Re: Wiltshire Council noise peer review)	Plans of construction compound locations provided
NV22	11/02/19	Telephone discussion between Highways England and Wiltshire Council (Wiltshire Council noise peer review)	Areas of particular interest for the operational and construction traffic assessments reviewed together and queries resolved, followed up with email confirming outcome of discussions
NV23	11/02/19	Telephone discussion between Highways England and Wiltshire Council (Wiltshire Council noise peer review)	Discussion of recommendations contained within the peer review to be submitted to Wiltshire Council, with a focus on construction noise and vibration
NV24	14/02/19	Highways England email (Re: Wiltshire Council noise peer review)	Confirmation of agreement between Wiltshire Council Peer Reviewer and Highways England on methodology adopted, results of

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
			the assessment and conclusions on significance and mitigation, as discussed at the teleconference on 11/02/19
NV25	14/02/19	Highways England email	Request for Wiltshire to add in outcome of Wiltshire Councils Peer Review process to mini SoCG
NV26	20/02/19	Wiltshire Council email	Requested Highways England send track changes version of most recent mini SoCG as sent 29/1/19
NV27	21/02/19	Highways England email	Track changes version of mini SoCG sent
NV28	27/02/19	Wiltshire Council email	Wiltshire Council comments on mini SoCG received including proposed DCO requirements
NV29	01/03/19	Telephone discussion between Highways England and Wiltshire Council	Discussion of Wiltshire Council comments on mini SoCG and proposed DCO requirements, followed up with email confirming outcome
NV30	15/03/19	Wiltshire Council email	Confirmation received of agreement on all items in the mini SoCG, other than DCO Requirements. Confirmation of agreement on Highways England's understanding of the aims of Wiltshire Council with regard to the proposed DCO Requirements
NV31	25/4/19	Telephone discussion between Highways	Discussion regarding relevant

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
		England and Wiltshire Council and confirmation Highways England e-mail	Representations, Wiltshire Councils proposed DCO Requirements in the SoCG, working hours and 1st round DCO written questions
NV32	26/4/19	Wiltshire Council email	Wiltshire Council comments on working hours and 1st round DCO written questions
NV33	29/4/19	Wiltshire Council email, Telephone discussion between Highways England and Wiltshire Council and Highways England email	Confirmation regarding text in OEMP regarding offer of temporary re-housing at Stonehenge Cottages during tunnelling and definition of 'summer' with regard to earthworks working hours
NV34	13/6/19	Wiltshire Council email	Query regarding amending wording in OEMP following Issue Specific Hearings
NV35	14/6/19	Highways England email	Draft amendment to OEMP following Issue Specific Hearings provided
NV36	17/6/19	Telephone discussion between Highways England and Wiltshire Council and Highways England email	Update on draft amendment to OEMP following Issue Specific Hearings provided, and draft text on Highways England response to Wiltshire Councils proposed DCO Requirements in the SoCG provided
NV37	20/6/19	Wiltshire Council email	Confirmation of Wiltshire Councils agreement to Highways England's response to all the Wiltshire Council



RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
			proposed DCO Requirements in the SoCG, and provision of Wiltshire Councils minor proposed amendments to OEMP text
NV38	12/7/19	Telephone discussion between Highways England and Wiltshire Council and confirmation Highways England e-mail	Discussion of 2nd round DCO written question responses
<b>Archaeology and Heritage</b>			
AH1	10/08/17	Minutes from Heritage Monitoring & Advisory Group (HMAG) meeting	Discussion points: Scientific Committee; Records compilation; future working arrangements; Secretariat for HMAG & Scientific Committee
AH2	15/09/17	Minutes from HMAG meeting	Discussion points: Scientific Committee Working Interface; Proposed Scientific Committee Agenda; Working Arrangement with Highways England/AmW; Forward Programme
AH3	25/09/17	Minutes from HMAG meeting	Discussion points: Draft Archaeological Evaluation Strategy Report; Agenda/Itinerary for meeting Scientific Committee; Documents for Scientific Committee; Final Evaluation Reports
AH4	11/10/17	Minutes from HMAG meeting	Discussion points: Archaeology Evaluation Strategy Report; Outcome of Scientific Committee

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
			and Future Dates; Developing website for Scientific Committee; early draft of the HIA Scoping Report from AmW; WSI for Archaeological Evaluation of Wilford G1 Barrow (later withdrawn)
AH5	23/10/17	Minutes from HMAG meeting	Discussion points: Developing website for Scientific Committee; Revised WSI for G1 Barrow Evaluation (later withdrawn); Revised Archaeological Evaluation Strategy Report; Advice papers from Scientific Committee on Colluvium and Evaluation; Draft HIA Scoping Report
AH6	06/11/17	Minutes from HMAG meeting	Discussion points: Agenda for next Scientific Committee; Archaeology Evaluation Strategy Report; Overarching Written Scheme of Investigation; comments on the Draft HIA Scoping Report; Scientific Committee Website Development; SMC Wilsford G1 (Access) (later withdrawn)
AH7	08/12/17	Minutes from HMAG meeting	Discussion points: Status of Evaluation Documents; Status of programme for evaluation; Timings of next Scientific Committee meeting
AH8	18/01/18	Minutes from HMAG meeting	Discussion points: Review of access and

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
			mitigation for Archaeological Monitoring of the GI works; Review of SSWSIs and outstanding actions; Date for the UNESCO/ICOMOS Working Group meeting; Date of next Scientific Committee meeting
AH9	12/02/18	Minutes from HMAG meeting	Discussion points: Final HIA Scoping Report; Ongoing Surveys; Scientific Committee agenda and itinerary;
AH10	21/03/18	Minutes from HMAG meeting	Discussion points: Blick Mead; Discussion on preliminary HIA results; Evaluation Programme and Associated Documentation; Statement of Common Ground
AH11	13/04/18	Site meeting	Site inspection of Winterbourne Stoke North. To discuss trench Evaluation Progress. Attended by WCAS, AmW, and Wessex Archaeology.
AH12	17/04/18	Minutes from HMAG meeting	Discussion points: Scientific Committee Meeting; Blick Mead; Evaluation Programme update; Rollestone Corner Geophysics update; EIA and HIA programme update
AH13	20/04/18	Site meeting	Site inspection of Winterbourne Stoke North. To discuss trench Evaluation Progress. Attended

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
			by WCAS, AmW, and Wessex Archaeology.
AH14	04/05/18	Site meeting	Site inspection of Winterbourne Stoke North. To discuss trench Evaluation Progress. Attended by WCAS, AmW, and Wessex Archaeology.
AH15	04/05/18	Site meeting	Site inspection of Longbarrow South. To discuss trench Evaluation Progress. Attended by WCAS, AmW, and Wessex Archaeology.
AH16	09/05/18	Minutes from HMAG meeting	Discussion points: Scientific Committee agenda; update on Archaeological Evaluation; update on Blick Mead
AH17	11/05/18	Site meeting	Site inspection of Longbarrow South. To discuss trench Evaluation Progress. Attended by WCAS, AmW, and Wessex Archaeology.
AH18	18/05/18	Site meeting	Site inspection of Longbarrow South. To discuss trench Evaluation Progress. Attended by WCAS, AmW, and Wessex Archaeology.
AH19	18/05/18	Site meeting	Site inspection of Western Portal. To discuss west portal evaluation progress. Attended by WCAS, AmW, and Wessex Archaeology.
AH20	01/06/18	Site meeting	Site inspection of Western Portal. To discuss west portal evaluation progress.

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
			Attended by WCAS, AmW, and Wessex Archaeology.
AH21	14/06/18	Minutes from Wiltshire Council Archaeology Services meeting	Discussion points: Western Portal; Archaeological evaluation design; Programme; Long Barrow South – Archaeological Findings and Junction design
AH22	15/06/18	Minutes from HMAG meeting	Discussion points: Post-consultation design changes; update on archaeological evaluation; EIA and HIA programme and update
AH23	12/09/18	Site meeting	Site inspection of Guinness East and Winterbourne Stoke West (Parsons). To discuss trench Evaluation Progress Week 37. Attended by WCAS, AmW, and Wessex Archaeology.
AH24	05/09/18	Site meeting	Site inspection of Winterbourne Stoke West. To discuss trench Evaluation Progress Week 3. Attended by WCAS, AmW, and Wessex Archaeology.
AH25	24/08/18	Site meeting	Site inspection of Winterbourne Stoke West. To discuss trench Evaluation Progress Week 1. Attended by WCAS, AmW, and Wessex Archaeology.
AH26	21/09/18	Site meeting	Site inspection of Winterbourne Stoke East (Turner). To

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
			discuss trench Evaluation Progress Week 39. Attended by WCAS, AmW, and Wessex Archaeology.
AH27	12/12/18	Meeting	Meeting with WCAS and Wiltshire Council Conservation Officer to discuss the draft SoCG with regards to heritage
AH28	28/03/19	Meeting	Meeting with WCAS and Wiltshire Council Conservation Officer to discuss the draft SoCG with regards to heritage
AH29	31/07/19	Meeting	Meeting with WCAS to discuss drawings showing the Zone of Theoretical Visibility for both the existing and proposed road alignment and SoCG matters under discussion with regards to heritage
Landscape and Visual			
LV1	27/02/18	Meeting	Discussion of study area, LVIA representative viewpoints and accurate visual representations
LV2	06/03/18	Email	Confirmation of items raised at 27/02/18 meeting
LV3	26/04/18	Email	Submission and agreement of additional detail to the LVIA methodology
LV4	05/07/18	Meeting	Kick off meeting on SoCG for Ecology and Landscape
LV5	17/01/19	Meeting	Discussion on the

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
			Landscape and Visual Statement of Common Ground
LV6	14/02/19	Meeting	Discussion on the Landscape and Visual Statement of Common Ground
LV7	13/03/19	Email	Information on Swanworth Quarry, Dorset in respect of establishing chalk grassland
LV8	20/03/19	Email	Clarification that the views from vehicles users on the existing A303 are covered in the Socio-economic chapter of the Environmental Statement (ES)
LV9	25/04/19	Email	Confirmation of the reference numbers used for cumulative schemes as part of the landscape and visual impact assessment
LV10	14/06/19	Email	Signposting to the OEMP updates with more design and design principal information (REP3-0076)
LV11	18/06/19	Email	Confirmation that 'under discussion' items have been closed out
<b>Biodiversity</b>			
Bio1	March 2018	Meeting with regard to biodiversity issues	Scheme overview and specific species mitigation.
Bio2	January 2019	Initial Statement of Common Ground meeting with Wiltshire Council	SoCG and relevant biodiversity issues.

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
Bio3	26/02/19	Email and call	Issued working draft HRSA Clarification Note
Bio 4	11/03/19	emails	Future projects at Parsonage Down, agreements on SoCG issues
Bio 5	30/05/19	email	Agreement on SoCG issues re HRA
Bio 6	06/06/19	call	Discussion of the biodiversity mitigation and enhancement include in the indicative Environmental Masterplan and OEMP.
Water and Flood Risk			
WFR1	18/08/17	Meeting between Highways England, Wiltshire Council and Environment Agency	Initial discussion on flood risk (all sources), groundwater, water quality and road drainage
WFR2	05/10/17	Meeting between Highways England Wiltshire Council and Environment Agency	Update on water issues following the Preferred Route Announcement
WFR3	20/10/17	Meeting between Highways England, Wiltshire Council and Environment Agency	Flood risk and groundwater
WFR4	26/10/17	Meeting	Wiltshire Council's Operational Flood Working Group
WFR5	27/10/17	Meeting	Data sharing
WFR6	16/11/17	Meeting	Groundwater
WFR7	14/12/17	Teleconference between Highways England, Wiltshire Council and Environment Agency	Groundwater



RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
WFR8	Jan 2018 – Dec 2018	Monthly teleconferences between Highways England, Wiltshire Council and Environment Agency	Groundwater and other water topics
WFR9	11/01/18	Meeting between Highways England, Wiltshire Council and Environment Agency	Groundwater
WFR10	06/03/18	Minutes from meeting between Wiltshire Council, Environment Agency, Wessex Water and Highways England	Preliminary feedback on the PEIR and HE's public consultation; Discussion on progress for the ES regarding water quality, WFD, groundwater, flood risk and road drainage
WFR11	08/03/18	Wiltshire Council email	Foul sewer information from Wessex Water
WFR12	28/03/18	Email	Details of groundwater monitoring network and HydroVu telemetry
WFR13	18/04/18	Meeting	Wiltshire Council's Operational Flood Working Group
WFR14	26/07/18	Email	Groundwater modelling annex provided
WFR15	31/07/18	Email	Groundwater risk assessment and annexes provided
WFR16	12/10/18	Email	A303 Road drainage strategy meeting
WFR17	16/10/18	Meeting	A303 Road drainage strategy meeting
WFR18	17/10/18	Email	A303 Road drainage strategy meeting

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
WFR19	Sept 2018 – present	Monthly teleconferences between Highways England, Wiltshire Council and Environment Agency	Groundwater and related water topics
WFR20	30/10/18	Meeting	Peer review meeting
WFR21	30/10/18	Email	Requesting access to survey Groundwater Monitoring equipment on Wiltshire Council land
WFR22	12/11/18	Email	Post meeting comments regarding A303 Road Drainage Strategy meeting issued to Wiltshire Council
WFR23	14/11/18	Email	Confirmation of meeting on 22nd November 2018 to provide Wiltshire Council with an update on Groundwater and Groundwater Flooding
WFR24	13/12/18	Highways England email	Collated comments from the peer review of the surface water (pluvial) modelling
WFR 25	14/12/18	Highways England email	V2.0 of SoCG issued
WFR26	29/01/19	Meeting	Discussion of road drainage design and pluvial flood risk assessment and mitigation
WFR27	06/02/19	Highways England email	Further information post meeting on road drainage strategy
WFR28	18/02/19	Meeting	Discussion of road drainage design and pluvial flood risk assessment and

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
			mitigation
WFR29	19/02/19	Highways England email	Further information post meeting on road drainage strategy
WFR 30	22/02/19	Highways England email	Correspondence on road drainage following the 18th February 2019 meeting
WFR31	22/02/19	Highways England email	Draft groundwater reports issued: Stonehenge Area Pumping Test 2018 Interpretive Report  Stage 4 – Implications of 2018 Ground Investigations to the Groundwater Risk Assessment
WFR32	25/02/19	Highways England email	Correspondence on road drainage following the 18th February 2019 meeting
WFR33	04/03/19	Highways England email	Correspondence on road drainage following the 18th February 2019 meeting
WFR34	04/03/19	Wiltshire Council email	Drainage comments on V2.0 of SoCG
WFR35	28/03/19	Telecom	Discussion on road drainage
WFR36	29/03/19	Highways England email	Working drafts of groundwater reports issued: Stonehenge Area Pumping Test 2018 Interpretive Report  Stage 4 – Implications of 2018 Ground Investigations to the Groundwater Risk Assessment

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
			Stage 4 – Supplementary Groundwater Model Runs to Annex 1 Numerical Model Report  Stage 4 – Groundwater Monitoring 2018-19 Conceptual Model Review
WFR37	01/04/19	Meeting between Highways England, Wiltshire Council and Environment Agency	Discussion on groundwater
WFR38	09/04/19	Highways England email	V3.0 of SoCG issued
<a href="#">WFR39</a>	<a href="#">January 2019 - September 2019</a>	<a href="#">Monthly Teleconferences with Wiltshire Council and Environment Agency</a>	<a href="#">Groundwater, Flooding and Road Drainage updates</a>
<a href="#">WFR40</a>	<a href="#">04/06/19</a>	<a href="#">Teleconference</a>	<a href="#">Discussion of the updated FRA</a>
<a href="#">WFR41</a>	<a href="#">20/06/19</a>	<a href="#">Teleconference</a>	<a href="#">Discussion of the updated FRA and road drainage</a>
<a href="#">WFR42</a>	<a href="#">22/07/19</a>	<a href="#">Meeting</a>	<a href="#">Pluvial flood risk peer review of the updated FRA</a>
<a href="#">WFR43</a>	<a href="#">28/8/19</a>	<a href="#">Teleconference</a>	<a href="#">Between AmW, Wiltshire Council and the EA to discuss Issue Specific Hearings 9 and 10</a>
<a href="#">WFR44</a>	<a href="#">19/09/19</a>	<a href="#">Teleconference</a>	<a href="#">Tunnel drainage valve options</a>

### 3 Issues

#### General Comments on DCO Documents:

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
GEN1	[REP6-041]  [REP8-028]	<p>The Council wishes for a general comment to be incorporated expressing our concern about how requirements are going to be discharged and by who.</p> <p>Response to ExA question DCO.2.66</p> <p><a href="#">Issue Specific Hearing 11 – Draft Development Consent Order – 30th August 2019</a></p>	<p>The Council set out a number of additional <del>Requirement</del> <a href="#">Requirements</a> it considered necessary within its Comments on the dDCO submitted at Deadline 4 (in relation to):</p> <ul style="list-style-type: none"> <li>- Construction Environmental Management Plan (CEMP)</li> <li>- Traffic Monitoring and Mitigation</li> <li>- Highway Lighting Scheme</li> <li>- Traffic Management during Tunnel Closures</li> <li>- Flood Risk Assessment</li> </ul> <p><a href="#">The Council confirmed that following earlier agreement by HE to incorporate the Council's proposed changes to the OEMP and clause 39 of the dDCO to address its concerns regarding Traffic Management during Tunnel Closures, Highway Lighting and Flood Risk Assessment, it would no longer seek these additional Requirements. The Council also considers that Requirement 4 of the dDCO has been sufficiently amended to negate the need for an additional Requirement relating to</a></p>	<p><del>Highways England will respond to Wiltshire Council's deadline 6 submission at deadline 7.</del></p> <p><a href="#">The OEMP [REP9-013] has been developed and amended over the course of the examination in consultation with a range of key stakeholders, including Wiltshire Council. Table 2.1 sets out the roles and responsibilities of key parties during construction, table 3.2a provides a record of environmental actions and commitments for preliminary works, table 3.2b provides a record of environmental actions and commitments for main works, section 4 sets out the process for the development of detailed design.</a></p> <p><a href="#">The wording of a side agreement which, amongst other matters, addresses: traffic monitoring and mitigation; and flooding and drainage has been agreed between the</a></p>	<p><del>Under Discussion</del></p> <p><a href="#">Agreed</a></p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><a href="#">the Construction Environmental Management Plan (CEMP). Measures to address the Council's concerns regarding Traffic Monitoring and Mitigation are included within the Side Agreement between the Council and HE.</a></p>	<p><a href="#">parties.</a></p>	
GEN2		<p>Approving body for CEMP, other documents, including various management plans, and specific design elements</p>	<p>The Council considers it inappropriate for HE to be The Authority and approving body for key documents, for example the CEMP etc.</p> <p>The Council has also indicated where its approval is required for management plans and design elements within its representations made during the Examination.</p> <p><a href="#">At the Cultural heritage, landscape and visual effects and design hearing on 21 August 2019 [REP8-016] Richard Moules, on behalf of Wiltshire Council, confirmed that the amendments were welcomed by the Council and approval by the Secretary of State was supported by the Council.</a></p> <p><a href="#">In its post hearing submissions for the DCO hearings, the Council confirmed that it was content with the proposed arrangement for the approval of detailed design.</a></p>	<p><del>Highways England will respond to Wiltshire Council's deadline 6 submission at deadline 7.</del> <a href="#">Requirement 4 of the DCO and the OEMP itself sets out that the Secretary of State will approve the CEMPs and management plans and the Council will approve Heritage Management Plans, Site Specific Written Schemes of Investigation and Archaeological Method Statements (in consultation with Historic England).</a></p> <p><a href="#">To address the question of material changes to updates of the CEMP, Highways England has updated the OEMP [REP9-013] to state that each CEMP will be revised as necessary during the construction phase by the contractor, in line with the principles of the OEMP and ensuring the revisions would</a></p>	<p><del>Under Discussion</del> <a href="#">Agreed</a></p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<a href="#">The Council considers that material changes to updates of the CEMP should be approved by the Secretary of State.</a>	<a href="#">not give rise to any materially new or materially worse adverse environmental effects in comparison with those reported in the Environmental Statement. The revised CEMP will be approved by The Authority, in consultation with the relevant stakeholders as set out in the OEMP.</a>	
<a href="#">GEN3</a>		<a href="#">Compliance with ExA's Issued dDCO.</a>	<a href="#">Wiltshire Council is supportive of all of the ExA's proposed changes to the dDCO, with the exception of the proposed inclusion of "erection of construction plant and equipment" within the preliminary works definition. The Council considers that HE's approach, i.e. the amendment to PW-G1 in the OEMP, is acceptable in this regard.-</a>	<a href="#">Highways England's Deadline 9 Submission, 8.57 Explanation of Amendments to Rev 7 of Draft DCO and Comments on the Examining Authorities' draft Development Consent Order, [REP9-024] sets out the Applicant's response to the Examining Authority's draft DCO.</a>	<a href="#">Not Agreed</a>

### 3.1 Matters Agreed in relation to Traffic Impact

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.1.1	RoE Ref: G1	Section 5: Highways and Transport Considerations: Local Roads Issues to be Resolved 102.	The statutory consultation appears to provide a clearer indication of the physical proposals and generally the transport consequences thereof. In general terms, the scheme proposals will result in the	Highways England thanks Wiltshire Council for these supportive comments.	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			transport outcomes anticipated, namely (i) the removal of congestion on this part of the A303 corridor, (ii) a more reliable journey time for users of the road in the area, (iii) the avoidance of the proclivity for drivers to rat run on the grounds of actual or anticipated time savings compared with staying on the A303 and (iv) a consequential reduction of traffic on those routes currently used as rat runs. These impacts are all seen as positive.		
3.1.2	[APP-297]	Section 4.2 of the Transport Assessment describes the geographic extent of the transport modelling	The extent of the modelling is broadly acceptable to Wiltshire Council.	Noted	Agreed
3.1.3	[APP-297]	Section 2 of the Transport Assessment describes relevant planning policy	The planning policy relevant to transport issues covered within the Transport Assessment is broadly acceptable to Wiltshire Council	Noted	Agreed
3.1.4	[APP-297]	Section 4.4 of the Transport Assessment summarises baseline data	The baseline data summary is broadly acceptable to Wiltshire Council.	Noted	Agreed
3.1.5	[APP-297]	Section 4.5 to 4.8 describe traffic modelling -methodology and verification	Wiltshire Council does not wish to challenge the modelling methodology used in relation to the Scheme and accepts that the Transport Assessment is reasonable in this regard.	Noted	Agreed
3.1.6	[APP-297]	Section 5 of the Transport	Wiltshire Council considers the	Noted	Agreed



Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
		Assessment describes the operational traffic forecasting assumptions and methodology. Section 9.2 to 9.4 describe the construction forecasting assumptions	assumptions adopted in relation to the forecasting of future scenarios to be reasonable, it also recognises that certain assumptions can be properly challenged, and that driver behaviours can be difficult to predict with accuracy. The construction forecasting assumptions are based on assumptions made in relation to contractor processes which can be subject to material change. However, the Transport Assessment approach is considered reasonable on the basis of available information		
3.1.7	[APP-297]	Chapter 6 of the transport assessment describes the traffic impacts of the scheme once opened. Chapter 10 summarises the extent to which the scheme complies with policy	Whilst the Transport Assessment forecasts general traffic impacts associated with the completed scheme, these are accepted as being reasonable, and demonstrate the adequacy of the scheme in addressing problems associated with current A303 capacity issues in the area, there are some impacts which are partly the result of the scheme, and partly as the result of local development. The non-scheme impacts are not included in the Transport Assessment.	Highways England concurs that the Transport Assessment explains the scheme impacts.	Agreed
3.1.8	[APP-297]	Chapter 6 of the transport assessment describes the traffic impacts of the scheme once	Wiltshire Council was concerned that additional traffic using Allington Track may have had impacts in	Highways England has provided further details confirming that there will be no	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
		opened. Chapter 10 summarises the extent to which the scheme complies with policy	Allington at junction with A338.	capacity issues at this junction. Wiltshire Council is satisfied that this will be the case.	
3.1.9	[APP-297]	Chapter 6 of the transport assessment describes the traffic impacts of the scheme once opened. Chapter 10 summarises the extent to which the scheme complies with policy	Wiltshire Council wished to be satisfied that there were unlikely to be impacts at Stock Bottom roundabout south of Amesbury town centre.	Highways England has provided further details to Wiltshire Council. Wiltshire Council is satisfied that any impacts at this location will be acceptable.	Agreed
3.1.10	[APP-297]	Sections 9.5 to 9.7 of the Transport Assessment describe impacts during construction.	Wiltshire Council wish assurance that during construction traffic (HGVs) will route along the strategic road network and if materials are sourced south of Salisbury the HGVs would route using the A303 rather than A36?	Wiltshire Council will be consulted on the contents of a Traffic Management Plan pursuant to paragraph 9 of Schedule 2 to the draft DCO [REP6-005, REP9-003]. Matters to be included in this plan are set out in reference MW-TRA2 of the Outline Environmental Management Plan [REP6-011, REP9-013], which include traffic management measures to be implemented and routes to be used by construction vehicles to access the site. In addition at MW-TRA7, the OEMP provides that haul routes will be provided for use by construction vehicles. Compliance with the OEMP is secured by paragraph 4 of Schedule 2 to the draft DCO.	Agreed
3.1.11	[APP-297]	Sections 9.5 to 9.7 of the Transport Assessment describe impacts during construction.	Wiltshire Council would not wish HGVs to use the B3083 north of Winterbourne Stoke for site access		Agreed
3.1.12	[APP-297]	Chapter 6 of the transport	Wiltshire Council are concerned	Highways England	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
		assessment describes the traffic impacts of the scheme once opened. Chapter 10 summarises the extent to which the scheme complies with policy	that increased traffic generated by the scheme may exceed operational capacity of London Road signalised junction between Amesbury town centre and Countess junction. This is confirmed in the post DCO submission report submitted to WC by HE.	<p>acknowledge capacity issues at the London Road Junction, although does not accept that these issues are caused solely by the Scheme. <del>The parties are continuing to discuss ways of working together to address Wiltshire Council's concerns at this location.</del></p> <p><u>A legal agreement between the parties makes provision for improvement works to be undertaken to the London Road junction in Amesbury, comprising the upgrading of traffic signals and associated equipment, junction realignment and other appropriate highway works. The text of the agreement has been agreed and it is in the process of being signed.</u></p>	<p><del>subject to completion of a legal agreement between the parties</del>  <a href="#">Agreed</a></p>

### 3.2 Matters Under Discussion in relation to Traffic Impact.

3.2.1 There are no matters under discussion in relation to traffic impact.

### 3.3 Matters Not Agreed in relation to Traffic Impact.

3.3.1 No matters are Not Agreed at the present time.

### 3.4 Matters Agreed in relation to Highways Design

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.4.1	RoE Ref: G1	44. Clarification of land ownership details where the existing A303 will be stopped up.	<p>The former line of the A303 to the east of Stonehenge Road junction.</p> <p>(Please note this item only relates to land ownership issues, it does not relate to design clarifications required as referenced within our written representation).</p>	<p>In respect of land comprised in the existing A303, over which new restricted byways are constructed, the new restricted byways would vest in Wiltshire Council when it becomes liable to maintain them. This would take effect by virtue of article 9(1) of the draft DCO [<del>REP6-005</del>REP9-003] and section 265 Highways Act 1980. Any surplus land owned by Highways England comprised in what would be the former A303 would be dealt with in accordance with Crichel Down rules.</p>	Agreed
3.4.2	RoE Ref: G2	V. Proposed Change to Rollestone Crossroads 21.	<p>This proposed change is fully supported on technical grounds as being the best solution to improve the junction whilst</p>	<p>Highways England welcomes Wiltshire Council's comments.</p>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p>minimising local impacts for a scheme within the WHS. The change is in line with previous suggestions from Shrewton Parish Council to alter the priorities at the junction, affording the perception that the Shrewton direction is not the priority route where choices of route exist. Furthermore, the proposals fit with Wiltshire Council's ambition to review the classification status of the B3086, with a view to downgrading the section between Rollestone Crossroads and A360 via Shrewton, but upgrading the status of The Packway from Class 3 to Class 2 between Rollestone Crossroads and the Durrington A345 roundabout.</p>		
3.4.3	RoE Ref: G2	V. Proposed Change to Rollestone Crossroads 23.	<p>Additionally, Wiltshire Council concurs that there will be no additional adverse landscape and visual effects as a result of the proposed modifications to the Rollestone Crossroads layout, which combined with the other proposed changes being consulted on, are perceived, overall, to have a minor beneficial improvement to the</p>	Noted	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			scheme.		
3.4.4	RoE Ref: G2	V. Proposed Change to Rollestone Crossroads 24.	As this section of the road is already used by some drivers to avoid existing queues on the A303, Wiltshire Council would like to see an early implementation of this improvement as part of the advanced works.	This junction improvement is included in the early works package and provision has been <a href="#">made</a> in <del>the</del> Schedule 2 <del>to</del> of the draft DCO [ <del>REP6-005</del> <a href="#">REP9-003</a> ] and the Outline Environmental Management Plan [ <del>REP6-014</del> <a href="#">REP9-013</a> ] to facilitate these works coming forward at an early stage if development consent is granted for the Scheme.	Agreed
3.4.5	RoE Ref: G2	VI. Public Rights of Way (PROW) 26.	Wiltshire Council is also supportive of the creation of the new restricted byways throughout the WHS to enable the least restrictive access for the widest range of users. This accords with the requirements of the Equality Act 2010 and Wiltshire Council's overriding duty to assert and protect the use and enjoyment of the public rights of way by the public.	Noted	Agreed
3.4.6	[RR-2365]	Part III Highways & Transport considerations 37.	a) There is a requirement for clarification in relation to the provision and operation of traffic	Based on the preliminary design, the signal control to stop traffic entering the	<del>Agreed subject to completion of a legal agreement</del>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p>signals controls at both the Longbarrow and Countess Roundabouts, especially in relation to the integration of the signals with the tunnel management systems in the event of the closure of access via the eastbound merge slip-road at Longbarrow Northern Roundabout and the westbound merge slip-road at Countess Roundabout.</p>	<p>tunnel will be through Advanced Motorway Indicators (AMI's), which will be located near the start of the Longbarrow northern dumb-bell roundabout eastbound merge slip road and Countess roundabout westbound merge slip road. AMI's will also be located above lane indicators at the tunnel entrances. This equipment will be maintained by Highways England.</p> <p>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The <del>parties intend to conclude such an</del> <u>text of the agreement before has been agreed and it is in the close</u> <del>process of the examination. being</del></p>	<p><del>between the parties</del> <u>Agreed</u></p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<a href="#">signed.</a>	
<a href="#">3.4.7</a>	<a href="#">[RR-2365]</a>	<a href="#">Part III Highways &amp; Transport considerations 37.</a>	<p><a href="#">g) The TR010025 2.10 Traffic Regulation Measures Plans (Speed Limits) show a proposed speed limit of 30 mph for the realigned section of the Allington Track (also in the Draft DCO Schedule 10 Part 1); Wiltshire Council is concerned as to the compatibility of the speed limit with the Department for Transport Circular 01/2013, and with the speed limit on the existing Allington Track; it appears to be set unnecessarily low.</a></p> <p><a href="#">The Council has argued in its written representations for the speed limit to be National Speed Limit. It also seeks inclusion in an agreement an obligation to cover costs of TROs for issues such as this, if intervention post scheme is required.</a></p> <p><a href="#">The Council is seeking an acknowledgement that the Local Highway Authority will determine speed limit for local roads, where they disagree with scheme proposals.</a></p>	<p><a href="#">The proposed horizontal alignment for the new Allington Track link (shown on Sheet 11 of the Traffic Regulation Measures Plans (Speed Limits) [APP-013]) includes two bends, of 90 degrees (to the east) and 35 degrees (to the west). This design has been agreed with Wiltshire Council. The speed limit has therefore been reduced to reflect the design.</a></p> <p><a href="#">Highways England acknowledges that Wiltshire Council, as local highway authority, will be responsible for determining the speed limits on the roads that it will be responsible for. The speed limits that will apply to the local roads comprised in the Scheme will be determined through a combination of the DCO, legal agreement between Highways</a></p>	<a href="#">Agreed</a>



Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<a href="#">England and Wiltshire Council (the wording of which has been agreed and is in the process of being signed), and Wiltshire Council's existing powers.</a>	
<a href="#">3.4.8</a>	<a href="#">[RR-2365]</a>	<a href="#">Part III Highways &amp; Transport considerations 37.</a>  <a href="#">Current position</a>	<p>k) <a href="#">There is some concern as to the adequacy of the coverage of the 6.3 Environmental Statement Appendices Appendix 2.2 Outline Environmental Management Plan in relation to some areas of Record of Environmental Actions and Commitments (REAC) tables at 3.2a and 3.2b.</a></p> <p><a href="#">The Council considered the content of the revisions to the OEMP submitted at deadline 6 [REP6-011] and submitted suggested changes to the OEMP at deadline 7 [REP7-043].</a></p> <p><a href="#">The Council presented comments on the OEMP to Highways England on 17 September and parties met on 18 and 24 September to review these comments. Further comments were exchanged between 24 September and 24</a></p>	<p><a href="#">The OEMP, which will be secured through DCO Requirement 4 (Schedule 2 of REP9-003), has been the subject of extensive discussion with stakeholders during examination and Highways England has considered specific comments of Wiltshire Council. The OEMP submitted to the examination on 24 October 2019 incorporated amendments to address the final comments on the OEMP received from the Council.</a></p>	<a href="#">Agreed</a>

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			<a href="#">October and have now been satisfactorily addressed.</a>		
<a href="#">3.4.9</a>	<a href="#">[RR-2365]</a>	<a href="#">Part III Highways &amp; Transport considerations 37.</a>  <a href="#">Current position</a>	<p>m) There will be an incentive for <a href="#">haulage sub-contractors seeking to maximise loads per day shifted from east to west of the site to use alternative routes, such as The Packway, because of the potential delays on the A303 (especially westbound) route; enforceable measures will be sought to take action against offenders in an appropriate manner.</a></p> <p><a href="#">The Council presented comments on the OEMP to Highways England on 17 September and parties met on 18 and 24 September to review these comments. Further comments exchanged between 24 September and 24 October have now been satisfactorily addressed.</a></p>	<p><a href="#">Wiltshire Council will be consulted on the contents of a Traffic Management Plan pursuant to paragraph 9 of Schedule 2 to the draft DCO [REP9-003]. Matters to be included in this plan are set out in reference MW-TRA2 to MW-TRA11 of the Outline Environmental Management Plan [REP9-013] which include construction traffic routeing, compliance which is secured by paragraph 4 of Schedule 2 to the draft DCO.</a></p> <p><a href="#">The OEMP submitted to the examination on 24 October 2019 incorporated amendments to address the final comments on the OEMP received from the Council.</a></p>	<a href="#">Agreed</a>
<a href="#">3.4.10</a>	<a href="#">[RR-2365]</a> <a href="#">[REP2-045]</a>	<a href="#">Part III Highways &amp; Transport considerations 37.</a>	<a href="#">n) Highways England have provided no detail on the potential impact of the Solstice events during the construction</a>	<a href="#">As described in detail in Chapter 10 of this report [ENV-479] the scheme, overall, would have a</a>	<a href="#">Agreed</a>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>and operation of the Scheme.</u></p> <p><u>During construction of the Scheme, the TA [APP-297] forecasts that the inevitable additional delays on the A303, particularly at the Countess junction area, will cause additional diverting traffic onto other routes both to the north and south of the A303. This diverted traffic must not be locally obstructed by on-highway parking associated with solstice and equinox events, or pedestrian movements associated with parked vehicles put in jeopardy by passing traffic. This is a particular concern on most of the local roads where pedestrian provision is not available (no footways, and sometimes unusable verges) e.g. A360, B3086, Packway (part).</u></p> <p><u>It is the Council's view that a Traffic Regulation Order (TRO) should be provided for in the DCO having the effect of limiting parking on defined roads over a period extending to about a week either side of both equinoxes and both solstices (about two months per year). At the time of</u></p>	<p><u>large beneficial effect on the Attribute of the OUV of the WHS to which solstice events contribute.</u></p> <p><u>The assessment of the potential for impacts on the solstice is set out in the Heritage Impact Assessment (HIA), ES Appendix 6.1 [APP-195]. The Outline Environmental Management Plan (OEMP) [REP9-013], which is secured through paragraph 4 of Schedule 2 of the draft Development Consent Order [REP9-003], at item MW-G16, sets out that surface works within the western section of the WHS would be suspended during summer and winter solstice (hours to be determined in consultation with HMAG). Further, the OEMP sets out a requirement for the contractor to consult with event organisers, which includes Solstice events</u></p>	

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			<p><u>preparation of these written representations [REP2-045], the view of HE on this matter has not been fully explored, and the Council is developing its position on the matter.</u></p> <p><u>The Council considers that a TRO should be provided for in the DCO to limit parking on defined roads for a period either side of summer and winter equinoxes and solstices.</u></p>	<p><u>(MW-TRA2).</u></p> <p><u>Provision has been made in the legal agreement between the parties to discuss and agree whether it is reasonably necessary, having regard to the safe and efficient operation of the highway network during the construction and operation of the Authorised Works, to implement any traffic regulation measures. The text of the agreement has been agreed and it is in the process of being signed.</u></p>	
3.4.11	RoE Ref: G2	<u>V. Proposed Change to Rollestone Crossroads 20.</u>	<p><u>From a highways and transport perspective, the change represents an improvement. The radius of the bend will be relatively tight, and it will be necessary to consider an appropriate speed limit below the National Speed Limit (NSL) to address the tightness of the bend (which represents a departure from Department for Transport (DfT) design standards), and for appropriate</u></p>	<p><u>Highways England welcomes Wiltshire Council's comments in support of its proposals for the Rollestone Cross Junction which were incorporated into the Scheme.</u></p> <p><u>Highways England acknowledges that Wiltshire Council, as local highway authority, will be</u></p>	<u>Agreed</u>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>signing to highlight the bend and its associated road junction. The proposed change would remove the presence of a crossroads (which in general exhibit worse traffic collision records than other junction types), and alter the priorities of the junction in favour of the route connecting The Packway and Airmans Corner. This alteration of priority is the main driver for altering the junction. The Packway / Airmans Corner route is already the busiest route through the junction, and the proposal to use this route as part of the A303 tunnel diversion route further emphasises the importance of changing the layout. The proposed new road would include a right turn lane junction to serve the Shrewton arm of the junction, and 'The Bustard' road past Rollestone Camp would be served by a simple priority junction off this side arm, in substantially the same location as the existing junction.</u></p> <p><u>The Council is seeking inclusion in an agreement an obligation to cover costs of TROs for issues such as this, if intervention post</u></p>	<p><u>responsible for determining the speed limits on the roads that it will be responsible for. The speed limits that will apply to the local roads comprised in the Scheme will be determined through a combination of the DCO, legal agreement between Highways England and Wiltshire Council (the wording of which has been agreed and is in the process of being signed), and Wiltshire Council's existing powers. <del>The text of the legal agreement has been agreed and it is in the process of being signed.</del></u></p>	

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			<p><u>scheme is required.</u>  <u>Furthermore, the Council is seeking an acknowledgement that the Local Highway Authority will determine speed limit for local roads, where they disagree with scheme proposals.</u></p>		
3.4.12	-	<p><u>Clarification of land ownership details where the existing A303 will be de-trunked.</u></p> <p><u>Current position:</u></p>	<p><u>Wiltshire Council agrees that it will become responsible for those areas which will be de-trunked.</u></p> <p><u>Discussions have taken place and amendments to the de-trunking plan have been agreed.</u></p>	<p><u>It is intended that Wiltshire Council will take over ownership of those sections of the A303 which will be de-trunked. This is provided for in the draft DCO (article 9(5)).</u></p> <p><u>Highways England applied for, and the Examining Authority accepted, a non-material change (reference NMC-02) to the Application, reflecting the revised de-trunking proposals at Countess junction, as agreed between Highways England and Wiltshire Council.</u></p> <p><u>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a</u></p>	<u>Agreed</u>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><u>result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The text of the agreement has been agreed and it is in the process of being signed.</u></p>	
<p><u>3.4.13</u></p>	<p>=</p>	<p><u>Clarification of land ownership details where the existing A303 will be stopped up and new PROW provided.</u></p>		<p><u>It is intended that Highways England will retain its interests in the existing A303 corridor save that the new highway comprised in the new restricted byway will vest in Wiltshire Council when it becomes responsible for its maintenance (article 9(1) of the draft DCO and section 265 Highways Act 1980).</u></p> <p><u>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The text of the</u></p>	<p><u>Agreed</u></p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<a href="#">legal agreement has been agreed and it is in the process of being signed.</a>	
<a href="#">3.4.14</a>	<a href="#">[RR-2365]</a>	<a href="#">Part III Highways &amp; Transport considerations 37.</a>	<a href="#">b) As a consequence of a) above, there is a need to clarify which of the highway authorities (Highways England or Wiltshire Council) will be the vesting authority, responsible for the on-going maintenance of the carriageways and traffic signals controls at each of the junctions.</a>	<a href="#">Article 9 of the draft DCO [REP9-003] sets out which highway authority will be responsible for the maintenance of the new, altered or diverted streets (including highways) and other structures comprised in the Scheme. The default position under article 9 is that Highways England will be liable to maintain any trunk road comprised in the Scheme. The local highway authority will be liable to maintain any other highway, (i.e. other than a trunk road), including any structure or culvert (except for any bridge carrying a highway over a trunk road (see article 9(6)) and any highway that is de-trunked (see article 9(6)). Any highway that will become maintainable by the local highway authority must be</a>	<a href="#">Agreed</a>



Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><u>completed to the reasonable satisfaction of the local highway authority which, in relation to the Scheme, will be Wiltshire Council. The purpose and effect of article 9 is discussed in further detail in the Explanatory Memorandum to the DCO [APP-021] at paragraphs 6.21 and 6.22.</u></p> <p><u>Article 9 (see article 9(1), 9(2), 9(3), 9(4), 9(5)) recognises that Highways England and the local highway authority may agree in writing to depart from the default arrangements set out in those provisions.</u></p> <p><u>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties.</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><a href="#">The legal agreement confirms that Highways England will supply and install the Traffic Signals at Countess and Longbarrow Junctions, be responsible for their operation and maintain them at its own expense.</a></p> <p><a href="#">The text of the legal agreement has been agreed and it is in the process of being signed.</a></p>	
<a href="#">3.4.15</a>	<a href="#">[RR-2365]</a>	<a href="#">Part III Highways &amp; Transport considerations 37.</a>	<a href="#">d) The Draft DCO includes within Schedule 9 Part 2 information in relation to the Northern and Southern Roundabouts forming the 'dumbbell' junction. Whilst the Classifications Plan clearly shows the roundabouts as being classified as the A360, Wiltshire Council will need to be clear as to the future assets for which it will be responsible. Whilst the working assumption has been that Wiltshire Council would be the default vesting authority for off-line junctions, this needs to be clarified, especially in the context of a), b) and c) above. It</a>	<a href="#">Schedule 9 to the draft DCO [REP9-003] and the Classification of Roads Plan [APP-016] must be read alongside article 47 of the draft DCO. The roads described in Part 2 of Schedule 9, the slip roads between the A303 and the new Longbarrow Junction, will become a trunk road by virtue of article 47(1)(a). The roads described in Part 3 of Schedule 9, comprising the links between the existing A360 and the</a>	<a href="#">Agreed</a>

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			<p><u>would be logical that the vesting of the Longbarrow roundabouts is treated in the same way as the Countess Roundabout.</u></p>	<p><u>new Longbarrow Junction, the circulatory carriageways of the northern and southern roundabouts, and the link between the two carriageways carried by Green Bridge No.3 over the existing A303, will be classified as the A360 by virtue of article 47(1)(b) of the draft DCO. This is shown in Inset 2 on the Classification of Roads Plan. As noted above, roads that are not trunk roads must be completed to the reasonable satisfaction of the local highway authority which would then become responsible for their maintenance, by virtue of article 9(1). The responsibility for maintaining the highway surface of the A360 carried over the A303 trunk road by Green Bridge No.3 would fall to the local highway authority, although the structure of Green Bridge</u></p>	

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				<p><u>No.3 would be maintained by Highways England, by virtue of Article 9(6).</u></p> <p><u>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties.</u></p> <p><u>The text of the legal agreement has been agreed and it is in the process of being signed.</u></p>	
<p><u>3.4.16</u></p>	<p><u>:</u></p>	<p><u>Other matters relating to the de-trunked A303</u></p>	<p><u>Wiltshire Council will seek to ensure that it receives an asset in good repair, where the need for structural maintenance in the foreseeable future being minimised.</u></p> <p><u>Wiltshire Council will seek to secure a de-trunked asset which will not require foreseen structural maintenance interventions for at least 5 years following the asset being vested in Wiltshire Council.</u></p>	<p><u>Highways England acknowledges Wiltshire Council's concerns.</u></p> <p><u>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. —</u></p>	<p><u>Agreed</u></p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<u>The text of the legal agreement has been agreed and it is in the process of being signed.</u>	
<u>3.4.17</u>	<u>[RR-2365]</u>	<u>Part III Highways &amp; Transport considerations 37.</u>	<u>o) Wiltshire Council will seek to agree commuted payments to support those additional assets for which it could become responsible and ensure absolute clarity of the extent / boundaries of such assets.</u>	<u>Highways England acknowledges Wiltshire Council's concerns.</u> <u>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties.-</u> <u>The text of the legal agreement has been agreed and it is in the process of being signed.</u>	<u>Agreed</u>
<u>3.4.18</u>	<u>[RR-2365]</u>	<u>Lighting at Longbarrow Junction</u>	<u>It is welcomed by the archaeology service that no street lighting has been proposed for the area of the new junction, but the Council requires further detail regarding any residual impacts of light spillage and adverse impacts on dark skies within the vicinity of the</u>	<u>Highways England acknowledges WCAS's concerns but note that the new Junction will be a substantial improvement on the existing, moving it 600m to the west of the WHS boundary, recessed into the landscape, and</u>	<u>Agreed</u>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>WHS boundary. This needs to be considered in terms of traffic safety considerations given the current proposals for traffic signal controls to address safety concerns at this junction</u></p>	<p><u>being unlit. This is in contrast to the existing Longbarrow Roundabout which is currently lit by street lights and is immediately adjacent to the Winterbourne Stoke Crossroads barrow group.</u></p> <p><u>Highways England also notes that the Outline Environmental Management Plan [REP9-013] (compliance with which is secured under paragraph 4 of Schedule 2 of the DCO) requires lighting under Green Bridge Four, located just east of Longbarrow Junction, to only occur between dawn and dusk, be dimmer controlled, and designed to minimise light spill outside of the bridge footprint (item D-CH10).</u></p> <p><u>The potential impact of the Scheme upon dark skies is considered in the Heritage Impact Assessment [APP-195], Section 9.3, paragraphs 9.3.13 – 9.3.19, which</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><u>concludes that the Scheme would have a Moderate Positive impact on this aspect of the WHS, resulting in a Large Beneficial effect.</u></p>	
<p><u>3.4.19</u></p>	<p><u>RoE Ref: G1</u></p>	<p><u>Highways design</u></p>	<p><u>Potential impacts include: Lighting associated with the Countess Roundabout flyover</u></p>	<p><u>The Countess Roundabout flyover is not being lit. The existing lighting will be replaced and therefore a potential beneficial change from more efficient lighting and reduced light spillage (see item D-CH12 of the OEMP [REP9-0013]).</u></p>	<p><u>Agreed</u></p>
<p><u>3.4.20</u></p>	<p><u>[RR-2365]</u></p>	<p><u>Part III Highways &amp; Transport considerations 37.</u></p>	<p><u>e) Wiltshire Council will require clarification, following detailed design, about the precise boundaries to the new highway for which it will become the vesting authority. It will also require details for the associated support infrastructure including drainage arrangements (including any easements or maintenance access, lighting and power supply other cabling).</u></p>	<p><u>In all cases where Wiltshire Council would become the highway authority for a new highway comprised in the Scheme, Highways England confirms that details of the precise boundaries of the new highways, together with details of associated supporting infrastructure, to be maintained by Wiltshire Council, will be provided once the</u></p>	<p><u>Agreed</u></p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><u>corresponding powers under the DCO have been exercised.</u></p> <p><u>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties.</u></p> <p><u>The text of the legal agreement has been agreed and it is in the process of being signed.</u></p>	
<p><u>3.4.21</u></p>		<p><u>Highway Lighting and Traffic Management During Tunnel Closures</u></p>	<p><u>Following discussions with HE, the Council would withdraw its request for an additional Requirement in relation to street lighting accepting that HE will take a responsible approach in future regarding any permanent lighting arrangements, and that the Council’s focus should be on cross-over lighting during maintenance and other tunnel closures. The Council would also withdraw the request for an additional Requirement relating</u></p>	<p><u>Following consultation with key stakeholders, including Wiltshire Council, MW-TRA12 of the OEMP has been updated, and states:</u></p> <p><u>The main works contractor shall, prior to the handover of the works to The Authority, prepare, in consultation with Wiltshire Council and the Police, a Tunnel Closure Management Plan</u></p>	<p><u>Agreed</u></p>



Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>to the Tunnel Closure Management Plan, provided the following amendments were made to MW-TRA12 within the OEMP. The revised item would read:</u></p> <p><u>“The main works contractor shall, prior to the handover of the works to The Authority, prepare, in consultation with Wiltshire Council, a Tunnel Closure Management Plan (TCMP) setting out, inter alia, the following:</u></p> <p><u>a) Procedures to be followed for the planned closure of a single bore, including use of temporary or part-time signing, and advance information proposals.</u></p> <p><u>b) Procedures to be followed for unplanned closures of a single or both tunnel bores, either during or outside a planned closure, with particular reference to:</u></p> <p><u>i) Method of control of access to the eastbound or westbound or both merge slips at</u></p>	<p><u>(TCMP) setting out, inter alia, the following:</u></p> <p><u>a) Procedures to be followed for the planned closure of a single bore, including use of temporary or part-time signing, and advance information proposals.</u></p> <p><u>b) Procedures to be followed for unplanned closures of a single or both tunnel bores, either during or outside a planned closure, with particular reference to:</u></p> <p><u>i. method of control of access to the eastbound or westbound or both merge slips at Longbarrow or Countess junctions respectively.</u></p> <p><u>ii. Signage to be employed at the start of, and on the approved diversion route.</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>Longbarrow or Countess junctions respectively.</u></p> <p><u>ii) Signage to be employed at the start of, and on the approved diversion route.</u></p> <p><u>iii) Measures to be taken at a local / regional / sub national level to alert drivers of A303 delays.</u></p> <p><u>iv) Requirements to liaise with Wiltshire Council's Streetworks Team and the police in relation to the operation of the procedures embodied in the TCMP and in relation to any future changes to the approved TCMP.</u></p> <p><u>v) The design (including protection from overspill lighting), set-up and operation of temporary (during tunnel closures) lighting arrangements of the eastbound /</u></p>	<p><u>iii. Measures to be taken at a local/regional/sub national level to alert drivers of A303 delays.</u></p> <p><u>iv. Requirements to liaise with Wiltshire Council's Streetworks Team and the Police in relation to the operation of the procedures embodied in the TCMP and in relation to any future changes to the approved TCMP.</u></p> <p><u>v. The design (including protection from overspill lighting), set-up and operation of temporary (during tunnel closures) lighting arrangements of the eastbound / westbound lane crossover points in the vicinity of the</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>westbound lane crossover points in the vicinity of the Longbarrow and Countess junctions.</u></p> <p><u>The main works contractor and the Undertaker, as appropriate, shall comply with the approved TCMP.</u></p> <p><u>Reporting Criteria:</u></p> <p><u>Approval of the Authority in consultation with Wiltshire Council and Wiltshire Police.”</u></p>	<p><u>Longbarrow and Countess junctions.</u></p> <p><u>The main works contractor and The Authority, as appropriate, shall comply with the approved TCMP.</u></p> <p><u>The plan is prepared in consultation with Wiltshire Council and the Police and is approved by the Authority.</u></p>	
3.4.22	RoE Ref: G1	<p><u>Section 5: Highways and Transport Considerations: Old Stonehenge Road 54.</u></p>	<p><u>An issue of concern has been identified in relation to two farms (Park Farm and West Amesbury Farm), because the farms have a need to accommodate movements of large vehicles (combine harvesters, circa 4m wide), which could be problematic if the only access to the farms were to be via Amesbury. It is understood that matters relating to this issue are recognised by HE and attempts will be made to ensure that suitable and appropriate access arrangements are established. The solution to the problem might involve some minor</u></p>	<p><u>(Pursuant to the MW-COM series of items in the OEMP [REP9-013]) farm access arrangements have been and will continue to be discussed with affected landholders, including Park Farm and West Amesbury Farm. Suitable alternative access arrangements will be pursued for agreement with the affected landholders of the two farms. If this is unachievable then appropriate compensation</u></p>	<p><u>Agreed, subject to finalisation of detailed arrangements</u></p>

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			<p><u>changes to waiting restrictions within Church Street, to help remove local pinch points, which can be caused by on-street parking.</u></p> <p><u>Access between the National Trust owned fields and Countess Road is proposed to be via the public bridleway AMES9A. Wiltshire Council as the highway authority responsible for the maintenance of the surface of this bridleway has no objection in principle to its use as a private means of access for combine harvesters as is proposed, but will require a legal agreement to provide that any damage caused to the surface by the exercise of this new private access will be rectified by the holder of those rights. However, it must be recognised that Wiltshire Council does not own the subsoil of the track over which the bridleway passes and cannot, therefore, give permission for the grant of the proposed new private rights of access; only the owner(s) of the subsoil can do that.</u></p>	<p><u>will be agreed.</u></p>	
<u>3.4.23</u>	<u>[RR-2365]</u>	<u>Part III</u> <u>Highways &amp; Transport</u>	<u>j) The works proposals do not provide for any works at the</u>	<u>It is proposed that this layby be filled, profiled,</u>	<u>Agreed</u>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
	<p data-bbox="421 707 568 735">[REP2-047]</p> <p data-bbox="421 1082 568 1110">[REP8-015]</p>	<p data-bbox="645 368 831 432"><u>considerations 37.</u></p> <p data-bbox="645 707 972 807"><u>Layby on A303 to West of Scotland Lodge Farm Paragraphs 36 to 39</u></p> <p data-bbox="645 1082 972 1206"><u>Section 4.3 NMC-01: Existing lay-by west of Winterbourne Stoke to be de-trunked</u></p>	<p data-bbox="1010 368 1429 719"><u>layby to the western end of the above section of existing A303. Wiltshire Council is concerned as to the potential abuse of this area of highway, especially bearing in mind proximity to Stonehenge. Potential alternative uses will need to be considered. It is also questioned as to why this layby is excluded from the De-trunking Plans.</u></p> <p data-bbox="1010 740 1397 836"><u>The Council has stated in its written representations that the layby should:</u></p> <ul style="list-style-type: none"> <li data-bbox="1059 855 1361 916">a) <u>Be included in the detrunking drawings</u></li> <li data-bbox="1059 935 1420 1126">b) <u>Be made inaccessible for potential use by inappropriate users including, given its proximity to Stonehenge, illegal camping.</u></li> </ul> <p data-bbox="1010 1145 1397 1241"><u>In response to the consultation on proposed non-material changes:</u></p> <p data-bbox="1010 1262 1429 1447"><u>There are no objections to this change, which is in line with Wiltshire Council's suggestions, and which the Council believes is part of an essential change to the Scheme proposals if the risk</u></p>	<p data-bbox="1453 368 1771 432"><u>soiled and seeded, to discourage vehicular use.</u></p> <p data-bbox="1453 451 1778 608"><u>At deadline 4 Highways England wrote to the ExA setting out its intentions to submit a request for a non-material change:</u></p> <p data-bbox="1453 627 1778 1078"><u>Following confirmation by Wiltshire Council that the lay-by would not be required by the Council for operational reasons, as noted in the Applicant's Responses to Written Representations [REP3-013] para 22.7.19, the Applicant proposes to close the layby to prevent its potential misuse in connection with anti-social behaviour.</u></p> <p data-bbox="1453 1098 1778 1447"><u>Accordingly, the Applicant proposes to extend the area of proposed de-trunking on this length of the existing A303 to include the lay-by. This proposed change would require amendment of the De-Trunking Plans [APP-015] (by the addition of thick zebra hatching over</u></p>	

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			<p><u>of abuse of the area now included in the hatching, by inappropriate activities, is to be minimised. The Council is satisfied that the area can remain as highway verge, and effectively non-operational highway.</u></p>	<p><u>the lay-by) and amendment of the corresponding drafting in Part 9 of Schedule 9 to the draft Development Consent Order [REP9-003], to include the lay-by.</u></p> <p><u>This proposed change would only require the use of land which is already within the Order limits and proposed to be acquired compulsorily; it would not require any 'additional land' as defined in the CA Regulations and would therefore not engage the CA Regulations.</u></p> <p><u>The area occupied by the lay-by would be re-profiled to prevent vehicular access, re-seeded and returned to a grassed verge.</u></p> <p><u>The Examining authority has issued its procedural decision accepting a non-material change (reference NMC-01) to the Application, reflecting the revised de-trunking proposals at the lay-by, as</u></p>	

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				<p><a href="#">agreed between Highways England and Wiltshire Council.</a></p>	
<p><a href="#">3.4.24</a></p>	<p><a href="#">[RR-2365]</a></p> <p><a href="#">[REP8-015]</a></p>	<p><a href="#">Part III Highways &amp; Transport considerations 37.</a></p> <p><a href="#">Section 4.4 NMC-02: Countess Roundabout to be de-trunked</a></p>	<p><a href="#">c) The existing Countess Roundabout is vested in Highways England. The TR010025 2.12 De-trunking Plans do not show Countess Roundabout as proposed to be de-trunked. Depending on the outcome of the clarification sought in a) above, there might be a need to amend the de-trunking plans.</a></p> <p><a href="#">In response to the consultation on proposed non-material changes:</a></p> <p><a href="#">We have a concern about the detail of the area shown hatched black, which excludes verge areas to the north and south sides of the junction, which are currently understood to be trunk road (maintained by HE, not Wiltshire Council), and which should be de-trunked to become verges to the A345 north-south route. We would wish to see the de-trunking hatch markings extend into the verge to the north side of the eastbound diverge</a></p>	<p><a href="#">Highways England confirms that the De-trunking Plans [APP-015] do not show the existing Countess Roundabout as being de-trunked and as such the responsibility to maintain the circulatory carriageway would remain with Highways England. Highways England is considering Wiltshire Council's concerns in respect of this matter which remains under discussion.</a></p> <p><a href="#">At deadline 4 Highways England wrote to the ExA setting out its intentions to submit a request for a non-material change.</a></p> <p><a href="#">As noted in the Applicant's Comments on Written Representations [REP3-013] at paragraph 22.7.32, the submitted application does not include proposals to de-</a></p>	<p><a href="#">Agreed</a></p>

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		<p><u>Current position:</u></p>	<p><u>and merge slips, and to the south of the westbound diverge and merge slip roads. It is noted that the De-Trunking Plans Key Plan will need to be amended to accommodate a Sheet 03 and that the proposed change to the legend, as shown in the consultation document should be changed, for Sheet 03 only, to read 'Existing A303 to be de-trunked (Area C)' rather than the proposed 'Existing A303 to be de-trunked (Area A to B and C)'</u></p> <p><u>Discussions have taken place and amendments to the de-trunking plan have been agreed. The Council's support for the NMC is confirmed in the proposed changes position statement [REP9-029].</u></p> <p><u>Following review of the proposed updates to the dDCO incorporating the necessary NMC changes, in Schedule 9, Part 9, the new paragraph 24 is a significantly different description than that stated in AS-067. It is more comprehensive, but in doing so the Council considers that this should include reference to the</u></p>	<p><u>trunk the circulatory carriageway at Countess Roundabout.</u></p> <p><u>As a result of ongoing discussions with Wiltshire Council, the Applicant proposes to amend the De-Trunking Plans [APP-015] and Part 9 of Schedule 9 to the draft Development Consent Order [REP9-003] to de-trunk the circulatory carriageway at Countess Roundabout. This would involve adding a new sheet to the set of De-Trunking Plans, to include the Countess Roundabout, with zebra hatching added to the circulatory carriageway to show the proposed de-trunking.</u></p> <p><u>In practical terms, there would be no change to the surface or use of the carriageway.</u></p> <p><u>Responding to Wiltshire Council's comments on the consultation on proposed non-material</u></p>	



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			<p><u>footway links on the east and west sides of the roundabout. The Council suggests that the following text is included: “A length of approximately 345 metres of highway, comprising the existing A303 circulatory carriageway (and related highway verge and footway links on the east and west sides of the A345 route) at the Countess junction roundabout, together with the following connecting lengths of slip road-”</u></p> <p><u>The Council understands that HE have agreed to make the above change in the final dDCO to be submitted at the close of Examination.</u></p>	<p><u>changes, drawings have been amended to include the relevant highway verges within the area which is proposed to be de-trunked and Highways England is holding further discussions with Wiltshire Council to resolve conflicting historical records regarding highway boundaries and agree the limits of detrunking markings at Countess.</u></p> <p><u>The Examining Authority has made a procedural decision to accept the non-material change (reference NMC-02) to the Application, reflecting the revised de-trunking proposals at Countess junction, as agreed between Highways England and Wiltshire Council.</u></p> <p><u>Following receipt of the ExA’s Procedural Decision [PD-021] on the proposed non-material changes to the scheme</u></p>	

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				<p><a href="#">and receipt of Wiltshire Council's comments on the updated drafting in paragraph 24 in Part 9 of Schedule 9 (Roads to be De-Trunked) to the dDCO, Highways England has further updated the drafting to include Wiltshire Council's proposed wording relating to 'footway links on the east and west sides of the A345 route'. This drafting, which relates to NMC-02, is agreed and Highways England confirms that it has been included in the final draft DCO which is being submitted to the Examining Authority at Deadline 10, prior to the close of the Examination on 2 October 2019.</a></p>	
<a href="#">3.4.25</a>	<a href="#">[RR-2365]</a>	<a href="#">Part III Highways &amp; Transport considerations 37.</a>	<a href="#">i) Schedule 9 Part 7 of the Draft DCO sets out proposed classification classes for the existing A303 around Winterbourne Stoke. The Council questions the Class 3 proposed classification for the 595m length</a>	<a href="#">Highways England considers the 'C' classification for the 595 metre length of the existing A303 (to be de-trunked), as shown dashed orange on the</a>	<a href="#">Agreed</a>

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	<a href="#">[REP8-015]</a>	Section 4.5 NMC-03: <a href="#">Change to the proposed road classification of the former A303 west of Winterbourne Stoke</a>	<p><a href="#">of road west of the western B3083 junction to the south side of the existing A303. This road will be a little used cul-de-sac and more appropriately unclassified.</a></p> <p><a href="#">In response to the consultation on proposed non-material changes:</a></p> <p><a href="#">This proposed change is in line with representations from the Council, and fully supported.</a></p> <p><a href="#">Following review of the proposed updates to the dDCO incorporating the necessary NMC changes, in Schedule 9, Part 7, paragraph 18, the Council considers that the phrase “reclassified as an unclassified road” does not convey the correct meaning. The A303 is classified and it will become declassified. The wording should be replaced with that in AS-067, “A 595 metre length of the existing A303 trunk road to the west of Winterbourne Stoke to be <b>de-classified</b></a></p>	<p><a href="#">Classification of Roads Plan [APP-016] (see Inset 1) to be appropriate but acknowledges that Wiltshire Council will become the highway authority responsible for the maintenance of this stretch of road once it has been de-trunked. Highways England and Wiltshire Council are discussing the appropriateness of the classification proposed by the Scheme and Wiltshire Council has proposed that the road should become an unclassified (D class) road. Highways England has submitted a formal application for this proposed change.</a></p> <p><a href="#">At deadline 4 Highways England wrote to the ExA setting out its intentions to submit a request for a non-material change:</a></p> <p><a href="#">Following a request from Wiltshire Council as noted in the Applicant's Comments on Written</a></p>	

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			<p><u><i>reclassified as the C507 from a point immediately west of its junction with the existing southern B3083 in a westerly direction</i></u></p> <p>The Council understands that HE have agreed to make the above change in the final dDCO to be submitted at the close of Examination.</p>	<p><u>Representations [REP3-013] para 22.7.29, the Applicant intends to amend the proposed re-classification of the existing A303 west of the B3083 Berwick Road from a "C" class road (as proposed in the application) to a "D" class road (as requested by Wiltshire Council).</u></p> <p><u>Accordingly, the Applicant proposes to amend the Classification of Roads Plan [APP-016] and Part 7 of Schedule 9 to the draft Development Consent Order [REP9-003] to effect the change identified in the previous paragraph.</u></p> <p><u>Highways England note the support of Wiltshire Council on this proposed change. The Examining Authority has issued a Procedural Decision accepting non-material change (reference NMC-03) to the Application, reflecting the revised de-</u></p>	

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				<p><u>classification proposals on the A303 west of Winterbourne Stoke, as agreed between Highways England and Wiltshire Council.</u></p> <p><u>Following receipt of the ExA's Procedural Decision [PD-021] on the proposed non-material changes to the scheme and receipt of Wiltshire Council's comments on the updated drafting in paragraph 18 in Part 7 of Schedule 9 (Roads to be Re-Classified) to the dDCO, Highways England has further updated the drafting to include Wiltshire Council's proposed wording relating to the de-classification of part of the existing A303 to the west of Winterbourne Stoke. Paragraph 18 now refers to: "A 570 metre length of the existing A303 trunk road to the west of Winterbourne Stoke to be declassified (changing from its trunk</u></p>	

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				<p><u>road status to an unclassified road) from a point...</u>” This drafting, which relates to NMC-03, is agreed and reflects the related amendment made to the Classification of Roads Plan which is being submitted at Deadline 10. Accordingly, Highways England confirms that the concept of ‘de-classification’ (as opposed to ‘re-classification’) has been included in the final draft DCO which is being submitted to the Examining Authority at Deadline 10, prior to the close of the Examination on 2 October 2019.</p>	
<p><u>3.4.26</u></p>	<p><u>RoE Ref: G1</u>  <u>[REP8-015]</u></p>	<p><u>53. Old Stonehenge Road – Closed to through traffic.</u>  <u>Section 4.6 NMC-04: Turning head on the old Stonehenge Road</u></p>	<p><u>A turning facility must be provided where its public use by vehicular traffic terminates.</u>  <u>In response to the consultation on proposed non-material changes:</u>  <u>This proposed change is in line with representations from the Council, and fully supported.</u></p>	<p><u>Where an existing highway is proposed to be stopped up, adequate turning facilities will be provided for road users.</u>  <u>At deadline 4 Highways England wrote to the ExA setting out its intentions to submit a request for a</u></p>	<p><u>Agreed</u></p>

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				<p><u>non-material change:</u></p> <p><u>The Application does not include provision for a turning head on Stonehenge Road to facilitate vehicle turning movements immediately south-east of the point at which Stonehenge Road is proposed to be converted to a new restricted byway – see Reference J on Sheet 8 of the Rights of Way and Access Plans [APP-009]. As Stonehenge Road will become a cul-de-sac for motorised vehicles travelling north-west, which do not have private means of access rights to continue towards Stonehenge Cottages, the Applicant considers it appropriate to provide a turning head at this location.</u></p> <p><u>Accordingly, the Applicant proposes to modify the highway layout to incorporate a turning head within the Order limits and</u></p>	

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				<p><u>within the existing highway boundary, immediately south-east of the terminus of the proposed restricted byway Reference J.</u></p> <p><u>Highways England note the support of Wiltshire Council on this proposed change.</u></p> <p><u>The Examining Authority has accepted a non-material change (reference NMC-04) to the Application, reflecting the turning head proposals on Stonehenge Road, as agreed between Highways England and Wiltshire Council.</u></p>	
<p><u>3.4.27</u></p>		<p><u>Traffic Monitoring and Mitigation</u></p>	<p><u>The Council requested an additional Requirement in relation to Traffic Monitoring and Mitigation.</u></p> <p><u>HE states “The Applicant’s Transport Assessment [APP-247] assesses the Scheme’s operational effects which are summarised in paragraph 6.14.1. In short, no mitigation or monitoring is assessed as being</u></p>	<p><u>A legal agreement between the parties has been agreed between the parties which makes provision for traffic monitoring in the following locations:</u></p> <ul style="list-style-type: none"> <li><u>- Stonehenge Road</u></li> <li><u>- Allington Track Diversion</u></li> <li><u>- A345/London Road</u></li> </ul>	<p><u>Agreed</u></p>



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			<p><u>required.” However, subsequent to the DCO submission, HE have submitted further assessment work in response to concerns raised prior to submission by the Council, about impacts within Amesbury Town Centre and at the Allington Track junction with the A338. This work clearly demonstrated that adverse impacts within Amesbury (A345 / London Road junction) that impact mitigation would be required. This is currently being addressed through the side agreement, currently in travelling draft form. It is currently envisaged that this work will be addressed following the completion of the Countess Junction works, when the potential for interaction between Scheme works and Amesbury A345 junction works would likely be less severe. The detailed design will need to be addressed on the basis of current information, but there will need to be adjustments (e.g. to signals timings) as and when the Scheme is completed, and the inevitable rat-running via the A345 route has been removed</u></p>	<p><u>Junction, Amesbury</u>                      - <u>Salisbury Road (Bulford), The Packway and London Road (Shrewton)</u>                      - <u>Byways 11 and 12</u></p>	

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			<p><u>following Scheme opening.</u></p> <p><u>The Council considers that there are other areas of uncertainty requiring traffic monitoring, namely those which have been included in the draft side agreement as potential sites for intervention by way of traffic regulation orders at a later stage, when monitoring results can be considered in the context of a need for such interventions. Examples include the amount and nature of traffic on Allington Track, parking issues on Stonehenge Road, etc. It is unreasonable to expect the Council to undertake monitoring to inform consideration of measures which HE might be agreeing to fund to address any necessary intervention.</u></p> <p><u>The Council accepts that, if HE is willing, there is potential to include such arrangements in a side agreement. If the proposed measures are agreeable, the Council would withdraw its position seeking an additional Requirement within the DCO.</u></p> <p><u>Regarding the timing aspect (prior to the commencement of</u></p>		

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			<p><u>the authorised development), the Council does not share HE's apparent concerns that this is an unreasonable trigger, as agreement to an acceptable monitoring scheme, in itself, is not considered to be a particularly onerous measure to be secured.</u></p>		

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<p><del>3.5</del> <del>3.4.7</del></p>	<p><del>3.6</del> [RR-2365]</p>	<p><del>3.7</del> Part III Highways &amp; Transport considerations</p> <p><del>3.8</del> 37.</p>	<p><del>3.9</del> g) The TR010025 2.10 Traffic Regulation Measures Plans (Speed Limits) show a proposed speed limit of 30 mph for the realigned section of the Allington Track (also in the Draft DCO Schedule 10 Part 1); Wiltshire Council is concerned as to the compatibility of the speed limit with the Department for Transport Circular 01/2013, and with the speed limit on the existing Allington Track; it appears to be set unnecessarily low.</p> <p><del>3.10</del></p> <p><del>3.11</del> The Council has argued in its written representations for the speed limit to be National Speed</p>	<p><del>3.13</del> The proposed horizontal alignment for the new Allington Track link (shown on Sheet 11 of the Traffic Regulation Measures Plans (Speed Limits) [APP-013]) includes two bends, of 90 degrees (to the west) and 35 degrees (to the east). This design has been agreed with Wiltshire Council. The speed limit has therefore been reduced to reflect the design. The appropriateness of the speed limit included in the Scheme at this location remains under discussion.</p>	<p><del>3.14</del> Agreed subject to the completion of a legal agreement between the parties</p>

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			<p><del>Limit. It also seeks inclusion in an agreement an obligation to cover costs of TROs for issues such as this, if intervention post scheme is required.</del></p> <p><del>3.12 — The Council is seeking an acknowledgement that the Local Highway Authority will determine speed limit for local roads, where they disagree with scheme proposals.</del></p>		
<p><del>3.15 — 3.4.8</del></p>	<p><del>3.16 — [RR-2365]</del></p>	<p><del>3.17 — Part III Highways &amp; Transport considerations</del></p> <p><del>3.18 — 37.</del></p>	<p><del>3.19 — k) There is some concern as to the adequacy of the coverage of the 6.3 Environmental Statement Appendices Appendix 2.2 Outline Environmental Management Plan in relation to some areas of Record of</del></p>	<p><del>3.22 — The OEMP, which will be secured through DCO Requirement 4 (Schedule 2 of REP6-005), will be the subject of discussion during examination and Highways England is willing to consider any</del></p>	<p><del>3.25 — Agreed in respect of the Environmental Statement. Discussions on</del></p>

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			<p><b>Environmental Actions and Commitments (REAC) tables at 3.2a and 3.2b.</b></p> <p><b>3.20</b></p> <p><b>3.21</b> — The Council is currently considering the content of the OEMP submitted at deadline 6 [REP6-011] and will submit any outstanding suggested changes to the OEMP at deadline 7.</p>	<p><b>specific comments of Wiltshire Council.</b></p> <p><b>3.23</b></p> <p><b>3.24</b> — An update of the OEMP was entered into the examination at deadline 6 [REP6-011] together with a report setting out how the OEMP had been updated in response to stakeholder comments [REP6-034].</p>	<p><b>changes to the OEMP required by the Council as a whole continue.</b></p>
<p><b>3.26</b> — <b>3.4.9</b></p>	<p><b>3.27</b> — [RR-2365]</p>	<p><b>3.28</b> — Part III Highways &amp; Transport considerations</p> <p><b>3.29</b> — 37.</p>	<p><b>3.30</b> — m) There will be an incentive for haulage sub-contractors seeking to maximise loads per day shifted from east to west of the site to use alternative routes, such as The Packway, because of the potential delays</p>	<p><b>3.33</b> — Wiltshire Council will be consulted on the contents of a Traffic Management Plan pursuant to paragraph 9 of Schedule 2 to the draft DCO [REP6-005]. Matters to be included in this</p>	<p><b>3.36</b> — Agreed in respect of the Environmental Statement. Discussions</p>

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			<p>on the A303 (especially westbound) route; enforceable measures will be sought to take action against offenders in an appropriate manner.</p> <p>3.31 —</p> <p>3.32 — The Council is currently considering the content of the OEMP submitted at deadline 6 [REP6-011] and will submit any outstanding suggested changes to the OEMP at deadline 7.</p>	<p>plan are set out in reference MW-TRA2 to MW-TRA11 of the Outline Environmental Management Plan [REP6-011] which include construction traffic routeing, compliance which is secured by paragraph 4 of Schedule 2 to the draft DCO.</p> <p>3.34 —</p> <p>3.35 — An update of the OEMP was entered into the examination at deadline 6 [REP6-011] together with a report setting out how the OEMP had been updated in response to stakeholder comments [REP6-</p>	<p>on changes to the OEMP required by the Council as a whole continue.</p>

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				034].	
3.37 — 3.4.10	3.38 — [RR-2365] 3.39 — [REP2-045]	3.40 — Part III Highways & Transport considerations 3.41 — 37.	3.42 — n) Highways England have provided no detail on the potential impact of the Solstice events during the construction and operation of the Scheme.  3.43 — During construction of the Scheme, the TA [APP-297] forecasts that the inevitable additional delays on the A303, particularly at the Countess junction area, will cause additional diverting traffic onto other routes both to the north and south of the A303. This diverted traffic must not be locally obstructed by on-highway parking associated with solstice and equinox	3.46 — As described in detail in Chapter 10 of this report [ENV-479] the scheme, overall, would have a large beneficial effect on the Attribute of the OUV of the WHS to which solstice events contribute. The assessment of the potential for impacts on the solstice is set out in the Heritage Impact Assessment (HIA), ES Appendix 6.1 [APP-195]. The Outline Environmental Management Plan (OEMP) [REP6-011], which is secured through paragraph 4 of Schedule 2 of the	3.48 — Agreed subject to the completion of a legal agreement between the parties  3.49 —



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			<p><del>events, or pedestrian movements associated with parked vehicles put in jeopardy by passing traffic. This is a particular concern on most of the local roads where pedestrian provision is not available (no footways, and sometimes unusable verges) e.g. A360, B3086, Packway (part).</del></p> <p><del>3.44 — It is the Council's view that a Traffic Regulation Order (TRO) should be provided for in the DCO having the effect of limiting parking on defined roads over a period extending to about a week either side of both equinoxes and both solstices (about two months per year). At the time of</del></p>	<p><del>draft Development Consent Order [REP6-005], at item MW-G16, sets out that surface works within the western section of the WHS would be suspended during summer and winter solstice (hours to be determined in consultation with HMAG). Further, the OEMP sets out a requirement for the contractor to consult with event organisers, which includes Solstice events (MW-TRA2).</del></p> <p><del>3.47 — Highways England continues to work with Wiltshire Council to limit any potential adverse impacts of illegal activity</del></p>	

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			<p><del>preparation of these written representations [REP2-045], the view of HE on this matter has not been fully explored, and the Council is developing its position on the matter.</del></p> <p><del>3.45</del> — The Council considers that a TRO should be provided for in the DCO to limit parking on defined roads for a period either side of summer and winter equinoxes and solstices.</p>	<p><del>during solstice events during the operation of the Scheme.</del></p>	
<p><del>3.50</del> — <del>3.4.11</del></p>	<p><del>3.51</del> — RoE Ref: G2</p>	<p><del>3.52</del> — V. Proposed Change to Rollestone Crossroads</p> <p><del>3.53</del> — 20.</p>	<p><del>3.54</del> — From a highways and transport perspective, the change represents an improvement. The radius of the bend will be relatively tight, and it will be necessary to</p>	<p><del>3.57</del> — Highways England welcomes Wiltshire Council's comments in support of its proposals for the Rollestone Cross</p>	<p><del>3.60</del> — Agreed subject to the completion of a legal agreement</p>

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			<p><del>consider an appropriate speed limit below the National Speed Limit (NSL) to address the tightness of the bend (which represents a departure from Department for Transport (DfT) design standards), and for appropriate signing to highlight the bend and its associated road junction. The proposed change would remove the presence of a crossroads (which in general exhibit worse traffic collision records than other junction types), and alter the priorities of the junction in favour of the route connecting The Packway and Airmans Corner. This alteration of priority is the main driver for altering the</del></p>	<p><del>Junction which were incorporated into the Scheme.</del></p> <p>3.58 — Despite this general agreement, discussions are continuing between the parties on the appropriateness of the 40mph speed limit included in the Scheme and shown on sheet 13 of the Traffic Regulation Measures Plans (Speed Limits) [APP-013].</p> <p>3.59 —</p>	<p><del>between the parties</del></p>

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			<p><del>junction. The Packway / Airmans Corner route is already the busiest route through the junction, and the proposal to use this route as part of the A303 tunnel diversion route further emphasises the importance of changing the layout. The proposed new road would include a right turn lane junction to serve the Shrewton arm of the junction, and 'The Bustard' road past Rollestone Camp would be served by a simple priority junction off this side arm, in substantially the same location as the existing junction.</del></p> <p><del>3.55</del> —</p> <p><del>3.56</del> — The Council is seeking inclusion in an agreement an</p>		

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><del>obligation to cover costs of TROs for issues such as this, if intervention post scheme is required. Furthermore, the Council is seeking an acknowledgement that the Local Highway Authority will determine speed limit for local roads, where they disagree with scheme proposals.</del></p>		
<p><del>3.61</del> — <del>3.4.12</del></p>	<p><del>3.62</del> —</p>	<p><del>3.63</del> — Clarification of land ownership details where the existing A303 will be de-trunked.</p>	<p><del>3.64</del> — Wiltshire Council agrees that it will become responsible for those areas which will be de-trunked. Discussions are ongoing with a view to potential amendments to the de-trunking plan.</p>	<p><del>3.65</del> — It is intended that Wiltshire Council will take over ownership of those sections of the A303 which will be de-trunked. This is provided for in the draft DCO (article 9(5)).</p> <p><del>3.66</del> — The parties agree that matters relating to the highways that Wiltshire Council</p>	<p><del>3.67</del> — Agreed subject to the completion of a legal agreement between the parties</p> <p><del>3.68</del> —</p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p>would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</p>	
<p><del>3.69</del> <del>3.4.13</del></p>	<p><del>3.70</del></p>	<p><del>3.71</del> Clarification of land ownership details where the existing A303 will be stopped up and new PROW provided.</p>	<p><del>3.72</del></p>	<p><del>3.73</del> It is intended that Highways England will retain its interests in the existing A303 corridor save that the new highway comprised in the new restricted byway will vest in Wiltshire Council when it becomes responsible for its maintenance (article 9(1) of the</p>	<p><del>3.75</del> Agreed subject to the completion of a legal agreement between the parties</p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><del>draft DCO and section 265 Highways Act 1980).</del></p> <p><del>3.74 — The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</del></p>	
<p><del>3.76 — 3.4.14</del></p>	<p><del>3.77 — [RR-2365]</del></p>	<p><del>3.78 — Part III Highways &amp; Transport considerations</del></p> <p><del>3.79 — 37.</del></p>	<p><del>3.80 — b) As a consequence of a) above, there is a need to clarify which of the highway authorities (Highways England</del></p>	<p><del>3.81 — Article 9 of the draft DCO [REP6-005] sets out which highway authority will be responsible for</del></p>	<p><del>3.84 — Agreed subject to the completion of a</del></p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><del>or Wiltshire Council) will be the vesting authority, responsible for the on-going maintenance of the carriageways and traffic signals controls at each of the junctions.</del></p>	<p><del>the maintenance of the new, altered or diverted streets (including highways) and other structures comprised in the Scheme. The default position under article 9 is that Highways England will be liable to maintain any trunk road comprised in the Scheme. The local highway authority will be liable to maintain any other highway, (i.e. other than a trunk road), including any structure or culvert (except for any bridge carrying a highway over a trunk road (see article 9(6)) and any highway that is de-trunked (see article 9(6)). Any</del></p>	<p><del>legal agreement between the parties</del></p>



Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><del>highway that will become maintainable by the local highway authority must be completed to the reasonable satisfaction of the local highway authority which, in relation to the Scheme, will be Wiltshire Council. The purpose and effect of article 9 is discussed in further detail in the Explanatory Memorandum to the DCO [APP-021] at paragraphs 6.21 and 6.22.</del></p> <p><del>3.82 — Article 9 (see article 9(1), 9(2), 9(3), 9(4), 9(5)) recognises that Highways England and the local highway authority may agree in writing to</del></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><del>depart from the default arrangements set out in those provisions.</del></p> <p><del>3.83 — The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</del></p>	
<p><del>3.85 — 3.4.15</del></p>	<p><del>3.86 — [RR-2365]</del></p>	<p><del>3.87 — Part III Highways &amp; Transport considerations</del></p>	<p><del>3.89 — d) The Draft DCO includes within Schedule 9 Part 2 information in relation to the</del></p>	<p><del>3.90 — Schedule 9 to the draft DCO [REP6-005] and the Classification of Roads Plan [APP-</del></p>	<p><del>3.93 — Agreed subject to the completion</del></p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
		3.88 — 37.	<p>Northern and Southern Roundabouts forming the ‘dumbbell’ junction. Whilst the Classifications Plan clearly shows the roundabouts as being classified as the A360, Wiltshire Council will need to be clear as to the future assets for which it will be responsible. Whilst the working assumption has been that Wiltshire Council would be the default vesting authority for off-line junctions, this needs to be clarified, especially in the context of a), b) and c) above. It would be logical that the vesting of the Longbarrow roundabouts is treated in the same way as the Countess</p>	<p>016] must be read alongside article 47 of the draft DCO. The roads described in Part 2 of Schedule 9, the slip roads between the A303 and the new Longbarrow Junction, will become a trunk road by virtue of article 47(1)(a). The roads described in Part 3 of Schedule 9, comprising the links between the existing A360 and the new Longbarrow Junction, the circulatory carriageways of the northern and southern roundabouts, and the link between the two carriageways carried by Green Bridge No.3 over</p>	<p>of a legal agreement between the parties</p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><b>Roundabout.</b></p>	<p><b>the existing A303, will be classified as the A360 by virtue of article 47(1)(b) of the draft DCO. This is shown in Inset 2 on the Classification of Roads Plan. As noted above, roads that are not trunk roads must be completed to the reasonable satisfaction of the local highway authority which would then become responsible for their maintenance, by virtue of article 9(1). The responsibility for maintaining the highway surface of the A360 carried over the A303 trunk road by Green Bridge No.3 would fall to</b></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><del>the local highway authority, although the structure of Green Bridge No.3 would be maintained by Highways England, by virtue of Article 9(6).</del></p> <p><del>3.91 — The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</del></p> <p><del>3.92 — In respect of Countess</del></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				Roundabout see 3.5.4 below.	
3.94 — 3.4.16	3.95 —	3.96 — Other matters relating to the de-trunked A303	<p>3.97 — Wiltshire Council will seek to ensure that it receives an asset in good repair, where the need for structural maintenance in the foreseeable future being minimised.</p> <p>3.98 — Wiltshire Council will seek to secure a de-trunked asset which will not require foreseen structural maintenance interventions for at least 5 years following the asset being vested in Wiltshire Council.</p>	<p>3.99 — Highways England acknowledges Wiltshire Council's concerns.</p> <p>3.100 — The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the</p>	<p>3.101 — Agreed subject to the completion of a legal agreement between the parties</p> <p>3.102 —</p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				examination.	
3.103—3.4.17	3.104—[RR-2365]	3.105—Part III Highways & Transport considerations  3.106—37.	3.107—o) Wiltshire Council will seek to agree commuted payments to support those additional assets for which it could become responsible and ensure absolute clarity of the extent / boundaries of such assets.	3.108—Highways England acknowledges Wiltshire Council's concerns.  3.109—The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.	3.110—Agreed subject to the completion of a legal agreement between the parties

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.111 — 3.4.18	3.112 — [RR-2365] 3.113 —	3.114 — Lighting at Longbarrow Junction	3.115 — It is welcomed by the archaeology service that no street lighting has been proposed for the area of the new junction, but the Council requires further detail regarding any residual impacts of light spillage and adverse impacts on dark skies within the vicinity of the WHS boundary. This needs to be considered in terms of traffic safety considerations given the current proposals for traffic signal controls to address safety concerns at this junction	3.116 — Highways England acknowledges WCAS's concerns but note that the new Junction will be a substantial improvement on the existing, moving it 600m to the west of the WHS boundary, recessed into the landscape, and being unlit. This is in contrast to the existing Longbarrow Roundabout which is currently lit by street lights and is immediately adjacent to the Winterbourne Stoke Crossroads	3.119 — Under discussion Agreed subject to the completion of a legal agreement between the parties



Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><del>barrow group.</del></p> <p><del>3.117—Highways England also notes that the Outline Environmental Management Plan [REP6-011] (compliance with which is secured under paragraph 4 of Schedule 2 of the DCO) requires lighting under Green Bridge Four, located just east of Longbarrow Junction, to only occur between dawn and dusk, be dimmer controlled, and designed to minimise light spill outside of the bridge footprint (item D-CH10).</del></p> <p><del>3.118—The potential impact of the</del></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><b>Scheme upon dark skies is considered in the Heritage Impact Assessment [APP-195], Section 9.3, paragraphs 9.3.13 – 9.3.19, which concludes that the Scheme would have a Moderate Positive impact on this aspect of the WHS, resulting in a Large Beneficial effect.</b></p>	
<p><b>3.120 — 3.4.19</b></p>	<p><b>3.121 — RoE Ref: G1</b></p> <p><b>3.122 —</b></p>	<p><b>3.123 — Highways design</b></p>	<p><b>3.124 — Potential impacts include: Lighting associated with the Countess Roundabout flyover</b></p> <p><b>3.125 —</b></p>	<p><b>3.126 — The Countess Roundabout flyover is not being lit. The existing lighting will be replaced and therefore a potential beneficial change from more efficient</b></p>	<p><b>3.127 — Agreed</b></p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><del>lighting and reduced light spillage (see item D-CH12 of the OEMP [REP6-011]).</del></p>	
<p><del>3.128 — 3.4.20</del></p>	<p><del>3.129 — [RR-2365]</del></p>	<p><del>3.130 — Part III Highways &amp; Transport considerations</del></p> <p><del>3.131 — 37.</del></p>	<p><del>3.132 — e) Wiltshire Council will require clarification, following detailed design, about the precise boundaries to the new highway for which it will become the vesting authority. It will also require details for the associated support infrastructure including drainage arrangements (including any easements or maintenance access, lighting and power supply other cabling).</del></p>	<p><del>3.133 — In all cases where Wiltshire Council would become the highway authority for a new highway comprised in the Scheme, Highways England confirms that details of the precise boundaries of the new highways, together with details of associated supporting infrastructure, to be maintained by Wiltshire Council, will be</del></p>	<p><del>3.135 — Agreed subject to the completion of a legal agreement between the parties</del></p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><del>provided once the corresponding powers under the DCO have been exercised.</del></p> <p><del>3.134</del> — The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</p>	

~~3.136~~3.5 -Matters Under Discussion in relation to Highways Design.

3.136.1 s s t e  F e f	3.136.2 <b>Doc Ref</b>	3.136.3 <b>Section/Issue</b>	3.136.4 <b>Wiltshire Council Comment</b>	3.136.5 <b>Highways England Response</b>	3.136.6 <b>Stat us</b>
3.136.7 - 5 4	3.136.8 <b>RoE Ref:</b> G1  3.136.9	3.136.10 <del>Section 5: Highways and Transport Considerations:</del>  3.136.11 <del>Old Stonehenge Road</del>  3.136.12 <del>54.</del>	3.136.13 <del>An issue of concern has been identified in relation to two farms (Park Farm and West Amesbury Farm), because the farms have a need to accommodate movements of large vehicles (combine harvesters, circa 4m wide), which could be problematic if the only access to the farms were to be via Amesbury. It is understood that matters relating to this issue are recognised by HE and attempts will be made to ensure that suitable and appropriate access arrangements are established. The solution to the problem might involve some minor changes to waiting</del>	3.136.15 <del>(pursuant to the MW-COM series of items in the OEMP [REP6-011]) Farm access arrangements have been and will continue to be discussed with affected landholders, including Park Farm and West Amesbury Farm. Suitable alternative access arrangements will be pursued for agreement with the affected landholders of the two farms. If this is unachievable then appropriate compensation will be agreed.</del>	3.136.17 <del>nder Disc ussi on</del>

			<p>restrictions within Church Street, to help remove local pinch points, which can be caused by on-street parking.</p> <p><del>3.136.14</del> — Access between the National Trust owned fields and Countess Road is proposed to be via the public bridleway AMES9A. Wiltshire Council as the highway authority responsible for the maintenance of the surface of this bridleway has no objection in principle to its use as a private means of access for combine harvesters as is proposed, but will require a legal agreement to provide that any damage caused to the surface by the exercise of this new private access will be rectified by the holder of those rights. However, it must be</p>	<p><del>3.136.16</del> —</p>	
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			<p>recognised that Wiltshire Council does not own the subsoil of the track over which the bridleway passes and cannot, therefore, give permission for the grant of the proposed new private rights of access; only the owner(s) of the subsoil can do that.</p>		
<p>3.136.18 5 2</p>	<p>3.136.19 [ RR-2365]</p>	<p>3.136.20 Part III 3.136.21 Highways &amp; Transport considerations 3.136.22 37.</p>	<p>3.136.23 j) The works proposals do not provide for any works at the layby to the western end of the above section of existing A303. Wiltshire Council is concerned as to the potential abuse of this area of highway, especially bearing in mind proximity to Stonehenge. Potential alternative uses will need to be considered. It is also questioned as to why this layby is excluded from the De-trunking Plans.  3.136.24 3.136.25 The Council has</p>	<p>3.136.28 It is proposed that this layby be filled, profiled, soiled and seeded, to discourage vehicular use. Highways England is reviewing the status of the layby in discussions with Wiltshire Council.  3.136.29 3.136.30 At deadline 4 Highways England wrote to the ExA setting out its intentions to submit a request for a non-material change:</p>	<p>3.136.42 under Discussion  3.136.43 3.136.44 netu sion of the closure of the layby in the Scheme</p>

			<p>stated in its written representations that the layby should:</p> <p><del>3.136.26</del> Be included in the detrunking drawings</p> <p><del>3.136.27</del> Be made inaccessible for potential use by inappropriate users e.g. illegal overnight camping etc.</p>	<p><del>3.136.31</del></p> <p><del>3.136.32</del> Following confirmation by Wiltshire Council that the lay-by would not be required by the Council for operational reasons, as noted in the Applicant's Responses to Written Representations [REP3-013] para 22.7.19, the Applicant proposes to close the layby to prevent its potential misuse in connection with anti-social behaviour.</p> <p><del>3.136.33</del></p> <p><del>3.136.34</del> Accordingly, the Applicant proposes to extend the area of proposed detrunking on this length of the existing A303 to include the lay-by. This proposed</p>	<p>will be subject to the issuing of a favourable procedural decision by the Examining Authority in response to Highways England's application</p>
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				<p>change would require amendment of the De-Trunking Plans [APP-015] (by the addition of thick zebra hatching over the lay-by) and amendment of the corresponding drafting in Part 9 of Schedule 9 to the draft Development Consent Order [REP3-003], to include the lay-by.</p> <p><del>3.136.35</del></p> <p><del>3.136.36</del> This proposed change would only require the use of land which is already within the Order limits and proposed to be acquired compulsorily; it would not require any 'additional land' as defined in the CA Regulations and would therefore not engage the CA Regulations.</p> <p><del>3.136.37</del></p> <p><del>3.136.38</del> If this</p>	<p>n for proposed non-material changes to the Scheme.</p>
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				<p>proposed change was accepted, the area occupied by the lay-by would be re-profiled to prevent vehicular access, re-seeded and returned to a grassed verge.</p> <p><del>3.136.39</del></p> <p><del>3.136.40</del> Consultation on the proposed change to the layby is underway (running from 26 July to 26 August 2019) and Highways England is in the process of making a formal application for this proposed change to the Scheme.</p> <p><del>3.136.41</del></p>	
<del>3.136.45</del>	<del>3.136.46</del>	<del>3.136.47</del>	<del>3.136.48</del>	<del>3.136.49</del>	<del>3.136.50</del>
<del>3.136.51</del>	<del>3.136.52</del> [RR-2365]	<del>3.136.53</del> Part III Highways & Transport considerations <del>3.136.54</del> 37.	<del>3.136.55</del> c) The existing Countess Roundabout is vested in Highways England. The TR010025 2.12 De-trunking Plans do not show Countess Roundabout as proposed	<del>3.136.58</del> Highways England confirms that the De-trunking Plans [APP-015] do not show the existing Countess Roundabout as	<del>3.136.69</del> nder Discussion <del>3.136.70</del>

			<p><del>to be de-trunked. Depending on the outcome of the clarification sought in a) above, there might be a need to amend the de-trunking plans.</del></p> <p><del>3.136.56</del></p> <p><del>3.136.57</del></p>	<p><del>being de-trunked and as such the responsibility to maintain the circulatory carriageway would remain with Highways England. Highways England is considering Wiltshire Council's concerns in respect of this matter which remains under discussion.</del></p> <p><del>3.136.59</del></p> <p><del>3.136.60</del> At deadline 4 Highways England wrote to the ExA setting out its intentions to submit a request for a non-material change:</p> <p><del>3.136.61</del></p> <p><del>3.136.62</del> As noted in the Applicant's Comments on Written Representations [REP3-013] at paragraph 22.7.32, the submitted application does not include proposals to</p>	<p><del>3.136.71</del></p> <p><del>relu</del> <del>sion</del> <del>of</del> <del>the</del> <del>clos</del> <del>ure</del> <del>of</del> <del>the</del> <del>layb</del> <del>y in</del> <del>the</del> <del>Sch</del> <del>eme</del> <del>will</del> <del>be</del> <del>subj</del> <del>ect</del> <del>to</del> <del>the</del> <del>issui</del> <del>ng of</del> <del>a</del> <del>fave</del> <del>urabl</del> <del>e</del> <del>proe</del> <del>edur</del> <del>al</del> <del>dec</del> <del>ision</del> <del>by</del> <del>the</del> <del>Exa</del> <del>mini</del> <del>ng</del></p>
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				<p>de-trunk the circulatory carriageway at Countess Roundabout.</p> <p><del>3.136.63</del></p> <p><del>3.136.64</del> As a result of ongoing discussions with Wiltshire Council, the Applicant proposes to amend the De-Trunking Plans [APP-015] and Part 9 of Schedule 9 to the draft Development Consent Order [REP3-003] to de-trunk the circulatory carriageway at Countess Roundabout. This would involve adding a new sheet to the set of De-Trunking Plans, to include the Countess Roundabout, with zebra hatching added to the circulatory carriageway to show the proposed</p>	<p>Authority in response to Highways England's application for proposed non-material changes to the Scheme.</p>
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				<p>de-trunking.</p> <p><del>3.136.65</del></p> <p><del>3.136.66</del> In practical terms, there would be no change to the surface or use of the carriageway.</p> <p><del>3.136.67</del></p> <p><del>3.136.68</del> Consultation on the proposed change to the classification of the circulatory carriageway of the Countess roundabout is underway (running from 26 July to 26 August 2019) and Highways England is in the process of making a formal application for this proposed change to the Scheme.</p>	
<del>3.136.72</del>	<del>3.136.73</del>	<del>3.136.74</del>	<del>3.136.75</del>	<del>3.136.76</del>	<del>3.136.77</del>
<del>3.136.78</del>	<del>3.136.79</del> [RR-2365]	<del>3.136.80</del> Part III Highways & Transport considerations <del>3.136.81</del> 37.	<del>3.136.82</del> i) Schedule 9 Part 7 of the Draft DCO sets out proposed classification classes for the existing A303 around Winterbourne Stoke. The	<del>3.136.83</del> Highways England considers the 'C' classification for the 595 metre length of the existing A303 (to be	<del>3.136.93</del> nder Discussion

			<p>Council questions the Class 3 proposed classification for the 595m length of road west of the western B3083 junction to the south side of the existing A303. This road will be a little used cul-de-sac and more appropriately unclassified.</p>	<p>de-trunked), as shown dashed orange on the Classification of Roads Plan [APP-016] (see Inset 1) to be appropriate but acknowledges that Wiltshire Council will become the highway authority responsible for the maintenance of this stretch of road once it has been de-trunked. Highways England and Wiltshire Council are discussing the appropriateness of the classification proposed by the Scheme and Wiltshire Council has proposed that the road should become an unclassified (D class) road. Highways England has agreed to seek to take this forward through the process of applying for a non-material change to the</p>	<p><del>3.136.94</del> <del>3.136.95</del> nclu sion of the clos ure of the layb y in the Sch eme will be subj ect to the issui ng of a fave urabl e proc edur at deci sion by the Exa mini</p>
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				<p>Scheme.</p> <p><del>3.136.84</del></p> <p><del>3.136.85</del></p> <p><del>3.136.86</del> At deadline 4 Highways England wrote to the ExA setting out its intentions to submit a request for a non-material change:</p> <p><del>3.136.87</del></p> <p><del>3.136.88</del> Following a request from Wiltshire Council as noted in the Applicant's Comments on Written Representations [REP3-013] para 22.7.29, the Applicant intends to amend the proposed re-classification of the existing A303 west of the B3083 Berwick Road from a "C" class road (as proposed in the application) to a "D" class road (as requested by</p>	<p>ng Auth ority in resp onse to High way s Engl and' s appli cations for prop osed non- mate rial chan ges to the Sch eme.</p>
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				<p>Wiltshire Council).</p> <p><del>3.136.89</del></p> <p><del>3.136.90</del> Accordingly, the Applicant proposes to amend the Classification of Roads Plan [APP-016] and Part 7 of Schedule 9 to the draft Development Consent Order [REP3-003] to effect the change identified in the previous paragraph.</p> <p><del>3.136.91</del></p> <p><del>3.136.92</del> Consultation on the proposed change to the classification of this length of highway is underway (running from 26 July to 26 August 2019) and Highways England is in the process of making a formal application for this proposed change to the Scheme.</p>	
<del>3.136.96</del>	<del>3.136.97</del>	<del>3.136.98</del>	<del>3.136.99</del>	<del>3.136.100</del>	<del>3.136.101</del>



<del>3.136.10</del>	<del>3.136.103</del>	<del>3.136.104</del>	<del>3.136.105</del>	<del>3.136.106</del>	<del>3.136.107</del>
<del>3.136.10</del>	<del>3.136.109</del>	<del>3.136.110</del>	<del>3.136.111</del>	<del>3.136.112</del>	<del>3.136.113</del>
<del>3.136.11</del>	<del>3.136.115</del>	<del>3.136.116</del>	<del>3.136.117</del>	<del>3.136.118</del>	<del>3.136.119</del>
<del>3.136.12</del>	<del>3.136.121</del>	<del>3.136.122</del>	<del>3.136.123</del>	<del>3.136.124</del>	<del>3.136.125</del>
<del>3.136.12</del>	<del>3.136.127</del>	<del>3.136.128</del>	<del>3.136.129</del>	<del>3.136.130</del>	<del>3.136.131</del>
<del>3.136.13</del>	<del>3.136.133</del> R oE Ref: G1	<del>3.136.134</del> 53. Old Stonehenge Road— Closed to through traffic.	<del>3.136.135</del> A turning facility must be provided where its public use by vehicular traffic terminates.	<del>3.136.136</del> Where an existing highway is proposed to be stopped up, adequate turning facilities will be provided for road users.  <del>3.136.137</del> At deadline 4 Highways England wrote to the ExA setting out its intentions to submit a request for a non- material change:  <del>3.136.138</del>  <del>3.136.139</del> The Application does not include provision for a turning head on Stonehenge Road to facilitate vehicle turning movements	<del>3.136.145</del> nder disc ussi on  <del>3.136.146</del>  <del>3.136.147</del> netu sion of the clos ure of the layb y in the Sch eme will be subj ect

				<p>immediately south-east of the point at which Stonehenge Road is proposed to be converted to a new restricted byway—see Reference J on Sheet 8 of the Rights of Way and Access Plans [APP-009]. As Stonehenge Road will become a cul-de-sac for motorised vehicles travelling north-west, which do not have private means of access rights to continue towards Stonehenge Cottages, the Applicant considers it appropriate to provide a turning head at this location.</p> <p>3.136.140—</p> <p>3.136.141—Accordingly, the Applicant proposes to modify the highway layout to incorporate a turning head within</p>	<p>to the issuing of a favourable procedure at decision by the Examining Authority in response to Highways England's application for proposed non-</p>
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				<p>the Order limits and within the existing highway boundary, immediately south-east of the terminus of the proposed restricted byway Reference J.</p> <p><del>3.136.142</del></p> <p><del>3.136.143</del> Consultation on the proposed provision of a new turning head on Stonehenge Road is underway (running from 26 July to 26 August 2019) and Highways England is in the process of making a formal application for this proposed change to the Scheme.</p> <p><del>3.136.144</del></p>	<p>material changes to the Scheme.</p>
<del>3.136.14</del>	<del>3.136.149</del>	<del>3.136.150</del>	<del>3.136.151</del>	<del>3.136.152</del>	<del>3.136.153</del>
<del>3.136.15</del>	<del>3.136.155</del>	<del>3.136.156</del>	<del>3.136.157</del>	<del>3.136.158</del>	<del>3.136.159</del>
<del>3.136.16</del>	<del>3.136.161</del>	<del>3.136.162</del>	<del>3.136.163</del>	<del>3.136.164</del>	<del>3.136.165</del>
<del>3.136.16</del>	<del>3.136.167</del>	<del>3.136.168</del>	<del>3.136.169</del>	<del>3.136.170</del>	<del>3.136.171</del>

<del>3.136.17</del>	<del>3.136.173</del>	<del>3.136.174</del>	<del>3.136.175</del>	<del>3.136.176</del>	<del>3.136.177</del>
<del>3.136.17</del>	<del>3.136.179</del>	<del>3.136.180</del>	<del>3.136.181</del>	<del>3.136.182</del>	<del>3.136.183</del>
<del>3.136.18</del>	<del>3.136.185</del>	<del>3.136.186</del>	<del>3.136.187</del>	<del>3.136.188</del>	<del>3.136.189</del>

~~3.136.190~~

[3.5.1 No matters under discussion at the present time.](#)

### ~~3.137~~**3.6** **Matters Not Agreed in relation to Highways Design.**

~~3.137.1~~[3.6.1](#) No matters Not Agreed at the present time.

### ~~3.138~~**3.7** **Matters Agreed in relation to NMU & PRow.**

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.7.1	[RR-2365]	Part VIII Public Rights of Way considerations <u>General</u> 120.	The legislative process by which the creation, diversion and extinguishment (stopping-up) of the affected public rights of way needs to be agreed with Wiltshire Council as the Surveying Authority; with particular regard to whether the confirmation of the legal orders enables of itself the Council to amend the Definitive Map and Statement, or whether further orders will need to be made by Wiltshire Council to enable those amendments.	The Scheme's proposals for public rights of way are shown on the Rights of Way and Access Plans [APP-009] and described in Schedule 3 to the draft DCO. Article 10 of the draft DCO [ <del>APP-020</del> <a href="#">REP9-003</a> ] would provide the legislative basis for the creation, diversion and extinguishment of highways, if the DCO is made by the Secretary of State in the form applied for by Highways England. The exercise by	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p>Still uncertain whether Wiltshire Council will need to make Legal Event Orders to modify the Definitive Map and Statement. Wiltshire Council to seek own legal advice.</p>	<p>Highways England of the power in Article 10 would give effect to the creation, diversion and extinguishment of streets and private means of access, as shown on the Rights of Way and Access plans and as provided for in the DCO. There would be no need for Wiltshire Council to make any further order(s).</p>	
3.7.2	[RR-2365]	<p>Part VIII Public Rights of Way considerations <u>General</u> 121.</p>	<p>Where the diversion and creation of new sections of public rights of way will lead to the new routes becoming maintainable at public expense by Wiltshire Council as Highway Authority, design and construction details and specifications must be agreed by the authority prior to the commencement of works, and to be certified by the authority on completion as having been provided to the required standard before the authority accepts responsibility. Any requirements for the payment to Wiltshire Council of commuted sums to cover / assist with the costs of maintenance of the new routes must also be agreed before Wiltshire Council accepts</p>	<p>Article 9(1) of the draft DCO [<del>APP-020</del>REP9-003] requires Highways England to complete any new highways to the reasonable satisfaction of Wiltshire Council who will become responsible for its maintenance.</p> <p>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. <del>The parties intend to conclude such an agreement before the close of the examination.</del></p>	<p><del>Agreed subject to the completion of a legal agreement between the parties</del> Agreed</p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			responsibility.	<a href="#">The text of the legal agreement has been agreed and it is in the process of being signed.</a>	
3.7.3	[RR-2365]	Part VIII Public Rights of Way considerations <u>General</u> 122.	Where temporary diversions or closures of public rights of way are necessary during the construction phase, the construction details of alternative routes to be provided must be agreed in advance with Wiltshire Council as Highway Authority.	Wiltshire Council will be consulted on the contents of a Traffic Management Plan pursuant to paragraph 9 of Schedule 2 to the draft DCO [ <del>REP6-005</del> REP9-003]. Matters to be included in this plan are set out in reference MW-TRA2 to MW-TRA11, including in relation to alternative routes for pedestrians and NMUs of the Outline Environmental Management Plan [ <del>REP6-011</del> REP9-013], compliance which is secured by paragraph 4 of Schedule 2 to the draft DCO.  <a href="#">In addition, provision has been made within a legal agreement between the parties to discuss and agree whether it is reasonably necessary, having regard to the safe and efficient operation of the highway</a>	<del>Agreed</del> subject to the completion of a legal agreement between the parties <a href="#">Agreed</a>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><a href="#">network during the construction and operation of the Authorised Works, to implement any of the traffic regulation measures as listed in an appendix to the agreement.</a></p> <p><a href="#">The text of the legal agreement has been agreed and it is in the process of being signed.</a></p>	
3.7.4	[RR-2365]	Part VIII Public Rights of Way considerations 124. 125. 126. 127. Byways open to all traffic	Provision of additional detail including proposals for physical closures, new junctions surface to be provided, width, signage and waymarking will be required, including structures to provide access for non-motorised users and private means of access whilst excluding motorised users, boundary fencing/hedging, and fencing of Green Bridge against drops.	<p>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The <del>parties intend to conclude such an</del><a href="#">text of the legal agreement before has been agreed and it is in the close process of the examination. being signed.</a></p> <p>The OEMP submitted at Deadline <del>6 [REP6-011]</del><a href="#">9 [REP9-0013]</a> contains various additional design commitments <a href="#">and consultation and approval mechanisms,</a></p>	<p><del>Agreed subject to the completion of a legal agreement between the parties</del> <a href="#">Agreed</a></p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				and design principles applying to the matters in question, notably within section 4 and table 4.1 of the OEMP.	
3.7.5	[RR-2365]	Part VIII Public Rights of Way considerations 124. 130. 131. Restricted byways	Provision of additional detail including surface to be provided, width, signage and waymarking, structures to provide access for non-motorised users and private means of access whilst excluding motorised users, boundary fencing / hedging, fencing against drops and fencing of Green Bridge against drops.	<p>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The <del>parties intend to conclude such an</del> <u>text of the legal agreement before has been agreed and it is in the close process of the examination.</u> <del>being signed.</del></p> <p>Landscaping, including hard surfacing, will be determined in accordance with requirement 8 in Schedule 2 to the draft DCO [APP-020REP9-003] which requires the Secretary of State's approval of a landscaping scheme, following consultation with Wiltshire Council.</p> <p>The OEMP submitted at Deadline <del>6</del> [REP6-014] [REP9-013] contains various</p>	<p><del>Agreed subject to the completion of a legal agreement between the parties</del> <u>Agreed</u></p>



Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				additional design commitments <a href="#">and consultation and approval mechanisms</a> , and design principles applying to the matters in question, notably within section 4 and table 4.1 of the OEMP.	
3.7.6	[RR-2365]	Part VIII Public Rights of Way considerations 129. 132. 133. 134. Restricted byway in WHS	Provision of detailed proposals for surfacing materials, width (overall and surfaced width), verge treatment, signage, boundary fencing/hedging, turning areas, structures to control motorised and non-motorised users, and private means of access.	The new restricted byway would be within the World Heritage Site. The Outline Environmental Management Plan [ <del>REP6-011</del> REP9-013] reference D-CH14, requires Highways England to develop the fencing and surfacing within the World Heritage Site in consultation with the National Trust, Historic England, English Heritage and Wiltshire Council. Compliance with the Outline Environmental Management Plan is secured by paragraph 4 of Schedule 2 to the draft DCO [ <del>REP6-005</del> REP9-003].  Landscaping, including hard surfacing, will be determined in accordance with requirement 8 in Schedule 2 to the draft DCO [ <del>REP6-005</del> REP9-003] which requires the Secretary of State's	Agreed subject to the completion of a legal agreement between the parties <a href="#">Agreed</a>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p>approval of a landscaping scheme, following consultation with Wiltshire Council.</p> <p>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties.</p> <p>The <del>parties intend to conclude such an</del> <u>text of the legal agreement before has been agreed and it is in the close process of the examination.</u> <del>being signed.</del></p>	
3.7.7	[RR-2365]	Part VIII Public Rights of Way considerations 128. Bridleways	<p>Provision of detailed proposals for surfacing, width, signage, and boundary fencing / hedging.</p> <p><del>It is noted that the Examining Authority has instructed Highways</del></p>	<p>Landscaping, including hard surfacing, will be determined in accordance with requirement 8 in Schedule 2 to the draft DCO [<del>REP6-005</del> <u>REP9-003</u>] which requires the Secretary of State’s approval of a landscaping scheme, following consultation with Wiltshire Council.</p> <p>The parties agree that matters</p>	<p><del>Agreed subject to the completion of a legal agreement between the parties</del> <u>Agreed</u></p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p>relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties.</p> <p>The <del>parties intend to conclude such an</del> <u>text of the legal agreement before has been agreed and it is in the</u> <del>close</del> <u>process</u> <del>of the examination</del> <u>being signed</u>.</p>	
3.7.8	[RR-2365]	Part VIII Public Rights of Way considerations Footpaths	Provision of detailed proposals for surfacing, width, signage, and boundary fencing / hedging.	<p>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The <del>parties intend to conclude such an</del> <u>text of the legal agreement before has been agreed and it is in the</u> <del>close</del> <u>process</u> <del>of the examination.</del> <u>being signed</u>.</p> <p>The OEMP submitted at Deadline <del>6</del> <u>[REP6-014]</u> <del>[REP9-0013]</del> contains various</p>	<p><del>Agreed subject to the completion of a legal agreement between the parties</del> <u>Agreed</u></p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				additional design commitments <a href="#">and consultation and approval mechanisms</a> , and design principles applying to the matters in question, notably within section 4 and table 4.1 of the OEMP.	
3.7.9	[RR-2365]	Part VIII Public Rights of Way (PRoW) considerations <a href="#">Connection of Amesbury Footpath 13 into Stonehenge Road</a> 136.	Further information is required relating to any proposed changes at this junction.	<p>The parties agree that matters relating to the maintenance of highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The <del>parties intend to conclude such an</del><a href="#">text of the legal agreement before has been agreed and it is in the close process of the examination. being signed.</a></p> <p>The OEMP submitted at Deadline <del>6 [REP6-014]</del><a href="#">8 [REP9-0013]</a> contains various additional design commitments <a href="#">and consultation and approval mechanisms</a>, and design principles applying to the matters in question, notably within section 4 and table 4.1 of the OEMP.</p>	<p><del>Agreed subject to the completion of a legal agreement between the parties</del></p> <p><a href="#">Agreed</a></p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
<a href="#">3.7.10</a>	<a href="#">[RR-2365]</a>	<a href="#">Part VIII Public Rights of Way considerations</a> <a href="#">Stopping-up of Amesbury BOAT1 &amp; BOAT2 and Connection to A303</a> <a href="#">137. 138.</a>	<a href="#">Detail of physical works to effect stopping-up required.</a>	<a href="#">The parties agree that matters relating to the maintenance of highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The text of the legal agreement has been agreed and it is in the process of being signed.</a>  <a href="#">The OEMP submitted at Deadline 8 [REP9-013] contains various additional design commitments and consultation and approval mechanisms, and design principles applying to the matters in question, notably within section 4 and table 4.1 of the OEMP.</a>	<a href="#">Agreed</a>
<del>3.7.10</del> <a href="#">3.7.1011</a>	<a href="#">[RR-2365]</a>	<a href="#">Part VIII Public Rights of Way considerations</a> <a href="#">Stopping-up of Amesbury BOAT1 &amp; BOAT2 and Connection to A303</a> <a href="#">137. 138. New Restricted Byway North from Existing Longbarrow Roundabout / Old A303 to Stonehenge Visitor Centre, Old</a>	<a href="#">Detail of physical works to effect stopping-up required.</a>  <a href="#">Finalisation and agreement of the status of this new route and its alignment at the Visitor Centre car park is required.</a>  <a href="#">Noted that discussions are ongoing with Wiltshire Council,</a>	<a href="#">The parties agree that matters relating to the maintenance of highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend</a>	<a href="#">Agreed subject to the completion of a legal agreement between the parties</a> <a href="#">Agreed.</a>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
	<a href="#">[REP8-015]</a>	<p><a href="#">A344 and A360 129.</a></p> <p><a href="#">Section 4.8 NMC-06: Public right of way to Stonehenge Visitor Centre</a></p>	<p><a href="#">English Heritage, Historic England and the National Trust.</a></p> <p><a href="#">In response to the consultation on proposed non-material changes:</a></p> <p><a href="#">We confirm our consent to the acquisition and use of the additional land for the purposes of NMC-06. (whether Option A or Option B is taken forward). However, please note that Wiltshire Council's preference is for NMC-06 Option B to be taken forward as part of the Scheme.</a></p> <p><a href="#">We do not oppose the downgrade from a restricted byway to a cycle track in principle. We would like to ensure that a route (even a route with lesser user rights than the DCO submission proposal) is provided as part of the Scheme.</a></p> <p><a href="#">Option A: The restricted width of the cycle track in the vicinity of the dew pond is a cause of concern to the LHA in road safety terms. The proposed route is intended to accommodate both pedestrians and cyclists. It is likely that cyclists will be reluctant to dismount to allow any opposing pedestrian movement a right of</a></p>	<p><del>to conclude such an agreement before the close of the examination.</del></p> <p><del>The OEMP submitted at Deadline 6 [REP6-011] contains various additional design commitments, and design principles applying to the matters in question, notably within section 4 and table 4.1 of the OEMP. The new restricted byway would be within the World Heritage Site. The Outline Environmental Management Plan [REP9-013] reference D-CH14, requires Highways England to develop the fencing and surfacing within the World Heritage Site in consultation with the National Trust, Historic England, English Heritage and Wiltshire Council. Compliance with the Outline Environmental Management Plan is secured by paragraph 4 of Schedule 2 to the draft DCO [REP9-003].</del></p> <p><a href="#">The route at the Visitor Centre car park is subject to ongoing discussions with English</a></p>	

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			<p><u>way in this area, which could result in either being displaced onto potentially wet verge and possibly the live carriageway of the A360. On this basis alone, Option A is not supported.</u></p> <p><u>Option B: Of the two Options presented, Option B is favoured by the LHA for the reason that it is considered to be the safer option regarding potential conflict with A360 carriageway traffic; this preference is notwithstanding the acknowledged potential disbenefit to both pedestrians and cyclists of the likely material gradients to the north and south sides of the dew pond. The Council is very keen to ensure that a route (even a route with lesser user rights than the DCO submission proposal) is provided as part of the Scheme and regards Option B as the option to support.</u></p> <p><u>To accommodate both cyclist and pedestrian movements as safely as possible, the LHA considers that some local alterations to the east side of the coach park access would be required to help contain cycle routing across the road at this point. The one-way</u></p>	<p><u>Heritage and Wiltshire Council.</u></p> <p><u>At deadline 4 Highways England wrote to the ExA setting out its intentions to submit a request for a non-material change:</u></p> <p><u>For the reasons set out in the Applicant's Comments on Written Representations [REP3-013] (paragraphs 28.4.1 to 28.4.3 refer) and subject to continuing discussions with the affected landowner and English Heritage, Highways England proposes to amend the route and possibly 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 [REP9-003]. This route is the proposed restricted byway which would run from a point opposite Kighton Track northwards to the former A344 at Stonehenge Visitor Centre.</u></p>	

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			<p><u>arrangement for coaches helps facilitate a reconfiguration of this area, which could provide for both west and eastbound cyclists, through the inclusion of a defined area to aid movement for cyclists past the gates' area. It would also be necessary for the footway route (Options A and B) to be appropriately bollarded in line with both sets of gates to avoid abuse by motorized vehicles otherwise choosing to ignore the TRO restrictions in place to the east of the gates. Alterations to existing signs, street lighting etc. might also be required to achieve an acceptable outcome. It will also be necessary for the detailed design to make provision for the gates being in an open position, as well as the (normal) closed and locked position.</u></p> <p><u>We envisage that the route north of the restricted byway, to which this proposed route would connect, will effectively be taken into the A360 as part of the widened general highway, with appropriate blacktop surfacing to encourage users to stay on the paved area, rather than the A360</u></p>	<p><u>Highways England has been working with English Heritage Trust and the affected landowner to explore the potential for an alternative route which addresses English Heritage Trust's concerns and meets Highways England's objective of improving access for non-motorised users.</u></p> <p><u>Highways England notes that English Heritage Trust's proposed alternative route includes some land which is owned by a third party and which is located outside the Order limits. As such, this proposed change would require additional land as defined by the CA Regulations. Highways England aims to avoid engaging the CA Regulations by endeavouring to secure the additional land by agreement.</u></p> <p><u>It is Highways England's view that the inclusion of the alternative route is subject to the parties' reaching agreement, within the requisite timescales, regarding the acquisition of the</u></p>	



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			<p><u>carriageway.</u></p> <p><u>In relation to the Key Plan, the Council objects to the use of the term 'cycleway'. The words 'cycle track' should replace all references to 'cycleway' or 'cyclepath'.</u></p> <p><u>HE is requested to explain the rationale for not replacing</u></p> <p><u>Reference UA in the dDCO, to reflect the change in PRow status.</u></p> <p><u>HE has indicated that there might be difficulties delivering the cycle track along the A360 / C506 without the consent of relevant landowners, highway authority and statutory undertakers having an interest in the land. Whilst the</u></p> <p><u>Council is supportive of the Option B proposal; further information is required on the exact nature of what Wiltshire Council would be "consenting" to prior to being able to confirm its position.</u></p> <p><u>Wiltshire Council would be willing to address the issue of the provision of the east-west route on the southern verge of the C506 through provisions of the Side Agreement.</u></p> <p><u>Following review of the proposed</u></p>	<p><u>additional land.</u></p> <p><u>Highways England notes the Council's preference for Option B, which has been selected as the preferred option.</u></p> <p><u>Highways England considers that the interface between pedestrians, cyclists and Visitor Centre traffic can be safely managed. These suggestions will be considered, and the Council will be consulted during the development of the detailed design in this area.</u></p> <p><u>Highways England confirms that the cycle track will be provided with a surface appropriate to its use and its location in the World Heritage Site in accordance with the requirements of the OEMP [REP9-013] at reference D-CH26.</u></p> <p><u>With regard to the terms 'cycle track', 'cycleway' and 'cyclepath', Highways England has submitted a document to the Examination [AS-107] explaining the meanings of</u></p>	

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			<p><u>updates to the dDCO incorporating the necessary NMC changes, The Council considers that Work No. 4 (f) in Schedule 1 should be amended to reflect that the northern part of this route is to be made a shared use cycle track. The Council suggests that the wording is amended as follows: “<i>the construction of a new <b>restricted byway right of way, partly shared use cycle track and partly restricted byway, running southwards...</b></i>”</u></p> <p><u>The Council understands that HE have agreed to make the above change in the final dDCO to be submitted at the close of Examination.</u></p>	<p><u>those terms in the context of the Scheme, and will be submitting updated plans reflecting these definitions prior to the end of Examination.</u></p> <p><u>Reference UA in the dDCO will be amended to replace the current reference to a new restricted byway with reference to a shared use cycle track for pedestrians and cyclists. This amendment would relate to the part of the route that would run past the dew pond (where it would be remote from the highway and outside the existing (amended) A360 highway boundary).</u></p> <p><u>The remainder of the route of the new shared facility for pedestrians and cyclists would run alongside the A360 (north of the restricted byway Reference U) and would effectively be taken into the A360 as part of the widened general highway.</u></p> <p><u>Highways England thanks Wiltshire Council for its letter dated 29 August 2019</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><a href="#">confirming the Council's consent to Highways England's proposed acquisition and use of additional land (outside the Order limits) required for the purposes of NMC-06.</a></p> <p><a href="#">Highways England welcomes Wiltshire Council's expression of willingness to include provision of an east-west route on the southern verge of the C506 in the side agreement which has been agreed with Wiltshire Council to cover matters related to the scheme.</a></p> <p><a href="#">Highways England applied for a non-material change reference NMC-06 Option B, including (in the event that landownership issues could not be resolved through the securing of consents to the use of 'additional land' for NMC-06) a 'substitute solution' as defined in Chapter 5 of Highways England's Proposed Changes Consultation Report [REP8-015] and Proposed Changes Position Statement [REP9-</a></p>	

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				<p>040]).</p> <p><u>In a Procedural Decision issued on 27 September 2019, the Examining Authority confirmed its acceptance into the Application of NMC-06 Option B (including the 'substitute solution'), reflecting the revised PRow proposals at Stonehenge Visitor Centre, as agreed between Highways England and Wiltshire Council.</u></p> <p><u>Accordingly, the north-south element of NMC-06 Option B may be delivered through the DCO, whilst the west-east element would need to be delivered under the provisions of the side agreement between Wiltshire Council and Highways England.</u></p> <p><u>Following receipt of the ExA's Procedural Decision [PD-021] on the proposed non-material changes to the scheme and receipt of Wiltshire Council's comments on the drafting in Work No. 4 (f) in Schedule 1 (Authorised Development) suggesting that the draft DCO should be amended to reflect</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><u>the proposed delivery of a shared use cycle track (as defined in the draft DCO). Highways England has updated the drafting of Work No. 4(f) to include Wiltshire Council's suggested wording. Work No.4(f) now includes "the construction of a new right of way, partly shared use cycle track and partly restricted byway, running southwards...". This drafting, which relates to NMC-06 Option B and the related 'substitute solution' as defined in Chapter 5 of the Proposed Changes Consultation Report [REP8-015], is agreed and reflects the related amendment made to Sheet 14 of the Rights of Way &amp; Access Plans which are being submitted at Deadline 10. Accordingly, Highways England confirms that the above wording has been included in the final draft DCO which is also being submitted to the Examining Authority at Deadline 10, prior to the close of the Examination on 2 October 2019.</u></p>	

### 3.139.8 Matters Under Discussion in relation to NMU & PRow.

<del>3.139.1</del>	<del>3.139.2 Doc Ref</del>	<del>3.139.3 Section/Issue</del>	<del>3.139.4 Wiltshire Council Comment</del>	<del>3.139.5 Highways England Response</del>	<del>3.139.7 Status</del>
<del>3.139.8</del>	<del>3.139.9</del>	<del>3.139.10</del>	<del>3.139.11</del>	<del>3.139.12</del>	<del>3.139.13</del>
<del>3.139.14</del>	<del>3.139.15</del>	<del>3.139.16</del>	<del>3.139.17</del>	<del>3.139.18</del>	<del>3.139.19</del>
<del>3.139.20</del>	<del>3.139.21 [ RR-2365]</del>	<del>3.139.22 Part VIII Public Rights of Way considerations</del> <del>3.139.23 General</del> <del>3.139.24 123.</del> <del>3.139.25</del> <del>3.139.26</del> <del>3.139.27</del> <del>3.139.28</del> <del>3.139.29</del> <del>3.139.30</del>	<del>3.139.97 An unresolved matter is the severed link between BOAT AMES11 and AMES12 for motorised users. This creates a breach of Wiltshire Council's statutory duty under s.130 Highways Act 1980 to prevent, as far as possible, the stopping-up of highway rights, with the lack of any mitigation measures.</del> <del>3.139.98 Wiltshire Council consider that the adverse</del>	<del>3.139.118 Highways England acknowledges the consideration by Wiltshire Council of its duties under section 130 Highways Act 1980.</del> <del>3.139.119 Byway 11 will terminate where it currently joins the existing A303, which will be converted into a restricted byway. This will prevent vehicles from using</del>	<del>3.139.122</del> <del>nde</del> <del>f</del> <del>Dis</del> <del>cus</del> <del>sio</del> <del>n</del>

	<p><del>3.139.31</del> —</p> <p><del>3.139.32</del> —</p> <p><del>3.139.33</del> —</p> <p><del>3.139.34</del> —</p> <p><del>3.139.35</del> —</p> <p><del>3.139.36</del> —</p> <p><del>3.139.37</del> —</p> <p><del>3.139.38</del> —</p> <p><del>3.139.39</del> —</p> <p><del>3.139.40</del> —</p> <p><del>3.139.41</del> —</p> <p><del>3.139.42</del> —</p> <p><del>3.139.43</del> —</p> <p><del>3.139.44</del> —</p> <p><del>3.139.45</del> —</p> <p><del>3.139.46</del> —</p> <p><del>3.139.47</del> —</p> <p><del>3.139.48</del> —</p> <p><del>3.139.49</del> —</p> <p><del>3.139.50</del> —</p> <p><del>3.139.51</del> —</p> <p><del>3.139.52</del> —</p>	<p>effects of the severance of the link can and should be addressed within the dDCO. The council is requesting motor vehicle restrictions on specified byways within the World Heritage Site, to be included in the draft DCO. The restrictions would apply to motor vehicles, with the exception of vehicles in the services of the Police Authority, Fire and Rescue Authority and the Ambulance Service, statutory undertakers, public services (and their contractors, Highways England and their contractors, Heritage England and their contractors, agricultural vehicles, and motorcycles. The specified byways are Byways Open to All Traffic(BOAT) and Restricted Byway(RB):</p> <p><del>3.139.99</del> — BOAT Durrington 10 (from its junction with Fargo Road to its junction with BOAT Amesbury 11 and C506)</p> <p><del>3.139.100</del> — BOAT Amesbury</p>	<p>the route of the old A303 between Byways 11 and 12 in close proximity to Stonehenge to the detriment of the monument's setting. No link for mechanically-propelled vehicles (MPV) between Byways 11 and 12 has been proposed further south of the A303 as it would have an adverse impact on the adjacent Normanton Down barrow group and on the tranquility of the WHS at this location. MPVs seeking access between Byways 11 and 12 will use the public highway network. Non-motorised users will be able to link between Byways 11 and 12 via the new restricted byway being created along the route of the old A303 through the WHS. Currently,</p>	
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		<p><del>3.139.53</del> —</p> <p><del>3.139.54</del> —</p> <p><del>3.139.55</del> —</p> <p><del>3.139.56</del> —</p> <p><del>3.139.57</del> —</p> <p><del>3.139.58</del> —</p> <p><del>3.139.59</del> —</p> <p><del>3.139.60</del> —</p> <p><del>3.139.61</del> —</p> <p><del>3.139.62</del> —</p> <p><del>3.139.63</del> —</p> <p><del>3.139.64</del> —</p> <p><del>3.139.65</del> —</p> <p><del>3.139.66</del> —</p> <p><del>3.139.67</del> —</p> <p><del>3.139.68</del> —</p> <p><del>3.139.69</del> —</p> <p><del>3.139.70</del> —</p> <p><del>3.139.71</del> —</p> <p><del>3.139.72</del> —</p> <p><del>3.139.73</del> —</p> <p><del>3.139.74</del> —</p>	<p>11 (full length)</p> <p><del>3.139.101</del> — BOAT Amesbury 12 (from its junction with BOAT Durrington 10 crossing over C506 to its junction with A303</p> <p><del>3.139.102</del> — BOAT Amesbury 12 from its junction with A303 to its junction with BOAT Wilsford cum Lake 1</p> <p><del>3.139.103</del> — RB (old surface route of A303 length of 400 metres from its junction with BOAT Amesbury 11 to its junction with BOAT Amesbury 12)</p> <p><del>3.139.104</del> — BOAT Wilsford cum Lake 1 (full length)</p> <p><del>3.139.105</del> — BOAT Wilsford cum Lake 2 (full length)</p> <p><del>3.139.106</del> — BOAT Berwick St. James 11 (full length)</p> <p><del>3.139.107</del> — BOAT Woodford 16 (full length)</p> <p><del>3.139.108</del> — Wiltshire Council considers the effects of the severance of the link between Amesbury BOATs 11 and 12 for</p>	<p>MPV users of Byways 11 and 12 are not permitted to make right turns onto the A303 from those byways or onto those byways from the A303.</p> <p><del>3.139.120</del> — Wiltshire Council would remain the highway and traffic authority for Byways 11 and 12 and the Scheme does not impede Wiltshire Council from the lawful exercise of its functions to prohibit driving, should it choose to do so.</p> <p><del>3.139.121</del> — Highways England set out in its Examination submissions and response to Wiltshire Council's submission in respect of byways 11 and 12 [REP6-037] that it does not agree with the changes proposed by Wiltshire Council, and considers that in order for them to be</p>	
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	<p><del>3.139.75</del> —</p> <p><del>3.139.76</del> —</p> <p><del>3.139.77</del> —</p> <p><del>3.139.78</del> —</p> <p><del>3.139.79</del> —</p> <p><del>3.139.80</del> —</p> <p><del>3.139.81</del> —</p> <p><del>3.139.82</del> —</p> <p><del>3.139.83</del> —</p> <p><del>3.139.84</del> —</p> <p><del>3.139.85</del> —</p> <p><del>3.139.86</del> —</p> <p><del>3.139.87</del> —</p> <p><del>3.139.88</del> —</p> <p><del>3.139.89</del> —</p> <p><del>3.139.90</del> —</p> <p><del>3.139.91</del> —</p> <p><del>3.139.92</del> —</p> <p><del>3.139.93</del> —</p> <p><del>3.139.94</del> —</p> <p><del>3.139.95</del> —</p> <p><del>3.139.96</del> — Current position</p>	<p>motorised vehicles to require the making of a traffic regulation order to prohibit driving of motorised vehicles, other than motorcycles. Wiltshire Council considers that the prohibition of driving order should be included within the DCO. It will also be necessary to make a Traffic Regulation Order to permit the driving of motorcycles by the public on the section of the former A303 between entrances to Byways 11 and 12.</p> <p><del>3.139.109</del> — The Council has clearly set out its position in the Written Representation.</p> <p><del>3.139.110</del> —</p> <p><del>3.139.111</del> — Due to the risk to the statutory examination timetable if the Council were to go to public consultation and then provide the outcome to the Examining Panel and the fact that the Council does not wish to put at risk the wider benefits HE's proposed</p>	<p>considered by the Examination, the Council will be required to submit an assessment of the impacts of the proposed change. A decision from the Examining Authority is awaited on this issue.</p>	
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			<p>development will bring to the residents of Wiltshire, the wider travelling public and to visitors to the WHS, the Council has decided to withdraw its application that the DCO be amended by the inclusion of a prohibition on the use of motorised vehicles (other than motor cycles and invalid carriages) on part of Durrington byway 10, and Amesbury byway 11 (hereafter referred to as AMES 11) and part of Wilford cum Lake byway 1, Wilford cum Lake byway 2, Berwick St James byway 11, Woodford byway 16 and part of Amesbury byway 12 (hereafter referred to as AMES 12).</p> <p><del>3.139.112</del> —</p> <p><del>3.139.113</del> — The Council maintains its concern that the closure of the existing A303 and resultant loss of the travelling motorised public's ability to obtain a passing free view of the Stonehenge monument will increase use of AMES</p>		
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			<p>11 and 12 by the travelling motorised public to an inappropriate level.</p> <p><del>3.139.114</del> —</p> <p><del>3.139.115</del> — However, the Council proposes that this concern, should it arise, can be dealt with suitably under the Council's existing Highway Authority powers provided HE agrees to the monitoring of traffic with these byways once the Scheme becomes operational (to avoid delays caused by evidence gathering) and coverage of the costs of any TRO necessary (to ensure that the residents of Wiltshire do not incur unnecessary costs resulting from the Scheme).</p> <p><del>3.139.116</del> —</p> <p><del>3.139.117</del> — The Council is currently in discussion with HE for the inclusion of these aspects within the Side Agreement currently being developed and considers this should</p>		
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			<del>be capable of resolution.</del>		
<del>3.139.12</del>	<del>3.139.124</del>	<del>3.139.125</del>	<del>3.139.126</del>	<del>3.139.127</del>	<del>3.139.128</del>
<del>3.139.12</del>	<del>3.139.130</del>	<del>3.139.131</del>	<del>3.139.132</del>	<del>3.139.133</del>	<del>3.139.134</del>
<del>3.139.13</del>	<del>3.139.136</del>	<del>3.139.137</del>	<del>3.139.138</del>	<del>3.139.139</del>	<del>3.139.140</del>
<del>3.139.14</del>	<del>3.139.142</del>	<del>3.139.143</del>	<del>3.139.144</del>	<del>3.139.145</del>	<del>3.139.146</del>
<del>3.139.14</del>	<del>3.139.148</del>	<del>3.139.149</del>	<del>3.139.150</del>	<del>3.139.151</del>	<del>3.139.152</del>
<del>3.139.15</del>	<del>3.139.154</del> [RR-2365]	<p><del>3.139.155</del> Part VIII Public Rights of Way considerations</p> <p><del>3.139.156</del> New Restricted Byway North from Existing Longbarrow Roundabout / Old A303 to Stonehenge Visitor Centre, Old A344 and A360</p> <p><del>3.139.157</del> 129.</p>	<p><del>3.139.158</del> Finalisation and agreement of the status of this new route and its alignment at the Visitor Centre car park is also required.</p> <p><del>3.139.159</del> Noted that discussions are ongoing with Wiltshire Council, English Heritage, Historic England and the National Trust.</p>	<p><del>3.139.160</del> The new restricted byway would be within the World Heritage Site. The Outline Environmental Management Plan [APP-187] reference D-CH14, requires Highways England to develop the fencing and surfacing within the World Heritage Site in consultation with the National Trust, Historic England, English Heritage and Wiltshire Council. Compliance with the Outline Environmental Management Plan is</p>	<p><del>3.139.173</del> nde r Dis cus sio n</p> <p><del>3.139.174</del></p> <p><del>3.139.175</del> nel usi on of the the revi sed NM U rou te in</p>

				<p>secured by paragraph 4 of Schedule 2 to the draft DCO [APP-020].</p> <p><del>3.139.161</del> — The route at the Visitor Centre car park is subject to ongoing discussions with English Heritage and Wiltshire Council.</p> <p><del>3.139.162</del> —</p> <p><del>3.139.163</del> — At deadline 4 Highways England wrote to the ExA setting out its intentions to submit a request for a non-material change:</p> <p><del>3.139.164</del> —</p> <p><del>3.139.165</del> — For the reasons set out in the Applicant's Comments on Written Representations [REP3-013] (paragraphs 28.4.1 to 28.4.3 refer) and subject to continuing discussions with the affected landowner</p>	<p>the</p> <p>Sc</p> <p>he</p> <p>me</p> <p>will</p> <p>be</p> <p>sub</p> <p>ject</p> <p>to</p> <p>the</p> <p>iss</p> <p>uin</p> <p>g of</p> <p>a</p> <p>fav</p> <p>our</p> <p>abl</p> <p>e</p> <p>pro</p> <p>ced</p> <p>ural</p> <p>dec</p> <p>isio</p> <p>n</p> <p>by</p> <p>the</p> <p>Ex</p> <p>ami</p> <p>nin</p> <p>g</p> <p>Aut</p> <p>hori</p> <p>ty</p> <p>in</p> <p>res</p> <p>pon</p>
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				<p>and English Heritage, the Applicant proposes to amend the route and possibly 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 [REP3-003]. This route is the proposed restricted byway which would run from a point opposite Kighton Track northwards to the former A344 at Stonehenge Visitor Centre.</p> <p>3.139.166—Applicant is working with English Heritage Trust and the affected landowner to explore the potential for an alternative route which addresses English Heritage Trust’s concerns and</p>	<p>se to Highways England’s application for proposed non-material changes to the Scheme.</p>
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				<p>meets the Applicant's objective of improving access for non-motorised users.</p> <p><del>3.139.167</del></p> <p><del>3.139.168</del>—The Applicant notes that English Heritage Trust's proposed alternative route includes some land which is owned by a third party and which is located outside the Order limits. As such, this proposed change would require additional land as defined by the CA Regulations. The Applicant aims to avoid engaging the CA Regulations by endeavouring to secure the additional land by agreement.</p> <p><del>3.139.169</del></p> <p><del>3.139.170</del>—It is the Applicant's view that the inclusion of the alternative route is subject to the parties' reaching agreement, within the requisite</p>	
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				<p>timescales, regarding the acquisition of the additional land.</p> <p><del>3.139.171</del></p> <p><del>3.139.172</del> Consultation on the proposed change to PRow route is underway (running from 26 July to 26 August 2019) and Highways England is in the process of making a formal application for this proposed change to the Scheme.</p>	
<del>3.139.17</del>	<del>3.139.177</del>	<del>3.139.178</del>	<del>3.139.179</del>	<del>3.139.180</del>	<del>3.139.181</del>
<del>3.139.18</del>	<del>3.139.183</del>	<del>3.139.184</del>	<del>3.139.185</del>	<del>3.139.186</del>	<del>3.139.187</del>

3.8.1 No matters Under Discussion at the present time.

**3.140 3.9 Matters Not Agreed in relation to NMU and PRow.**

~~3.140.~~3.9.1 No matters Not Agreed at the present time.



### 3.1413.10 Matters Agreed in relation to Air Quality.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.10.1	RoE Ref: AQ1, AQ2 and AQ3 [APP-043]	Study area.	N/A	The approach to the determination of the air quality study area (i.e. DMRB screening criteria) has been discussed with Wiltshire Council.	Agreed
3.10.2	RoE Ref: AQ3 [APP-043]	Policy context.	N/A	Relevant Local Planning Policy has been discussed with Wiltshire Council. The Draft Air Quality Supplementary Planning Document dated September 2012 was provided by Wiltshire Council. The air quality assessment undertaken for the Scheme is consistent with the air quality assessment developer notes included in the draft guidance.	Agreed
3.10.3	RoE Ref: AQ4, AQ5, AQ7 and AQ8 [APP-043]	Baseline.	N/A	Baseline air quality monitoring results from the Highways England air quality survey were provided to Wiltshire Council. Subsequently, discussions were held on the potential need for monitoring along the A36 south of the A303, as neither Highways England nor Wiltshire Council had recent baseline data for	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				this route. It was discussed that if significant air quality effects had been predicted for this route in either the construction or operational phases that this may have required air quality monitoring. No significant effects have been identified along this route and so no further monitoring is considered to be required.	
3.10.4	RoE Ref: AQ1, AQ2 and AQ3 [APP-043] & [APP-191]	Methodology.	N/A	The details of the air quality methodology have been discussed with Wiltshire Council and copies of relevant documentation provided (i.e. Interim Advice Notes).	Agreed
3.10.5	[APP-043]	Scoping Opinion response	Scoping opinion response from Wiltshire Council contained various comments relevant to air quality	Wiltshire Council's comments were incorporated into the assessment as reported in the Environmental Statement. Specific details provided in Table 5.3 of the Environmental Statement.	Agreed
3.10.6	[APP-043]	Design Mitigation	<del>N/A</del> <a href="#">As a result of Council concerns relating to the need for a tunnel ventilation strategy which covered the operational phase and not just the construction phase (which is covered in MW-AIR3 of the OEMP).</a>	No Specific measures are proposed as significant air quality effects are not predicted from the operation of the Scheme	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><a href="#">a new design commitment, D-AIR1 has been included within the OEMP which states: “The tunnel operational ventilation shall be designed based on industry best practice.”</a></p> <p><a href="#">The Council welcomes this addition.</a></p>		
3.10.7	[APP-043]	Construction Mitigation	N/A	<p>Construction air quality mitigation measures have been included in the Outline Environmental Management Plan (OEMP) [<del>REP6-014</del><a href="#">REP9-013</a>] submitted with the DCO [<del>REP6-005</del><a href="#">REP9-003</a>], ES Appendix 2.2 [APP-187], compliance with which is secured by paragraph 4 of Schedule 2 to the draft DCO [<del>REP6-005</del><a href="#">REP9-003</a>].</p> <p>A full and detailed CEMP, which will be largely based on the OEMP, will be prepared by the Contractor, in consultation with Wiltshire Council, prior to the commencement of main works.</p>	Agreed
3.10.8	[RR-2365]	VI. Public Protection Considerations Air Quality 96.	The arising referenced in 2.4.54 of Chapter 2 of the Environmental Statement [APP-040] must be spread and managed	Measures for the management of dust are set out in the Outline Environmental Management Plan (OEMP)	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			so as not to cause a statutory dust nuisance.	<p><del>[REP6-011]</del><a href="#">[REP9-013]</a> (MW-AIR1, MW-AIR2, and MW-AIR4), as secured through paragraph 4 of Schedule 2 of the draft Development Consent Order <del>[REP6-005]</del><a href="#">[REP9-003]</a>.</p> <p>These measures will apply to the spread of arisings on the land east of Parsonage Down as this forms part of the Scheme.</p>	
3.10.9	[RR-2365]	VI. Public Protection Considerations Air Quality 98.	With regard to the final paragraph in MW-AIR4 in table 3.2b of the OEMP [APP-187], it is suggested that “and agreed” is added to the reporting of Air Quality monitoring with the Council.	Wiltshire Council will be consulted on construction phase air quality monitoring that would be based on IAQM guidance and AIR4.	Agreed
3.10.10	[APP-020]	DCO Requirements	To ensure that emission rates assumed for the construction vehicles are reasonably conservative, it is recommended that emission rates used should be compared with emissions from the actual construction vehicles proposed, as part of the ongoing assessment and management of construction phase impacts.	<p>Highways England consider that this matter is adequately addressed in existing DCO Requirements.</p> <p>Significant air quality effects are not expected during the construction phase and effects are not expected in sensitive locations, such as AQMAs. Standard best practice mitigation measures (as secured through item MW-AIR1 of the Outline</p>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p>Environmental Management Plan) are therefore considered appropriate. It is agreed that specific emissions testing of vehicles is not required. The need for Records of construction vehicles can be included as an item in final CEMP(s), production of which is required by the Outline Environmental Management Plan and is secured through paragraph 4 under Schedule 2 of the DCO [<del>REP6-005</del><a href="#">REP9-003</a>].</p>	
3.10.11	[APP-020]	DCO Requirements	<p>Construction phase: No Materials shall be burnt on the development site during the construction phase of the scheme.</p>	<p>Highways England consider that this matter is adequately addressed in existing DCO Requirements.</p> <p>No burning of material is agreed as this is standard best practice. This will be able to be dealt with in any final CEMP(s), production of which is required by the Outline Environmental Management Plan and is secured through paragraph 4 under Schedule 2 of the DCO [<del>REP6-005</del><a href="#">REP9-003</a>], pursuant to item MW-AIR1 of the Outline Environmental Management</p>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				Plan <del>[REP6-014]</del> [REP9-013].	
3.10.12	[APP-020]	DCO Requirements	No development, (including construction, land raising and demolition if required) shall be carried out other than in accordance with a Construction Environment Management Plan (CEMP) that is first submitted to, and approved by, the local authority.	<p>Highways England consider that this matter is adequately addressed in existing DCO Requirements.</p> <p>Preparation of a CEMP is required by the OEMP [<del>REP6-014</del>REP9-013]. Compliance with the OEMP is secured through paragraph 4 of Schedule 2 of the DCO [<del>REP6-005</del>REP9-003].</p> <p>As required by the OEMP, Wiltshire Council will be consulted during preparation of the CEMP(s) prior to the commencement of the construction phase.</p>	Agreed
3.10.13	[APP-020]	DCO Requirements	Highways England shall submit a scheme to the local planning authority to examine the legacy impact of the development on Air Quality on the A36 and A350. The scheme shall be approved in writing prior to implantation. Where the scheme identifies negative impacts on air quality a scheme of mitigation shall be submitted to the Local Planning Authority for approval in writing and	The AQMAs listed are not within the air quality study area and so perceptible changes (i.e. more than 0.4 µg/m3) in air quality are not expected. Additionally, the changes that are predicted are for reduced traffic. No legacy air quality monitoring is therefore proposed, and Wiltshire Council are in agreement that operational air quality monitoring is not required	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			implemented.	following further discussion. A DCO Requirement relating to this matter is therefore not considered necessary.	
3.10.14	[APP-043]	ES Chapter 5	<p>The Council requests more information on the haul routes to be used.</p> <p>Traffic diversions should not involve routing traffic through Air Quality Management Areas (AQMA).</p>	<p>Highways England acknowledge that whilst traffic diversions may take place through Salisbury AQMAs (Regional Diversion), this will only be as a result of accidents or maintenance, as is currently the case. There are no planned diversions through AQMAs in construction phase 1 or 2 (as described in Chapter 2 of the ES). The regional diversionary routes are not expected to be utilised frequently and are not anticipated to cause a significant air quality effect in relation to annual air quality standards, for either annual averages or in terms of the number of permissible 1-hour exceedances (18 per year). A conclusion of no significant air quality effects from traffic management was included in Table 5.4: Scoping Opinion and response [APP-043]. Details of traffic management, including in relation to AQMAs</p>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p>will be set out in the traffic management plan (pursuant to Regulation 9 (Traffic management) under Schedule 2 of the DCO [<del>REP6-005</del>REP9-003]) that will be consulted upon with Wiltshire Council, prior to the commencement of the construction phase.</p> <p>Separately, Wiltshire Council seek to continue to engage with Highways England on diversionary routes and air quality in Salisbury AQMAs to improve air quality in these areas.</p>	
3.10.15	[APP-020]	DCO Requirements	<p>An assessment of the air quality implications of transportation of tunnel arising's shall be carried out prior to any offsite disposal. This shall identify any potential impacts on residents in proximity to the proposed haulage routes, including locations within AQMAs, require separate verification using Salisbury's continuous analyser and other diffusion tubes in urban environments; and identify appropriate measures to mitigate</p>	<p>Such a requirement is not needed. This is because off-site disposal is not proposed as part of the Scheme.</p> <p>On site disposal is secured pursuant to paragraph 8 of Schedule 2 to the draft DCO [<del>REP6-005</del>REP9-003].</p>	Agreed



Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p>any potentially significant impacts.</p> <p>Highways England has confirmed with the Council that off-site disposal is not part of the Scheme.</p>		

### ~~3.142~~3.11 Matters Under Discussion in relation to Air Quality.

~~3.142.13.11.1~~3.11.1 No matters Under Discussion at the present time.

### ~~3.143~~3.12 Matters Not Agreed in relation to Air Quality.

~~3.143.13.12.1~~3.12.1 No matters Not Agreed at the present time.

### ~~3.144~~3.13 Matters Agreed in relation to Noise and Vibration.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.13.1	RoE Ref: NV3 [APP-047]	Study area	-	Extent of construction and operational study areas and receptors shared, discussed and agreed in advance of DCO submission.	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.13.2	[APP-047]	Policy context	-	Relevant Wiltshire Council Core Strategy Policy 57 included in assessment, in addition to standard national policies.	Agreed
3.13.3	RoE Ref: NV1, NV2, NV6 & NV7 [APP-047]	Baseline Noise Monitoring	-	Proposed baseline monitoring locations and methodology shared with Wiltshire Council for comment in advance of monitoring being undertaken.	Agreed
3.13.4	RoE Ref: NV1, NV6 & NV7 [APP-047]	Methodology	-	Assessment methodology shared and discussed with Wiltshire Council in advance of DCO submission.	Agreed
3.13.5	RoE Ref: NV1 [APP-047]	Scoping Opinion response	Scoping Report response from Wiltshire Council contained various comments relevant to noise and vibration	Wiltshire Council's comments were incorporated into the assessment as reported in the ES. Specific details provided in Table 9.2 of the Environmental Statement.	Agreed
3.13.6	RoE Ref: NV1, NV2, NV6 & NV7 [APP-047]	Baseline Noise Monitoring Results	-	Baseline noise monitoring results shared, discussed and agreed with Wiltshire Council in advance of DCO submission.	Agreed
3.13.7	RoE Ref: NV9 - NV10 NV 16 – NV24	Mitigation incorporated into the design including: vertical and horizontal alignment, tunnel, thin	Based on the Peer Review exercise completed on behalf of Wiltshire Council, Wiltshire Council are	Agreed	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
		surfacing, noise barriers at Countess flyover and solid parapet at River Till viaduct	content that the proposed operational mitigation identified in the Environmental Statement is suitable and sufficient.		
3.13.8	[RR-2365] RoE Ref: NV15	VI. Public Protection Considerations Noise and Vibration 103.	Whilst vibration levels of 1.0 mms <sup>-1</sup> are identified as causing complaint in sections 9.4 and 9.15 of Chapter 9 of the Environmental Statement [APP-047], no suggestion is made as to setting a level trigger alert which is recommended by Wiltshire Council (see comments made in paragraphs 84 and 88 above)	Item MW-NO15 of the Outline Environmental Management Plan [ <del>REP6-011</del> REP9-0013] (compliance with which is secured by paragraph 4 of Schedule 2 to the draft DCO) [ <del>REP6-005</del> REP9-003] details the Applicant's proposals in relation to dealing with vibration and relevant trigger levels.	Agreed
3.13.9	[RR-2365] RoE Ref: NV15	VI. Public Protection Considerations Noise and Vibration 105.	Wiltshire Council recommends that vibration levels of 1.0 mms <sup>-1</sup> should be set as a level trigger alert to Wiltshire Council and affected residents (PW-NO14 of table 3.2a and MW-NO13 of table 3.2b of OEMP). (See paragraph 103 above)	If predicted vibration levels exceed 1mms <sup>-1</sup> PPV at occupied residential buildings based on the prediction methodology in BS 5228-2, those potentially affected will be notified as soon as practicably possible in advance of the works. In addition, it is agreed that Wiltshire Council will also be notified at the same time.	Agreed
3.13.10	[RR-2365] RoE Ref: NV15	VI. Public Protection Considerations Noise and Vibration 106.	In MW-NO15 of table 3.2b in the OEMP [APP-187], it is requested that a requirement to notify Wiltshire Council if predicated vibration exceeds 1.0 mms <sup>-1</sup> is added		Agreed
3.13.11	[RR-2365] RoE Ref:	VI. Public Protection Considerations Noise and	Wiltshire Council should be consulted on the Noise and Vibration Management Plan	As set out in the Outline Environmental Management Plan (OEMP) [ <del>REP6-</del>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
	NV15	Vibration 107.	referenced in NO13 and Section 9.8 of the OEMP [APP-187].	<del>044</del> REP9-013], the CEMP, to which the Noise and Vibration Management Plan will be appended [MW-G7], will be developed in consultation with Wiltshire Council [MW-G7]. Compliance with the OEMP is secured through paragraph 4 of Schedule 2 of the draft DCO [ <del>REP6-005</del> REP9-003].	
3.13.12	[RR-2365] RoE Ref: NV7 - NV10, NV15, & NV29	VI. Public Protection Considerations Noise and Vibration 109.	Wiltshire Council suggests potential relocation for Stonehenge Cottages inhabitants over the 2 x 7 days construction periods (table 1.1 of Appendix 9.5 of the Environmental Statement [APP-272])	Temporary re-housing would be offered to residents at Stonehenge Cottages if the monitoring of vibration levels at the Cottages on the approach of the TBM indicates that PPV levels exceeding 1mms <sup>-1</sup> are likely to occur continuously for a period of 48hrs or more during each tunnel bore.	Agreed
3.13.13	RoE Ref: NV28 – NV30	Operational traffic noise	Further details of the scheme of operational traffic noise mitigation measures outlined in 9.8.14 of Chapter 9 of the Environmental Statement [APP-047] shall be submitted in writing to the Local Authority, to provide that the maximum change in traffic noise level for sensitive receptors exposed to external road traffic noise shall not result in additional	Highways England consider that this matter is adequately addressed in existing DCO Requirements.  Five measures listed in paragraph 9.8.14 are included in the OEMP [ <del>REP6-044</del> REP9-013], compliance with which is secured by paragraph 4 of Schedule 2 to	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p>significant adverse effects, as defined in 9.3.51- 9.3.52 and reported in Table 9.26 of Chapter 9 of the Environmental Statement.</p> <p>Any scheme of noise mitigation as approved shall be constructed in its entirety as soon as reasonably practicable in pursuance of the scheme and shall be retained thereafter in perpetuity.</p> <p>Reason: To ensure that the amenities of future occupiers are protected.</p> <p>The Council has received confirmation from Highways England that the amendments it seeks to the OEMP submitted by Highways England at Deadline 3 will be incorporated into the next draft, therefore this item can now be agreed.</p>	<p>the draft DCO [<del>REP6-005</del>REP9-003]:</p> <p>Thin road surfacing: D-NOI1;</p> <p>Countess Junction Noise Barriers: D-NOI2;</p> <p>Till viaduct barrier: D-LAN2;</p> <p>Surface finish of retaining wall surfaces: D-NOI5; and</p> <p>Absorbent finish at the entrances/exits of the tunnel and Green Bridge Four: D-NOI6.</p> <p>Horizontal and vertical alignment including the tunnel, earthworks and retaining walls are secured through paragraph 3 of Schedule 2 to the draft DCO [<del>REP6-005</del>REP9-003].</p>	
3.13.14	RoE Ref: NV28 – NV30	Construction noise and vibration	No development, (including construction, land raising and demolition if required) shall be carried out other than in accordance with a Construction Environment Management Plan (CEMP) that is first submitted to, and approved by, the local authority.	Highways England consider that this matter is adequately addressed in existing DCO Requirements. Requirement not necessary. Wiltshire Council will be consulted on the CEMP which will be developed once a contractor is appointed. The CEMP will be	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p>Reason: In the interests of prevention of pollution and protection of residential amenity.</p> <p>The wording in the revised OEMP submitted at Deadline 3 by Highways England meets requirements.</p>	<p>prepared in accordance with the OEMP pursuant to Regulation 4 (Outline Environmental Management Plan) under Schedule 2 of the draft DCO [<del>REP6-005</del>REP9-003] approved by the SoS.</p>	
3.13.15	RoE Ref: NV28 – NV30	Operational plant at the service buildings and generators at the compounds	<p>The rating level of the noise emitted from operational fixed plant located at the service buildings at the tunnel portal, and generators at the construction compounds, shall not exceed the background level by more than 0 dB(A) at any residential property when assessed in accordance with BS 4142: 2014.</p> <p>Reason: In the interests of prevention of pollution and protection of residential amenity.</p> <p>This is covered within the OEMP MW-D-NOI3.</p>	<p>Highways England consider that this matter is adequately addressed in the OEMP [<del>REP6-014</del>REP9-0013], compliance with which is secured by paragraph 4 of Schedule 2 of the draft DCO [<del>REP6-005</del>REP9-003].</p>	Agreed
3.13.16	RoE Ref: NV28 – NV30	Piling during construction	<p>Notwithstanding the requirements of the any submitted CEMP, construction work involving piling shall normally be carried out on the site between the hours of 10.00hrs and 16.00 Mondays to Fridays and no construction work involving piling shall be carried out on Saturdays, Sundays or Bank</p>	<p>Highways England consider that this matter is adequately addressed in existing DCO Requirements. Construction working hours are set out in the OEMP [<del>REP6-014</del>REP9-0013] and separate working hours for piling have not been proposed. Highways England</p>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p>Holidays, unless otherwise first agreed in writing by the Local Authority.</p> <p>Reason: In the interests of prevention of pollution and protection of residential amenity.</p> <p>No impact piling has been agreed and covered in OEMP MW-D-NOI4 and MW-BIO3.</p>	<p>have also provided a commitment to non-impact piling at the Countess flyover bridges and the River Till viaduct, and no piling in the channels of the River Till and River Avon. This matter has been secured through the OEMP [<del>REP6-011</del>REP9-0013], compliance with which is secured by paragraph 4 of Schedule 2 of the draft DCO [<del>REP6-005</del>REP9-003].</p>	

### **3.145**3.14 **Matters Under Discussion in relation to Noise and Vibration.**

~~3.145.1~~3.14.1 No matters Under Discussion at the present time.

### **3.146**3.15 **Matters Not Agreed in relation to Noise and Vibration.**

~~3.146.1~~3.15.1 No matters Not Agreed at the present time.

### 3.1473.16 Matters Agreed in relation to Cultural Heritage.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.16.1	-	The extent of the study area was put forward in the EIA and HIA Scoping Reports and discussed at various Heritage Monitoring Advisory Group meetings (taking place on 11/10/17, 23/10/17, 06/11/17, 12/02/18, 21/03/18, 15/06/18).		The cultural heritage study area is confirmed in the ES Section 6.5 [APP-044], Study Area and illustrated in Figure 6.1 [APP-067], and Section 5.10 of the HIA, Appendix 6.1 [APP-195].	Agreed
3.16.2	RoE Ref: G1	Legislation and planning policy considered relevant to cultural heritage.  Section 9 Archaeology and World Heritage Site Considerations Background and Policy Context  165.	The Response to Statutory Consultation set out the following additional relevant documents:  (Updated to reflect paragraph numbers in 2018 NPPF)  <ul style="list-style-type: none"> <li>National Planning Policy Framework (NPPF 2018) paras 188-190 and Practice Guidance Further Guidance on World Heritage Sites (2014).</li> </ul> National Policy Statement for National Networks (2014) paragraphs 5.120-142.	Relevant legislation and planning policy documents are confirmed in ES Section 6.2 [APP-044] and Section 4 of the HIA, Appendix 6.1 [APP-195].	Agreed



Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.16.3	-	<p>Non-statutory advice considered relevant was referenced in the HIA can be set out as follows:</p> <p>ICOMOS Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (2011);</p> <p>UNESCO/ ICOMOS Advisory Missions (October 2015 and January 2017)</p>		Relevant non-statutory advice and policy is confirmed in the ES Section 6.2 [APP-044] and Section 5 of the HIA, Appendix 6.1 [APP-195].	Agreed
3.16.4	-	The extent of the assessment methodology was put forward in the EIA and HIA Scoping Reports and discussed at various Heritage Monitoring Advisory Group meetings (taking place on 11/10/17, 23/10/17, 06/11/17, 12/02/18, 21/03/18, 15/06/18)		The methodology is as set out in ES Section 6.3 [APP-044] and Section 5 of the HIA, Appendix 6.1 [APP-195].	Agreed
3.16.5	RoE Ref: G1	10. Built Heritage Considerations 197.	The scheme affects several built heritage assets, both designated and undesignated. These were highlighted in the earlier consultation response;	Highways England welcome Wiltshire Council's engagement with the design team and the agreements reached.	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p>since then, all sites of interest along the route have been visited by the relevant officer with the AmW built heritage consultant, and general agreement exists regarding the likely extent of the scheme's impacts. There are no aspects that are considered likely to reach a level of 'substantial harm', in NPPF terms; where 'less than substantial harm' is identified, the NPPF provides for a balancing exercise with public benefits.</p>		
3.16.6	RoE Ref: G1	<p>10. Built Heritage Considerations</p> <p>Key Considerations From West to East</p> <p>198. 199. 200. 201. 202. 203. 204. 205.</p>	<p>The following points were raised in Wiltshire Council's Statutory Consultation Response:</p> <ul style="list-style-type: none"> <li>- The positive impact on the Conservation Area of the removing the busy road from Winterbourne Stoke.</li> <li>- Significant alteration of views up the Till Valley to the north of the Conservation Area.</li> </ul>	<p>Highways England welcome points raised by Wiltshire Council in their Statutory Consultation Response, which have been incorporated into the final DCO application submission.</p>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<ul style="list-style-type: none"> <li>- The impact of the new Till Valley crossing on undesignated heritage assets as 'less than substantial'.</li> <li>- The milestone (east of Longbarrow) which will be located alongside a byway as a result of the scheme.</li> <li>- The significant positive change to the setting of Stonehenge cottages.</li> <li>- The unaffected milestone on Stonehenge Road.</li> <li>- The impact of the new flyover on the lodges and bridge on Countess Road.</li> </ul>		
3.16.7	4.14 3.	<p>Archaeological Mitigation Design:</p> <p>Yarnbury to diverge of mainline to offline route at Scotland Lodge:</p> <p>Works comprise cycleway and landscape bund (max 1m high)</p>	Preference expressed for no dig solution for north side cycleway.	A commitment to the protection of archaeological remains with a no dig solution for the restricted byway at this location is set out in the ES Chapter 6 [APP-044] Appendix 6.11 [APP-220] in Table 2.2 (Site / Action Area No. 2) and in the Outline Environmental Management Plan (OEMP) [ <del>REP6-011</del> REP9-0013] at reference MW-CH5 and will be secured in the Detailed Archaeological Mitigation Strategy (DAMS)	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
		Southern cycleway built within existing highway boundary		<del>[REP6-013]</del> <a href="#">[REP9-017]</a> through the requirement for method statements at section 5.1 through DCO Requirement 5 (Schedule 2) <del>[REP6-005]</del> <a href="#">[REP9-003]</a> .	
3.16.8	-	Provision of Archaeological Mitigation Strategy	<p>Implementation of Archaeological Mitigation Strategy will need to be secured a Requirement attached to the DCO.</p> <p>The Strategy may include the need to preserve in situ key archaeological remains or a programme of archaeological excavation and recording (including reporting, publication and dissemination of the results).</p>	The Detailed Archaeological Mitigation Strategy (DAMS), developed with heritage stakeholders throughout the examination, will be secured through DCO Requirement 5 (Schedule 2 of <del>[REP6-005]</del> <a href="#">[REP9-003]</a> ) and a certified document under the DCO.	Agreed
3.16.9	[RR-2365]	Assessment on Impact on the WHS 50.	A detailed and comprehensive Heritage Impact Assessment (HIA) has been prepared in accordance with the agreed scoping report that specifically assesses the impact of the Scheme on the OUV of the WHS. The assessment clearly shows the large benefits of the removal of the A303 from the central part of the WHS.	Highways England acknowledges WCAS's comments that the HIA has been prepared in line with the agreed HIA scoping report and that they agree with the Slight Beneficial conclusion of the HIA. Highways England also welcomes Wiltshire Council Archaeology Services comment that the Scheme will bring large benefits to the central part of the WHS.	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.16.10	[RR-2365]	Western Bypass – Oatlands Hill 56.	It is welcomed by the archaeology service that no street lighting has been proposed for the area of the new junction, but the Council requires further detail regarding any residual impacts of light spillage and adverse impacts on dark skies within the vicinity of the WHS boundary. This needs to be considered in terms of traffic safety considerations given the current proposals for traffic signal controls to address safety concerns at this junction.	<p>Highways England acknowledges WCAS's concerns but note that the new Junction will be a substantial improvement on the existing, moving it 600m to the west of the WHS boundary, recessed into the landscape, and being unlit. This is in contrast to the existing Longbarrow Roundabout which is currently lit by street lights and is immediately adjacent to the Winterbourne Stoke Crossroads barrow group.</p> <p>Highways England also notes that the Outline Environmental Management Plan [<del>REP6-011</del>REP9-0013] (compliance with which is secured under paragraph 4 of Schedule 2 of the DCO) [<del>REP6-005</del>REP9-003] requires that tunnel lighting will be designed to minimize light spill at portals (item D-CH9), lighting under Green Bridge Four, located just east of Longbarrow Junction, to only occur between dawn and dusk, be dimmer controlled, and designed to minimise light spill outside of the bridge footprint (item D-CH10), no road lighting of the Scheme during operation except under Green Bridge Four and Countess Roundabout (item D-CH11), existing lighting units at Countess Roundabout shall be replaced to minimise light spill (item D-CH12), there will be no external lighting on the cutting retaining walls, or the external facades of the tunnel control buildings and tunnel portals within the WHS (item D-CH120) and the new PRoW/ PMA within the</p>	<p>Agreed from a cultural heritage perspective but remains under discussion in terms of highway design. <a href="#">Agreed</a></p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p>WHS will not have lighting (item D-CH126) .</p> <p>The potential impact of the Scheme upon dark skies is considered in the Heritage Impact Assessment [APP-195], Section 9.3, paragraphs 9.3.13 – 9.3.19, which concludes that the Scheme would have a Moderate Positive impact on this aspect of the WHS, resulting in a Large Beneficial effect.</p> <p><u>A legal agreement between the parties confirms that if at any time following completion of the Longbarrow Junction the Parties agree (acting reasonably) that additional safety measures are required to be implemented at Longbarrow Junction, including to address the occurrence of collisions at Longbarrow Junction, Highways England will:</u></p> <p><u>consult with the Council on the detailed design of the required additional safety measures; and supply and install the required additional safety measures to the reasonable satisfaction of the Council, together with the removal of, or any necessary alterations to, the traffic signal controls, and obtain all necessary consents. The text of the legal agreement has been agreed and it is in the process of being signed.</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.16.11	RoE Ref: G2	V. Proposed Change to Rollestone Crossroads 22.	From an archaeological perspective, the WCAS is also content with the proposed modification of Rollestone Corner. Archaeological evaluation (geophysical survey and trial trenching) has been undertaken in respect to the modified proposal and no significant archaeological remains have been identified in this location. The proposed modified scheme is smaller in scale than the previous scheme, however it is within the boundary of the WHS. It is understood on evidence currently available that the proposed modified scheme will not have an adverse impact on the setting of the WHS. WCAS would however, expect that the modified scheme is included within the HIA that is currently in development and which will be submitted with the DCO application.	The revised layout at Rollestone Cross has been adequately considered within the Heritage Impact Assessment submitted as Appendix 6.1 to the Environmental Statement (document no. 6.3, ref paras 6.8.31 etc.) [APP-195].	Agreed
<del>3.17.816.123</del>	<del>[RR-2365]</del>	<del>Limits of Deviation</del> <del>Restrictions of</del>	<del>Under DCO Article 7, the limits of deviation of the</del>	<del>The Environmental Statement [APP-039 – APP-054] and Heritage Impact Assessment</del>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
		<p><a href="#">Activities Above the Line of the Tunnel</a></p> <p><a href="#">57.</a></p>	<p><del>tunnel are set out as a deviation of up to 200m westwards. This is a matter of concern as it is a significant variation in terms of the very careful location of the eastern and western portals in relation to topography and significant archaeological remains. Wiltshire Council seeks clarification of this issue and require further consultation in the case that the deviation is invoked.</del> <a href="#">The imposition of restrictive covenants on ground works on land above the tunnel is referred to in the draft DCO, 4.3 the Book of Reference [APP-025] and the Land Plans (2.2) [APP-005]. The Council has concerns over this and need to have a detailed agreement drawn up as it may restrict the ability to undertake archaeological investigations in a core part of the WHS.</a></p> <p><a href="#">The Council has now seen the technical note from HE</a></p>	<p><del>[APP-195] consider the maximum area of land anticipated as likely to be required, taking into account the proposed limits of deviation (LoD) for the Scheme and the flexibility of detailed design provided for in the DCO [APP-040]. The assessments therefore take into consideration what can be regarded as a realistic 'worst case' assessment of the impacts associated with the proposed scheme. Therefore, any movement within the design LoD would not result in a worsening of significant effects reported in the respective assessments.</del> <a href="#">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.</a></p> <p><a href="#">The tunnel restrictions are in place to protect the integrity of the Stonehenge tunnel. Detail on the restrictions are as follows:</a></p> <ol style="list-style-type: none"> <li>1. <a href="#">Any Development which would require:</a> <ol style="list-style-type: none"> <li>a. <a href="#">planning permission (whether or not this is deemed granted by a development order).</a></li> <li>b. <a href="#">excavations, boreholes or drilling which are below a depth of;</a> <ol style="list-style-type: none"> <li>i. <a href="#">1.2 metres minimum in respect of land within those parts of the</a></li> </ol> </li> </ol> </li> </ol>	



Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>and proposed authorization process and we are content that this issue can be dealt with satisfactorily.</u></p>	<p><u>Zone of Protection shown coloured light blue on the plan (as appended to CH.1.27)</u></p> <p><u>ii. 0.6 metres minimum in respect of land within those parts of the Zone of Protection shown coloured dark blue on the plan (as appended to CH.1.27)</u></p> <p><u>c. piling at any depth.</u></p> <p><u>2. Decreases (unloading) in ground weight loading being:</u></p> <p><u>a. Any excavation below a depth of:</u></p> <p><u>i. 1.2m minimum in respect of land within those parts of the Zone of Protection shown coloured light blue on the plan (as appended to CH.1.27)</u></p> <p><u>ii. 0.6m minimum in respect of land within those parts of the Zone of Protection shown coloured dark blue on the plan (as appended to CH.1.27);</u></p> <p><u>3. Increases (loading) in ground weight loading being:</u></p> <p><u>a. Any Additional Loading greater than 20kN/m2 as a result of:</u></p> <p><u>i. Building work</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p>ii. <u>Storage; or</u></p> <p>iii. <u>the erection of any structure</u></p> <p>b. <u>Use by any vehicle of weight greater than 44 tonnes</u></p> <p>a. <u>Any new tree planting with a potential root depth of more than 2 metres minimum in depth</u></p> <p><u>An updated version of the DAMS [REP9-017] includes provision for the restrictive covenant to be passed on via a process of application for any archaeologists seeking to carry out investigations in the relevant parts of the WHS.</u></p>	
3.16.134	-	<u>Preparation of a CEMP</u>	<p><u>Wiltshire Council require a CEMP to be prepared covering the following matters:</u></p> <ul style="list-style-type: none"> <li>- <u>Details methods of protection for buried and upstanding archaeological remains during the construction process.</u></li> <li>- <u>Compounds and temporary spoil storage areas outside the WHS in archaeologically sensitive areas.</u></li> <li>- <u>An element of</u></li> </ul>	<p><u>A detailed Construction Environmental Management Plan (CEMP) will be prepared by Highways England's appointed contractor which will be based on, and incorporate, the requirements of the OEMP. Wiltshire Council will be consulted on the preparation of the CEMPs. This is specified in the OEMP [REP9-013], reference MW-G5, compliance with which is secured by Requirement 4 of Schedule 2 to the draft DCO [REP9-003]. Following receipt of the Council's final comments, a final version of the OEMP was submitted to the Examination on 24 October 2019.</u></p> <p><u>The OEMP includes a number of measures relevant to Wiltshire Council's concerns</u></p>	<u>Agreed</u>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>flexibility for design of construction compounds in the event significant archaeology is discovered.</u></p> <p><u>Detailed consideration of archaeological remains will need to be set out in the associated DAMS.</u></p>	<p><u>which will be -incorporated within the CEMP and the Heritage Management Plan that will be appended to it:</u></p> <ul style="list-style-type: none"> <li>• <u>an obligation to prepare a Soil Management Strategy (ref PW-GEO3 and MW-GEO3);</u></li> <li>• <u>appropriate fencing off sensitive archaeological remains in the WHS (ref MW-CH3);</u></li> <li>• <u>the need for a Heritage Management Plan to be produced which is to include measures for the construction process to take account of archaeological assets (both known and unknown) (item MW-CH1);</u></li> <li>• <u>method statements for dealing with archaeological remains that may need to be buried (MW-CH5); and</u></li> <li>• <u>monitoring of assets during the construction programme (MW-CH7).</u></li> </ul> <p><u>Together these measures will enable Wiltshire Council to gain the comfort it seeks on these issues.</u></p> <p><u>Indicative layouts of the construction compounds are provided on Figure 2.7 of the Environmental Statement [APP-061].</u></p> <p><u>The Detailed Archaeological Mitigation Strategy (DAMS) [REP9-017] sets out a strategy for archaeological mitigation at section 5. Details of the proposed mitigation approaches are set out in section 6 of the</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><a href="#">DAMS and proposals for each identified archaeological action area are set out in Appendix D of the DAMS. The DAMS has been developed in consultation with the Council and other members of HMAG and will be secured through DCO Requirement 5 (Schedule 2 of [REP9-003]).</a></p> <p><a href="#">Final versions of the OEMP and the DAMS, addressing the comments of key stakeholders including Wiltshire Council and incorporating changes agreed with the Council to the above wording were submitted to the examination on 24 October.</a></p>	
3.16.145	RoE Ref: G1	<p><a href="#">9. Archaeology and World Heritage Site Considerations</a></p> <p><a href="#">Key Issues by Scheme Area</a></p> <p><a href="#">Western Section: Winterbourne Stoke Bypass to Longbarrow Junction</a></p> <p><a href="#">Parsonage Down East. 170.</a></p>	<p><a href="#">The proposed deposition of chalk from the tunnel in this location is going to negatively impact on a number of known archaeological features, including settlement and burial features from prehistoric and Roman times. The area has not yet been archaeologically evaluated. When it is, it is likely that further features will be identified and some of these may be highly significant and may need to be preserved in situ at the current ground surface level. Until the evaluation</a></p>	<p><a href="#">Highways England have completed the archaeological evaluation of the Parsonage Down area. Highways England maintain that this is the preferred site for the deposition of tunnel excavated material and the requisite land take is sufficient to allow significant archaeological remains to be preserved <i>in situ</i> within the redline boundary. Highways England has developed a scheme that ensures that significant archaeological remains are either avoided, designed around or have suitable protective measures put in place to allow preservation <i>in situ</i> beneath tunnel excavated material in certain circumstances, with an appropriate monitoring regime.</a></p> <p><a href="#">A report drawing together the results of the relevant archaeological surveys and evaluations with a consideration of the</a></p>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><a href="#">and assessments of this area are completed (with requisite consents from the land owner) it is too early to judge if the proposed deposition and landscaping will be acceptable across the whole of this area.</a></p> <p><a href="#">The Council submitted its comments on the mitigation measures for Parsonage Down East as drafted in the DAMS to Highways England and these have now been satisfactorily addressed in the DAMS issued at deadline 9 [REP9-017].</a></p>	<p><a href="#">significance of the archaeological remains identified and the mitigation approaches as proposed in the DAMS has been (02-08-2019) issued to the Council for review and comment. The report was discussed at a meeting with the Council on 1<sup>st</sup> August 2019. Please see section 5 of the Detailed Archaeological Mitigation Strategy (DAMS) [REP9-017] (a revised version of which is submitted at the end of examination <del>Deadline 8</del>).</a></p> <p><a href="#">A final version of the DAMS, addressing the comments of key stakeholders including Wiltshire Council was submitted to the examination on 24 October 2019.</a></p>	
3.16.156	[RR-2365]	<a href="#">Lack of Design Details 42.</a>	<p><a href="#">It is understood that the DCO is presented as an indicative design Scheme (7.2 Design and Access Statement 1.2.1 [APP-295]) and that further design details will follow post consent. However, the lack of design details at this stage makes it difficult to fully assess the impact of the Scheme on cultural heritage, landscape setting and the need for mitigation.</a></p>	<p><a href="#">Highways England considers there is sufficient information provided in the application to allow the scheme's likely significant effects to be understood and to inform the need for mitigation. The design has been fixed to an appropriate level for the DCO application. The design is sufficiently developed to have undertaken a comprehensive Environmental Impact Assessment (EIA), as reported in the Environmental Statement (ES) [APP-039 – APP-054], and, in the context of the World Heritage Site, a Heritage Impact Assessment (HIA) [APP-195]. The parameters of the</a></p>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>For example, the extent and location of utility trenches or the engineering details for the Till Valley, green bridges and tunnel portal or the exact requirements for road signage and fencing are unknown.</u></p> <p><u>The Council welcomes the addition of section 4 in the OEMP which sets out the Design Vision for the scheme and identifies key Design Principles which will inform the detailed design of the scheme and sets out a number of Design Commitments and procedures for involvement of key stakeholders. The Council has greater assurance that the detail design will conform with the overall vision, aims and objectives of the Stonehenge and Avebury World Heritage Site Management Plan (2015) and sustain the Outstanding Universal Value of the World Heritage Site. The Council considers</u></p>	<p><u>permission sought are constrained to the horizontal limits established by the Works Plans [APP-008], the vertical limits of the Engineering Section Drawings(Plan and Profiles) [APP-010], the Engineering Sections Drawings (Cross Sections) [APP-011] and the Tunnel Limits of Deviation Plan [APP-019], subject to the limits of deviation established by article 7 of the draft DCO [REP9-003].</u></p> <p><u>Photomontages and CGI visualisations have been presented within the LVIA Chapter (Chapter 7 [APP-045] and Cultural Heritage Chapters (Appendix 6.9 [APP-218] of the ES for the Till Valley, green bridges and the tunnel portal. Design and visual representations will be developed through the detailed design process. Additional visualisations were submitted to the Examination at deadline 6 and further visualisations were submitted to the Examination at deadline 7.</u></p> <p><u>Further details will be developed through the detailed design process. This will enable the best opportunity to draw on the skill and experience of the contractor to be brought fully into the detailed design and implementation phase and therefore greatest potential for innovation and latest practice and technology to be fully considered at the stage immediately before implementation.</u></p> <p><u>The Outline Environmental Management</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>that this can be improved through further development of a suite of visualisations and guidance to append the OEMP.</u></p> <p><u>The Council is satisfied that its comments have been addressed in the final version of the OEMP submitted to the examination on 24 October.</u></p>	<p><u>Plan (OEMP) [REP9-013] includes a design vision together with a set of design principles for key elements of the Scheme. Highways England will consult key stakeholders, including Wiltshire Council, on the external appearance of the following elements of the Scheme within the World Heritage Site:</u></p> <p><u>a) The tunnel service buildings (Work No.1D(ii));</u></p> <p><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></p> <p><u>c) Public rights of way, including pedestrian, cycling and non-motorised user provision and wayfinding including surfacing, materials, fencing and gating.</u></p> <p><u>Outside of the World Heritage Site Highways England will consult key stakeholders, including Wiltshire Council, on the external appearance of the following:</u></p> <p><u>a) Signing and lighting at the new Longbarrow junction (Work No.1C(ii)); and</u></p> <p><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 [REP9-013] and have been developed through extensive engagement with heritage stakeholders, including WCAS. These provide sufficient certainty and</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><u>Highways England considers that there is no need for a further design document.</u></p> <p><u>Key design elements that are secured via the OEMP include:</u></p> <ul style="list-style-type: none"> <li>• <u>D-CH2 and D-CH3 which require the redundant sections of the road surface to the existing A303 and A360 (including the existing Longbarrow Roundabout) to be broken out, save to the extent they are required for public rights of way;</u></li> <li>• <u>D-CH4 – requires Green Bridge Four to be approximately 145-149.9mm wide;</u></li> <li>• <u>D-CH5 – which requires the western approach to the tunnel to be in cutting to a minimum 7m depth with vertical retaining walls;</u></li> <li>• <u>D-CH6 and D-CH7 – which require cut and cover tunnels extending eastwards and westwards from the bored tunnel;</u></li> <li>• <u>D-CH9, D-CH10, D-CH11, D-CH12 and D-CH20 - which taken together limit the use and impact of highway lighting within the WHS and require improved lighting at Countess Roundabout.</u></li> <li>• <u>D-CH16, which limits the height of portal entrances</u></li> </ul> <p><b><u>Approach to Materials selection and surface treatment</u></b></p> <p><u>Further details, including width and surface</u></p>	



Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><u>treatment of new rights of way, fence lines and structural finishes, are under discussion with heritage stakeholders and Wiltshire Council. As noted above, the Outline Environmental Management Plan (OEMP) [REP9-013] includes a design vision, further design commitments on these matters, design principles and a mechanism for consultation with heritage stakeholders, including Wiltshire Council, on the detailed design of aspects of the Scheme. Table 4.1 of section 4 of the OEMP details a wide range of principles to direct the appearance of the detailed design of the Scheme within and beyond the WHS, considering such matters as; landscaping, fencing, structures, surfacing, lighting and public rights of way. Compliance with the OEMP is secured via paragraph 4 of Schedule 2 of the draft development consent order [REP9-003]. In addition Requirement 8 of the development consent order requires consultation with Wiltshire Council on the landscaping of the scheme.</u></p> <p><u>In the context of signage, there will be minimal signage in areas bordering the WHS (see OEMP, P-SL01). Also, the Scheme has committed to no signage or other vertical installations (such as CCTV) above the top of the cutting and no lighting of signs at the western end of the Scheme in order to protect the WHS’s OUV (see OEMP, D-CH8). Any signage for the new PRow/PMA</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><u>in the WHS shall of low reflectivity, in-keeping with the character of the WHS, and shall be designed and located in such a way as to ensure no adverse impacts on the OUV of the WHS (see OEMP, D-CH27).</u></p> <p><u>Fencing in the WHS will be developed in consultation with the National Trust, Historic England, English Heritage and Wiltshire Council, as secured in the Outline Environmental Management Plan (OEMP) [REP9-013] (D-CH14, D-CH24, D-CH25) . During construction, the main works contractor shall consult with HMAG to determine the type of construction boundary fencing to be used within the WHS or within the setting of the WHS (OEMP MW-CH3). The type of fencing would be sympathetic to the setting of the WHS. Boundary fencing and gates in the WHS shall be visually recessive and have a low reflectivity finish.</u></p> <p><u>The OEMP is secured under paragraph 4 of Schedule 2 within the draft DCO [REP9-003].</u></p> <p><u>In the context of the heritage assessment, the impacts of utilities have been considered within ES Chapter 6 Table 6.11 [APP-044] and Chapter 15 [APP-053] and Appendix 15.2 [APP-183]. MW-CH5 and PW-CH5 of the OEMP [REP9-013] secure the obligation to avoid potentially sensitive archaeological remains wherever possible or provide appropriate mitigation in consultation with WCAS (for remains outside of the WHS)</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><a href="#">where impacts are unavoidable in respect of utility/service corridors.</a></p> <p><a href="#">Highways England acknowledge WCAS concerns. Proposals for archaeological mitigation in respect of the utility corridors are set out in section 5 and Appendix D of the DAMS (an updated version of which is submitted at D7).</a></p> <p><a href="#">A Stakeholder Design Consultation Group has been established, which WCAS is a member of, to steer the design and the design principles that will be set out in the Main Contractor’s contract.</a></p> <p><a href="#">Consultation with WCAS on the detailed design of key aspects of the Scheme relating to heritage and construction of the Scheme, are secured through the OEMP [REP9-013] compliance with which is secured via requirement 4 of Schedule 2 to the draft DCO [REP9-003].</a></p> <p><a href="#">PW-CH1 and MW-CH1 requires WCAS and HMAG to be consulted on the preparation of a Heritage Management Plan for the preliminary and main works, and for such plans to be approved by Wiltshire Council (in consultation with Historic England to the extent the works the subject of the approval would ordinarily trigger the need for scheduled monument consent).</a></p> <p><a href="#">PW-CH4 and MW-CH3 requires WCAS to be consulted on details of the fencing off of</a></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><u>sensitive remains outside the WHS in respect of the preliminary works.</u></p> <p><u>MW-CH5 requires the preparation of Archaeological Method Statements, in consultation (to be approved by Wiltshire Council, in consultation with Historic England to the extent the works the subject of the approval would ordinarily trigger the need for scheduled monument consent) where potentially sensitive archaeological remains are proposed to be buried or sealed beneath fill outside of the WHS.</u></p> <p><u>PW-CH6 and MW-CH6 requires the contractor to prepare a Site Specific Written Scheme of Investigation in consultation with WCAS (to be approved by Wiltshire Council, in consultation with Historic England to the extent the works the subject of the approval would ordinarily trigger the need for scheduled monument consent), to avoid significant archaeological remains and implement appropriate archaeological mitigation measures where impacts are unavoidable in respect of service/utility corridors for the preliminary and main works outside of the WHS;</u></p> <p><u>Landscape mitigation is secured through requirement 8 of schedule 2 to the draft DCO, which requires the Secretary of State's approval, following consultation with Wiltshire Council and (for landscaping within the WHS and for Longbarrow Junction, Historic</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p>England), of a landscaping scheme (including hard and soft landscaping works) which must be based on the mitigation measures included in the <a href="#">Environmental Statement</a>.</p> <p>A final version of the OEMP, addressing the comments of key stakeholders including Wiltshire Council, and including agreed changes to the wording above, was submitted to the examination on 24 October.</p>	
<a href="#">3.16.17</a>	-	<a href="#">Detailed Archaeological Mitigation Strategy (DAMS)</a>	<p>The DAMS is currently in draft form and under discussion with WCAS as well as other heritage consultees. WCAS is pleased to see the inclusion of an education and outreach strategy as part of this document, though the details have still to be agreed.</p> <p>In terms of the extent and nature of archaeological mitigation measures required, WCAS is of the view that more mitigation is required than is included in the current draft document. This particularly relates to the extent of mitigation of the road line outside the WHS, and at Parsonage</p>	<p>A Detailed Archaeological Mitigation Strategy (DAMS) [REP9-017] continues to be developed in consultation with Wiltshire Council Archaeology Service and Heritage Monitoring Advisory Group and its implementation is secured by paragraph 5 of Schedule 2 to the draft Development Consent Order [REP9-003].</p> <p>Iterations of the DAMS is to were submitted at Deadlines 7 and 8. These provide for archaeological mitigation of the full extent of the road line outside the WHS. Updated information regarding the excavated material deposition area at Parsonage Down East is also included in the DAMS and a report drawing together the results of the relevant archaeological surveys and evaluations with a consideration of the significance of the archaeological remains identified and the mitigation approaches as proposed in the DAMS has been (02-08-2019) issued to the Council for review and comment. The report</p>	<a href="#">Agreed</a>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>Down East. In terms of mitigation techniques, there is still discussion and agreement required over sampling levels and methods for topsoil archaeology and tree throw excavation.</u></p> <p><u>The Council submitted its final comments on the DAMS on 17 September and, following a meeting to review the updated document on 18 and 24 September, and e mail exchange between 24 September and 24 October, confirms that matters have been satisfactorily addressed, with the exception of the inclusion of two additional bullet points in section 8.3.2 to include attendance by Wiltshire Council and Historic England.</u></p> <p><u>The Council understands that Highways England have agreed to make the above change in the final dDCO to be submitted at the close of Examination. -</u></p>	<p><u>was discussed at a meeting with the Council on 1st August 2019.</u></p> <p><u>A final version of the DAMS, accommodating the comments of key stakeholders including Wiltshire Council, was submitted to the examination on 24 October 2019.</u></p> <p><u>The DAMS submitted at the end of Examination includes reference to Wiltshire Council and Historic England within the attendees of the meeting at paragraph 8.3.2.</u></p>	

### 3.148.17 Matters Under Discussion in relation to Cultural Heritage.

3.148.1 Issue Ref	3.148.2 Doc Ref	3.148.3 Section/Issue	3.148.4 Wiltshire Council Comment	3.148.5 Highways England Response	3.148.6 Status
3.148.73	3.148.8-	3.148.9 Preparation of a CEMP	<p>3.148.10 Wiltshire Council require a CEMP to be prepared covering the following matters:</p> <p>3.148.11 Details methods of protection for buried and upstanding archaeological remains during the construction process.</p> <p>3.148.12 Compounds and temporary spoil storage areas outside the WHS in archaeologically sensitive areas.</p> <p>3.148.13 An element of flexibility for design of construction compounds in the event significant archaeology is discovered.</p>	3.148.17 A detailed Construction Environmental Management Plan (CEMP) will be prepared by Highways England's appointed contractor which will be based on, and incorporate, the requirements of the OEMP. Wiltshire Council will be consulted on the preparation of the CEMPs. This is specified in the OEMP [REP6-011, reference MW-G5, compliance with Requirement 4 of Schedule 2 to the	3.148.27 hilst agreed in respect of this matter being dealt with by way of the CEMP, this item remains unde

			<p><del>3.148.14</del> — Detailed consideration of archaeological remains will need to be set out in the associated DAMS.</p> <p><del>3.148.15</del> —</p> <p><del>3.148.16</del> — The Council is seeking amendments to the OEMP to meet its requirements.</p>	<p><del>draft DCO [REP6-005]. The contents of the CEMP will be based on, and incorporate, the requirements of the contractor relevant to that contractor's contractual scope.</del></p> <p><del>3.148.18</del> — The OEMP includes a number of measures relevant to Wiltshire Council's concerns which will be incorporated within the CEMP and the Heritage Management Plan that will be appended to it:</p> <p><del>3.148.19</del> — an obligation to prepare a Soil Management Strategy (ref PW-GEO3 and MW-GEO3);</p> <p><del>3.148.20</del> — appropriate fencing off sensitive archaeological remains in the WHS (ref MW-CH3);</p> <p><del>3.148.21</del> — the need for a Heritage Management Plan</p>	<p><del>f discussion until the OEMP is finalised and the matter on approval of the CEMP is resolved as per GEN 2.</del></p> <p><del>3.148.28</del> —</p>
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				<p>(prepared in consultation with HMAG and WCAS, and approved by Wiltshire Council (in consultation with Historic England to the extent the works the subject of the approval would ordinarily trigger the need for scheduled monument consent, and based on the DAMS) to be produced which is to include measures for the construction process to take account of archaeological assets (both known and unknown) (item MW-CH1);</p> <p>3.148.22 — method statements for dealing with archaeological remains that may need to be buried (MW-CH5); and</p> <p>3.148.23 — monitoring of assets during the construction programme (MW-</p>	
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				<p>CH7).</p> <p><del>3.148.24</del> Together these measures will enable Wiltshire Council to gain the comfort it seeks on these issues.</p> <p><del>3.148.25</del> Indicative layouts of the construction compounds are provided on Figure 2.7 of the Environmental Statement [APP-061].</p> <p><del>3.148.26</del> The Detailed Archaeological Mitigation Strategy (DAMS) [REP6-013] sets out a strategy for archaeological mitigation at section 5. Details of the proposed mitigation approaches are set out in section 6 of the DAMS and proposals for each identified archaeological action area are set out in Appendix D of the DAMS. The DAMS is being</p>	
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				developed in consultation with the Council and other members of HMAG and will be secured through DCO Requirement 5 (Schedule 2 of [REP6-005]).	
3.148.29 - 4 7 - 2	<del>3.148.30</del> oE Ref: G1  <del>3.148.31</del>	<del>3.148.32</del> 9. Archaeology and World Heritage Site Considerations  <del>3.148.33</del> Key Issues by Scheme Area  <del>3.148.34</del> Western Section: Winterbourne Stoke Bypass to Longbarrow Junction  <del>3.148.35</del> Parsonage Down East.  <del>3.148.36</del> 170.	<del>3.148.37</del> The proposed deposition of chalk from the tunnel in this location is going to negatively impact on a number of known archaeological features, including settlement and burial features from prehistoric and Roman times. The area has not yet been archaeologically evaluated. When it is, it is likely that further features will be identified and some of these may be highly significant and may need to be preserved in situ at the current ground surface level. Until the evaluation and assessments of this area are completed (with requisite consents from the land owner) it is too	<del>3.148.40</del> Highways England have completed the archaeological evaluation of the Parsonage Down area. Highways England maintain that this is the preferred site for the deposition of tunnel excavated material and the requisite land take is sufficient to allow significant archaeological remains to be preserved <i>in situ</i> within the redline boundary. Highways England has developed a scheme that ensures that significant archaeological remains are either	<del>3.148.43</del> nder Disc ussie n

			<p>early to judge if the proposed deposition and landscaping will be acceptable across the whole of this area.</p> <p><del>3.148.38</del> —</p> <p><del>3.148.39</del> — The mitigation measures for Parsonage Down East as drafted in the DAMS require agreement.</p>	<p>avoided, designed around or have suitable protective measures put in place to allow preservation <i>in situ</i> beneath tunnel excavated material in certain circumstances, with an appropriate monitoring regime.</p> <p><del>3.148.41</del> — A report drawing together the results of the relevant archaeological surveys and evaluations with a consideration of the significance of the archaeological remains identified and the mitigation approaches as proposed in the DAMS has been (02-08-2019) issued to the Council for review and comment. The report was discussed at a meeting with the Council on 1<sup>st</sup> August 2019. Please see section 5 of the</p>	
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				Detailed Archaeological Mitigation Strategy (DAMS) [REP6-013] (a revised version of which is submitted at Deadline 7)	
				<del>3.148.42</del>	
<del>3.148.44</del>	<del>3.148.45</del> <del>RR-2365</del> <del>}</del> <del>3.148.46</del> <del>3.148.47</del> <del>3.148.48</del> <del>3.148.49</del> <del>3.148.50</del> <del>3.148.51</del> <del>3.148.52</del> <del>3.148.53</del> <del>3.148.54</del> <del>3.148.55</del> <del>3.148.56</del> <del>3.148.57</del> <del>3.148.58</del>	<del>3.148.69</del> Lack of Design Details <del>3.148.70</del> 42. <del>3.148.71</del> <del>3.148.72</del> <del>3.148.73</del> <del>3.148.74</del> <del>3.148.75</del> <del>3.148.76</del> <del>3.148.77</del> <del>3.148.78</del> <del>3.148.79</del> <del>3.148.80</del> <del>3.148.81</del> <del>3.148.82</del> <del>3.148.83</del> <del>3.148.84</del>	<del>3.148.93</del> It is understood that the DCO is presented as an indicative design Scheme (7.2 Design and Access Statement 1.2.1 [APP-295]) and that further design details will follow post consent. However, the lack of design details at this stage makes it difficult to fully assess the impact of the Scheme on cultural heritage, landscape setting and the need for mitigation. For example, the extent and location of utility trenches or the engineering details for the Till Valley, green bridges and tunnel portal or the exact requirements for road signage and fencing are	<del>3.148.99</del> Highways England considers there is sufficient information provided in the application to allow the scheme's likely significant effects to be understood and to inform the need for mitigation. The design has been fixed to an appropriate level for the DCO application. The design is sufficiently developed to have undertaken a comprehensive Environmental Impact Assessment (EIA), as reported in the Environmental Statement (ES) [APP-039 APP-054], and, in the	<del>3.148.141</del> <del>nder</del> <del>Disc</del> <del>ussio</del> <del>n</del>

	<p><del>3.148.59</del></p> <p><del>3.148.60</del></p> <p><del>3.148.61</del></p> <p><del>3.148.62</del></p> <p><del>3.148.63</del></p> <p><del>3.148.64</del></p> <p><del>3.148.65</del></p> <p><del>3.148.66</del></p> <p><del>3.148.67</del></p> <p><del>3.148.68</del></p>	<p><del>3.148.85</del></p> <p><del>3.148.86</del></p> <p><del>3.148.87</del></p> <p><del>3.148.88</del></p> <p><del>3.148.89</del></p> <p><del>3.148.90</del></p> <p><del>3.148.91</del></p> <p><del>3.148.92</del></p>	<p>unknown.</p> <p><del>3.148.94</del></p> <p><del>3.148.95</del></p> <p><del>3.148.96</del></p> <p><del>3.148.97</del> The Council welcomes the addition of section 4 in the OEMP which sets out the Design Vision for the scheme and identifies key Design Principles which will inform the detailed design of the scheme and sets out a number of Design Commitments and procedures for involvement of key stakeholders. The Council has greater assurance that the detail design will conform with the overall vision, aims and objectives of the Stonehenge and Avebury World Heritage Site Management Plan</p>	<p>context of the World Heritage Site, a Heritage Impact Assessment (HIA) [APP-195]. The parameters of the permission sought are constrained to the horizontal limits established by the Works Plans [APP-008], the vertical limits of the Engineering Section Drawings (Plan and Profiles) [APP-010], the Engineering Sections Drawings (Cross Sections) [APP-011] and the Tunnel Limits of Deviation Plan [APP-019], subject to the limits of deviation established by article 7 of the draft DCO [REP6-005].</p> <p><del>3.148.100</del></p> <p><del>3.148.101</del> Photomontages and CGI visualisations have been presented within the LVIA Chapter (Chapter 7 [APP-045] and</p>	
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			<p><del>(2015) and sustain the Outstanding Universal Value of the World Heritage Site. The Council considers that this can be improved through further development of a suite of visualisations and guidance to append the OEMP.</del></p> <p><del>3.148.98</del></p>	<p><del>Cultural Heritage Chapters (Appendix 6.9 [APP-218] of the ES for the Till Valley, green bridges and the tunnel portal. Design and visual representations will be developed through the detailed design process. Additional visualisations were submitted to the Examination at deadline 6 and further visualisations are to be submitted to the Examination at deadline 7.</del></p> <p><del>3.148.102</del></p> <p><del>3.148.103</del> Further details will be developed through the detailed design process. This will enable the best opportunity to draw on the skill and experience of the contractor to be brought fully into the detailed design and implementation phase and therefore greatest potential for</p>	
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				<p>innovation and latest practice and technology to be fully considered at the stage immediately before implementation.</p> <p><del>3.148.104</del> —</p> <p><del>3.148.105</del> — 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 Wiltshire Council, on the external appearance of the following elements of the Scheme within the World Heritage Site:</p> <p><del>3.148.106</del> — a) — The tunnel service buildings (Work No.1D(ii));</p> <p><del>3.148.107</del> — b) — Portals structures (Work Nos. 1E(ii) and</p>	
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				<p>1G(iii)), retaining walls (part of Work Nos. 1D(ii) and 1H(ii)) and Green Bridge Four (Work No.1d(i)); and</p> <p><del>3.148.108 — c) — Public rights of way, including pedestrian, cycling and non-motorised user provision and wayfinding including surfacing, materials, fencing and gating.</del></p> <p><del>3.148.109 — Outside of the World Heritage Site Highways England will consult key stakeholders, including Wiltshire Council, on the external appearance of the following:</del></p> <p><del>3.148.110 — a) — Signing and lighting at the new Longbarrow junction (Work No.1C(ii)); and</del></p> <p><del>3.148.111 — b) — Signing and lighting at the Countess junction</del></p>	
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				<p>(Work No.1H(iv)).</p> <p><del>3.148.112</del> —</p> <p><del>3.148.113</del> — 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 heritage stakeholders, including WCAS. These provide sufficient certainty and Highways England considers that there is no need for a further design document.</p> <p><del>3.148.114</del> —</p> <p><del>3.148.115</del> — Key design elements that are secured via the OEMP include:</p> <p><del>3.148.116</del> — • D-CH2 and D-CH3 which require the redundant sections of the road surface to the existing A303 and A360 (including the</p>	
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				<p>existing Longbarrow Roundabout) to be broken out, save to the extent they are required for public rights of way;</p> <p><del>3.148.117</del> • <del>D-CH4</del> requires Green Bridge Four to be approximately 145-149.9mm wide;</p> <p><del>3.148.118</del> • <del>D-CH5</del> which requires the western approach to the tunnel to be in cutting to a minimum 7m depth with vertical retaining walls;</p> <p><del>3.148.119</del> • <del>D-CH6</del> and <del>D-CH7</del> which require cut and cover tunnels extending eastwards and westwards from the bored tunnel;</p> <p><del>3.148.120</del> • <del>D-CH9</del>, <del>D-CH10</del>, <del>D-CH11</del>, <del>D-CH12</del> and <del>D-CH20</del> which taken together limit the use and impact of highway lighting within the WHS and require</p>	
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				<p>improved lighting at Countess Roundabout.</p> <p>3.148.121 — D-CH16, which limits the height of portal entrances</p> <p>3.148.122 —</p> <p>3.148.123 — <u>Approach to Materials selection and surface treatment</u></p> <p>3.148.124 — Further details, including width and surface treatment of new rights of way, fence lines and structural finishes, are under discussion with heritage stakeholders and Wiltshire Council. As noted above, the Outline Environmental Management Plan (OEMP) [REP6-011] includes a design vision, further design commitments on these matters, design principles and a mechanism for</p>	
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				<p>consultation with heritage stakeholders, including Wiltshire Council, on the detailed design of aspects of the Scheme. Table 4.1 of section 4 of the OEMP details a wide range of principles to direct the appearance of the detailed design of the Scheme within and beyond the WHS, considering such matters as; landscaping, fencing, structures, surfacing, lighting and public rights of way. Compliance with the OEMP is secured via paragraph 4 of Schedule 2 of the draft development consent order [REP6-005]. In addition Requirement 8 of the development consent order requires consultation with Wiltshire</p>	
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				<p>Council on the landscaping of the scheme.</p> <p><del>3.148.125</del></p> <p><del>3.148.126</del></p> <p><del>3.148.127</del> In the context of signage, there will be minimal signage in areas bordering the WHS (see OEMP, P-SL01). Also, the Scheme has committed to no signage or other vertical installations (such as CCTV) above the top of the cutting and no lighting of signs at the western end of the Scheme in order to protect the WHS's OUV (see OEMP, D-CH8). Any signage for the new PRow/PMA in the WHS shall of low reflectivity, in-keeping with the character of the WHS, and shall be designed and located in such a way as to ensure no adverse impacts on</p>	
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				<p>the OUV of the WHS (see OEMP, D-CH27).</p> <p><del>3.148.128</del> — Fencing in the WHS will be developed in consultation with the National Trust, Historic England, English Heritage and Wiltshire Council, as secured in the Outline Environmental Management Plan (OEMP) [REP6-011] (D-CH14, D-CH24, D-CH25). During construction, the main works contractor shall consult with HMAG to determine the type of construction boundary fencing to be used within the WHS or within the setting of the WHS (OEMP MW-CH3). The type of fencing would be sympathetic to the setting of the WHS. Boundary fencing and gates in the WHS shall be</p>	
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				<p>visually recessive and have a low reflectivity finish.</p> <p><del>3.148.129</del> — The OEMP is secured under paragraph 4 of Schedule 2 within the draft DCO [REP6-005].</p> <p><del>3.148.130</del> —</p> <p><del>3.148.131</del> — In the context of the heritage assessment, the impacts of utilities have been considered within ES Chapter 6 Table 6.11 [APP-044] and Chapter 15 [APP-053] and Appendix 15.2 [APP-183]. MW CH5 and PW CH5 of the OEMP [REP6-011] secure the obligation to avoid potentially sensitive archaeological remains wherever possible or provide appropriate mitigation in consultation with WCAS (for remains outside of the WHS)</p>	
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				<p>where impacts are unavoidable in respect of utility/service corridors.</p> <p>3.148.132 — Highways England acknowledge WCAS concerns. Proposals for archaeological mitigation in respect of the utility corridors are set out in section 5 and Appendix D of the DAMS (an updated version of which is submitted at D7).</p> <p>3.148.133 — A Stakeholder Design Consultation Group has been established, which WCAS is a member of, to steer the design and the design principles that will be set out in the Main Contractor's contract.</p> <p>3.148.134 — Consultation with WCAS on the detailed design of key aspects of the Scheme relating to</p>	
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				<p>heritage and construction of the Scheme, are secured through the OEMP [REP6-011] compliance with which is secured via requirement 4 of Schedule 2 to the draft DCO [REP6-005].</p> <p><del>3.148.135</del></p> <p><del>3.148.136</del> — PW-CH1 and MW-CH1 requires WCAS and HMAG to be consulted on the preparation of a Heritage Management Plan for the preliminary and main works, and for such plans to be approved by Wiltshire Council (in consultation with Historic England to the extent the works the subject of the approval would ordinarily trigger the need for scheduled monument consent).</p> <p><del>3.148.137</del> — PW-CH4 and MW-CH3 requires WCAS to be</p>	
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				<p><del>consulted on details of the fencing off of sensitive remains outside the WHS in respect of the preliminary works.</del></p> <p><del>3.148.138 — MW-CH5 requires the preparation of Archaeological Method Statements, in consultation (to be approved by Wiltshire Council, in consultation with Historic England to the extent the works the subject of the approval would ordinarily trigger the need for scheduled monument consent) where potentially sensitive archaeological remains are proposed to be buried or sealed beneath fill outside of the WHS.</del></p> <p><del>3.148.139 — PW-CH6 and MW-CH6 requires the contractor to prepare a Site Specific Written</del></p>	
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				<p>Scheme of Investigation in consultation with WCAS (to be approved by Wiltshire Council, in consultation with Historic England to the extent the works the subject of the approval would ordinarily trigger the need for scheduled monument consent); to avoid significant archaeological remains and implement appropriate archaeological mitigation measures where impacts are unavoidable in respect of service/utility corridors for the preliminary and main works outside of the WHS;</p> <p>3.148.140—Landscape mitigation is secured through requirement 8 of schedule 2 to the draft DCO, which requires the Secretary of State's</p>	
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				approval, following consultation with Wiltshire Council and (for landscaping within the WHS and for Longbarrow Junction, Historic England), of a landscaping scheme (including hard and soft landscaping works) which must be based on the mitigation measures included in the Environmental Statement.	
<del>3.148.142</del>	<del>3.148.143</del>	<del>3.148.144</del>	<del>3.148.145</del>	<del>3.148.146</del>	<del>3.148.147</del>
3.148.148 - 4 7 - 4	3.148.149 RR- 2365 }	3.148.150 — Assessment on Impact on the WHS 3.148.151 — 51. 52. 3.148.152 — Longbarrow Roundabout and Green Bridge No. 4 3.148.153 — 53. 54.	3.148.154 — Overall the Scheme is assessed as having a slight beneficial effect on the setting of the OUV of the WHS. Whilst, this overall conclusion is not necessarily disagreed with, the Council thinks more could be done to mitigate the adverse impacts of the dual carriageway in cutting on the setting of asset groups in the western part of the WHS,	3.148.163 — Highways England met with WCAS on 12 December 2018 to discuss the Statement of Common Ground, review the photomontages and GGIs that were submitted with the ES Chapter 6, Appendix 6.9 [APP-218] and to explain the views in more detail, in order to try	3.148.173 — nder Disc ussio n

			<p>especially on the Winterbourne Stoke and Diamond Group (see paragraphs 53 to 54 within Wiltshire Council's relevant representation.</p> <p>3.148.155— Adverse impacts to setting of some of the asset groups are indicated, particularly the Western edge of the WHS where the Western Portal and deep cutting are. From the summary of anticipated impacts in Table 1, the Council is especially concerned with the potential slight adverse impact on Asset Group (AG) 13, the Diamond Group. WCAS are also concerned about the adverse impact on AG 12, the Winterbourne Stoke Group, and AG 19, Normanton Down. These groups have highly significant Neolithic long barrows, all of which display attributes of OUV. The impact of the Scheme on the Winterbourne Stoke Group is shown as being moderate</p>	<p>to alleviate Wiltshire Council's concerns and correct any misunderstandings. On 31 July 2019 Highways England met with WCAS to review further drawings prepared to assist understanding; drawings showing the zone of theoretical visibility of both the road surface and of HGVs before and after the construction of the Scheme. These demonstrated the significant reduction in the visibility of vehicles once the Scheme is in operation and the limited range of viewpoints from which vehicles would remain visible.</p> <p>3.148.164— Highways England has designed a scheme that removes the surface A303, and the accompanying sight and sound of</p>	
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			<p>beneficial. Our view is that this should be assessed as slight adverse as in the Diamond Group. This is supported by our interpretation of the relevant photo montages and figures in the Landscape Chapter.</p> <p><del>3.148.156</del></p> <p><del>3.148.157</del> Whilst the proposed green bridge (150m in width) east of the current Longbarrow junction and its proposed location does afford some mitigation, the Council has concerns that it is not sufficient to mitigate potential adverse visual impacts caused by the cutting on key monument groups with attributes of OUV, most notably the Winterbourne Stoke, Diamond Group and Normanton Down Group. We would encourage Highways England to explore further design options to help minimise the</p>	<p>traffic on it, from a large proportion of the WHS enabling beneficial change to the setting of many monuments and asset groups that contribute to the OUV of the WHS, particularly within the central part of the WHS surrounding Stonehenge. The Scheme has been sensitively designed with the use of a 2 mile long tunnel with canopies helping to reduce the sight of portals, retained deep road cuttings, essential chalk grassland mitigation to enable landscape integration and a 150m long Green Bridge No. 4 to enable visual and physical landscape connectivity and public access.</p> <p><del>3.148.165</del> The Scheme is assessed to have a Slight Beneficial effect on the OUV of the WHS as a whole.</p>	
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			<p>adverse impact or extend the tunnel.</p> <p><del>3.148.158</del>— The Council believes that extending the tunnel (either bored or cut and cover) within the WHS boundary could further minimise impact on the OUV. Section 3.3.61 of the EIA outlines alternative options that were explored and dismissed, including extending the tunnel which is stated as being dismissed on cost grounds but does not give any figures. WCAS do not find this section detailed enough to satisfy concerns, given the adverse impact to the western part of the WHS identified in the HIA and EIA.</p> <p><del>3.148.159</del>—</p> <p><del>3.148.160</del>— Plans and views that show where the proposed western cutting can be seen from in relation to the landscape between the Winterbourne Stoke, Normanton Down and Diamond Barrow groups</p>	<p>This takes into account that of the seven attributes of OUV for the WHS, whilst the Scheme will have a slight adverse effect on two of those attributes, it will have a beneficial effect on the remaining five (being a slight beneficial effect on 3 of the attributes, a large beneficial effect on one, and a very large beneficial effect on one). This conclusion also takes into account that the Scheme will have a slight beneficial effect on the authenticity and integrity of the WHS. Overall, the OUV of the WHS would be sustained.</p> <p><del>3.148.166</del>— With reference to AG12 Winterbourne Stoke Crossroads Barrows, Highways England disagree with Wiltshire Council’s conclusion that the</p>	
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			<p>were requested at the meeting on 28<sup>th</sup> March. It would be especially useful to have view points shown looking westwards from the Wilsford G1 barrow location and looking north west towards the Winterbourne Stoke Group. It would also be useful to have a view from the most northerly barrow of the Normanton Down Group towards the Winterbourne Stoke Group, as well as view from the Diamond Group Long Barrows looking north to the Winterbourne Stoke Group. The aim of this is to help us understand the impact of the cutting on people traversing the landscape between these barrow groups, or viewing one from another.</p> <p>3.148.161 —</p> <p>3.148.162 — We have now seen the additional viewshed information requested. Whilst this</p>	<p>impacts from the Scheme on this asset group should be assessed as slight adverse as both the A303 and the A360, including the existing Longbarrow Roundabout, will be removed from immediately adjacent to the asset group. The A303 will move 150m to the south and be built in cutting to remove the sight and sound of traffic from immediately adjacent to the asset group. The benefits of this are clearly demonstrated by the photomontages and CGIs presented in the ES Chapter 6, Appendix 6.9 [APP-218] (Figure 4, Figure 5 and Figure 7). The scheme design removes traffic and severance from within the asset group by realigning the A360 and</p>	
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			<p>indicates that the visual impact of the proposed portal and road in cutting is less adverse than we anticipated on the Winterbourne Stoke Group (AG12) we remain concerned about the impact on the Diamond Group (AG13) and especially the northern part of the Normanton Down Group (AG19). There is a very prominent and highly significant barrow at the northern tip of this Group, known as the Sun Barrow, which is going to be significantly adversely impacted. Whilst we acknowledge that compared to the existing situation, the proposed scheme is effective in removing a substantial amount of traffic impact from this part off the WHS, we remain concerned that the mitigation currently provided does not go far enough to reduce the negative impact of the new infrastructure on the setting of these</p>	<p>Longbarrow junction further to the west.  <del>3.148.167</del> With regards to AG13 Diamond Group, the A360 currently bisects the group and the A303 additionally severs the group from AG12 Winterbourne Stoke Crossroads Barrows to the north. The Scheme design removes traffic and severance from within the asset group by realigning the A360 and Longbarrow junction further to the west. Green Bridge No. 4 maintains visual and physical landscape connectivity with AG12 Winterbourne Stoke Crossroads Barrows to the north and access between the two groups via new NMU routes, and this combined with the essential chalk grassland mitigation, improves the visitor's ability to appreciate the</p>	
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			<p>internationally important barrow groups.</p>	<p>setting, in the context of reduced views and sounds of traffic.</p> <p>3.148.168 — Regarding AG19 Normanton Down Barrows, the scheme would remove the existing A303 surface road to the north of the asset group, which severs its relationship with Stonehenge as well as many other asset groups to the north of the A303, including AG12 Winterbourne Stoke Crossroads Barrows. The scheme would do much to improve the setting of the AG19 Normanton Down Barrows, their general sense of place, and the visitor’s ability to appreciate them within a seamless landscape, noting that long distance views from the northern end of the asset group will</p>	
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				<p>include minor intrusion from the western approach cutting and Green Bridge No. 4. Amongst other benefits of the restored setting of AG19 Normanton Down Barrows would be the enhanced access, enabling an uninterrupted traverse between Stonehenge and the Normanton Down Barrows along Byways 11 and 12. The removal of the visual and audible impacts of traffic would be beneficial to the setting of the asset group as a whole. Views from numerous individual monuments within the asset group would be improved, and compromised sightlines restored. These include key views, including those between the Sun Barrow and</p>	
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				<p>Stonehenge, and between Stonehenge and the core of the Normanton Down asset group. From the core of the group, views of traffic would not be available, while traffic noise would be inaudible.</p> <p><del>3.148.169</del> — Highways England disagree with Wiltshire Council's stance regarding the design development of the proposed green bridge. Green Bridge No. 4 maintains visual and physical landscape connectivity with AG12 Winterbourne Stoke Crossroads Barrows to the north and access between the two groups via new NMU routes, and this combined with the essential chalk grassland mitigation, improves the visitor's ability to appreciate the</p>	
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				<p>setting, in the context of reduced views and sounds of traffic.</p> <p>3.148.170 — Response to ExA question 1.29 addresses the matter of the length of the tunnel and explains the range of factors that were taken into consideration. The location and design of the tunnel portals have been optimised in terms of the natural topography of the area, impact within the WHS and the extent of benefit that will be secured by one of the key aims of the scheme which is to remove the sight and sound of the A303 traffic from much of the WHS landscape. There is no evidence that the additional investment required to extend the tunnel length would deliver meaningful additional benefits to</p>	
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				<p>the WHS that would justify the additional cost. The response considers; traffic and operation; construction and civil engineering; heritage and environmental issues.</p> <p><del>3.148.171</del></p> <p><del>3.148.172</del></p>	
<p><del>3.148.174</del></p> <p><del>4</del></p> <p><del>7</del></p> <p><del>5</del></p>	<p><del>3.148.175</del></p> <p><del>RR-2365</del></p> <p><del>↓</del></p>	<p><del>3.148.176</del> Western Bypass – Oatlands Hill</p> <p><del>3.148.177</del> 55.</p>	<p><del>3.148.178</del> Oatlands Hill, on the west part of the Scheme just outside the WHS, is a sensitive part of the Scheme in terms of buried archaeology and potential landscape impacts. The EIA acknowledges the Scheme is likely to have a moderate adverse impact on the landscape here. This is the location of the proposed new junction and dumbbell roundabout. The archaeological evaluation identified evidence of Bronze Age and Iron Age settlement including a C-shaped enclosure. Currently the</p>	<p><del>3.148.181</del> Highways England acknowledges Wiltshire Council Archaeology Service’s (WCAS) concerns regarding the C-shaped enclosure at Oatlands Hill. The design of the proposed scheme was considered appropriate, as no other design options were considered to be reasonable alternatives for the following reasons.</p> <p><del>3.148.182</del> Moving the junction 300m to the</p>	<p><del>3.148.189</del></p> <p><del>nder</del></p> <p><del>Disc</del></p> <p><del>ussion</del></p> <p><del>n</del></p>

			<p>double roundabout infrastructure is proposed to be located on top of this. Although the archaeological remains here are likely not to be of national significance, if possible, consideration should be given to designing the layout of the new infrastructure here to minimise impact on these remains, preserving as much of them as possible.</p> <p>3.148.179 —</p> <p>3.148.180 — Further discussion is required with Highways England to better explore the cost of excavation compared to the cost of design changes.</p>	<p>west.</p> <p>3.148.183 — This brings the junction too close to the village of Winterbourne Stoke and would impact on traffic flows. This option was rejected for these reasons;</p> <p>3.148.184 — Shifting the South Dumbell 100m to the east</p> <p>3.148.185 — This brings the roundabout too close to the WHS and the east and west off slips would require more land take within the WHS. This option was rejected for these reasons; and</p> <p>3.148.186 — Shifting the South Dumbell 170m to the west</p> <p>3.148.187 — This option, though feasible, would result in a skewed bridge (increasing costs), departures from standards for visibility reasons in</p>	
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				<p>both roundabout approaches and exits and would require the construction of a 160m long retaining wall for the west bound off slip, which would be 12m high at its highest point and would be visible from the WHS (AG12 Winterbourne Stoke Crossroads Barrows). This option was rejected for these reasons:</p> <p>3.148.188 — The archaeological remains will be archaeologically excavated and recorded during the preliminary works phase and in advance of construction. Please see the Detailed Archaeology Mitigation Strategy (DAMS) REP6-013 (an updated version of which is submitted at D7). Appendix D of the DAMS provides for</p>	
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				mitigation of the remains referred to and is secured by paragraph 5 of Schedule 2 of the draft Development Consent Order [APP-020].	
3.148.190 - 4 7 - 6	3.148.191 RR- 2365 } 3.148.192	3.148.193 Restrictions of Activities Above the Line of the Tunnel  3.148.194 57.	3.148.195 The imposition of restrictive covenants on ground works on land above the tunnel is referred to in the draft DCO, 4.3 the Book of Reference [APP-025] and the Land Plans (2.2) [APP-005]. The Council has concerns over this and need to have a detailed agreement drawn up as it may restrict the ability to undertake archaeological investigations in a core part of the WHS.  3.148.196  3.148.197 The Council has now seen the technical note from HE and proposed authorization process and we are content that this issue can be dealt with	3.148.198 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.  3.148.199  3.148.200 The tunnel restrictions are in place to protect the integrity of the Stonehenge tunnel. Detail on the restrictions are as follows:	3.148.209 nder Disc ussio n

			<p>satisfactorily.</p>	<p>3.148.201—Development which would require planning permission, deep foundations, piling or influence existing ground conditions;</p> <p>3.148.202—Changes in ground weight loading (either increasing or decreasing) such as:</p> <p>3.148.203—Any excavation (including boring and future archaeological research) below a depth of 1.2m in the area shown in light blue and below a depth of 0.6m in the area shown in dark blue on the attached plan;</p> <p>3.148.204—Any additional loading as a result of building work or storage;</p> <p>3.148.205—Use by any vehicle or tractor trailer combinations with a gross vehicle weight greater than 44 tonnes, in</p>	
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				<p>accordance with Road Vehicle (Construction and Use) Regulations; or</p> <p>3.148.206 — Any new tree planting</p> <p>3.148.207 —</p> <p>3.148.208 — An updated version of the DAMS is to be submitted at deadline 7. This includes provision for the restrictive covenant to be passed on via a process of application for any archaeologists seeking to carry out investigations in the relevant parts of the WHS.</p>	
<del>3.148.210</del>	<del>3.148.211</del>	<del>3.148.212</del>	<del>3.148.213</del>	<del>3.148.214</del>	<del>3.148.215</del>
<del>3.148.216</del>	<del>3.148.217</del>	<del>3.148.218</del>	<del>3.148.219</del>	<del>3.148.220</del>	<del>3.148.221</del>
3.148.222 7 4 7 7	<del>3.148.223</del>	3.148.224 — Detailed Archaeological Mitigation Strategy (DAMS)	3.148.225 — The DAMS is currently in draft form and under discussion with WCAS as well as other heritage consultees. WCAS is pleased to see the	3.148.227 — A Detailed Archaeological Mitigation Strategy (DAMS) [REP6-013] continues to be developed in consultation with	<del>3.148.229</del> nder Disc ussio n 3.148.230 —

			<p>inclusion of an education and outreach strategy as part of this document, though the details have still to be agreed.</p> <p><del>3.148.226</del>— In terms of the extent and nature of archaeological mitigation measures required, WCAS is of the view that more mitigation is required than is included in the current draft document. This particularly relates to the extent of mitigation of the road line outside the WHS, and at Parsonage Down East. In terms of mitigation techniques, there is still discussion and agreement required over sampling levels and methods for topsoil archaeology and tree throw excavation.</p>	<p>Wiltshire Council Archaeology Service and Heritage Monitoring Advisory Group and its implementation is secured by paragraph 5 of Schedule 2 to the draft Development Consent Order [REP6-005].</p> <p><del>3.148.228</del>— An updated version of the DAMS is to be submitted at D7. This provides for archaeological mitigation of the full extent of the road line outside the WHS. Updated information regarding the excavated material deposition area at Parsonage Down East is also included in the D7 DAMS and a report drawing together the results of the relevant archaeological surveys and evaluations with a consideration of the significance of the</p>	
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				archaeological remains identified and the mitigation approaches as proposed in the DAMS has been (02-08-2019) issued to the Council for review and comment. The report was discussed at a meeting with the Council on 1st August 2019.	
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[3.17.1](#) There are no matters under discussion in respect of cultural heritage.

### ~~3.149~~ [3.18](#) Matters Not Agreed in relation to Cultural Heritage.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.18.1	[RR-2365]	Assessment of Impact on Archaeological Remains 46.	Another concern is that the key headline from the Cultural Heritage chapter is that only a limited number of archaeological features will be impacted by the Scheme. Section 6.9.24 states only 11 non-designated heritage assets will be adversely impacted. It should have been stated that this is the minimum number of groups of features that will be directly impacted. The Council believes that using this figure is unhelpful and	<a href="#">Highways England note that Wiltshire Council's position is that they do not disagree with the conclusions of the ES Chapter, just in the way the significant effects and non-significant effects are set out and reported.</a>  The Environmental Statement reports both the significant and the non-significant Cultural Heritage	<del>Under Discussion</del> <a href="#">Difference of professional opinion.</a> Not Agreed.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p>imprecise. Many more than this will be impacted as this figure is derived from the evaluation phase of the Scheme which has employed a sampling approach to evaluation trenches. It is understood that the Scheme has been carefully designed to where possible avoid areas of known archaeological features, but many features are likely to be revealed during the mitigation phase, the stripping of the road either side of the tunnel portals will undoubtedly reveal further non-designated assets that will be adversely impacted. Moreover, archaeological features are also likely to be revealed and excavated during preliminary works such as utility installation, the details for which have not been seen. This should be made clearer in the EIA chapter.</p> <p>Wiltshire Council has requested an addendum to the Environmental Statement to consider the up to date results from the archaeological evaluation programme.</p>	<p>effects within ES Chapter 6, Cultural Heritage [APP-044]. Permanent significant effects from the construction of the Scheme are reported in sections 6.9.24 to 6.9.29 of the ES and Table 6.11, whilst sections 6.9.30 – 6.9.32 [APP-044] and Appendix 6.8 [APP-217] report the non-significant effects. The statement at 6.9.24 and the NTS refer to the significant effects reported in the ES. Highways England considers the results of the assessment have been presented in an appropriate manner.</p> <p>Highways England note Wiltshire Council Archaeology Service's (WCAS) concern that further archaeological features will be revealed in future works. The assessment in the ES is based on a comprehensive programme of archaeological evaluation designed in collaboration with heritage stakeholders,</p>	

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				<p>including WCAS. The evaluation results provide a robust basis for assessment of the likely significant effects of the Scheme. This follows established good practice and planning policy guidance.</p> <p>As acknowledged by Wiltshire Council, the preferred route was carefully chosen to avoid known archaeological remains. <del>A comprehensive programme of archaeological evaluation surveys (see ES Chapter 6 Cultural Heritage, paragraphs 6.6.13 – 6.6.52), covering the entire red line boundary of the Scheme, has informed the Scheme being designed in a way that has limited archaeological impacts where this is practicable. Examples of how the design has been developed to limit impacts on archaeology include the choice of a northern bypass of Winterbourne Stoke, the</del></p>	



Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><del>reduced footprint and land take for Rolleston Corner, and the design and placement of the western and eastern tunnel portals and approaches in areas that have been shown to have limited archaeological remains within their footprint. Further information can be found in the Assessment of Alternatives, ES Chapter 3 [APP-041] and in ES Chapter 6, Cultural Heritage [APP-044], Section 6.8, Table 6.9.</del></p> <p>Archaeological remains would be excavated and recorded during the preliminary works phase, in advance of construction, to avoid, as far as is practicable, previously unknown archaeological remains being uncovered during construction. The Detailed Archaeological Mitigation Strategy (DAMS) [REP6-013] (a revised version of which is to be submitted at Deadline 7) [REP9-0017] sets out an archaeological research</p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p>agenda (section 4 of the DAMS) developed in consultation with the Council and other HMAG members for the archaeological investigation and recording of remains prior to commencement of construction.</p> <p>The DAMS also provides (sections 5 and 6 and Appendix D) for the preservation in situ of archaeological remains wherever possible, including the protection of known remains during construction and the preservation of remains beneath fill. The DAMS <del>continues to be</del> <u>has been</u> developed in consultation with Wiltshire Council Archaeology Service and the Heritage Monitoring Advisory Group (which comprises Wiltshire Council Archaeology Service, Historic England, National Trust, and English Heritage), and is secured by paragraph 5 of Schedule 2 of the draft Development</p>	

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				<p>Consent Order [<del>APP-020</del>REP9-003].</p> <p><del>Highways England report both the significant effects and the non-significant effects within the ES. Permanent significant effects from the construction of the Scheme are reported in sections 6.9.24 to 6.9.29 of the ES and Table 6.11, whilst sections 6.9.30—6.9.32 [APP-044] and Appendix 6.8 [APP-217] report the non-significant effects.</del></p> <p><del>Highways England note WCAS's concern that further archaeological features will be revealed in future works. The assessment in the ES is based on a comprehensive programme of archaeological evaluation designed in collaboration with heritage stakeholders. The evaluation results (REP1-041 to 056) provide a robust basis for assessment of the likely significant effects of the scheme. This follows</del></p>	

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				<p><del>established good practice and planning policy guidance.</del></p> <p><del>We acknowledge with thanks WCAS's comments on the careful design of the Scheme to avoid archaeological impacts where possible.</del></p> <p>Wherever possible, the alignment of utilities will be routed along existing highways (to limit impacts) or be routed within the Scheme footprint. MW-CH5 and PW-CH5 of the OEMP <del>[REP6-011</del><a href="#">REP9-013</a> secure the obligation to avoid potentially sensitive archaeological remains wherever possible or provide appropriate mitigation in consultation with WCAS (for remains outside of the WHS) where impacts are unavoidable in respect of utility/service corridors. Proposals for archaeological mitigation in respect of the utility corridors are set out in section 5 and Appendix D of the DAMS. <del>(an updated</del></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><del>version of which is submitted at D7).</del></p> <p>The Environmental Statement (ES) does not require updating. Results of evaluation were issued to the Examination at deadline 1 <del>and are consistent with</del> which either confirm, or provide the detail behind the results that formed the basis for, the findings of the ES.</p>	
3.18.2	[RR-2365]	<p><u>Assessment on Impact on the WHS</u></p> <p><u>51.-52.</u></p> <p><u>Longbarrow Roundabout and Green Bridge No. 4</u></p> <p><u>53. 54.</u></p>	<p><u>Overall the Scheme is assessed as having a slight beneficial effect on the setting of the OUV of the WHS. Whilst, this overall conclusion is not necessarily disagreed with, the Council thinks more could be done to mitigate the adverse impacts of the dual carriageway in cutting on the setting of asset groups in the western part of the WHS, especially on the Winterbourne Stoke and Diamond Group (see paragraphs 53 to 54 within Wiltshire Council's relevant representation.</u></p> <p><u>Adverse impacts to setting of some of the asset groups are indicated, particularly the</u></p>	<p><u>Highways England acknowledges WCAS's comments that the HIA has been prepared in line with the agreed HIA scoping report and that they do not disagree with the HIA's conclusion – that overall, the Scheme is assessed to have a Slight Beneficial effect on the OUV of the WHS as a whole. Highways England met with WCAS on 12 December 2018 to discuss the Statement of Common Ground, review the photomontages and CGIs that were submitted with the ES Chapter 6, Appendix 6.9 [APP-218]</u></p>	Not Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>Western edge of the WHS where the Western Portal and deep cutting are. From the summary of anticipated impacts in Table 1, the Council is especially concerned with the potential slight adverse impact on Asset Group (AG) 13, the Diamond Group. WCAS are also concerned about the adverse impact on AG 12, the Winterbourne Stoke Group, and AG 19, Normanton Down. These groups have highly significant Neolithic long barrows, all of which display attributes of OUV. The impact of the Scheme on the Winterbourne Stoke Group is shown as being moderate beneficial. Our view is that this should be assessed as slight adverse as in the Diamond Group. This is supported by our interpretation of the relevant photo montages and figures in the Landscape Chapter.</u></p> <p><u>Whilst the proposed green bridge (150m in width) east of the current Longbarrow junction and its proposed location does afford some mitigation, the Council has concerns that it is</u></p>	<p><u>and to explain the views in more detail, in order to try to alleviate Wiltshire Council's concerns and correct any misunderstandings. On 31 July 2019 Highways England met with WCAS to review further drawings prepared to assist understanding; drawings showing the zone of theoretical visibility of both the road surface and of HGVs before and after the construction of the Scheme. These demonstrated the significant reduction in the visibility of vehicles once the Scheme is in operation and the limited range of viewpoints from which vehicles would remain visible.</u></p> <p><u>Highways England has designed a scheme that removes the surface A303, and the accompanying sight and sound of traffic on it, from a large proportion of the WHS enabling beneficial change to the setting of many monuments</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>not sufficient to mitigate potential adverse visual impacts caused by the cutting on key monument groups with attributes of OUV, most notably the Winterbourne Stoke, Diamond Group and Normanton Down Group. We would encourage Highways England to explore further design options to help minimise the adverse impact or extend the tunnel.</u></p> <p><u>The Council believes that extending the tunnel (either bored or cut and cover) within the WHS boundary could further minimise impact on the OUV. Section 3.3.61 of the EIA outlines alternative options that were explored and dismissed, including extending the tunnel which is stated as being dismissed on cost grounds but does not give any figures. WCAS do not find this section detailed enough to satisfy concerns, given the adverse impact to the western part of the WHS identified in the HIA and EIA.</u></p> <p><u>Plans and views that show where the proposed western cutting can be seen from in</u></p>	<p><u>and asset groups that contribute to the OUV of the WHS, particularly within the central part of the WHS surrounding Stonehenge. The Scheme has been sensitively designed with the use of a two mile long tunnel with canopies helping to reduce the sight of portals, retained deep road cuttings, essential chalk grassland mitigation to enable landscape integration and a 150m long Green Bridge No. 4 to enable visual and physical landscape connectivity and public access.</u></p> <p><u>The Scheme is assessed to have a Slight Beneficial effect on the OUV of the WHS as a whole. This takes into account that of the seven attributes of OUV for the WHS, whilst the Scheme will have a slight adverse effect on two of those attributes, it will have a beneficial effect on the remaining five (being a slight beneficial effect on 3 of the attributes, a large</u></p>	

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			<p><u>relation to the landscape between the Winterbourne Stoke, Normanton Down and Diamond Barrow groups were requested at the meeting on 28<sup>th</sup> March. It would be especially useful to have view points shown looking westwards from the Wilsford G1 barrow location and looking north west towards the Winterbourne Stoke Group. It would also be useful to have a view from the most northerly barrow of the Normanton Down Group towards the Winterbourne Stoke Group, as well as view from the Diamond Group Long Barrows looking north to the Winterbourne Stoke Group. The aim of this is to help us understand the impact of the cutting on people traversing the landscape between these barrow groups, or viewing one from another.</u></p> <p><u>We have now seen the additional viewshed information requested. Whilst this indicates that the visual impact of the proposed portal and road in cutting is less adverse that we anticipated on the Winterbourne Stoke Group (AG12) we remain</u></p>	<p><u>beneficial effect on one, and a very large beneficial effect on one). This conclusion also takes into account that the Scheme will have a slight beneficial effect on the authenticity and integrity of the WHS. Overall, the OUV of the WHS would be sustained.</u></p> <p><u>With reference to AG12 Winterbourne Stoke Crossroads Barrows, Highways England disagree with Wiltshire Council's conclusion that the impacts from the Scheme on this asset group should be assessed as slight adverse as both the A303 and the A360, including the existing Longbarrow Roundabout, will be removed from immediately adjacent to the asset group. The A303 will move 150m to the south and be built in cutting to remove the sight and sound of traffic from immediately adjacent to the asset group. The benefits of this are clearly demonstrated by the photomontages and CGIs</u></p>	



Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>concerned about the impact on the Diamond Group (AG13) and especially the northern part of the Normanton Down Group (AG19). There is a very prominent and highly significant barrow at the northern tip of this Group, known as the Sun Barrow, which is going to be significantly adversely impacted. Whilst we acknowledge that compared to the existing situation, the proposed scheme is effective in removing a substantial amount of traffic impact from this part off the WHS, we remain concerned that the mitigation currently provided does not go far enough to reduce the negative impact of the new infrastructure on the setting of these internationally important barrow groups.</u></p> <p><u>Highways England have directed us to photomontage viewpoint CH10 in appendix 6.9 figure 11 of the Environmental Statement and provided us with a drawing showing us a zone of theoretical visibility of the road and HGVs on it. Whilst we accept there are improvements to a large part of the monuments</u></p>	<p><u>presented in the ES Chapter 6, Appendix 6.9 [APP-218] (Figure 4, Figure 5 and Figure 7). The scheme design removes traffic and severance from within the asset group by realigning the A360 and Longbarrow junction further to the west.</u></p> <p><u>With regards to AG13 Diamond Group, the A360 currently bisects the group and the A303 additionally severs the group from AG12 Winterbourne Stoke Crossroads Barrows to the north. The Scheme design removes traffic and severance from within the asset group by realigning the A360 and Longbarrow junction further to the west. Green Bridge No. 4 maintains visual and physical landscape connectivity with AG12 Winterbourne Stoke Crossroads Barrows to the north and access between the two groups via new NMU routes, and this combined with the essential</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>and attributes of OUV in the central part of the WHS we still remain concerned about the impact of the dual carriageway, cutting and views across towards Green Bridge 4 from the western part of the WHS. We accept that there is less of an impact from the Winterbourne Stoke Group than we previously thought but still remain concerned about the visual impact from the northern part of the Normanton Barrow Group, and other monuments and their settings within the visibility of the scheme, particularly as it rises up to the ridgeline at the western edge of the WHS (as shown in appendix 6.9 figure 11) and which will be lit under the bridge during daytime.</u></p> <p><u>The Council considers it a missed opportunity to significantly reduce this impact through additional cover. However, the Council considers it can be mitigated to some extent by the use of green infrastructure and other design solutions.</u></p>	<p><u>chalk grassland mitigation, improves the visitor’s ability to appreciate the setting, in the context of reduced views and sounds of traffic.</u></p> <p><u>Regarding AG19 Normanton Down Barrows, the scheme would remove the existing A303 surface road to the north of the asset group, which severs its relationship with Stonehenge as well as many other asset groups to the north of the A303, including AG12 Winterbourne Stoke Crossroads Barrows. The scheme would do much to improve the setting of the AG19 Normanton Down Barrows, their general sense of place, and the visitor’s ability to appreciate them within a seamless landscape, noting that long distance views from the northern end of the asset group will include minor intrusion from the western approach cutting and Green Bridge No. 4. Amongst other benefits of the</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><u>restored setting of AG19 Normanton Down Barrows would be the enhanced access, enabling an uninterrupted traverse between Stonehenge and the Normanton Down Barrows along Byways 11 and 12. The removal of the visual and audible impacts of traffic would be beneficial to the setting of the asset group as a whole. Views from numerous individual monuments within the asset group would be improved, and compromised sightlines restored. These include key views, including those between the Sun Barrow and Stonehenge, and between Stonehenge and the core of the Normanton Down asset group. From the core of the group, views of traffic would not be available, while traffic noise would be inaudible.</u></p> <p><u>Highways England disagree with Wiltshire Council's stance regarding the design development of the proposed green bridge.</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><a href="#">Green Bridge No. 4 maintains visual and physical landscape connectivity with AG12 Winterbourne Stoke Crossroads Barrows to the north and access between the two groups via new NMU routes, and this combined with the essential chalk grassland mitigation, improves the visitor's ability to appreciate the setting, in the context of reduced views and sounds of traffic.</a></p> <p><a href="#">Response to ExA question 1.29 addresses the matter of the length of the tunnel and explains the range of factors that were taken into consideration. The location and design of the tunnel portals have been optimised in terms of the natural topography of the area, impact within the WHS and the extent of benefit that will be secured by one of the key aims of the scheme which is to remove the sight and sound of the A303 traffic from much of the WHS</a></p>	

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				<p>landscape. There is <u>no evidence that the additional investment required to extend the tunnel length would deliver meaningful additional benefits to the WHS that would justify the additional cost. The response considers traffic and operation, construction and civil engineering, heritage and environmental issues.</u></p> <p><u>Design principles within section 4 of the OEMP have been amended following consultation with key stakeholders, including Wiltshire Council, and are incorporated within the final version of the OEMP submitted to the examination on 24 October 2019 . This includes Design Principle P-LEO3 which states that the detailed landscape design approach will have regard to the significance the monuments and monument groups derived from visual connectivity within their settings. This principle,</u></p>	

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				<p>alongside P-LEO2 and P-PRoW1, and P-SL02, reflect the Design Vision which has and will continue to inform the detailed design and which at paragraph 4.2.6 sets out that one of the overall aims of the Design Vision is to respond and reflect to the historic landscape, and in so doing, taking full account of the OUV of the WHS, the intervisibility between monuments, heritage assets and the relationship between the WHS, its immediate setting and wider landscape.</p> <p>With the measures in place, the design will be taken forward in a way that will minimise the impacts at this location.</p>	
3.18.3	[RR-2365]	<u>Western Bypass – Oatlands Hill 55.</u>	<u>Oatlands Hill, on the west part of the Scheme just outside the WHS, is a sensitive part of the Scheme in terms of buried archaeology and potential landscape impacts. The EIA acknowledges the Scheme is likely to have a moderate adverse impact on the</u>	<u>Highways England acknowledges Wiltshire Council Archaeology Service's (WCAS) concerns regarding the C-shaped enclosure at Oatlands Hill. The design of the proposed scheme was considered appropriate, as no other</u>	<u>Not Agreed</u>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>landscape here. This is the location of the proposed new junction and dumbbell roundabout. The archaeological evaluation identified evidence of Bronze Age and Iron Age settlement including a C-shaped enclosure. Currently the double roundabout infrastructure is proposed to be located on top of this. Although the archaeological remains here are likely not to be of national significance, if possible, consideration should be given to designing the layout of the new infrastructure here to minimise impact on these remains, preserving as much of them as possible.</u></p> <p><u>Whilst the Council would have preferred for the junction and dumbbell roundabout to be modified to avoid impacting upon the Oatlands Hill buried archaeology, especially the C-shaped enclosure, following discussion with Highways England, the Council recognises that other elements i.e. programme, cost, traffic flows etc. have to be taken into account in junction design considerations and that these</u></p>	<p><u>design options were considered to be reasonable alternatives for the following reasons.</u></p> <p><u>Moving the junction 300m to the west.</u></p> <p><u>This brings the junction too close to the village of Winterbourne Stoke and would impact on traffic flows. This option was rejected for these reasons;</u></p> <p><u>Shifting the South Dumbell 100m to the east</u></p> <p><u>This brings the roundabout too close to the WHS and the east and west off slips would require more land take within the WHS. This option was rejected for these reasons; and</u></p> <p><u>Shifting the South Dumbell 170m to the west</u></p> <p><u>This option, though feasible, would result in a skewed bridge (increasing costs), departures from standards for visibility reasons in both roundabout approaches and exits and would require the</u></p>	

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			<p><a href="#">have prevented the re-design of these elements in this instance. The Council considers this is a missed opportunity to better protect the archaeology in this sensitive area.</a></p>	<p><a href="#">construction of a 160m long retaining wall for the west bound off slip, which would be 12m high at its highest point and would be visible from the WHS (AG12 Winterbourne Stoke Crossroads Barrows). This option was rejected for these reasons.</a></p> <p><a href="#">The archaeological remains will be archaeologically excavated and recorded during the preliminary works phase and in advance of construction. Please see the Detailed Archaeology Mitigation Strategy (DAMS) [REP9-017] (an updated version of which was submitted at close of examination). Appendix D of the DAMS provides for mitigation of the remains referred to and is secured by paragraph 5 of Schedule 2 of the draft Development Consent Order [REP9-003].</a></p>	
<a href="#">3.18.412</a>	-	<a href="#">Limits of Deviation</a>	<p><a href="#">Under DCO Article 7, the limits of deviation of the tunnel are set out as a deviation of up to 200m westwards. This is a matter of</a></p>	<p><a href="#">The Environmental Statement [APP-039 – APP-054] and Heritage Impact Assessment [APP-</a></p>	<a href="#">Not Agreed</a>



Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><a href="#">concern as it is a significant variation in terms of the very careful location of the eastern and western portals in relation to topography and significant archaeological remains. Wiltshire Council seeks clarification of this issue and require further consultation in the case that the deviation is invoked.</a></p> <p><a href="#">The Council supports Historic England’s request for “convenience” to be deleted from Article 7, as per the ExA’s published dDCO.</a></p>	<p><a href="#">195] consider the maximum area of land anticipated as likely to be required, taking into account the proposed limits of deviation (LoD) for the Scheme and the flexibility of detailed design provided for in the DCO [APP-040]. The assessments therefore take into consideration what can be regarded as a realistic ‘worst case’ assessment of the impacts associated with the proposed scheme. Therefore, any movement within the design LoD would not result in a worsening of significant effects reported in the respective assessments.</a></p> <p><a href="#">Highways England’s Deadline 9 Submission, 8.57 Explanation of Amendments to Rev 7 of Draft DCO and Comments on the Examining Authorities’ draft Development Consent Order, [REP9-024] sets out the Applicant’s response to the Examining Authority’s draft DCO.</a></p>	

### 3.19 Matters Agreed in relation to Landscape and Visual Effects.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.19.1	RoE Ref: LV2	The extent of the study, landscape and visual receptors, and locations for photomontages have been identified, discussed and agreed between applicant and stakeholder at meeting on 27 February 2018	Landscape Officer and Conservation Officer confirmed LVIA scope and viewpoints and locations for photomontages	Confirmed via email dated 06/03/2018.  Additional detail to LVIA methodology agreed 30/04/2018	Agreed
3.19.2	RoE Ref: LV3	The following is considered as relevant Planning Policy Context:  National Networks National Policy Statement (NNNPS): January 2015, sections 5.84, 5.85, 5.89, 5.144-147, 5.150, 5.156 and 5.158-161;  National Planning Policy Framework (NPPF), July 2018, sections 12 (Achieving well-designed places) and Section 16 (Conserving and enhancing the natural environment)  Wiltshire Council Core Strategy Development Plan Document, Adopted January 2015, Policies 51-52 and 57-59; and  Saved policies of the Salisbury District Local Plan 2011 adopted in 2003, Saved Policy C6.	Additional policy documents added during meeting of 05/07/18  The Stonehenge, Avebury and Associated Sites World Heritage Site Management Plan, 2015  Salisbury District Settlement Setting Assessment, February 2008, section 4.0 The Setting of Amesbury, Bulford and Durrington  Amesbury Conservation Area Appraisal and Management Plan, September 2008	Relevant legislation and policy set out in ES Section 7.2 [APP-045].	Agreed
3.19.3	RoE Ref: LV1	The overall methodology adopted	Wiltshire Council officers and	Confirmation of methodology	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
		<p>to undertake the Landscape Visual Impact Assessment accords with guidance and advice set out in the following documents:</p> <p>National Networks National Policy Statement (NNNPS): January 2015</p> <p>Interim Advice Note 135/10 Landscape and Visual Effects Assessment, Highways England, November 2010</p> <p>Guidelines for Landscape and Visual Impact Assessment 3<sup>rd</sup> Edition (GLVIA3), Landscape Institute and the Institute for Environmental Management and Assessment, 2013</p>	Highways England have agreed the scope of the LVIA 27/02/2018	is provided within ES Section 7.3 [APP-045].	
3.19.4	RoE Ref: G1	<p>Information / Activities Required in Advance of DCO Application: Surveys / Further Assessment Required to be Completed:</p> <p>App 1A.</p> <p>6.</p>	<p>Council officers have identified the need for the following survey / further assessment work to be undertaken and urge HE to complete this as soon as possible.</p> <p>c) Acoustic modelling for the acoustic / screen bunds and acoustic barriers.</p> <p>d) Assessment of The Nile Clump trees affected by the proposals and if necessary proposals for their replanting in an alternative position.</p>	<p>c) The complete EIA has been informed by acoustic modelling. Reference Chapter 9 of the ES [APP-047].</p> <p>d) Assessment of the Nile Clumps has been included within the LVIA and Arboricultural Assessment, set out in ES Section 7.7 [APP-045] and Appendix 7.10 [APP-230], respectively.</p> <p>The Outline Environmental Management Plan [<del>REP6-011</del>REP9-013] (compliance</p>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p>with which is secured through paragraph 4 of Schedule 2 to the draft DCO) [<del>REP6-005</del>REP9-003]at item D-LAN3, provides that there must be no direct impact to the Nile Clumps. Item MW-LAN3 requires the development of an arboricultural mitigation strategy by the Contractor to prevent direct impacts.</p> <p><a href="#">A final version of the OEMP addressing the comments of key stakeholders including Wiltshire Council was submitted to the examination on 24 October 2019.</a></p>	
3.19.5	-	Information / Activities Required in Advance of DCO Application: Scheme Impacts:	Landscape g) Cut and fill calculations should be provided to give confidence that there will be neither a shortfall nor a surplus of material to achieve the design proposal, either of which could have an impact on landscape, visual and ecological effects.	g) This information will be set out within the Soils Management Strategy, which will be prepared as part of a CEMP by the Contractor in consultation with Wiltshire Council (as required by OEMP [ <del>REP6-011</del> REP9-013] ref MW-GEO3 compliance with which is secured through paragraph 4 of Schedule 2 to the draft DCO) [ <del>REP6-005</del> REP9-003]), prior to the commencement of main works. Volumes provided in Highways England Note	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				(8th October 2018)	
3.19.6	[RR-2365]	VII. Ecology and Landscape Considerations 117	It is imperative that sufficient good working practices and forward mitigation are in place for all preliminary works. There are potential issues around contamination, utilities diversion and minor highways works that should be specifically covered within the OEMP to prevent ecological impacts	The OEMP [ <del>APP-187</del> <a href="#">REP9-013</a> ] is secured through paragraph 4 of Schedule 2 of the draft Development Consent Order [ <del>REP6-005</del> <a href="#">REP9-003</a> ] and is the basis from which detailed, works-specific, CEMPs will be prepared by the relevant contractors. Preliminary works include utilities works, site investigation and remediation, some highways works and ecological mitigation works. The OEMP sets out the appropriate actions and commitments with respect to the preliminary works in Table 3.2a. Each of the Preliminary Works contractors will be required to develop a detailed CEMP that covers the scope of their works. For the habitats work and site clearance, this will include precautionary methods of works (PMoWs) to be adopted in order to avoid and mitigate for any negative impacts on ecological receptors during works undertaken. Specific method statements will be produced,	Agreed

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				where appropriate, to inform the specific proposed ecological mitigation works.	
3.19.7	RoE Ref: G1	Documentation to Accompany DCO Application: App 1A. 8.	e) A Soil Handling Strategy, which is prepared in accordance with current best practice, for the handling and placement of soils at Parsonage Down east and the restoration of chalk grassland habitat.	Soil Handling Strategy will be prepared by the Contractor pursuant to the OEMP [ <del>REP6-044</del> REP9-013] (item MW-GEO7), in consultation with Wiltshire Council, prior to the commencement of main works. Compliance with the OEMP is secured through DCO Requirement 4 (Schedule 2 of [ <del>REP6-005</del> REP9-003]) provides for this).	Agreed
3.19.8	RoE Ref: G1	Documentation to Accompany DCO Application: App 1A. 8.	g) A holistic Landscape and Ecological Management Plan, which detail the maintenance and management of HE 'soft' estate for the road in the short, medium and long term to ensure the success and viability of newly created habitats / landscape mitigation.	Outline landscape and ecology management plan (OLEMP) submitted with DCO application as ES Appendix 8.26 [APP-267]. A full and detailed Scheme-wide LEMP will be prepared in accordance with the OEMP [ <del>REP6-044</del> REP9-013] reference MW-LAN1. The OEMP is secured through DCO Requirement 4 (Schedule 2 of [ <del>REP6-005</del> REP9-003]) provides for this.  In addition Highways England	Agreed

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				will be required to obtain the Secretary of State's approval, following consultation with Wiltshire Council, of a landscaping scheme that must be based on the mitigation measures included in the environmental statement (including hard and soft landscaping works and the measures set out in the OLEMP referred to above), in accordance with requirement 8 of the draft DCO [ <del>REP6-005</del> REP9-003].	
3.19.9	[RR-2365]	VII. Ecology and Landscape Considerations 118	Further consideration is required to better understand the temporary adverse impacts (construction phase) and the residual effects upon visual amenity at either end of the tunnel, especially the Till Viaduct and Countess flyover	The impacts and effects of the Scheme have been considered by Wiltshire and no further engagement is required on this matter between Wiltshire and Highways England.	Agreed
3.19.10	RoE Ref: G1	8. Ecology and Landscape Considerations – Cutting on the Western Approach to the Tunnel 152.	The retaining wall design does give rise to a dramatic fall and there is no mention of safety rails or fencing. This has landscape (visual) implications	Appropriate fencing in the WHS will be considered at detailed design stage. The OEMP, [ <del>REP6-011</del> REP9-013] at reference D-CH14 requires the provision of fencing within the WHS to be developed in consultation with the National	Agreed

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				Trust, Historic England, English Heritage and Wiltshire Council. <a href="#">In relation to safety, the OEMP includes principle P-G05 which sets out that the design of the Scheme will be cognisant of public safety at the cuttings and portals within the WHS. Taken together, alongside the rest of the design vision, principles and commitments within the OEMP, these measures will facilitate a safe design which takes account of its setting.</a>	
3.19.11	RoE Ref: G1	Public Protection: Light Nuisance App. 1B. 22.	<p>A Construction Environmental Management Plan is to be submitted to and agreed by the Local Authority prior to the commencement of the construction phase to identify measures to mitigate light nuisance from artificial lighting used as part of the construction phase.</p> <p>All artificial lighting shall be so sited as not to cause light intrusion or nuisance to residential dwellings in the area adjacent to the scheme.</p> <p>The Council has received confirmation from Highways</p>	<p>Full and detailed CEMP(s) will be prepared for each phase of the <a href="#">preliminary and</a> main works, in consultation with Wiltshire Council <a href="#">and for approval by the Secretary of State</a>, prior to the commencement of that phase. <del>This</del> <a href="#">The CEMPs</a> will include <del>information as</del> <a href="#">the details of measures to mitigate light nuisance from artificial lighting, which must be used during the works</a> in accordance with the provisions of <del>item</del> <a href="#">items PW-G6 (for preliminary works) and MW-G29 (for main works)</a></p>	Agreed



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			<p>England that the amendments it seeks to the OEMP submitted by Highways England at Deadline 3, specifically the addition of a PW requirement to provide similar safeguards for preliminary works as those secured by MW-G29 for the main works, will be incorporated into the next draft, therefore this item can now be agreed.</p>	<p>of the OEMP, which <del>set out</del><u>both state</u> that <del>lighting should also be designed, positioned and directed so as not to unnecessarily intrude on adjacent buildings, ecological receptors, structures used by protected species and other land uses to prevent unnecessary disturbance, interference with local residents, or passing motorists.</del> Compliance with the OEMP is secured through paragraph 4 of Schedule 2 to the draft DCO.</p> <p>At Deadline 4 the OEMP was updated to include a new requirement PW-G6 which <del>reflects MW-G29, requiring the preliminary works contractor</del> <u>and main works contractors shall</u> define within the CEMP the proposed approach to site lighting around construction compounds and elsewhere along the route alignment, giving consideration to the WHS context and other environmental constraints. <del>The provision</del><u>Items PW-G6 and MW-G29</u> also <del>requires</del><u>state</u> that <del>the lighting shall:</del></p>	

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				<p><del>(a)</del>  '<u>Lighting shall</u> be at the minimum luminosity necessary and use low energy consumption fittings and should avoid light <del>spillage</del><u>spillage</u>'; and</p> <p><del>(b)</del>  '<u>Lighting shall also</u> be designed, positioned and directed so as not to unnecessarily intrude on adjacent buildings, <u>sensitive heritage receptors, (e.g. scheduled monuments; non-designated assets or asset groups that contribute to the OUV of the WHS; listed buildings; registered parks and gardens), ecological receptors, structures used by protected species and other land uses to prevent unnecessary disturbance, interference with local residents, or passing motorists on nearby roads.</u>'</p> <p><u>Compliance with the OEMP is secured through paragraph 4 of Schedule 2 to the draft DCO.</u></p>	

### 3.20 Matters Under Discussion in relation to Landscape and Visual Effects.

3.20.1 There are no matters under discussion in relation to landscape and visual effects.

### 3.21 Matters Not Agreed in relation to Landscape and Visual Effects.

3.21.1 No matters Not Agreed at the present time

### 3.22 Matters Agreed in relation to Biodiversity.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.22.1	[RR-2365] RoE Ref: Bio1 & Bio2	Ecological survey methodology scope and 2018 update surveys.	Wiltshire Council has agreed that the scope and level of focus of the survey is suitable to inform the EIA. The update 2018 surveys are considered suitable to full fill the identified gaps within the baseline.	NA	Agreed
3.22.2	-	Scoping Opinion / PIER response	Scoping opinion response from Wiltshire Council contained various comments associated with biodiversity.	Comments associated with the Scoping Opinion / PIER report have been fully addressed within the ES.	Agreed
3.22.3	RoE Ref: Bio2	No.4 Ecological baseline assessment.	The baseline assessment presented within the Environmental Statement is suitable and appropriate.	NA	Agreed
3.22.4	RoE Ref: Bio2	No.8 Landscape scale mitigation.	Wiltshire Council considers the scheme provides east-west connectivity as well as maintaining the important north- south connectivity in the form of green	NA	Agreed

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			bridges and the A303 tunnels. The green bridges and vegetated tunnel are considered to be of a suitable size to provide meaningful mitigation.		
3.22.5	RoE Ref: Bio2	No.8 East of Parsonage Down chalk grassland.	Wiltshire Council is concerned about the grassland creation in East of Parsonage Down and would like to know the risk / likelihood of the grassland creation being scaled back. Should this grassland creation area not be completed, it will significantly reduce the habitat creation that can be claimed as part of the Scheme and how the Scheme achieves the aims of biodiversity net gain.	Highways England will be required to obtain the Secretary of State's approval, following consultation with Wiltshire Council, of a landscaping scheme that must be based on the mitigation measures included in the environmental statement, in accordance with requirement 8 of the draft DCO [ <del>REP6-005</del> REP9-003]. This includes the measures set out in the Outline Landscaping and Ecology Management Plan [APP-267] that deal with the creation of the habitat at the land East of Parsonage Down.	Agreed
3.22.6	RoE Ref: Bio2	No.7 Species mitigation.	The approach to mitigation is suitable and appropriate. Wiltshire Council is pleased that bat roosting measures have been incorporated into the scheme.	Not Applicable	Agreed
3.22.7	RoE Ref: Bio2	No.6 Update surveys required to inform licensing.	Wiltshire Council is in agreement with the scope of the update surveys required. Wiltshire Council	Not Applicable	Agreed

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			confirmed that further dormouse ( <i>Muscardinus avellanarius</i> ) surveys are scoped out, as they are likely to remain absent from the fragmented landscape.		
3.22.8	RoE Ref: Bio2	No.9 Post-construction monitoring	Wiltshire Council have confirmed agreement with the scope of the construction and post-construction phase ecological monitoring surveys that have been identified.	Not Applicable	Agreed
3.22.9	RoE Ref: Bio2	No.9 Stone curlew monitoring surveys	Wiltshire Council have confirmed that stone curlew breeding plot monitoring will continue under the Wiltshire Council Community Infrastructure Levy (CIL) agreement (whereby contributions are to be provided by housing development in the area), which will continue until 2031.	It is noted that RSPB will continue to collect the data <u>on which <del>will</del> the success of the management and ultimately the CIL payments are based. The data collected could double as monitoring data for the A303 Scheme if HE enter into a data sharing agreement with the RSPB. Doubling the use of the data in <del>relation to the HRA process</del> this way will avoid the need for additional monitoring and data collection, which could result in additional disturbance for the birds.</u>	Agreed
3.22.10	[RR-2365]	117 Preliminary Works	Wiltshire Council has concerns surrounding the Preliminary Works and what they might include. It is imperative that sufficient good working practices and forward	The OEMP [ <del>REP6-011</del> REP9-013] is secured through paragraph 4 of Schedule 2 of the draft Development Consent Order [ <del>REP6-</del>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p>mitigation are in place for all preliminary works. The Outline Environmental Management Plan (OEMP) must be robust enough to enable the preliminary works, e.g. habitat works and site clearance, to be carried out sensitively. There are potential issues around contamination, utilities diversion and minor highways works that should be specifically covered to ensure the prevention of ecological impacts. The Council is concerned that all of the preliminary works included do have the potential to cause ecological impact but they appear to be covered only very broadly or not at all by the OEMP.</p>	<p><del>005</del>REP9-003] and is the basis from which detailed, works-specific, CEMPs will be prepared by the relevant contractors. Highways England considers the OEMP provides sufficient detail at paragraphs 1.2.5 and 1.2.6 and Table 1.1 (with reference to specific numbered works in Schedule 1 of the DCO, works plans and engineering section drawings) as to what the preliminary works entail. Preliminary works include utilities works, site investigation and remediation, some highways works and ecological mitigation works. The OEMP sets out the appropriate actions and commitments with respect to the preliminary works in Table 3.2a. Each of the Preliminary Works contractors will be required to develop a detailed CEMP that covers the scope of their works. For the habitats work and site clearance, this will include precautionary methods of works (PMoWs) to be adopted in order to avoid and mitigate for any negative impacts on ecological</p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				receptors during works undertaken. Specific method statements will be produced, where appropriate, to inform the specific proposed ecological mitigation works.	
3.22.11	RoE Ref: Bio2	No.9 Public response during construction	Concern has been raised with regards to the process of complaints / comments will be dealt with from the public during construction and the preliminary works.	Community liaison provisions are included in the OEMP (see for example MW-G31, MW-G32). In addition the Construction Environmental Management Plan will be developed in consultation with Wiltshire Council [ref. MW-G7]. As such, during the development of this document, the Applicant will seek to engage with Wiltshire Council in respect of any concerns, including relating to the complaints process generally as necessary.	Agreed
3.22.12	RoE Ref: Bio2	No.5 Habitat Regulations Assessment / Appropriate Assessment.	Wiltshire Council confirms the approach is suitable and appropriate.	Not applicable	Agreed

### 3.23 Matters Under Discussion in relation to Biodiversity.

3.23.1 There are no matters under discussion in relation to biodiversity.

### **3.24 Matters Not Agreed in relation to Biodiversity.**

3.24.1 No matters Not Agreed at the present time.



### 3.25 Matters Agreed in relation to Contaminated Land and other Public Protection topics.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.25.1	[RR-2365]	VI. Public Protection Considerations Lighting 111.	Wiltshire Council considers the lighting proposal detailed within MW-G29 of table 3.2b of the OEMP [APP-187] to be satisfactory.	Highways England welcome Wiltshire Council's comments.	Agreed
3.25.2	[RR-2365]	VI. Public Protection Considerations General 82. Land contamination	Further details required of the measures to divert the Esso pipeline and environmental protection during this process.	<p>The proposals for the Esso pipeline are set out in Chapter 2 of the ES [APP-040] at paragraphs 2.4.40 - 2-4.41 and shown indicatively on Figure 2.7 [APP-061].</p> <p>Whilst the Outline Environmental Management Plan (OEMP) [<del>REP6-011</del>REP9-013] does not specifically mention the Esso Pipeline, it is addressed through this document. There are two REAC tables: 3.2a for preliminary works and 3.2b for main works. The diversion of the Esso pipeline falls within the preliminary works being the diversion and laying of underground apparatus (see paragraph 1.2.6 of the OEMP). As such, all Esso pipeline works would be undertaken in accordance</p>	Agreed

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				with the relevant measures contained in REAC table 3.2a, which deals with public protection measures such as air quality, noise and drainage. Compliance with the OEMP is secured through paragraph 4 of Schedule 2 of the draft Development Consent Order (DCO) [ <del>REP6-005</del> REP9-003].	
3.25.3	[APP-187]	Flood lighting Potential detriment to amenity during construction phase DCO Requirement	<p>Prior to the installation of the any floodlighting scheme for depot areas, full details shall be submitted to and approved in writing by the Local Authority, details to be provided shall be:</p> <p>Light into neighbouring residential windows generated from the floodlights shall not exceed 5 Ev (lux) (vertical illuminance in lux) without the express consent of the local authority.</p> <p>Each floodlight must be aligned to ensure that the upper limit of the main beam does not exceed 70 degrees from its downward vertical.</p> <p>The floodlighting shall designed and operated to have full horizontal cut-off and such that</p>	<p>Highways England consider that this matter is adequately addressed in existing DCO Requirements.</p> <p>Item MW-G29 of the OEMP provides a number of requirements for site lighting, including the avoidance of disturbance of nearby residents.</p> <p>These will be reflected in the CEMP which must be prepared in accordance with the OEMP (as per item MW-G5 of the OEMP) including consultation with Wiltshire Council in its development. Compliance with the OEMP is secured pursuant to paragraph 4 of Schedule 2 of the DCO [<del>REP6-005</del>REP9-003].</p>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p>the Upward</p> <p>Waste Light Ratio does not exceed 2.5%.</p> <p>The submitted scheme shall include an isolux diagram showing the predicted illuminance in the vertical plane (in lux) at critical locations on the boundary of the site and at adjacent properties.</p> <p>The approved scheme shall be implemented prior to first use of the lighting and be permanently maintained in that state thereafter.</p> <p>Reason: In the interests of prevention of pollution and protection of residential amenity.</p>	<a href="#">003</a> ].	
3.25.4	[APP-187]	Land contamination/ Private drinking water supplies Outline environmental Management Plan (OEMP) 3.2b General provisions MW-GEO2	Add "inform Wiltshire Council in case of groundwater contamination"	The updated OEMP submitted at Deadline <del>6-REP6-0059</del> <a href="#">[REP9-013]</a> includes the following amendment to text at item MW-GEO2: "inform Wiltshire Council in case of groundwater contamination".	Agreed
3.25.5	[APP-187]	Outline environmental Management Plan (OEMP) 3.2b General provisions MW-WAT7	Consultation should be with Wiltshire Council as concrete batching is LA permitted process unless exempted	Highway England's contractor will apply for the permit in due course when sufficient detail to satisfy the requirements of the permitting regime are available.	Agreed

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				<p>The updated OEMP submitted at Deadline 69 includes the following amendment to text at item MW-WAT7 of table 3.2b: “consultation should be with Wiltshire Council as concrete batching is a Local Authority permitted process unless exempted”.</p>	
3.25.6	[RR-2365]	VI. Public Protection Considerations Land Contamination115.	Wiltshire Council & Environment Agency to be notified of discovery of Unforeseen land contamination and to agree in writing remediation / mitigation plan.	<p>In the OEMP [<del>REP6-005</del>REP9-013], item PW-GEO2 states that in the event that contaminated land, including groundwater, is found at any time, which was not previously identified in the environmental statement, Requirement 7 of the DCO is applicable and preliminary works contractor (all) shall follow those provisions, which require the contamination to be reported as soon as reasonably practicable to the planning authority (i.e. Wiltshire Council) and the Environment Agency and the undertaker must complete a risk assessment in consultation with the planning authority and the Environment Agency and pass a copy of the risk assessment to the</p>	Agreed

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				planning authority and the EA as soon as reasonably practicable after its completion”.	
3.25.7	[APP-277]	Land contamination Non-Significant effects Table 10.1	Wiltshire Council & Environment Agency to receive reports on further ground investigation works, together with any mitigation proposals (in writing prior to mitigation being undertaken)	Requirement 7 (Contaminated land and groundwater) under Schedule 2 of the DCO [ <del>REP6-005</del> REP9-003] sets out in instances where remediation of contaminated land is necessary, remedial measures are to be developed in consultation with Wiltshire Council.  Highways England will provide Wiltshire Council with copies of reports and mitigation prior to implementing the related section of works.	Agreed
3.25.8	RoE Ref: G1	7. Public Health and Public Protection Considerations - Light Nuisance - Potential Impacts 130.	Potential impacts include: Impact of artificial lighting (for working and security) during the construction phase	The temporary lighting during construction has been considered within the LVIA. Measures to control and reduce the impacts of artificial lighting have been included in the OEMP at PW-G6 and MW-G29. The OEMP states that lighting is to be at the minimum luminosity necessary, use low energy consumption fittings and	Agreed

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				should avoid light spillage. Lighting is also to be designed, positioned and directed so as not to unnecessarily intrude on adjacent buildings, ecological receptors, structures used by protected species and other land uses to prevent unnecessary disturbance, interference with local residents, or passing motorists on nearby roads.	

### 3.26 Matters Under Discussion in relation to Contaminated Land and other Public Protection topics.

3.26.1 There are no matters Under Discussion at the present time.

### 3.27 Matters Not Agreed in relation to Contaminated Land and other Public Protection topics.

3.27.1 No matters Not Agreed at the present time.

### 3.28 Matter Agreed in relation to Flood Risk and Drainage.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.28.1	[APP-049]	The level of detail provide in the ES is sufficient for the DCO			Agreed

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		application stage			
3.28.2	[APP-283]	The extent of the study area for the assessment of local sources of flood risk and road drainage are appropriate			Agreed
3.28.3	-	Future liaison between parties		Highways England will continue to engage with Wiltshire Council as the detailed design is developed. Wiltshire Council will be consulted on the relevant aspects of the CEMP(s) and HEMP(s) when they are developed by the Contractor(s) based on the OEMP.	Agreed
3.28.4	-	Flood risk and drainage: The available level of detail on the Scheme's design to inform the assessment of risks.	Wiltshire Council acknowledges that the level of detail provided for the Scheme's design and for the consequent assessment of environmental risks is appropriate for its DCO application stage. Wiltshire Council's comments in this SoCG reflect the level of detail provided to date. The subsequent detailed design stage may introduce changes to scheme design and/or construction methods that could cause significant detrimental surface water or groundwater	Regular liaison with Wiltshire Council will continue. It is noted that Wiltshire Council will be consulted on the detailed drainage design pursuant to requirements 3 and 10 of the draft DCO.	Agreed

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			flood risk impacts. Wiltshire Council therefore wishes to be kept closely involved and consulted on the Scheme's evolving design and construction methods and highlight that their position may be subject to change.		
3.28.5	-	Flood risk and drainage: The available level of detail on the Scheme's design to inform the assessment of risks.	Any new flood risk information or new analysis of existing information has the potential to change the current assessment of local sources of flood risk.	Should new information come to light the risk assessment will be reviewed and mitigation measures will be updated in relation to local sources of flood risk as required.	Agreed
3.28.6	[APP-187]	Flood risk and drainage: Outline and detailed Construction Environmental Management Plans	Outline and detailed Construction Environmental Management Plans (OEMP and CEMPs) are of great importance as the repository of information on mitigation measures needed to avoid significant environmental impacts. OEMPs and CEMPs must be fully taken into account to inform the detailed design and construction methods.	Wiltshire Council will be consulted on the development of CEMPs. The required content of the CEMPs is set out by the OEMP and the DCO requires that the authorised development must be carried out in accordance with the OEMP - as such the development will take account of the OEMP and the CEMP.	Agreed
3.28.7	-	Flood risk and drainage: Effective liaison	Wiltshire Council recognise the regular liaison with Highways England and their AmW	Noted.	Agreed



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			consultants from July 2017 to the present day. The efforts undertaken to collate available baseline data to inform the assessment of impacts are also noted.		
3.28.8	[APP-049]	Flood risk and drainage Legislation and planning policy	Legislation and planning policy considered relevant to local sources of flood risk and drainage should be complied with.	Relevant legislation and planning policy documents are confirmed in Environmental Statement Section 11.2.	Agreed
3.28.9	[APP-049]	Flood risk and drainage: Requirement to ensure no gap between duties of Wiltshire Council and the Environment Agency	Close three-way liaison between Highways England, Wiltshire Council and the Environment Agency is required to avoid the risk of duplication or gaps between the parties' statutory duties with regards commenting on the Scheme's proposals.	Wiltshire Council is the statutory authority responsible for managing local sources of flooding (surface water, groundwater and ordinary watercourses) and for road drainage of local roads. The Environment Agency is the authority for all other groundwater and water environment matters. Regular trilateral discussions have been held. It is for Wiltshire Council and the Environment Agency to lead on ensuring alignment between their regulatory remits. Highways England has regularly reviewed this potential risk and will	Agreed

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				continue to facilitate regular dialogue to minimise it and notes that the DCO [ <del>REP6-005</del> REP9-003] provides specific approval mechanisms through the drainage protective provisions and requirement 10.	
3.28.10	[APP-281]	Flood risk and drainage: Long term maintenance and operation	Wiltshire Council must be able to satisfy themselves that the proposed minimum standards of road drainage operation are appropriate and there are clear arrangements in place for ongoing maintenance over the lifetime of the development (including maintenance of any attenuation ponds and flood defences) within the catchment.	Typical drainage maintenance is set out in the Road Drainage Strategy, Environmental Statement Appendix 11.3, which compliant with DMRB. Discussions are ongoing over future maintenance arrangements and will continue throughout the project to confirm the detailed responsibilities.  Wiltshire Council will be consulted on the detailed drainage design pursuant to Requirement 10 of the DCO.  The Scheme has no proposed flood defences.	Agreed
3.28.11	[APP-049]	Flood risk and drainage: Groundwater investigations	The timing and extent of groundwater investigations needs to be appropriate to enable an adequate assessment	The ground investigations that have been conducted are appropriate to enable an adequate assessment of	Agreed

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			of the impacts on local sources of flood risk and road drainage.	impacts on local sources of flood risk and road drainage at this DCO application stage.	
3.28.12	-	Flood risk and drainage Groundwater monitoring	<p>Groundwater monitoring before, during and for a minimum of 5 years after construction is expected to be required to allow a greater understanding of the catchment issues and confirm that the Scheme's design is functioning as intended and addresses any mitigation requirements.</p> <p>The duration and scope of monitoring would be agreed with Wiltshire Council and the Environment Agency as part of the development of the Groundwater Management Plan (MW-WAT10 in the OEMP).</p>	It has been agreed that a programme of groundwater monitoring will be implemented before, during and after construction. The monitoring data shall inform the detailed design and the assessment of risk to/from groundwater as part of ongoing discussions between Wiltshire Council, Environment Agency and Highways England.	Agreed
3.28.13	[APP281]	Flood risk and drainage SuDS	To ensure no detrimental increase in local sources of flood risk, the Scheme should incorporate SuDS unless there is clear evidence that it would be inappropriate to do so, and apply peak flow and volume control in line with national technical standards and the DMRB for the design of SuDS.	All new drainage proposed as part of the scheme will be SuDS and discharges, peak flow and volume control were considered in the Road Drainage Strategy. The detailed design will be undertaken in accordance with DMRB requirements and, pursuant to	Agreed

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				Requirement 10 of the DCO the principles set out in the Road Drainage Strategy.	
3.28.14	<del>G1</del> <u>211</u>	Flood risk and drainage: <del>Tunnel drainage</del> <u>Flood Risk:</u> <u>General</u>	<del>The tunnel drainage strategy contains several valves. The detailed design of the system should ensure these are automated and will not require manual operation. The Scheme should avoid any increase in flood risk from local sources and maximise opportunities to reduce it.</del>	<del>The Tunnel Drainage will be adequately designed to ensure the necessary resilience. Where relevant this will include automated valves. Wiltshire Council will be able to consider this when consulted upon under Requirements 3 and 10 of the DCO in respect of the detailed drainage design. The risk assessment concluded no significant detrimental effect upon local sources of flood risk. The highway and road drainage design of the B3083 Shrewton Road will reduce the risk of highway flooding.</del>	Agreed
3.28.15	G1 211.	Flood risk and drainage: Flood Risk: <del>General</del> <u>Environmental permits</u>	<del>The Scheme should avoid any increase in flood risk from local sources and maximise opportunities to reduce it. The Environment Agency issue environmental permits, however, as Wiltshire Council has the lead responsibility for surface water management, the discharge rate from the site of any licenced</del>	<del>The risk assessment concluded no significant detrimental effect upon local sources of flood risk. The highway and road drainage design of the B3083 Shrewton Road will reduce the risk of highway flooding. Highways England will ensure that both</del>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><a href="#">abstractions must be agreed with Wiltshire Council.</a></p>	<p><a href="#">Wiltshire Council and the Environment Agency are kept informed on this matter as the appropriate regulatory authorities</a></p>	
3.28.16	<p><del>G1</del> <del>244.</del><a href="#">[RR-2365]</a></p>	<p><del>V. Flood risk and drainage:</del><a href="#">Drainage Considerations</a> <del>Flood Risk: Environmental permits</del><a href="#">Surface Water (Pluvial) 65</a></p>	<p><del>The Environment Agency issue environmental permits, however, as Wiltshire Council has the lead responsibility for surface water management, the discharge rate from the site of any licenced abstractions must be agreed with Wiltshire Council.</del><a href="#">The pluvial hydraulic model includes a 539m long 5m deep culvert as part of the design which is contrary to Council policy on culverting, both from a maintenance and biodiversity standpoint. Since submission of the DCO Highways England have consulted Wiltshire Council on the alternative culvert design which addresses the issues raised. Wiltshire Council received the final culvert design and modelling outputs at Deadline 3. The alternative culvert design has been checked as part of the peer review and all remaining concerns have been addressed.</a></p>	<p><del>Highways England will ensure that both Wiltshire Council and the Environment Agency are kept informed on this matter as the appropriate regulatory authorities</del><a href="#">The refined proposal includes a culvert to divert the flood flows beneath the proposed A303 from north to south and a culvert to carry flows beneath the B3083 from west to east. This refined road drainage proposal has been agreed with Wiltshire Council following their review of the revised pluvial modelling. The proposal represents a refinement of the drainage strategy but remains consistent with the description of the drainage proposals presented in Chapter 2 of the ES [APP-040]. The updated Flood Risk Assessment [REP3-008] which includes the</a></p>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<a href="#">Pluvial Hydraulic Modelling Report as Annex 1B has been submitted to Wiltshire Council and the Examination at Deadline 3.</a>	
<a href="#">3.28.17</a>	-	<a href="#">Flood risk and drainage:</a> <a href="#">Climate change allowances</a> <a href="#">Groundwater</a>	<a href="#">Wiltshire Council requested clarification of the rationale for the climate change allowances used in the groundwater assessment HE provided clarification in 5.3.12-5.3.15 of the ES Appendix 11.5 Rev 1 [REP3-008]. The latest groundwater model runs used a 40% increase in the recharge, which is consistent with fluvial and pluvial allowances, and therefore acceptable to Wiltshire Council</a>	<a href="#">Clarification is provided in the final version of the groundwater report Stage 4 – Supplementary Groundwater Model Runs to Annex 1 Numerical Model Report' [REP3-021] and in the Flood Risk Assessment [REP3-008].</a>	<a href="#">Agreed</a>
<del>3.28.19</del> <a href="#">18</a>	-	<a href="#">Flood risk and drainage:</a> <del>Flood risk: Peer review</del> <a href="#">Climate change allowances</a> <a href="#">Road Drainage</a>	<a href="#">Wiltshire Council commissioned</a> <del>advises that a peer review of the Scheme's approach to three different aspects of flood risk:</del>  <ul style="list-style-type: none"> <li>• <del>surface water (pluvial) including ordinary watercourses</del></li> <li>• <del>groundwater</del></li> <li>• <del>the 40% climate change allowance for peak rainfall intensity, in line with</del></li> </ul>	<del>Initial responses to the peer review's comments have been provided to Wiltshire Council. The updated Flood Risk Assessment [REP3-008] which includes the Pluvial Hydraulic Modelling Report as Annex 1B has been submitted to Wiltshire Council and the Examination at Deadline 3. Highways England fully recognises the design standards described</del>	<del>Under Discussion</del> <a href="#">Agreed</a>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>Environment Agency guidance be utilised in the road drainage strategy design.</u></p> <p><del>The peer review's findings and recommendations were provided to Highways England for their comment.</del> <u>Highways England have provided a 30% climate change allowance with sensitivity checking for 40%. Highways England have also confirmed that 250mm freeboard will be provided for the 40% climate change scenario and that exceedance routes minimise the risks to people and property. This has been checked as part of the peer review and Wiltshire Council accepts Highways England's approach.</u></p>	<p><u>in the National Planning Policy Framework (NPPF) for climate change adaptation. The drainage systems, designed with a 30% climate change allowance, have undergone sensitivity analysis which demonstrates no flooding from the system or attenuation features when 40% uplift in climate change is applied to the design. This is in accordance with road drainage design, DMRB HD33 guidance 40% sensitivity testing. The sensitivity testing showed there would be no flooding from the scheme with 40% uplift in climate change applied, as outlined in the results of ES (Appendix 11.5, Flood Risk Assessment sections 7-9, [REP3-008]. Highways England demonstrated to Wiltshire Council that 250mm freeboard would be provided in the Drainage Treatment Areas within the River Till catchment and that the exceedance routes from these areas minimise</u></p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<a href="#">risks to people and property.</a>	
3.28.2019	<del>[RR-2365]</del>	<del>V. Flood risk and Drainage Considerations</del> <del>drainage: Surface Water (Pluvial) 65</del> <del>The discharge of abstracted water (dewatering)</del>	<p>The pluvial hydraulic model includes a 539m long 5m deep culvert as part of the design which is contrary to Council policy on culverting, both from a maintenance and biodiversity standpoint. Since submission of the DCO Highways England have consulted Wiltshire Council on the alternative culvert design which addresses the issues raised. Wiltshire Council received the final culvert design and modelling outputs at Deadline 3. The alternative culvert design has been checked as part of the peer review and all remaining concerns have been addressed. <a href="#">Given the flood risk that dewatering could introduce in an area with known flood risk, Wiltshire Council requests that Highways England specifies an approach to construction of the tunnel that:</a></p> <ul style="list-style-type: none"> <li>• <a href="#">minimises the need for dewatering;</a></li> <li>• <a href="#">does not increase flood risk;</a></li> <li>• <a href="#">is supported by a comprehensive flood risk</a></li> </ul>	<p>The refined proposal includes a culvert to divert the flood flows beneath the proposed A303 from north to south and a culvert to carry flows beneath the B3083 from west to east. This refined road drainage proposal has been agreed with Wiltshire Council following their review of the revised pluvial modelling. The proposal represents a refinement of the drainage strategy but remains consistent with the description of the drainage proposals presented in Chapter 2 of the ES [APP-040]. The updated Flood Risk Assessment [REP3-008] which includes the Pluvial Hydraulic Modelling Report as Annex 1B has been submitted to Wiltshire Council and the Examination at Deadline 3. <a href="#">It is confirmed that the need for dewatering will be minimised as far as reasonably practicable. The current proposal, as confirmed at ISH4, is to use</a></p>	Agreed



Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><u>assessment to be agreed with both Wiltshire Council and the Environment Agency.</u></p> <p><u>Highways England committed at the Issue Specific Hearing to use a closed face TBM for tunnel construction. This would go a long way to addressing the Council’s concerns as large scale dewatering would not be required with this method.</u></p> <p><u>Adequate protective provisions will need to be agreed in this regard. These would cover the remaining dewatering activities.</u></p>	<p><u>closed face tunnel boring machines that limit the requirement for dewatering during construction. The OEMP [REP9-013] commits to the use of closed face tunnel boring machines. As stated in the Statement of Common Ground with the Environment Agency [REP2-012] under Matters Agreed the assessment of risk and identification of any required mitigation measures will be achieved through the Outline Environmental Management Plan (OEMP) [REP9-013] (MW-WAT8) and whichever regulatory regime is ultimately agreed. As per Agreed item (3.28.13) in this SoCG Highways England will ensure that both Wiltshire Council and the Environment Agency are kept informed on this matter as the appropriate regulatory authorities.</u></p>	
<p><u>3.28.20</u></p>	<p><u>[APP-020]</u></p>	<p>Flood risk and drainage:</p> <p><del>Climate change allowances: Land drainage</del></p>	<p><del>Wiltshire Council advises that a 40% climate change allowance for peak rainfall intensity, in line with Environment Agency guidance, be utilised in the land</del></p>	<p><u>Highways England has agreed protective provisions with Wiltshire Council. These are included in Schedule 11 of the draft DCO [REP9-</u></p>	<p>Agreed</p>

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
		<a href="#">Protective Provisions</a>	<del>drainage design.</del> The draft DCO includes provisions for the <a href="#">disapplication of certain sections of the Land Drainage Act 1991</a> , and by implication, the <a href="#">Wiltshire Council Land Drainage Byelaws 2014</a> . Section 150 of the <a href="#">Planning Act 2008</a> provides that such disapplication can only take place with Wiltshire Council's consent. <a href="#">Wiltshire Council and Highways England have now agreed the protective provisions.</a>	<a href="#">003</a> ].	
3.28.21	-	Flood risk and drainage:  Climate change allowances; <a href="#">Land drainage</a> <del>Groundwater</del>	<del>Wiltshire Council requested clarification of the rationale for the climate change allowances used in the groundwater assessment HE provided clarification in 5.3.12-5.3.15 of the ES Appendix 11.5 Rev 1 [REP3-008]. The latest groundwater model runs used a 40% increase in the recharge, which is consistent with fluvial and pluvial allowances, and therefore acceptable to Wiltshire Council.</del> <a href="#">Wiltshire Council advises that a 40% climate change allowance for peak rainfall intensity, in line with Environment Agency guidance, be utilised in the land drainage</a>	<del>Clarification is provided in the final version of the groundwater report Stage 4 – Supplementary Groundwater Model Runs to Annex 1 Numerical Model Report' [REP3-021] and in the Flood Risk Assessment [REP3-008].</del> <a href="#">Highways England has agreed to use a climate change allowance of 40% in the detailed design of the land drainage.</a>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.28.22	-	<p>Flood risk and drainage:</p> <p><del>Climate change allowances Road Drainage Funding for additional post (drainage engineer to monitor flood risk during construction)</del></p>	<p><del>design.</del></p> <p>Wiltshire Council <del>advises that a 40% climate change allowance has discussed requirements for peak rainfall intensity, in line with Environment Agency guidance be utilised in the road funding for an additional post (drainage design.</del></p> <p><del>engineer to monitor flood risk during construction) with</del> Highways England have provided a 30% climate change allowance with sensitivity checking for 40%. Highways England have also confirmed that 250mm freeboard will be provided for <del>and has agreed that this can be addressed through the 40% climate change scenario and that exceedance routes minimise legal agreement between the risks to people and property. This has been checked as part of the peer review and Wiltshire Council accepts Highways England's approach parties.</del></p>	<p><del>Highways England fully recognises the design standards described in the National Planning Policy Framework (NPPF) for climate change adaptation. The drainage systems, designed with a 30% climate change allowance, have undergone sensitivity analysis which demonstrates no flooding from the system or attenuation features when 40% uplift in climate change is applied to the design. This is in accordance with road drainage design, DMRB HD33 guidance 40% sensitivity testing. The sensitivity testing showed there would be no flooding from the scheme with 40% uplift in climate change applied, as outlined in the results of ES (Appendix 11.5, Flood Risk Assessment sections 7-9, [APP-284]. Highways England demonstrated to Wiltshire Council that 250mm freeboard would be provided in the Drainage</del></p>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<p><del>Treatment Areas within the River Till catchment and that the exceedence routes from these areas minimise risks to people and property.</del> Highways England has agreed, through a legal agreement, to cover payment for activities related to drainage within Wiltshire Council's area of responsibility. The wording of the agreement has been agreed and the document is in the process of being signed.</p> <p>The agreement states that, to the extent they are not covered under any other agreement, Highways England will pay the Council's reasonably incurred costs from the date of the Agreement in respect of it carrying out its obligations under the Agreement. It also states that Highways England will pay the Council's reasonably incurred costs in respect of external consultants engaged by the Council for the purposes of the matters</p>	

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
				<a href="#">contained in this Agreement but only where Highways England agrees in advance to such costs.</a>	
3.28.23	-	<p>Flood risk and drainage:  <del>The discharge of abstracted water (dewatering)</del></p> <p><a href="#">Flood risk: Peer review</a></p>	<p><del>Given the flood risk that dewatering could introduce in an area with known flood risk, Wiltshire Council requests that Highways England specifies an</del>  <a href="#">commissioned a peer review of the Scheme's</a> approach to <del>construction of the tunnel that</del>  <a href="#">three different aspects of flood risk:</a></p> <ul style="list-style-type: none"> <li><del>•</del> <a href="#">minimises</a> <del> surface water (pluvial) including ordinary watercourses</del></li> <li><del>•</del> <a href="#">groundwater</a></li> <li><del>•</del> <a href="#">the road drainage strategy</a></li> </ul> <p><a href="#">The peer review's findings and recommendations were provided to Highways England for their comment.</a></p> <p><a href="#">The actions from the</a> <del>need for dewatering;</del></p> <ul style="list-style-type: none"> <li><del>•</del> <a href="#">does not increase flood risk;</a></li> </ul>	<p><del>It is confirmed that the need for dewatering will be minimised as far as reasonably practicable. The current proposal, as confirmed at ISH4, is to use closed face tunnel boring machines that limit the requirement for dewatering during construction. The OEMP submitted at Deadline 4 commits to the use of closed face tunnel boring machines. As stated in the Statement of Common Ground with the Environment Agency [REP2-012] under Matters Agreed the assessment of risk and identification of any required mitigation measures will be achieved through the Outline Environmental Management Plan (OEMP) [REP6-011] (MW-WAT8) and whichever regulatory regime is ultimately agreed. As per Agreed item (3.28.13) in this SoCG Highways England</del></p>	Agreed

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
			<p><del>is supported by a comprehensive flood risk assessment to be peer review</del> <u>have now been</u> agreed with both Wiltshire Council and the Environment Agency.</p> <p>Highways England <del>committed at</del>. It is important that the Flood Risk Assessment (Appendix 11.5 of the <del>Issue Specific Hearing to use a closed face TBM for tunnel construction. This would go a long way to addressing</del> <u>Environmental Statement</u>) is updated with the <del>Council's concerns</del> <u>additional information provided</u> as <del>large scale dewatering would not be required with this method. Adequate protective provisions will need to be agreed in this regard. These would cover</del> <u>part of agreeing the remaining dewatering activities. actions, so that the party undertaking the detailed design fully understands the risks and requirements.</u></p>	<p><del>will ensure that both Wiltshire Council and the Environment Agency are kept informed on this matter as the appropriate regulatory authorities.</del> <u>Highways England confirms that it will have regard to the comments and correspondence exchanged between the Council and its technical reviewers in undertaking the detailed design of the drainage for the Scheme.</u></p> <p><u>This will be able to be confirmed as part of the consultation with Wiltshire Council under Requirement 10 of the draft DCO.</u></p> <p><u>During the detailed design process, Highways England will produce a single overarching document that brings together all information into one place for ease of reference.</u></p>	

### 3.29 Matters Under Discussion in relation to Flood Risk and Drainage.

3.29.1 <del>I S S U E  R e f</del>	3.29.2 <del>Doc Ref</del>	3.29.3 <del>Section/Issue</del>	3.29.4 <del>Wiltshire Council Comment</del>	3.29.5 <del>Highways England Response</del>  3.29.6 <del>—</del>	3.29.7 <del>Sta tus</del>
3.29.8 <del>3 - 2 9 - 4</del>	3.29.9 <del>[APP- 020]</del>	3.29.10 <del>Flood risk and drainage: Protective Provisions</del>	3.29.11 <del>The draft DCO includes provisions for the disapplication of certain sections of the Land Drainage Act 1991, and by implication, the Wiltshire Council Land Drainage Byelaws 2014. Section 150 of the Planning Act 2008 provides that such disapplication can only take place with Wiltshire Council's consent. Wiltshire Council is currently considering their position in relation to the protective provisions included in the draft DCO. They will be liaising with Highways England on these issues to reach agreement on the form of</del>	3.29.12 <del>Highways England are continuing to discuss the relevant protective provisions with Wiltshire Council.</del>	3.29.13 <del>Un der Dis cus sio n</del>

			protective provisions and associated fees		
<del>3.29.14</del> 3.29.12 3.29.9 3.29.2	<del>3.29.15</del>	3.29.16 Flood risk and drainage: 3.29.17 Funding for additional post (drainage engineer to monitor flood risk during construction)	<del>3.29.18</del> Wiltshire Council is in the process of considering requirements for the funding for an additional post (drainage engineer to monitor flood risk during construction).	3.29.19 Noted. Highways England await further information.	<del>3.29.20</del> Under Discussion

~~3.29.21~~

3.29.1 The are no matters under discussion in relation to flood risk and drainage.

### 3.30 Matters Not Agreed in relation to Flood Risk and Drainage.

No matters Not Agreed at the present time

<u>Issue Ref</u>	<u>Doc Ref</u>	<u>Section/Issue</u>	<u>Wiltshire Council Comment</u>	<u>Highways England Response</u>	<u>Status</u>
<u>3.30.1</u>	-	<u>Flood risk and drainage:</u> <u>Tunnel drainage</u>	<u>Pollution control systems:</u> <u>The tunnel drainage strategy contains systems for pollution control and we would request that these systems they are automated where practicable to reduce the reliance on manual operation.</u> <u>The control of the system must be designed to mitigate against potential environmental impacts for spillage or incident and prevent discharging of any contaminants off site or to the environment.</u>	<u>The purpose of the tunnel drainage system is to contain all liquid arriving within the tunnel. During normal tunnel operations, the sources of water inside the tunnel are rainwater carried in on wet vehicles and any infiltration into the tunnel. The tunnel drainage system will discharge this to the highway drainage system, where it will benefit from the same pollution mitigation measures</u>	<u>Not Agreed</u>



<u>Issue Ref</u>	<u>Doc Ref</u>	<u>Section/Issue</u>	<u>Wiltshire Council Comment</u>	<u>Highways England Response</u>	<u>Status</u>
			<p><u>This control should include failsafe’s and backup power supplies for both switching, valves and pumps, and should be linked to appropriate warning, signage and directly to a control room.</u></p> <p><u>We understand that the detailed design is not available, however it would be useful to have the design parameters as soon as they are available for comment.</u></p> <p><u>The requirements and the design parameters of the pollution control systems should be included in the OEMP to ensure that both the EA and Wiltshire Council are satisfied that all aspects of the design have been considered and agreed.</u></p>	<p><u>as the other highway drainage does. In scenarios where tunnel water may be more contaminated (e.g. following wall washing, discharge of fire systems or following a spillage), the tunnel drainage system will contain such water in the impounding sump for proper treatment and disposal.</u></p> <p><u>The Tunnel Drainage system will be designed to mitigate as far as practicable against potential environmental impacts of discharging contaminants off site and to ensure the necessary resilience. Where relevant this may include standby or redundant components, valves that operate automatically, and failsafe provisions. Wiltshire Council will be able to consider this when consulted upon under Requirement 3 and 10 of the DCO [REP9-003] in respect of the detailed drainage design.</u></p> <p><u>The precise requirements and parameters of the pollution control systems will be made available for comment by EA</u></p>	

<u>Issue Ref</u>	<u>Doc Ref</u>	<u>Section/Issue</u>	<u>Wiltshire Council Comment</u>	<u>Highways England Response</u>	<u>Status</u>
				<p><u>and Wiltshire Council as soon as they are available, however, they present a level of detail that is not appropriate for the DCO or the OEMP because the detailed designer will need the flexibility to optimise the inputs to the valve to be sure that they would neither overload the valve nor be less robust than necessary, and as such there should not be a specific direction within the application documentation.</u></p> <p><u>This matter is addressed at item 3.1ii of the written summary of oral submissions put at Flood risk, groundwater protection, geology and land contamination hearing on 29 August 2019 [REP8-108].</u></p>	