

# A303 Sparkford to Ilchester Dualling Scheme TR010036

## 8.3 Draft Statement of Common Ground with Historic England

APFP Regulation 5(2)(g)  
Planning Act 2008  
Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009  
March 2019



Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning  
(Applications: Prescribed Forms and  
Procedure) Regulations 2009**

**A303 Sparkford to Ilchester Dualling  
Scheme**

Development Consent Order 201[X]

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**DRAFT STATEMENT OF COMMON GROUND**

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Rev 0	January 2019	Application Issue
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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) The Historic Buildings and Monuments Commission for England (HBMCE).**

**Signed.....**  
**[NAME]**  
**[ROLE]**  
**on behalf of Highways England**  
**Date: [DATE]**

**Signed.....**  
**[NAME]**  
**[ROLE]**  
**on behalf of HBMCE**  
**Date: [DATE]**

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## **1. Introduction**

### **1.1 Purpose of this document**

- 1.1.1 This Statement of Common Ground ("SoCG") has been prepared in respect of the proposed A303 Sparkford to Ilchester Dualling ("the Application") made by Highways England Company Limited ("Highways England") to the Secretary of State for Transport ("Secretary of State") for a Development Consent Order ("the Order") under section 37 of the Planning Act 2008 ("PA 2008").
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available in the deposit locations and / or the Planning Inspectorate website.
- 1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

### **1.2 Parties to this Statement of Common Ground**

- 1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) Historic Buildings and Monuments Commission for England (HBMCE) (Historic England).
- 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, including in respect of the Application, to be conferred upon or assumed by Highways England.
- 1.2.3 The Historic Buildings and Monuments Commission for England is generally known as Historic England. However due to the potential for confusion in relation to "HE" (Highways England and Historic England), we have used "HBMCE" in our formal submissions to the examination to avoid confusion. HBMCE was established with effect from 1 April 1984 under Section 32 of the National Heritage Act 1983. The general duties of HBMCE under Section 33 are as follows:
- "...so far as is practicable:
- to secure the preservation of ancient monuments and historic buildings situated in England;
  - to promote the preservation and enhancement of the character and appearance of conservation areas situated in England; and
  - to promote the public's enjoyment of, and advance their knowledge of, ancient monuments and historic buildings situated in England and their preservation".

1.2.4 HBMCE is a statutory consultee providing advice to local planning authorities on certain categories of applications for planning permission and listed building consent, and is also a statutory consultee on all Nationally Significant Infrastructure Projects. Similarly HBMCE advises the Secretary of State on those applications, subsequent appeals and on other matters generally affecting the historic environment. It is the lead body for the heritage sector and is the Government's principal adviser on the historic environment.

### **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" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. "Agreed" indicates where the issue has been resolved.

1.3.2 This statement of common ground has been prepared to reflect the discussions and areas of agreement, disagreement, or continued discussion between Highways England and HBMCE in relation to the proposal and the impact of certain elements of the historic environment. We understand that there will be separate statements of common ground between Highways England and other organisations in relation to other elements of the historic environment..

## 1.4 Record of Engagement

1.4.1 A summary of the meetings and correspondence that has taken place between Highways England and the Historic England in relation to the Application is outlined in Table 1.1. Copies of meeting notes can be found in the Appendix.

Table 1.1: Record of engagement

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the issues tables)
22/02/2017	Site walkover of Hazlegrove House Registered Park and Garden (RPG) attended by Mott MacDonald Sweco Joint Venture, Historic England Inspector of Monuments and Historic England Landscape Architect.	The general character and heritage value of the RPG was viewed and discussed. An early iteration of the Hazlegrove Junction was also shared and discussed. Concerns were expressed by Historic England representatives regarding the amount of land to be taken from the RPG and the potential visual prominence of the scheme in the historic landscape.
20/07/2017 – 04/08/2017	Email correspondence between MMSJV and Historic England, Inspector of monuments.	Consultation regarding the specification for archaeological geophysical surveys. Historic England requested that additional survey work be carried out around the Camel Hill Scheduled Monument. Mott MacDonald Sweco Joint Venture adjusted to specification accordingly. Following a review of the revised specification Historic England noted no further comments.
07/12/2017	Site walkover of Camel Hill Scheduled Monument (SM) with Mott MacDonald Sweco Joint Venture and Historic England Inspector of Monuments.	The extent of the SM was discussed along with the potential for the presence of associated archaeological remains outside the boundary of the monument. Concerns were expressed by the Inspector of Monuments of the potential for associated remains between the southern edge of the monument and the road.
07/12/2017	Environmental Technical Working Group (TWG) meeting attended by Historic England Inspector of Monuments and Historic England Landscape Architect.	Design development and potential mitigation for the extent of the scheme was discussed.  Focused discussion around impacts the Hazlegrove House RPG. A request was made by Historic England for a Statement of Significance to be prepared for the RPG to allow for a fully informed assessment.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the issues tables)
		<p>The potential requirement for land take from the Camel Hill SM was also discussed. The Inspector of Monuments responded with a strong no.</p> <p>To ensure a proportionate assessment it was suggested that a scoping exercise was undertaken to compile a list of heritage assets within the study area which would require a detailed assessment as part of the Environmental Statement (ES).</p>
12/02/2018	Environmental TWG attended by Historic England Landscape Architect.	<p>Design development and potential mitigation for the extent of the scheme was discussed.</p> <p>The findings of the statement of significance were presented and discussed. Further focussed discussion on the impacts to Hazlegrove House RPG and mitigation considering the findings of the statement of significance and design development. These included the treatment of the driveways and the route of the Hazlegrove School access.</p>
27/02/2018	Email from Mott MacDonald Sweco Joint Venture to Historic England Inspector of Monuments and Historic England Landscape Architect.	Draft Hazlegrove House RPG Statement of Significance circulated for comment alongside a request for any further suggestions to mitigate the potential harm to the RPG.
14/03/2018	Email to Mott MacDonald Sweco Joint Venture from Historic England Landscape Architect.	Response to email sent by Mott MacDonald Sweco Joint Venture on 27/02/18. Positive comments from the Landscape Architect over the depth of research and presentation of the document. Comments also provided on the content of the Statement of Significance and suggested amendments.
16 March 2018	Email from Mott MacDonald Sweco Joint Venture to Historic England Inspector of Monuments.	Circulation of TWG minutes of 12/02/18 and request for comments on list of assets to be scoped in for detailed assessment as part of the ES. Draft list of heritage assets to be scoped in for detailed assessment prepared in response to the request at the TWG meeting on 07/12/2018.



Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the issues tables)
20 March 2018	Email from Historic England Inspector of Monuments to Mott MacDonald Sweco Joint Venture.	<p>Email in response to email circulated by Mott MacDonald Sweco Joint Venture on 16/03/18. No comments regarding the assets to be scoped in and out. It was noted that there were a number of discrepancies and duplications which needed addressing.</p> <p>Also raised the incorporation of assets outside of the study area in the assessment, including Cadbury Castle. The request for inclusion was based on the topography of the area and that this meant that impacts may be widely dispersed.</p>
26/03/18	Email from Mott MacDonald Sweco Joint Venture to Historic England Inspector of Monuments.	Preliminary interpretation of geophysical survey results for information.
27/03/18	Email from Historic England Inspector of Monuments to Mott MacDonald Sweco Joint Venture.	Notes good results for the geophysical survey of the Camel Hill SM.
23/04/18	Email from Mott MacDonald Sweco Joint Venture to Historic England Inspector of Monuments	Specification for archaeological evaluation trenching within the Red Line Boundary (RLB) circulated with request for comments.
18/05/18	Email from Mott MacDonald Sweco Joint Venture to Historic England Inspector of Monuments.	Request for comments on the repositioned northern haul road in relation to its proximity to the Camel Hill SM.
22/05/18	Conference call between Mott MacDonald Sweco Joint Venture and Historic England Inspector of Monuments.	<p>Discussion on the repositioned haul route. Historic England requested that if top soil to be removed then trench evaluation should be undertaken. Historic England also noted the potential for compaction of archaeological remains which would need to be mitigated.</p> <p>Discussion regarding the contents of the Statement of Common Grounds (SoCG).</p> <p>Agreement that submitting the Development Consent Order (DCO) prior to trench evaluation was acceptable providing findings of trench evaluation are submitted as additional environmental information and mitigation is undertaken based on these findings, and the local authority archaeological advisor is happy with the approach.</p>

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the issues tables)
22/05/18	Email from Mott MacDonald Sweco Joint Venture to Historic England Inspector of Monuments.	Copy of email from South West Heritage Trust (SWHT), who advise the local authority regarding archaeology, forwarded to Historic England. The email confirms that SWHT are happy with the approach of trench evaluation being undertaken after the DCO has been submitted.
22/05/18	Email from Mott MacDonald Sweco Joint Venture to Historic England Inspector of Monuments.	Email detailing potential issues to be included in SoCG for comment.
11/07/18	Site walkover of Hazlegrove House RPG with Mott MacDonald Sweco Joint Venture, Historic England Inspector of Monuments and Historic England Landscape Architect.	The walkover included the land around Hazlegrove School, the area of parkland to the south, the field currently used for arable farming, and the woodland on the south-eastern boundary of the RPG. Discussion was undertaken regarding the Conservation Management Plan, and the potential level of harm the scheme would cause to the RPG. Historic England noted that they would consider both points and respond.
04/10/2018	Environmental TWG attended by Historic England Landscape Architect and Inspector of Monuments.	An update on trial trenching was given noting little of interest found so far. Cross sections were requested of the section past the Camel Hill scheduled monument so that the impacts could be fully understood. The production of a statement of common ground was discussed. The production of a conservation management plan was discussed, and whether this should sit as part of the DCO process, or whether it should be a standalone document. The addition of Hazlegrove House RPG to the "at risk register" was raised by Historic England. Further information was requested. A photomontage was requested showing the view from the front of Hazlegrove House across the scheme to enable a full understanding of impacts. The archaeological recording methodology for the historic driveway routes was discussed. Historic England expressed concern that the access to

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the issues tables)
		Hazlegrove School appeared too engineered and should be looked at again. The embankment heights were discussed in relation to screening from Hazlegrove House RPG and whether these would screen high sided vehicles in views from the House and RPG.
29/11/2018	Meeting between Mott MacDonald Sweco and Historic England's Landscape Architect and Inspector of Monuments	The DCO timetable was discussed. It was advised that trail trenching was complete, and a copy of the report would be made available once it had been received. The statement of common ground was reviewed it was requested that a phasing plan be produced for Hazlegrove House RPG. Historic England requested an outline mitigation strategy to secure archaeological and historic environment mitigation as part of the DCO. A photomontage showing the impact on view from Hazlegrove House was also requested. The development of a conservation management plan as landowner rather than through the DCO process was discussed. Historic England said they would like to seek legal advice on this and also whether a joint memorandum of understanding would be feasible. A photomontage looking across Camel Hill Scheduled Monument was requested by Historic England to understand the impact of the scheme on the setting of the monument. It was noted that Historic England's legal advisor was still to look through the DCO documents.
21//1/2019	Conference call between Mott MacDonald Sweco Joint Venture, Historic England Principal Inspector of Ancient Monuments and Historic England Landscape Architect.	The Statement of Common Ground was discussed. Including a point by point run through of items on the Statement of Common Ground.
05/03/2019	Conference call between Mott MacDonald Sweco Joint Venture, Historic England Principal Inspector of Ancient Monuments and Historic England Landscape Architect.	The Statement of Common Ground was discussed. Including a point by point run through of items on the Statement of Common Ground. Issues were discussed as to the extent of agreement that could be reached and the extent to which

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the issues tables)
		work was required by both parties to contribute to on-going discussion.

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

## 2. Issues

1.4.3 Broadly, these are the issues which reflect the discussions to date, although as more information, clarification of points, and issues raised by the Examining Authority are presented during the course of the examination, there may be further points to be incorporated into this table.

Topic	Sub-section	Historic England comment	Highways England response	Status
Cultural Heritage	Environmental Scoping Opinion	Study Area - it is our view that the 1km boundary set for the proposed study area is not sufficient to assess potential setting impacts on significant designated heritage assets lying beyond this limit and which may be visually affected by the proposed development. Chapter 8, Landscape and Visual Impact, acknowledges this likely interplay on prominent heritage assets such as South Cadbury Castle and St Michaels Hill (both Scheduled Monuments), but will assess impacts from the perspective of the amenity value to receptors rather than impact on heritage significance. We recommend that Cultural Heritage assessment takes the same approach as Landscape and Visual Impact assessment in identifying designated heritage assets beyond 1km from the centre line of the scheme whose settings may be affected by the development and that it undertakes appropriate assessment of the likely setting impact upon those assets.	The study area has been updated to include the 1km study area and designated assets identified outside of the 1km study area. These assets are Cadbury Castle, St Michael's Hill, Montacute, and Glastonbury Tor. As such the study area is now consistent with that requested in the scoping opinion.	<b>AGREED</b>
		Hazlegrove House Registered Park and Garden (RPG) - the scoping report notes the specific meeting held to consider how the scheme will impact upon this designated heritage asset. Detailed advice on assessment methodology was provided to the applicant, to draw out the history, development and thus significance of this	A Statement of Significance for Hazlegrove House RPG has been prepared to present the heritage value of the RPG and its component parts. The conclusions of the Statement of Significance regarding the heritage value of Hazlegrove House RPG, including its component parts, form a	<b>AGREED</b>

Topic	Sub-section	Historic England comment	Highways England response	Status
		<p>designed landscape, in our formal response to non-statutory public consultation dated 29th March 2017. As the impact upon the RPG is likely to be the most substantial heritage effect of the whole scheme, we are keen to see a robust assessment of the significance of this designated heritage asset so that informed advice can be provided to the applicant upon their emerging plans. It appears that there has been little investigation of this particular RPG by earlier researchers, so it is imperative that this cultural heritage assessment provides a solid understanding upon which to base advice.</p>	<p>robust basis for the assessment of potential impacts the scheme will have on the heritage value of the RPG. It is included in the DCO submission as Appendix 6.2 of the Environmental Statement (APP-068).</p>	
	<p>Hazlegrove House RPG Statement of Significance</p>	<p>Phasing plan. We would like to see a schematic plan to show how the extent of the park has changed over time. This is relevant to Hazlegrove because although there is text about changes to the park, it's not represented graphically. It would show in an immediate and accessible way the relationship of the most southerly part of the park (proposed for the re-engineered A303) to the rest. It's inevitable that there may be some element of conjecture but as long this is acknowledged then this should not present an issue.</p>	<p>A phasing plan is being prepared for Hazlegrove House RPG and will be submitted as part of Deadline 5 of the DCO Examination.</p>	<p><b>UNDER DISCUSSION</b></p>
		<p>A short, sharp summary of the significance of the design of the park, pulling out its most significant phase(s), is required. In many Stewardship schemes it's the OS 1st ed. that's used as the basis for parkland restoration because it captures all the major phases of what, in many instances, is a palimpsest landscape. Were the OS 1st ed considered to depict the high point of the design of the park at Hazlegrove, you would</p>	<p>Para 1.1.4 incorrectly refers to south eastern corner. This has been corrected in the table of errata to be submitted as part of the Examination.</p> <p>A short summary of heritage value (significance) has been included as an Executive Summary in Appendix 6.2 Statement of Significance (APP-068).</p>	<p><b>AGREED</b></p>

Topic	Sub-section	Historic England comment	Highways England response	Status
		<p>normally be proposing to reinstate the parkland trees in the most southerly fields.</p> <p>Comments on draft Executive Summary (Appendix 6.2 Statement of Significance, document reference <a href="#">TR010036/APP/6.3</a>) to be addressed.</p>	<p>Highways England would also agree with the re-wording of paragraph 1.1.4 to read;</p> <p><i>'The area which retains the most original designed layout and features within the RPG, providing both historic and evidential value, are the formal gardens around the school, although they have been altered to accommodate school use. Most of the park retains its parkland character, and veteran trees.....'</i></p> <p>This wording will be added to the table of errata to be submitted as part of the Examination at Deadline 5.</p>	
		Lidar tiles should be included as part of the evidence.	The interpretation of the lidar data including an annotated drawing and accompanying transcription is included in Appendix A of Appendix 6.2 Statement of Significance (APP-068).	<b>AGREED</b>
	Archaeological evaluation and mitigation	To inform design and mitigation archaeological evaluation should be undertaken by way of intrusive and non-intrusive surveys.	The method of archaeological evaluation using geophysical surveys and trial trenching evaluation, as set out in the geophysical survey specification and trial trenching specification, is appropriate to understand the potential impact of the scheme on archaeological assets and develop an archaeological mitigation strategy.	<b>AGREED</b>
			Geophysics and a trench evaluation for the majority of the scheme, excluding the revised compound location, has been completed. The	<b>AGREED</b>

Topic	Sub-section	Historic England comment	Highways England response	Status
			results of the geophysics surveys and archaeological trial trenching were submitted as part of the Examination on 23 January 2019 (REP2-005) and have been shared with HBMCE. The results are sufficient to inform detailed design and mitigation in those same areas of the scheme.	
			Archaeological evaluation by way of geophysics and trench evaluation is being undertaken for the revised compound location. The results of these surveys will be submitted as part of the Examination at Deadline 6 and will be shared with HBMCE	<b>UNDER DISCUSSION</b>
	Hazlegrove junction	The amount of land to be taken from the RPG for the Hazlegrove Junction and Hazlegrove School access, and the potential visual prominence of the scheme in the historic landscape will significantly harm the heritage value of the RPG and the setting of Hazlegrove House.	Through design development the level of harm as defined in the NPPF/NPPG has been reduced from substantial harm to less than substantial harm. However it is recognised EIA terms the scheme still has a significant impact and effect on the RPG. Whilst the introduction of woodland planting along the bunds will help to mitigate the visual impact of the road and traffic from the Park and House once mature, it will not reduce the visual encroachment and physical impact of the junction on the character and setting of the park. Photomontages showing impact on views to confirm the level of impact will be submitted as part of the Examination at Deadline 4.	<b>UNDER DISCUSSION</b>
		Can views from Hazlegrove House be improved by screening Camel Hill Services?	Camel Hill services will be obscured in key views from the front Hazlegrove House and the formal gardens once the proposed landscape planting has	<b>UNDER DISCUSSION</b>



Topic	Sub-section	Historic England comment	Highways England response	Status
			<p>matured. A photomontage is being prepared to demonstrate this. This will be submitted as part of the Examination for Deadline 4.</p>	
		<p>The intersection between the historic driveways and historic lane (now footpath), should be kept within the retained woodland.</p>	<p>It is not possible to retain this feature due to the required alignment of the proposed A303 main carriageway. The Outline Heritage Written Scheme of Investigation (OHWSI), to be submitted as part of the Examination, includes recording of the driveways and intersection to ensure that the scheme complies with paragraphs 5.139 to 5.142 of National Policy Statement for National Networks.</p> <p>The objectives of the recording are to understand better the chronology and phasing of driveways, and their method of construction. The results may also inform detailed design by way of surfacing materials for the new driveway and access road within the RPG.</p> <p>The archaeological recording of the driveways is also included in within row CH10 of Table 3.1 Register of Environmental Actions and Commitments (REAC) in the outline environmental management plan (OEMP) (APP-148).</p>	<p><b><i>UNDER DISCUSSION</i></b></p>
		<p>Access road to Hazlegrove School should respond to the topography and historic character of the southern end of the park to create a new formal approach. The transition</p>	<p>Historically the driveways through the park took the most direct route from the entrance to the house. They did not follow topography and the</p>	<p><b><i>UNDER DISCUSSION</i></b></p>

Topic	Sub-section	Historic England comment	Highways England response	Status
		<p>should be as swift and sympathetic as possible from engineered road to parkland setting.</p>	<p>parkland appears to have been designed around the drives and not the other way around. The route chosen is the most direct to link to the historic 19<sup>th</sup> century route of the driveway, in the same place as the current access. The first approximately 300m of the current access is not historic and was built as part of the construction of the Sparkford bypass.</p> <p>The landscaping design set out in the environmental masterplan [APP-107] is considered to present a sense of arrival which is sympathetic with the historic arrival to the house through the RPG. The proposed journey from the Hazlegrove off slip will initially take the viewer through woodland for approximately 125m, emerging into the RPG with woodland on the immediate right-hand side and parkland on the left-hand side for approximately 165m. The viewer will then travel through reinstated parkland for approximately 490m before joining the 19<sup>th</sup> route of the driveway. This reflects the pre-19<sup>th</sup> century arrival through woodland into the parkland proper.</p> <p>Cross sections showing the relationship between the proposed driveway and landscaping will be submitted as part of the Examination at Deadline 4.</p>	

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		<p>A conservation management plan addressing the issues and management of the whole RPG should be prepared as part of the mitigation of the harm caused by the scheme to the RPG.</p>	<p>If a conservation management plan is prepared as part of the DCO it will only be able to address works which directly mitigate the scheme, rather than be a holistic document which allows for the long-term management of the complete RPG.</p> <p>Within row CH12 of Table 3.1 (REAC) in the revised draft of OEMP to be submitted to the Examination at Deadline 5 the following provisions have been put in place;</p> <p><i>“The landscape scheme at Hazlegrove House RPG including screening, landscape planting, erection of fences, surfacing and appearance of the balancing pond should reflect the parkland character of the RPG. This includes location of planting and species to be used. SSDC, The Gardens Trust and Historic England will be consulted on the landscaping scheme including maintenance, prior to undertaking any landscape works within the RPG.”</i></p> <p>This is to ensure that direct mitigation for heritage impacts will be secured as part of the DCO, therefore a limited conservation management plan is not considered necessary. Highways England, as landowner recognises the need to properly manage its assets and has committed to undertake a conservation</p>	<p><b>UNDER DISCUSSION</b></p>

Topic	Sub-section	Historic England comment	Highways England response	Status
			<p>management plan for the RPG in its capacity as landowner. This will enable the whole of the RPG to be included within the conservation management plan rather than only the work which will result in direct mitigation for the scheme. Highways England will share a legal opinion regarding the need for a conservation management plan, along with a draft memorandum of understanding with HBMCE for discussion.</p>	
	<p>Camel Hill Scheduled Monument (SM)</p>	<p>The scheme should not encroach on the footprint of the SM.</p>	<p>The scheme has been designed so that it does not encroach on the footprint of the scheduled monument both during construction and operation. A buffer zone around the monument will be established and protection fencing will be erected to ensure no accidental damage to the monument during construction. As such the scheme will not encroach into the scheduled monument.</p> <p>The buffer zone and fencing are included in row CH4 of Table 3.1 (REAC) of the OEMP (APP-148). The location of the buffer zone and fencing will be informed by the results of the archaeological evaluation work including geophysics survey and trial trenching (REP2-005).</p> <p>A works plan showing the scheduled monument and the limits of deviation is being prepared to be shared with HBMCE.</p>	<p><b><i>UNDER DISCUSSION</i></b></p>

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		<p>HBMCE would welcome confirmation from the Applicant that the limit of lateral deviation included on the Works Plans (Sheet 3 of 4) will not entail encroachment within the Camel Hill scheduled monument.</p>	<p>The lateral limits of deviation are restricted by the red line boundary (RLB). At its closest point which is the south-west corner the RLB is 1.5 metres from the monument. The southern boundary of the monument it is between 10 metres and 15 metres from the RLB.</p> <p>A works plan showing the scheduled monument and the limits of deviation is being prepared to be shared with HBMCE at Deadline 4.</p>	<p><b><i>UNDER DISCUSSION</i></b></p>
		<p>The location of the haul route to the north of the SM has the potential to remove or compact remains associated with the monument.</p>	<p>Geophysics and a trench evaluation have been carried out within the footprint of the temporary haul route to establish the potential for archaeological remains. The results of the geophysics surveys and archaeological trial trenching were submitted as part of the Examination on 23 January 2019 (REP2-005) and have been shared with HBMCE. Any archaeological mitigation will be based on the findings of this evaluation and has been included in the OHWSI to be submitted to the examination. A draft of the OHWSI will be shared with HBMCE, SSDC, and SCC for comment prior to submission.</p> <p>The haul route around Camel Hill SM would be raised by the installation of geotextile membrane prior to the placement of temporary granular infill. This would be over the existing ground and would not require vegetation</p>	<p><b><i>UNDER DISCUSSION</i></b></p>

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			<p>clearance. During operation the haul roads would be regularly inspected by a suitably qualified archaeologist at intervals consulted with the local planning authority to ensure that the haul roads do not increase the potential for damage, removal, or truncation of archaeological remains. As such the impact on any remains associated with the SM will be fully mitigated in line with national and local planning policy.</p> <p>These mitigation aspects have been detailed within the OEMP (APP-148), row CH1 and CH2 of table 3.1 (REAC).</p>	
		<p>HBMCE considers that a photomontage should be prepared, looking across Camel Hill Scheduled Monument, to understand the impact of the scheme on the setting of the monument</p>	<p>Highways England has discussed with HBMCE regarding the best method to illustrate any visual impacts at Camel Hill Scheduled Monument. It has been agreed that a wire frame included over a verifiable photograph will be produced as part of Deadline 4.</p>	<p><b><i>UNDER DISCUSSION</i></b></p>
	<p>Downhead SM</p>	<p>The ecological mitigation area to the east of Downhead SM should be designed as to not impact on any associated archaeological remains or on the setting of the scheduled monument.</p>	<p>During the construction of the scheme, a reptile capture and translocation period is required so as to move reptiles out of the area of works. A reptile receptor site has been identified for captured individuals and is located greater than 400 metres to the north of the A303. It is located north east of Downhead Manor Farm, and comprises tussocky calcareous grassland, scrub, hedgerows and grazed grassland, forming a mosaic of</p>	<p><b><i>UNDER DISCUSSION</i></b></p>

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			<p>habitats. The receptor site would be enhanced through:</p> <ul style="list-style-type: none"> <li>• The installation of 2 hibernacula, one to the north and one to the south</li> <li>• Fencing off the northern area from sheep.</li> </ul> <p>No compaction, disturbance to soils or excavation works would be required to facilitate this ecological mitigation. Traffic movements will be limited to small transit vans. Details of the ecological mitigation works can be found in Section 2.5 of Chapter 2 The Proposed Scheme of the Environmental Statement (APP-039). A plan showing the mitigation area can be found in Environmental Statement Appendix 8.7, Reptile Technical Report, Appendix G (APP-080).</p> <p>The mitigation measures have been detailed within row CH13 of Table 3.1 (REAC) of the revised draft of OEMP to be submitted at Deadline 5 and reads;</p> <p><i>“No excavation will be undertaken to install the ecological mitigation area to the east of Downhead. Historic England and SSDC will be consulted on the design and method of installation of the fencing prior to its installation.”</i></p>	

Topic	Sub-section	Historic England comment	Highways England response	Status
	EIA Assessment methodology	No comments with regard to whether any of the assets on the scoping list in Appendix B of the Cultural Heritage Desk Based Assessment (DBA) [Appendix 6.1 of the Environmental Statement, ( <b>document reference TR010036/APP/6.3</b> )] should be scoped in or out. However, there are minor errors and inconsistencies which should be addressed.	Scoping list has been reviewed and errors and inconsistencies addressed in Appendix 6.1 Cultural Heritage DBA (APP-067). A table of errata to address errors and inconsistencies, including those within Appendix 6.1 Cultural Heritage DBA (APP-067) is also being prepared which will be submitted to the examination at Deadline 5.	<b>UNDER DISCUSSION</b>
	Archaeology	An outline archaeological and historic environment mitigation strategy required. Consistency on A303 schemes.	A draft OHWSI informed by the results of the geophysical investigation and trial trenching, submitted as part of the Examination on 23 January 2019 (REP2-005), has been prepared and will be circulated to HBMCE, SSDC and SCC for comment. A final OHWSI will be submitted to the Examination.	<b>UNDER DISCUSSION</b>
Environmental Statement	Findings of the Environmental Statement	HBMCE has reviewed the criteria used for assessing value/sensitivity of the designed heritage assets, as laid out in Chapter 6, Cultural Heritage, Table 6.1, and the values attributed to those assets under Table 6.4. We confirm we accept the criteria and values.	No comment needed.	<b>AGREED</b>
		In order to conduct an informed assessment of the nature and level of the environmental effects on the designated heritage assets HBMCE will need to review the results of the archaeological investigations (including geophysical survey reports and excavation reports) which are referred to in desk based assessment within Chapter 6, Section 4. Baseline Conditions.	Geophysics and a trench evaluation for the majority of the scheme, excluding the revised compound location, has been completed. The results of the geophysics surveys and archaeological trial trenching were submitted as part of the Examination on 23 January 2019 (REP2-005) and have been shared with HBMCE. The results are sufficient to inform detailed design and mitigation in these same areas.	<b>AGREED</b>



Topic	Sub-section	Historic England comment	Highways England response	Status
			Archaeological evaluation by way of geophysics and trench evaluation is being undertaken for the revised compound location. The results of these surveys will be submitted as part of the Examination at Deadline 6 and will be shared with HBMCE	<b>UNDER DISCUSSION</b>
		HBMCE does not consider that toolbox talks (referred to in Chapter 6, Section 6 Mitigation, 6.2 Construction mitigation, para 6.2.2) or any other similar construction measures intended to allow operatives to identify potential archaeological remains represent a best practice measure. (Also in OEMP Table 3.1 G2 sub section below)	Tool box talks are no longer proposed. The revised draft of the OEMP (APP-148) removes this reference; this will be re-submitted as part of Deadline 5. A draft OHWSI has been prepared for works to mitigate and record archaeological remains. This would include a requirement for suitably qualified archaeologists to undertake the work. The draft OHWSI will be shared with HBMCE, SSDC and SCC prior to the final draft being submitted to the Examination.	<b>UNDER DISCUSSION</b>
		HBMCE confirms it agrees with the assessment of Temporary Construction Impact on the Triumphal Arch (Grade II*) (Chapter 6, Section 7 Impact assessment, Appendix 6.1, Table 7.2).	No comment needed.	<b>AGREED</b>
		HBMCE's agreement with the assessment of Temporary Construction Impact on Camel Hill Scheduled Monument, and Downhead Scheduled Monument (Chapter 6, Section 7 Impact assessment, Appendix 6.1, Table 7.2) is subject to the submission of ecological mitigation proposals and archaeological evaluation results.	The results of the geophysics surveys and archaeological trial trenching were submitted as part of the Examination on 23 January 2019 (REP2-005) and have been shared with HBMCE.  No excavation is proposed to install the ecological mitigation area at Downhead. As such no disturbance of archaeological remains is expected and therefore no trial trenching was	<b>UNDER DISCUSSION</b>

Topic	Sub-section	Historic England comment	Highways England response	Status
			<p>undertaken in this area. Table 3.1 Record of Environmental Actions and Commitments (REAC) in the OEMP has been updated ensure that the type of fencing would be consulted with HBMCE and will be submitted as part of Deadline 5. Details of the ecological mitigation works can be found in Section 2.5 of Chapter 2 The Proposed Scheme of the Environmental Statement (APP-039).</p> <p>With regard to Camel Hill Scheduled Monument any archaeological mitigation will be based on the findings of the archaeological evaluation and has been included in the OHWSI to be submitted to the examination. A draft of the OHWSI will be shared with HBMCE, SSDC, and SCC for comment prior to submission.</p>	
		<p>Further clarity required on the location of temporary work soil stockpile within Hazlegrove RPG during construction prior to confirming agreement with the assessment of Temporary Construction Impact (Chapter 6, Section 7 Impact assessment, Appendix 6.1, Table 7.2: Temporary Construction Impact). These components are not currently identified in work plans and assessment. This also applies to the assessment of impact on landscape character area LCA2 Hazlegrove visual receptors 35 and 38 (Chapter 7, Section 7.10, Construction).</p>	<p>In earlier iterations of the scheme a work compound was located in the RPG. This has subsequently been removed and now a soil storage is proposed. Within row CH11 of Table 3.1 REAC of the OEMP (APP-148) mitigation by way of the design of the soil storage including location of uses and screening is set out. HBMCE and SSDC would be consulted on the design of the compound.</p>	<p><b><i>UNDER DISCUSSION</i></b></p>

Topic	Sub-section	Historic England comment	Highways England response	Status
		<p>HBMCE's agreement with the assessment of Permanent Construction Impact on Downhead SM is subject to the submission of ecological mitigation proposals and archaeological evaluation results (Chapter 6, Section 7 Impact assessment, Appendix 6.1, Table 7.2).</p>	<p>Geophysical survey was carried out in this area and revealed a small series of curving ditches cut by an apparent quarry pit. The results of the geophysics surveys and archaeological trial trenching were submitted as part of the Examination on 23 January 2019 (REP2-005) and have been shared with HBMCE.</p> <p>No excavation is proposed to install the ecological mitigation area at Downhead. As such no disturbance of archaeological remains is expected and therefore no trial trenching was undertaken in this area. Table 3.1 Record of Environmental Actions and Commitments (REAC) in the OEMP has been updated to ensure that SSDC and HBMCE would be consulted on the type of fencing, a and will be submitted as part of Deadline 5. Details of the ecological mitigation works can be found in Section 2.5 of Chapter 2 The Proposed Scheme of the Environmental Statement (APP-039).</p>	<p><b>UNDER DISCUSSION</b></p>
		<p>As outlined under sub-section <i>Camel Hill Scheduled Monument</i> HBMCE considers the monument to be a potential visual receptor and requests a photomontage, from the south west corner of the site towards the A303, to demonstrate visual impact of the scheme on its setting and to determine the Permanent Construction Impact (Chapter 6, Section 7 Impact assessment, Appendix 6.1, Table 7.2). This also applies to the</p>	<p>Highways England has discussed with HBMCE regarding the best method to illustrate any visual impacts at Camel Hill Scheduled Monument. It has been agreed that a wire frame included over a verifiable photograph will be produced as part of Deadline 4.</p>	<p><b>UNDER DISCUSSION</b></p>

Topic	Sub-section	Historic England comment	Highways England response	Status
		assessment on construction and operational impact on landscape character area LCA1 West Camel Hill (Chapter 7, Section 7.10, Construction).		
		<p>Following review of the assessment of the Permanent Construction Impact on Hazlegrove House Group RPG, HBMCE does not consider that the mitigation measures and their assessment take into account the following:</p> <ul style="list-style-type: none"> <li>• The impact of the attenuation basin, associated access road &amp; fencing;</li> <li>• The level of screening the false cuttings will provide from all vehicles including HGVs;</li> <li>• The impact of the 1:3 bunds No.s 5-7 on character and setting of the RPG;</li> <li>• The revised entrance and approach into the park and how this responds to the parkland topography and character</li> </ul> <p>(Chapter 6, Section 7 Impact assessment, Appendix 6.1, Table 7.2).</p>	<p>The assessment is based on the scheme description found in chapter 2 of the ES (APP-039). The assessment is made on an impacts to heritage asset basis rather than looking at each scheme element individually.</p> <p>The location of a temporary works compound (now no longer proposed) and soil stockpile, the screening and impact of earthworks in the park are specifically referred to in Table 7.2 of Appendix 6.1 Cultural Heritage Desk Based Assessment (DBA) (APP-067). The considerations around the revised entrance to the park are detailed above.</p> <p>A key consideration of the Environmental Masterplan (APP-107) in the area of the RPG has been to mitigate the harm of the scheme on the value of the RPG. Including the landscape treatment of the attenuation pond, landscaping around the revised entrance to the park and planting to screen and reinstate parkland planting.</p> <p>Within the OEMP (APP-148) row CH11 of Table 3.1 REAC states that mitigation by way of the design of the</p>	<p><b><i>UNDER DISCUSSION</i></b></p>

Topic	Sub-section	Historic England comment	Highways England response	Status
			<p>compound including location of uses and screening is set out. The design of the compound would be consulted with HBMCE and SSDC.</p> <p>Row CH12 in Table 3.1 REAC of the revised draft of OEMP to be submitted at Deadline 5 requires the landscape proposals developed during detailed design, including planting and fencing, respect the character of the RPG and are consulted with HBMCE and SSDC prior to implementation.</p>	
		<p>With regard to the assessment of operational impact on landscape character area LCA2 Hazlegrove, HBMCE considers that, as a result of the irreversible physical change to the south west end of the RPG, the long term effect would remain Moderate Adverse. (Chapter 7, Section 7.10, Operational impact). This is also applicable to visual receptor 38.</p>	<p>This is under discussion.</p>	<p><b><i>UNDER DISCUSSION</i></b></p>
		<p>Visual receptor 38 photomontage (Fig 7.8 J-L): HBMCE has identified a discrepancy between the existing view (Fig. 7.6D) location and the photomontage location, and considers that the exposed section of A303, where the proposed culvert cuts beneath (east of Bund 7), with the environmental barrier above, may be more visible in the former view. This is a potentially visually intrusive element of the scheme which will not be screened by planting or a bund. The photomontage is set further to the west of the existing view and includes a large veteran</p>	<p>Highways England have provided a review of this visual receptor within Appendix E of the Deadline 4 Report (9.17, Volume 9, Revision A).</p>	<p><b><i>UNDER DISCUSSION</i></b></p>

Topic	Sub-section	Historic England comment	Highways England response	Status
		tree which stands in front of the approximate location of the culvert and barrier.		
	Development Consent Order	<p><i>Part 2, Limits of Deviation, 8:</i> HBMCE would welcome confirmation that the limit of lateral deviation included on the Works Plans (Sheet 3 of 4) will not entail encroachment within the Camel Hill scheduled monument. The WSI to be included under the CEMP as part of the DCO should be designed to cover the area included within the full limit of deviation, both lateral and vertical.</p> <p>HBMCE has subsequently recommended, at the issue specific hearing 1<sup>st</sup> March 2019, that the landscape cross sections that HE will be providing through Hazlegrove Junction also indicate the limits of vertical deviation (in outline) so that the potential impact can be assessed.</p>	<p>The lateral limits of deviation are constrained by the red line boundary (RLB). The monument is outside the RLB. The OHWSI and archaeological mitigation and recording works would cover areas within the RLB. A works plan showing the monument in relation to the limits of deviation has been submitted for Deadline 4. Cross sections showing the relationship between the proposed driveway and landscaping, including the limits of deviation, will be submitted as part of the Examination at Deadline 4.</p> <p>Cross sections showing the relationship between the proposed driveway and landscaping within Hazlegrove RPG will be submitted as part of the Examination at Deadline 4, to include the limits of deviation.</p>	<b>UNDER DISCUSSION</b>
		<p><i>Part 3, Streets, 17. Access to works:</i> The temporary haulage road runs outside the northern boundary of the Camel Hill Scheduled Monument. HBMCE has commented in our Written Representation in regard to the avoidance and minimisation of impact on the significance this designated heritage asset derives from this part of its setting through potential disturbance and impaction of archaeological remains associated with the monument, but outside the monument boundary. It will be important</p>	<p>Geophysics and a trench evaluation have been carried out within the footprint of the temporary haul route to establish the potential for archaeological remains. The results of the geophysics surveys and archaeological trial trenching were submitted as part of the Examination on 23 January 2019 (REP2-005) and have been shared with HBMCE. Any archaeological mitigation will be based on the findings of this evaluation and</p>	<b>UNDER DISCUSSION</b>

Topic	Sub-section	Historic England comment	Highways England response	Status
		<p>that the provisions to avoid and minimise the impact are therefore secured in the DCO and it is unclear at present whether or not this is the case.</p>	<p>has been included in the OHWSI to be submitted to the examination at Deadline 5. A draft of the OHWSI will be shared with HBMCE, SSDC, and SCC for comment prior to submission.</p> <p>The haul route around Camel Hill SM would be raised by the installation of geotextile membrane prior to the placement of temporary granular infill. This would be over the existing ground and would not require vegetation clearance. During operation the haul roads would be regularly inspected by a suitably qualified archaeologist at intervals consulted with the local planning authority to ensure that the haul roads do not increase the potential for damage, removal, or truncation of archaeological remains. As such the impact on any remains associated with the SM will be fully mitigated in line with national and local planning policy.</p> <p>These mitigation aspects have been detailed within the OEMP (APP-148), row CH1 and CH2 of table 3.1 (REAC).</p>	

Topic	Sub-section	Historic England comment	Highways England response	Status
		<p><i>Part 4, Supplemental Powers, 20. Discharge of water:</i> Any proposed works associated with the laying down, taking up or alteration of pipes for the drainage of water should have regard to the archaeological potential of the area and if necessary be subject to the requirements of the WSI included in the CEMP based on the advice of the local planning authority's archaeological adviser. The provisions as currently drafted do not appear to ensure that this will be secured.</p>	<p>The archaeological mitigation and recording work outlined in the OHWSI would cover areas within the RLB. Any mitigation or recording identified as a result of the evaluation work would be included in the WSI secured through the OEMP (APP-148), row CH9 of Table 3.1 (REAC).</p> <p>A draft OHWSI has been prepared and will be shared with HBMCE, SSDC and SCC for comment before submission to the Examination at Deadline 5.</p>	<p><b>UNDER DISCUSSION</b></p>
		<p><i>Part 4, Supplemental Powers, 21. Protective works to buildings:</i> The local planning authority and HBMCE should be consulted on any works affecting a Grade I or Grade II* listed building, for example the Triumphal Arch Gateway to Hazlegrove House (MM27), and the local planning authority should be consulted on any works affecting a Grade II listed building.</p>	<p>A clarification for the mechanism for protective works in the event a listed building is affected by works will be submitted as part of the Examination at Deadline 4.</p>	<p><b>UNDER DISCUSSION</b></p>
		<p><i>22.1.c Authority to survey and investigate land:</i> HBMCE would expect the Applicant to agree in advance the extent, scope and methodology of any archaeological survey or investigation conducted with the local planning authority and (where a scheduled monument is involved) HBMCE under the WSI to be included under the CEMP and completed sufficiently in advance of the commencement of construction for the results to be sufficiently analysed to inform an appropriate and proportionate mitigation strategy for that same part of the Scheme.</p>	<p>Any mitigation or recording identified as a result of the evaluation work would be included in the WSI secured through the OEMP (APP-148), row CH9 of Table 3.1 (REAC).</p> <p>A draft OHWSI has been prepared and will be shared with HBMCE, SSDC and SCC for comment before submission to the Examination at Deadline 5.</p>	<p><b>UNDER DISCUSSION</b></p>



Topic	Sub-section	Historic England comment	Highways England response	Status
		<p><i>Part 5, Powers of Acquisition, 47. Removal of human remains.</i> HBMCE would expect the treatment of human remains to be addressed under the WSI to be included under the CEMP. This does not appear to have been covered.</p>	<p>The removal of human remains has been included in the draft OHWSI. A draft OHWSI has been prepared and will be shared with HBMCE, SSDC and SCC for comment before submission to the Examination at Deadline 5</p>	<b>UNDER DISCUSSION</b>
		<p><i>Schedule 1 – Authorised Development:</i> HBMCE notes that no site compounds are identified within Hazlegrove RPG on the Works Plan, but a compound and temporary soil stockpile(s) are referenced in the ES (<i>Chapter 6 Cultural Heritage, para. 6.9.13</i>). HBMCE wishes to seek clarification on this as the extent of impact it could give rise to needs to be considered and appropriately dealt with.</p>	<p>In earlier iterations of the scheme a work compound was located in the RPG. This has subsequently been removed and now a soil storage area is proposed. This has been added to the table of errata to be submitted as part of the Examination at Deadline 5.</p> <p>Within row CH11 of Table 5.1 Register of Environmental Actions and Commitments of the OEMP (APP-148) mitigation by way of the design of the soil storage area including location of uses and screening is set out. HBMCE, SSDC and SCC would be consulted on the design of the soil storage area.</p>	<b>UNDER DISCUSSION</b>
		<p><i>Schedule 1 – Authorised Development - Work 39 and 40 Ecological Mitigation; Work No. 71 – diversion of telecommunications apparatus; Work No. 80 – temporary northern haul route:</i> HBMCE requests that the DCO ensures that any potential for these works to affect non-designated archaeological remains should be appropriately addressed under the WSI to be included under the CEMP.</p>	<p>The archaeological mitigation and recording work outlined in the OHWSI would cover areas within the Red Line Boundary. Any mitigation or recording identified as a result of the evaluation work would be included in the WSI secured through the OEMP (APP-148), row CH9 of Table 3.1 (REAC).</p> <p>A draft OHWSI has been prepared and will be shared with HBMCE, SSDC and SCC for comment before</p>	<b>UNDER DISCUSSION</b>

Topic	Sub-section	Historic England comment	Highways England response	Status
			submission to the Examination at Deadline 5.	
		<i>Schedule 2 – Part 1, Requirements. Definition of ‘Commence’:</i> The draft DCO enables the Applicant to commence works associated with archaeological investigation without triggering the requirements of the DCO. HBMCE considers that all archaeological investigation should be conducted sufficiently in advance of the commencement of construction on any part of the Scheme for the results to be analysed to inform an appropriate and proportionate mitigation strategy for that same part of the Scheme. This is explained further in HBMCE’s written representation.	The area of the northern haul route was included in the archaeological evaluation carried out in 2018. This included geophysics surveys and trial trenching. The results of the evaluation were submitted on 23 January 2019 as part of the Examination (REP2-003). They were also shared with HBMCE and SWHT. Any mitigation or recording identified as a result of the evaluation work would be included in the WSI secured through the OEMP (APP-148). A draft OHWSI has been prepared and will be shared with HBMCE, SSDC and SCC for comment before submission to the Examination at Deadline 5.	<b>UNDER DISCUSSION</b>
		<i>Schedule 2 – Part 1, Requirements. Construction Environmental Management Plan, CEMP (3):</i> HBMCE wishes to see the revised version of the OEMP prior to confirming its agreement to the plan.	A revised draft of the OEMP (APP-148) will be submitted at Deadline 5 of the Examination. It will also be shared with HBMCE.	<b>UNDER DISCUSSION</b>
		<i>Schedule 2 – Part 1, Requirements. Landscaping (5); Fencing (7):</i> HBMCE would require consultation on the details of the landscape and fencing proposals within Hazlegrove House RPG, or along its boundary, prior to implementation to assess any potential impact. We would also request that proposals are informed by the Conservation Management Plan. We also request that a completion timeline is included for the landscape scheme, to ensure it is	Row CH12 of Table 3.1 Register of Environmental Actions and Commitments of the revised draft of the OEMP to be submitted at Deadline 5 requires that HBMCE, SSDC and SCC are consulted on the landscape proposals developed during detailed design prior to implementation, including planting and fencing, and that they respect the character of the RPG.	<b>UNDER DISCUSSION</b>

Topic	Sub-section	Historic England comment	Highways England response	Status
		completed prior to the new dual carriageway becoming fully operational (subject to appropriate planting season), and to accord with Year 1 photomontage evidence presented in the ES.		
		<i>Schedule 2 – Part 1, Requirements. Archaeology (9)</i> Given the potential for archaeological remains to be uncovered which are directly associated with the nationally important archaeological remains of any scheduled monument affected by the Scheme, HBMCE would wish to be consulted on the scope, extent and methodology for archaeological work in the relevant parts of the Scheme under the WSI.	Row CH9 of Table 3.1 REAC of the OEMP (APP-148) requires a Written Scheme of Investigation (WSI) to be prepared to mitigate and record any archaeological remains which may be impacted by the scheme.  A draft OHWSI has been prepared and will be shared with HBMCE, SSDC and SCC for comment before submission to the Examination at Deadline 5.	<b>UNDER DISCUSSION</b>
		<i>Schedule 2 – Part 1, Requirements. Noise mitigation (14), Highway lighting (15):</i> HBMCE request that a completion timeline is included to ensure the mitigation measures relevant to (14) and (15) are completed prior to the new dual carriageway becoming fully operational.	The mitigation such as bunds and planting will be included within the detailed design and construction as part of the scheme. The precise build programme will be determined following finalisation of detailed design; however the Applicant notes that elements such as bunds, barriers and planting are integral parts of the scheme which have to be delivered to provide the necessary mitigation and it will not be possible to complete the project without these.	<b>UNDER DISCUSSION</b>
	Draft OEMP (Table 3.1 CH9)	HBMCE consider the full publication of archaeological results to be a core obligation of the scheme. The nature and format of publication to be determined by the scale and significance of the results of archaeological fieldwork. The report and subsequent publication will also need to be approved by	Details of the dissemination and publication of the archaeological results of the scheme are included within the draft OHWSI. This will be shared with HBMCE and SSDC for comment before submission to the Examination.	<b>UNDER DISCUSSION</b>

Topic	Sub-section	Historic England comment	Highways England response	Status
		HBMCE in so far as it relates to the scheduled monuments affected by the Scheme.		
	Draft OEMP (Table 3.1 CH9)	HBMCE would wish to monitor these works where the immediate setting of a scheduled monument is affected.	Monitoring visits by stakeholders are included within OHWSI. This will be shared with HBMCE, SSDC and SCC for comment before submission as part of the Examination.	<b><i>UNDER DISCUSSION</i></b>
	Draft OEMP (Table 3.1 CH10)	HBMCE consider that any archaeological remains identified during groundworks within the Hazlegrove House RPG will need to be subject to an appropriate level of archaeological recording, not just the remains of identified driveways.	Archaeological recording works within Hazlegrove House RPG are set out in the draft OHWSI. This will be shared with HBMCE, SSDC and SCC for comment before submission to the Examination.	<b><i>UNDER DISCUSSION</i></b>

### **3. Appendix 1 – meeting notes**

## A303 Sparkford to Ilchester Dualling

### Environmental Technical Working Group - Hazlegrove Registered Park and Garden

<b>Date:</b>	Thursday 7 December 2017	<b>Time:</b>	14:00
<b>Location:</b>	South Somerset District Council, Yeovil		
<b>Attendees:</b>	<p>Sophie Bennett (SB) – Environmental Coordinator, MMSJV          Claire Uden (CU) – Principal Landscape Architect, MMSJV          Oliver May (OM) – Landscape Architect, MMSJV          Jenny Timothy (JT) – Principal Heritage Consultant, MMSJV          Hannah Maisey (HM) – Archaeologist, MMSJV          Chris Setters (CS) – Senior Engineer, MMSJV          Paul Browning (PB) – Service Manager Planning Policy, Somerset County Council          Robert Archer (RA) – Landscape Architect, South Somerset District Council          Andrew Tucker (AT) – Conservation Officer, South Somerset District Council          Sarah North (SN) – Project Officer (South West Infrastructure), National Trust          Phil McMahon (PM) – Inspector of Ancient Monuments, Historic England          Ian Clark (IC) – Research &amp; Conservation Committee Chairman, Somerset Gardens Trust (and seconding for The Gardens Trust)          Steve Membery (SM) – Senior Historic Environment Officer, South West Heritage</p>		
<b>Apologies:</b>	Hannah Nelson (NH) – Senior Environmental Advisor, Highways England		

No.	Actions/Key Messages	Owner
1.0	<b>Hazlegrove Junction – Design evolution and current design</b>	
	<p>CS provided an overview of the design evolution of Hazlegrove Junction since February 2016.</p> <p>CS explained how the designs have been amended to reduce land take as far as possible and to tuck the junction into the south-western corner of the park, taking into consideration comments received from heritage consultees on the design presented back in March 2017, to reduce the environmental effects.</p>	

No.	Actions/Key Messages	Owner
	CU explained that as part of this design, the environment team are also working in conjunction with the design team to integrate the environmental mitigation required. This environmental mitigation in the southern part of the Registered Park and Garden involves large-scale woodland planting along with the potential to re-establish grass land and parkland planting in the currently arable field.	
	IC noted the need to understand the historic parkland to inform the mitigation. JT confirmed that a lot of research has been undertaken to date to understand the historic garden and parkland and that this was currently continuing.	
	RA asked how lighting impacts would be avoided. CS noted that it is hoped that lighting can be minimised or avoided at the junction, but the assessment work has not yet been undertaken.	
	RA asked whether all opportunities for bridges and tunnels had been explored as part of the earlier optioneering stages, as this would reduce environmental effects. CS confirmed that these options had been explored early on in the Scheme, and that the skewed nature of the junction layouts ensures the use of the lowest points of the land.	
	JT noted that in addition to designing a junction layout that is as sensitive as possible, key views from the school and wider park and garden are also being looked at as part of the environmental assessment process. There is the potential to help screen the prominent view of the Shell petrol station from the school.	
	PM enquired about the implications for the existing services (including the petrol station and diner). SC stated that this is still something that is being thought about but they will likely be retained along the existing A303 which will become a local road as part of the design.	
	SN asked how habitat connectivity would be retained to avoid problems associated with 'land islands'. CU confirmed that the landscape design and ecological mitigation currently being developed would ensure the retention of habitat connectivity within the area, including the inclusion of badger tunnels.	
<b>2.0</b>	<b>Environmental assessment</b>	
	<p>JT provided an overview of the proposed methodology to be used for the Cultural Heritage chapter of the Environmental Statement. The start of the chapter would include a paragraph explaining how the chapter has been informed by both the Design Manual for Roads and Bridges (DMRB) and the National Planning Policy Framework / National Policy Statement for National Networks (due to the differences and conflicts in the meanings of 'value' and 'significance').</p> <p>JT explained the proposed approach is to still use DMRB's assessment tables but more as a summary, and then to also</p>	

<b>No.</b>	<b>Actions/Key Messages</b>	<b>Owner</b>
	<p>provide a narrative of effects for those assets that have the highest potential for adverse effects, allowing a more proportionate approach.</p> <p>Consultees were in agreement with this approach.</p>	
	<p>The agreement of the assets to be included in the chapter was thought to be a good idea by all, and would avoid pages of neutral effects.</p> <p>JT and HM to provide this list to consultees for comment and agreement as soon as ready.</p>	JT/HM
<b>3.0</b>	<b>Questions and AOB</b>	
	<p>CS confirmed that another meeting in the New Year prior to the start of the Statutory Consultation would be held, to explain further design details with the consultees. This will be held after the 15 January 2018 to ensure PM is available to attend.</p> <p>PM requested that Kim Auston (Historic England Landscape Architect) is invited to this meeting too.</p> <p>SB to set up meeting.</p>	SB
	<p>SM and PM confirmed they would be happy to be involved in any technical archaeological discussions with JT and team, as research evolves and results of geophysical surveys are obtained.</p> <p>JT to set up meetings as necessary.</p>	JT
	<p>SN asked whether or not the Highways England Design Panel will be consulted with. The team explained that this is still to be confirmed.</p>	



## A303 Sparkford to Ilchester Dualling

### Environmental Technical Working Group Meeting 2 – Hazlegrove Registered Park and Garden

<b>Date:</b>	Tuesday 13 February 2018	<b>Time:</b>	14:00
<b>Location:</b>	South Somerset District Council, Yeovil		
<b>Attendees:</b>	<p>Julia Barrett (JB) – Principal Environmental Coordinator, Mott MacDonald Sweco</p> <p>Sophie Bennett (SB) – Environmental Coordinator, Mott MacDonald Sweco</p> <p>Vicky Coulthard (VC) – Environmental Coordinator, Mott MacDonald Sweco</p> <p>Claire Uden (CU) – Principal Landscape Architect, Mott MacDonald Sweco</p> <p>Oliver May (OM) – Landscape Architect, Mott MacDonald Sweco</p> <p>Jenny Timothy (JT) – Principal Heritage Consultant, Mott MacDonald Sweco</p> <p>Hannah Maisey (HM) – Archaeologist, Mott MacDonald Sweco</p> <p>Chris Setters (CS) – Senior Engineer, Mott MacDonald Sweco</p> <p>Barry Smith (BS) – Sustainable Places Team Leader (Wessex Area), Environment Agency</p> <p>Kim Auston (KA) – Heritage at Risk Landscape Architect, Historic England</p> <p>Robert Archer (RA) – Landscape Architect, South Somerset District Council</p> <p>Andrew Tucker (AT) – Conservation Officer, South Somerset District Council</p> <p>Ian Clark (IC) – Research &amp; Conservation Committee Chairman, Somerset Gardens Trust (and seconding for the Gardens Trust)</p> <p>Steve Membery (SM) – Senior Historic Environment Officer, South West Heritage</p> <p>Charles Routh (CR) - Lead Advisor, Planning &amp; Licencing (Somerset, Avon and Wiltshire Area Team), Natural England</p>		
<b>Apologies:</b>	<p>Hannah Nelson (HN) – Senior Environmental Advisor, Highways England</p> <p>Phil McMahon (PM) - Inspector of Ancient Monuments, Historic England</p> <p>Dave Pring (DP) – Wessex Planning Specialist, Environment Agency</p>		

John Southwell (JS) – Somerset Partnership and Strategic Overview Flood and Coastal Risk Management Advisor, Environment Agency

Paul Browning (PB) – Service Manager Planning Policy, Somerset County Council

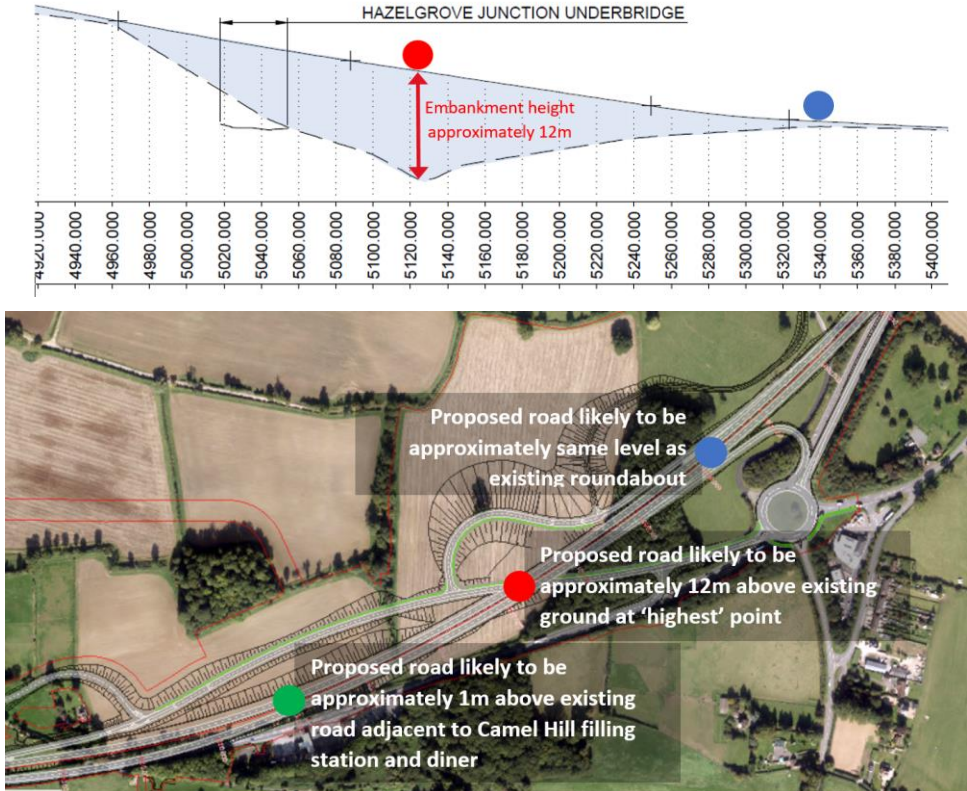
Sarah North (SN) – Project Officer (South West Infrastructure), National Trust

Terry Franklin (TF) – Ecologist, South Somerset District Council

No.	Actions / key messages	Owner
<b>1.0</b>	<b>Hazlegrove Registered Park and Garden – Historic development</b>	
	<p>JT provided an overview of the historic development of Hazlegrove Registered Park and Garden (RPG), which included the following periods:</p> <ul style="list-style-type: none"> <li>• Before 1556 – Medieval Hazlegrove</li> <li>• 1556 – 1690 – Sir Walter Mildmay</li> <li>• 1690 – 1808 - Carew Hervey Mildmay</li> <li>• 1808 – 1858 - Paulet St John Mildmay</li> <li>• 1858 – 1882 - Hervey George Mildmay</li> <li>• 1882 – modern - division of the park</li> </ul> <p>JT provided an overview of the historic development specifically for ‘Rawlins’ Close’, and area marked on historic maps in the southern part of the RPG. It was noted that Rawlins’ Close was historically 3 smaller agricultural enclosures known as Farges, to the southwestern corner. These were amalgamated into the park over a number of years. The area of Rawlins’ Close was not fully incorporated into the park until the late 19<sup>th</sup> century and the work of Hervey George Mildmay included the relocation of the park entrance from this area to the south east.</p> <p>KA asked whether Highways England currently own the arable field and when the land use changed from park to arable, questioning whether or not the proposals to mitigate the junction would actually be a betterment for the park. JT and JB responded that they were unsure when Highways England purchased the land, but would investigate and whether this coincided with its change back to arable use.</p>	JT/JB
<b>2.0</b>	<b>Hazlegrove Registered Park and Garden – views and vistas</b>	
	<p>JT provided an overview of the views and vistas that had been assessed so far as part of the Statement of Significance. These included views from the front of the house and formal gardens south west across the park to the existing A303. JT noted that the services building currently finished these views, and there was significant traffic movement, to the detriment of the character of these views. JT also explained that the late 19<sup>th</sup> century driveway leading to Hazlegrove House faced north west towards</p>	

No.	Actions / key messages	Owner
	Glastonbury Tor before turning north east to centre on the view of the house.	
<b>3.0</b>	<b>Hazlegrove Registered Park and Garden – Statement of Significance findings</b>	
	JT explained that a Statement of Significance for Hazlegrove PRG has been drafted by the Mott MacDonald Sweco cultural heritage team. The report aims to demonstrate the value of the Registered Park and Garden and its key components, and to inform key stakeholders of the potential impacts to the park as a result of the scheme.	
	<p>JT provided an overview of the key findings from the Statement of Significance:</p> <ul style="list-style-type: none"> <li>• Overriding character is that retained from late 19<sup>th</sup> century design of the park. However, this degrades towards the southern end with the severance of south eastern corner and return of land to arable. Reinstatement of parkland planting will help visually reintegrate Rawlins’s Close into the RPG.</li> <li>• 2 key viewpoints from front elevation of house and front of formal gardens. Kinetic views moving along the drive towards the south west. Petrol station currently a poor end to the view. Use of false cutting and planting will go towards screening the petrol station and new road. Will remove dynamic traffic views which are out of character.</li> <li>• Earthworks indicating the extent of the historic driveways survive in woodland. These are important evidence of the development of the RPG. These should be subject to archaeological recording.</li> <li>• Specimen and park trees make an important historical contribution to the character of the RPG. However, the density of trees decreases towards the southern end of the park, eroding the park land character. Specimen trees planted in Rawlins’s Close will help rebuild and augment the treed parkland character.</li> </ul>	
	JT explained that the first draft of the Statement of Significance for Hazlegrove RPG will be circulated to consultees for review next week (w/e 23 February 2018).	JT
<b>4.0</b>	<b>Hazlegrove Registered Park and Garden – design and assessment work since December 2017</b>	
	<p>CS provided an overview of the design development that has been taking place since December 2017:</p> <ul style="list-style-type: none"> <li>• Development of a provisional Red Line Boundary to understand land take requirements</li> <li>• Development of a drainage strategy and design</li> </ul>	

No.	Actions / key messages	Owner
	<ul style="list-style-type: none"> <li>• Development of the design of the structure associated with the junction – this will carry the proposed dual carriageway over a proposed local road</li> <li>• Development of a landscape design to feed into the overall Environmental Masterplan</li> <li>• Continued assessment with regards to the requirement for road lighting</li> </ul> <p>CS explained that the scheme design is currently under technical scrutiny by the following:</p> <ul style="list-style-type: none"> <li>• Somerset County Council Highways</li> <li>• Highways England Maintenance</li> <li>• Operational Safety Review</li> <li>• Road Safety Audit</li> <li>• Parish Council / public feedback at consultation</li> </ul> <p>CS explained that there is still a chance to change the scheme design in March 2018, following receipt of feedback from the above groups and stakeholders.</p> <p>CS stated that any opportunities to enhance the current design and to minimise impacts to the RPG would be much appreciated from the environmental consultees. Consultees were invited to provide initial ideas in the meeting, and / or to complete the statutory consultation questionnaire.</p>	
	<p>OM explained the landscape design that has been developed over the last few months. The landscape design and planting proposals have been developed to reflect the character of the RPG, as well as provide screening of the proposed junction from the views at Hazlegrove House and Public Right of Way within the grounds of the RPG.</p> <p>OM also noted that the proposed drainage ponds would in the most part, be grassed shallow depressions, rather than permanently filled with water.</p> <p>BS asked whether the ponds could be oversized as part of the design, to allow the ponds to become more naturalised and would require less maintenance works as a result. CS agreed with this in theory and explained this would be fed back to the drainage team.</p> <p>KA asked whether the views from the RPG could be screened if the proposed junction is on embankment. OM explained that the road would sit within a false cutting, and would also be planted with tall shrubs and trees to further screen the views, to aid the screening of the proposed junction.</p>	CS
	<p>CS provided an overview of the anticipated heights of the new junction layout at Hazlegrove RPG, using the below images to aid the discussion.</p> <p>SM asked to see cross sections to show the slope profiles from the Hazlegrove House key view. CS confirmed that the design team could develop these and issue for information shortly.</p>	CS / OM to develop

No.	Actions / key messages	Owner
	<p>CU explained the grading out of earthworks around the proposed Hazlegrove junction would soften the views at the landscape-scale. SM agreed stating that because we are starting from an anthropological point, it's not a natural environment to begin with so the junction mitigation can be designed in a way that reduces the visual impact without necessarily being naturalistic.</p> 	
	<p>IC asked why the analysis of the RPG was not as comprehensive in terms of the features of the park as he would have imagined. JT explained that the analysis presented was just for the southern third of the park.</p>	
	<p>CR asked whether additional mitigation / opportunities for additional heritage and biodiversity gain were being considered. JB noted that the focus for the moment is on the essential mitigation required as part of the scheme.</p>	
	<p>KA noted that the loss of the southern third of the park and garden would be significant. JT noted that this would be a significant effect, however work had been undertaken to minimise the impact. The Statement of Significance showed that this was the least significant area of the RPG and that design development had significantly reduced the amount of land required and lessened the impact.</p>	
	<p>IC noted that there is a Public Right of Way (PRoW) that currently runs through the parkland. CS explained that this PRoW would be diverted to run alongside the new carriageway. CU noted that instead of running alongside the route of the proposed new road,</p>	

No.	Actions / key messages	Owner
	the PRoW could be moved further north, down the embankment slightly. OM also noted that this route could be enhanced through the use of planting. This idea is to be developed as part of the development of the Non-Motorised User strategy.	OM
	KA asked about the potential to include information boards within the Registered Park and Garden. JT agreed, and noted that the development of a heritage trail with associated App had been submitted as part of Highways England's Environmental Designated Funds (EDF). This would enhance the public's view of the park.	


## A303 Sparkford to Ilchester Dualling



### Environmental Technical Working Group Meeting 3 - Hazlegrove Registered Park and Garden



<b>Date:</b>	Tuesday 8 May 2018	<b>Time:</b>	12:00
<b>Location:</b>	South Somerset District Council, Yeovil		
<b>Attendees:</b>	Sophie Bennett (SB) – Environmental Coordinator, Mott MacDonald Sweco Joint Venture Oliver May (OM) – Landscape Architect, Mott MacDonald Sweco Joint Venture Jenny Timothy (JT) – Principal Heritage Consultant, Mott MacDonald Sweco Joint Venture Pedro Castro (PC) – Landscape Architect, Mott MacDonald Sweco Joint Venture Sarah North (SN) – Project Officer (South West Infrastructure), National Trust Ian Clark (IC) – Research & Conservation Committee Chairman, Somerset Gardens Trust (and seconding for The Gardens Trust) Steve Membery (SM) – Senior Historic Environment Officer, South West Heritage Julia Barrett (JB) Principal Environmental Coordinator, Joint Venture		
<b>Apologies:</b>	Hannah Nelson (NH) – Senior Environmental Advisor, Highways England Phil McMahon (PM) - Inspector of Ancient Monuments, Historic England Paul Browning (PB) – Service Manager Planning Policy, Somerset County Council Andrew Tucker (AT) – Conservation Officer, South Somerset District Council		

No.	Actions / Key Messages	Owner
1.0	<b>Hazlegrove Junction – review of final design</b>	
	<p>The environmental masterplan was available to view. It was explained to the consultees that this was still in draft format but reflected the final design and required just the fencing elements to be included.</p> <p>The cross sections produced and shared with the consultees as requested at the last environmental TWG were also available to view, although it was noted that the design these were based on had since evolved.</p>	

No.	Actions / Key Messages	Owner
	IC suggested that it may be possible to have cart tracks for the access road for the Hazlegrove attenuation pond instead of hogging. PC to discuss with the design team.	PC
	IC asked whether there would be scope to restore the areas where the driveway earthworks were retained. JT noted that this was not necessarily desirable as these driveways had fallen out of use following the realignment of the driveway in the late 19 <sup>th</sup> century. Also, that restoring the areas which were retained would reduce screening and would appear out of context. IC appeared happy with this reasoning to not restore these areas.	
	IC asked about the revised alignment of the school access drive as presented on the masterplan. OM noted that it wouldn't change how it sits within the landscape. JT noted the potential for it to create new views across the park to the house.	
	The fencing arrangements were discussed and it was suggested by IC that it was preferable to have a separation of the Hazlegrove link road and junction to the south. PC to discuss with the design team.	PC
	<p>IC noted that the area of concern was the height of the proposed bund (shown in the extract below). IC noted the potential for adverse noise and visual effects. SN agreed and said that a 2-metre-high bund, although would screen cars, would not screen higher vehicles such as lorries. OM agreed that during Year 1 there would be glimpsed views of HGVs but by Year 15 there would be no direct views of traffic.</p>  <p>Consultees asked whether the height of the proposed bund could be extended, or whether a fence could be added on top of the bund.</p> <p>SB confirmed that this would be taken away as an action for further discussion with the design team.</p>	SB



No.	Actions / Key Messages	Owner
	<p><b>Update since meeting – as discussed, cross sections were taken at intervals across the proposed bund. It was assessed that the bund would restrict the visual influence of traffic on the road for the majority of its length. However, to the eastern extents there were expected views towards traffic in Year 1. A 2 metre timber fence which ties into the bund, was included in this area to reduce visual impacts.</b></p>	
	<p>IC, SN and SM expressed that they were not content with the proposed Public Right of Way (PRoW) diversion as it was currently shown on the plan.</p> <p>IC, SN and SM asked whether it would be possible to soften the lines of the proposed PRoW, or whether alternatively the PRoW could follow adjacent to the proposed access track for maintenance, that would run to the south of the area of established woodland. JT explained that it would be the team's preference to have the PRoW route to the north of the woodland - taking it through the woodland to the south has the potential to remove archaeology associated with the historic driveways, which the team would like to conserve. JT also explained that this new alignment of the PRoW would give a better experience of the registered park and garden and setting of Hazlegrove House.</p> <p>SN noted that the PRoW also needed to be moved away from the new school access drive. OM and JT explained that they anticipated traffic along the proposed school access track to be minimal, with the busiest times being the school drop off and pick up.</p> <p>SB said that this would be taken away as an action for further discussion with the design team.</p> <p><b>Update since meeting – this aspect has subsequently been discussed with the design team (10 May 2018). The PRoW alignment was sketched to reflect a softer alignment which was then shown to IC, SN and SM for their review and comment. All 3 consultees said that they were much happier with the revised alignment, and SB confirmed that this was subsequently incorporated into the scheme design. SB confirmed that the PRoW route would not be any closer to the proposed school access drive than was previously shown.</b></p>	

No.	Actions / Key Messages	Owner
	 <p data-bbox="284 640 1198 1115"><b>SN and IC said that they would still like to see the proposed PRoW alignment moved away from the road. SB confirmed that both the design and proposed alignment have been informed by topographical survey data (see extract below), although the DCO submission will display a more simplified OS mapping. The topographical survey data and our arboricultural assessment shows that the extent of woodland is slightly greater than that shown on the OS mapping. Mott MacDonald Sweco Joint Venture are therefore unable to move the PRoW any closer to the existing woodland, as they do not want to cause damage to root protection areas and the tree canopies during either construction or operation.</b></p>  <p data-bbox="284 1704 1198 1917"><b>SB mentioned that the team were considering the inclusion of a fence along the access to the school, but would need to present the best balance to ensure Mott MacDonald Sweco Joint Venture are in keeping with the historic landscape. Consultees were asked to provide their feedback on this.</b></p>	All Consultees
	<p data-bbox="284 1939 1198 2011">IC asked what the maintenance period would be once complete. OM said this would be 5 years, and JT mentioned the</p>	OM/PC

No.	Actions / Key Messages	Owner
	<p>plans to submit an Environmental Designated Fund (EDF) for a Conservation Management Plan (CMP) which would account for the long-term maintenance of the Registered Park and Garden.</p> <p>IC and SM said they would support this EDF application and provide comments as consultees if required. SB confirmed this would be useful and appreciated.</p>	IC/SM
	<p>OM noted the proposals for additional woodland habitat creation at Camel Hill which would help to extent the southern area of woodland further west. Consultees were happy with this opportunity.</p>	
	<p>IC asked what tree species were being proposed and at what density. PC explained the types of species proposed, such as field maple, alder, hazel, hawthorn, beech, holly and crab apple. IC suggested a 1:1.5 density of planting and suggested that holly and hazel were used in abundance as these species require less maintenance than some of the other species.</p> <p><b>Update since meeting: this strategy has now been incorporated into the scheme design.</b></p>	
	<p>IC asked what the ditches would be made of. PC and OM noted that they would be grassed, and not of concrete. IC and SM agreed this was their preference.</p>	
	<p>IC asked whether it would be possible to share the Environmental Masterplan drawings with colleagues at the Gardens Trust to understand their thoughts on the proposals. SB to enquire whether this would be possible, but noted that the plans were currently in draft format and consultees were not being provided with copies.</p>	SB
	<p>SN asked about the management of spoil during construction, noting the problems on the Hindhead Tunnel scheme. JB explained that the mitigation would be detailed within the Outline Environmental Management Plan (OEMP) and Outline Soils Management Plan (OSMP) which would be developed into a full Construction Environmental Management Plan (CEMP) and Soils Management Plan (SMP) prior to construction, to ensure no adverse effects associated with spoil.</p>	
	<p>The consultees expressed how positively the design had evolved over the last few months, and they were pleased with the overall mitigation proposals and outcomes of the TWGs.</p>	

## Archaeology and Cultural Heritage

<b>Date:</b>	Thursday 29 November 2018	<b>Time:</b>	11:00
<b>Location:</b>	Abbey Manor Business Centre, The Abbey, Preston Rd, Yeovil BA20 2EN		
<b>Attendees:</b>	Phil McMahon (PM) – Historic England Jo McAllister (JA) – Historic England Jenny Timothy (JT) – Mott Macdonald Sweco Joint Venture Julia Barrett (JB) – Mott Macdonald Sweco Joint Venture Sophie Bennett (SB) – Mott MacDonald Sweco Joint Venture		
<b>Apologies:</b>	None		

No.	Actions / Key Messages	Owner
1.0	<b>Safety Moment</b> JT provided a Safety Moment in relation to minor accidents that took place a week ago where a car accidentally hit the back of JT's car. JT noted the importance of finding a safe place to stop to swap details.	
2.0	<b>DCO Examination Timetable</b> JB provided an overview of the current status of the project and the upcoming Examination: <ul style="list-style-type: none"> <li>- Preliminary Meeting and Open Floor Hearing is scheduled to take place on Wednesday 12 December 2018. JA noted that Beth Harries (solicitor, Historic England) would be in attendance for the Preliminary Meeting and Open Floor Hearing.</li> <li>- Within the Rule 6 Letter, the Planning Inspectorate (PINS) have outlined their initial assessment of principle issues.</li> <li>- The Council will produce their Local Impact Report shortly and this will then be available for review.</li> <li>- There are a series of deadlines within the Rule 6 Letter throughout the Examination period.</li> </ul>	
3.0	<b>Archaeological Trial Trench Surveys</b> JT explained that the trial trench surveys on site were now complete. A copy of the interim report has been received from the archaeological contractor but a complete report is due imminently. PM asked to be sent a copy of this report once complete. JT noted that this report and if necessary, an assessment of the findings in relation to the proposed scheme would be submitted to PINS in the form of 'additional environmental information', as stated within Chapter 6 Cultural Heritage of the Environmental Statement submitted as part of the Development Consent Order (DCO) application in July 2018.	JT

No.	Actions / Key Messages	Owner
4.0	<p><b>Statement of Common Ground (SOCG)</b></p> <p>The SOCG was reviewed on screen.</p> <p>PM to provide some text that further describes Historic England's role, to add to Chapter 1.</p> <p>PM and JM noted that references to meeting minutes should be amended to 'meeting notes' and should also be appended to the SOCG.</p> <p>Issues section of the SOCG:</p> <ul style="list-style-type: none"> <li>- PM requested the production of a phasing plan of the Registered Park and Garden, to help demonstrate the impact and the mitigation. JT's team to develop this plan and submit to PM and JM for review and comment. Include the agreement to produce a phasing plan in the SOCG.</li> <li>- PM and JM requested the production of an Outline Historic Environment Mitigation Strategy (or similar) as per the one produced for the A303 Stonehenge team, to ensure that the construction phase essential mitigation required as part of the scheme was captured. JB and JT noted that this would approach would be discussed with Highways England.</li> </ul> <p><i><b>Post meeting note:</b> Following discussions with the Highways England project team, Mott Macdonald Sweco Joint Venture (MMS) JV suggest that instead of producing an Outline Historic Environmental Mitigation Strategy, that MMS JV bring the production of the Written Scheme of Investigation (for which there is a commitment currently in the OEMP to be produced by the appointed Contractor) forward, and produce the WSI during the Examination period. This will capture everything in terms of essential mitigation during construction, and will be proportionate in terms of our approach. To capture the essential operational mitigation, we suggest that the Outline Landscape and Ecological Management Plan (LEMP) is updated within the OEMP during the Examination period, to include a historic environment element. Writing this into the OEMP (as an appendix but also within the Register of Environmental Actions and Commitments) will then provide additional security to ensure that the historic environment is considered once the scheme is operational.</i></p> <ul style="list-style-type: none"> <li>- The 'seriousness' wording used to describe Hazlegrove Junction to be amended by JT.</li> <li>- PM requested that a photomontage is produced from the front of Hazlegrove Preparatory School. JB said that she would discuss this with Highways England as the additional costs associated with producing this would need to be agreed.</li> </ul> <p><i><b>Post meeting note:</b> JB, JT and the Mott MacDonald Sweco Joint Venture's Lead Landscape Architect visited this area during a site visit on 30 November 2018. Photographs to be issued to Historic England to agree an approach.</i></p>	<p>PM</p> <p>JT / SB</p> <p>JT</p> <p>JB / JT</p> <p>JT</p> <p>JB</p> <p>JT</p> <p>JB</p> <p>MMS JV</p>

No.	Actions / Key Messages	Owner
5.0	<p><b>Conservation Management Plan (CMP)</b></p> <p>JT explained that developing the CMP as part of the main scheme would mean the report would be limited. JT explained that the outline environmental management plan (OEMP) was considered to cover the direct mitigation and that the CMP would allow the whole RPG to be included rather than just where work would directly mitigate the scheme. However, if the CMP is to be developed under a Memorandum of Understanding (MOU), then the CMP can have a much broader scope.</p> <p>It was noted by PM and JM that a MOU held no contractual binding within the DCO process. Highways England's legal opinion is to be sent to Historic England as soon as possible, and following this JT to develop and circulate with PM and JM a MOU.</p>	JT
6.0	<p><b>Camel Hill Scheduled Monument</b></p> <p>PM asked for a photomontage from the south west corner to assess the full impact the proposed scheme may have on the setting of this asset</p> <p><i>Post meeting note: JB, JT and the Mott MacDonald Sweco Joint Venture's Lead Landscape Architect visited this area during a site visit on 30 November 2018. Photographs to be issued to Historic England to agree an approach.</i></p>	MMS JV
7.0	<p><b>Hazlegrove Registered Park and Garden</b></p> <p>JM and PM noted concerns in relation to the proposed school drive and the engineered nature of this drive on plan view. PM and JM would like to see the school access drive to be as little engineered as possible. JT explained that on plan the access did look particularly straight but taking into account the topography and the existing and proposed planting / other aspects of the scheme, the driveway would not appear as engineered.</p> <p>Concerns to be added to the SOCG.</p> <p>JT to include in the CMP measures to enhance the attenuation pond to make this look less engineered.</p>	JT JT
8.0	<p><b>Outline Environmental Management Plan</b></p> <p>Comments received from Historic England on the OEMP were reviewed in turn and the master version of the OEMP updated. JM and PM noted that their solicitor is still to look through the OEMP.</p>	JM / PM