

A303 Amesbury to Berwick Down

TR010025

Deadline 2

8.1 Statement of Common Ground – English Heritage Trust

PPF Regulation 5(2)(q)

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

May 2019



Infrastructure Planning

Planning Act 2008

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

A303 Amesbury to Berwick Down
Development Consent Order 2019

STATEMENT OF COMMON GROUND – English Heritage Trust

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Rev 0	03.05.2019	Deadline 2 Issue

STATEMENT OF COMMON GROUND

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

Signed.....

[NAME]

Project Manager

on behalf of Highways England

Date: **[DATE]**

Signed.....

[NAME]

[POSITION]

on behalf of English Heritage Trust

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 Amesbury to Berwick Down ("the Application") made by Highways England Company Limited ("Highways England") to the Secretary of State for Transport ("Secretary of State") for a Development Consent Order ("the Order") under section 37 of the Planning Act 2008 ("PA 2008").

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

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

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

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

1.2 Parties to this Statement of Common Ground

1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) English Heritage Trust.

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

- 1.2.3 English Heritage Trust (EHT) cares for over 400 historic buildings, monuments and sites across the country. In their role as an independent charity, English Heritage Trust's purpose is to conserve these sites to the highest standards possible, in keeping with their status as part of England's national heritage.

1.3 Terminology

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

2 Record of Engagement

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

Table 2-1 – Record of Engagement

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
24 April 2018	Letter attached to email	Response to public consultation on proposed route.
13 August 2018	Letter attached to email	Response to supplementary consultation on Scheme design changes.
30 November 2018	Meeting	Meeting to discuss CPO and issues relating to NMU access at the Stonehenge Visitor Centre.
7 December 2018	Email	EHT receive first draft of Statement of Common Ground from Highways England.
11 December 2018	Telephone conference call	Call to discuss the initial draft of the Statement of Common Ground.
12 April 2019	Email	Highway's England emailed updated draft Statement of Common Ground to EHT.

10 January 2019	English Heritage Trust Representation to PINS	English Heritage Trust register as an Interested Party; English Heritage Trust submit Relevant Representation to PINS.
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2.1.4 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) English Heritage Trust in relation to the issues addressed in this SoCG.

3 Matters Agreed

Ref	Document	Document Section	Sub-section	English Heritage Trust Comment	Highways England Response	Status
3.1	Public Consultation Response	Introduction	Paragraph 4	English Heritage Trust “welcomes the changes to the preferred route for the scheme.”	Highways England acknowledges English Heritage Trust’s comment regarding the Preferred Route Announcement.	Agreed
3.2	Public Consultation Response	The Eastern Section: Countess junction to just beyond the Solstice Park junction	Eastern Portal Paragraph 1	English Heritage Trust state that they are “pleased that the position of the eastern portal allows the line of the Avenue to be respected” However, EHT state that “it is critical that infrastructure at the portal location is designed and located sensitively if this improvement is to be properly realised.” EHT “are keen to learn more about Highways England’s detailed design plans for this.”	Highways England acknowledges English Heritage Trust’s response regarding the positioning of the Eastern Portal in respect of the Avenue. The Eastern portal design has taken the Avenue into consideration, and the sensitive location as part of the DCO application. Highways England intends to engage with English Heritage Trust regarding detailed design and is currently considering the appropriate means of achieving this.	Agreed
3.3	Public Consultation Response	The Eastern Section: Countess junction to just beyond the	Eastern Portal Paragraph 2	English Heritage Trust comment that they “understand that the newly discovered Mesolithic site at Blick Mead... is being considered carefully by the scheme designers.” EHT “are pleased to learn that the	Highways England acknowledge English Heritage Trust’s comments regarding Blick Mead. The scheme would have no adverse impact on Blick Mead. Where it passes by Blick Mead,	Agreed

		Solstice Park junction		proposed ...scheme will not impact the site." They further note that "the hydrology needs to be carefully monitored as has been proposed."	the scheme has been kept within the current highway boundary at the level of the existing A303 and would not touch the Blick Mead site. Groundwater monitoring has been undertaken at Blick Mead and the results of this monitoring have been submitted to the Examination.	
3.4	Public Consultation Response	General Summary	Paragraph 1	English Heritage Trust comment that they have "seen the huge improvements made to the setting of the monument and people's ability to enjoy the wider landscape by the removal of the A344." EHT state that "removing the scar of the A303 and the sight and sound of all that traffic would be an enormous achievement and complete the ambition of returning dignity to Stonehenge and its landscape as set out within the Stonehenge, Avebury and Associated Sites World Heritage Site Management Plan."	Highways England acknowledges English Heritage Trust's comments and their support for the Scheme.	Agreed
3.5	Public Consultation Response	General Summary	Paragraph 3	English Heritage Trust comment that they "welcome the improvements made in the current proposals" as set out at public consultation. EHT state that this	Highways England acknowledges English Heritage Trust's support for the Scheme.	Agreed

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				<p>“will help hide the traffic within the landscape and reunite the majority of the north and south sides of the World Heritage Site that has been severed for generations.”</p>		
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4 Matters Under Discussion

Ref	Document	Document Section	Sub-section	English Heritage Trust Comment	Highways England Response	Status
4.1	Public Consultation Response	Potential safety risks	Paragraph 1	English Heritage Trust state that “Directing pedestrians, cyclists and carriages to cross the A344 near to Airman’s Corner roundabout at the entrance of the Stonehenge Visitor Centre and to traverse through the coach park into parking bays where vehicles will be reversing and manoeuvring is clearly very dangerous to public right of way (PROW) users and our visitors.”	Highways England acknowledges English Heritage Trust’s concerns. The link into the coach park has been removed following the supplementary consultation. Highways England continues to liaise with English Heritage Trust regarding the scheme design.	Under Discussion
4.2	[RR-1725]	Page 2 2.1.1	Impacts on Stonehenge and the World Heritage Site	English Heritage Trust “is particularly interested in the design details and finishes of the scheme and how they might impact upon the WHS and its attributes of OUV. [English Heritage Trust] has taken note of the documents provided in the DCO application and understands that the design details of some elements are not provided at this stage. However, given the highly sensitive heritage environment and significance of	Highways England welcomes further engagement with English Heritage Trust with regards to the detailed design. Highways England will engage with English Heritage Trust on detailed design and is currently considering the appropriate means of achieving this.	Under Discussion

				<p>Stonehenge and the WHS, [English Heritage Trust] considers that further information is required at this stage in order to properly assess the proposals in order to understand the physical and visual impact of any infrastructure within the WHS - to ensure all elements of the scheme are designed and located to allow the benefits of the scheme within the WHS to be fully realised. These details include the surfaces and extent of proposed Non-Motorised User (NMU)/PROW routes, fencing, signage, lighting, street furniture, the portals, articulation and form of the cutting and walls and the green bridge (within the WHS) design and any other significant changes/introductions.”</p> <p>English Heritage Trust seek a provision in the DCO to secure involvement in details of the development throughout the life of the scheme (see Row 4.7 below).</p>		
4.3	[RR-1725]	Page 2 2.1.3	Impacts on Stonehenge and the World Heritage Site	<p>English Heritage Trust “understands that there is potential for the restriction of future archaeological research within the affected part of</p>	<p>Highways England acknowledges English Heritage Trust’s concerns. As noted in the Statement of Reasons [APP-023], restrictions</p>	Under Discussion

				the WHS (e.g. above the tunnel route). This would be contrary to the provisions of the Stonehenge WHS Management Plan.”	are required above the tunnel in order to secure protection of the tunnel from potentially conflicting future development and works that might jeopardise the structural integrity of the tunnel. Highways England acknowledges English Heritage Trust’s concerns regarding the tunnel restriction areas and is undertaking further work to provide details of the type of restrictions required, for further discussion with English Heritage.	
4.4	[RR-1725]	Page 2 2.2.1	Access to the English Heritage Visitor Centre	English Heritage Trust state that “As well as conserving the site of Stonehenge, it is part of [English Heritage Trust’s] remit to welcome visitors to the site hoping that we will inspire people to value, visit and enjoy it. [English Heritage Trust] wants to ensure visitors have an easy route to the Stonehenge Visitor Centre, both during the construction phases and after the scheme is finished. Ease of access and signage to the Stonehenge Visitor Centre is key to this. The DCO and application papers do not give any detail on what road signage will be installed to ensure it is clear and intuitive for drivers	Highways England acknowledges English Heritage Trust’s concerns. A detailed signage strategy will be developed during the detailed design stage. It will include clear signing from the A303 directing traffic to use the Longbarrow junction for access to the Stonehenge Visitor Centre. A Traffic Management Plan is required to be approved and implemented pursuant to Requirement 9 in Schedule 2 to the draft Development Consent Order [APP-020]. As required by the Outline Environmental Management Plan (OEMP) [APP-	Under Discussion

				<p>wanting to visit Stonehenge. There is a lack of detail on the temporary infrastructure for the construction period therefore [English Heritage Trust] is unable to assess its impact on the WHS and our visitor operation.”</p> <p>English Heritage Trust expects a detailed signage strategy is included as a requirement in the DCO.</p> <p>As mentioned above, English Heritage Trust seek a provision in the DCO to secure English Heritage Trust’s future involvement in the scheme (see Row 4.7 below).</p>	<p>187], which is secured through Requirement 4 of Schedule 2 to the draft Development Consent Order [APP-020], the main works contractor would prepare and implement a detailed Traffic Management Plan which will include details of temporary construction signage and access arrangements, in consultation with relevant organisations (MW-TRA2).</p>	
4.5	[RR-1725]	Page 3 2.3.4	Public Rights of Way, NMU routes and vehicular access across the World Heritage Site	<p>English Heritage Trust states that it “objects to the section of the proposed restricted byway running alongside the A360 within the boundary of the Stonehenge Visitor Centre complex, creating a 4-metre wide byway for pedestrians, cyclists and carriages within the boundary of the Stonehenge Visitor Centre. English Heritage Trust objects to this proposal for the following reasons:</p> <ul style="list-style-type: none"> • Potential safety risks particularly conflict between non- 	<p>Highways England is discussing with English Heritage Trust whether an alternative route which addresses English Heritage Trust’s concerns and meets the objective of improving access to non-motorised users can be found.</p>	Under Discussion

				<p>motorised byway users and motorised visitors</p> <ul style="list-style-type: none"> • Potential security risks • Potential negative impact on [English Heritage Trust's] visitor operation • Potential negative knock-on impacts for A360/B3086 road users • Negative impact on design principles of the Stonehenge Visitor Centre • Negative impact on recent investment in car parking 		
4.6	[RR-1725]	Page 3 2.3.5	Public Rights of Way, NMU routes and vehicular access across the World Heritage Site	<p>English Heritage Trust state that "There are alternative routes that are better that would not give rise to the impacts above, including following, but outside the boundary of the Visitor Centre site as suggested by [English Heritage Trust]. The proposal for the restricted byway across part of the Visitor Centre site was introduced late and there was failure to consult and liaise with [English Heritage Trust] on the proposed right of way route selected before submission. [English Heritage Trust] has suggested the alternative route outside of the boundary of the</p>	Highways England is working with English Heritage Trust to consider whether an alternative route which addresses English Heritage Trust's concerns and meets the objective of improving access to non-motorised users can be found.	Under Discussion

				<p>Visitor Centre site, which is the subject of discussions with Highways England. The fact that [English Heritage Trust’s] suggested alternative route mentioned above is outside the land identified for compulsory acquisition does not constitute a compelling reason in the public interest to compulsorily acquire the land and interests in question, given the impacts.”</p>		
4.7	Public Consultation Response	The Western Section: Winterbourne Stoke bypass to Longbarrow junction	Western Portal Paragraph 1	<p>English Heritage Trust state that they “welcome the mitigation Highways England has included in the scheme at the western portal location to protect the OUV of the World Heritage Site”. EHT “largely supports the current design although would seek more detail about the size and exact location of the land bridge to ensure it maintains visual and physical connectivity between barrow groups in the western part of the WHS.”</p> <p>Progress has been made since Relevant Reps (this is noted in our Written Rep), but we seek further details now and a provision in the DCO to ensure we can continue to</p>	<p>Highways England acknowledges English Heritage Trust’s concerns. Further details regarding the land bridge were provided during the supplementary consultation and DCO application.</p> <p>(Reference should also be made to Row 4.9, Supplementary Consultation Response, 2. Widening of the green bridge proposed near the existing Longbarrow roundabout)</p>	Under Discussion

				discuss and agree details as the project develops.		
4.8	Public Consultation Response	The Western Section: Winterbourne Stoke bypass to Longbarrow junction	Western Portal Paragraph 2	English Heritage Trust comments that the design of the western approaches “is the most appropriate solution to removing the sight and sound of moving traffic from the WHS” by locating “the western approach to the tunnel entrance in a deep cutting. This will be mitigated by a partial canopy and a green bridge which will help to maintain connectivity between monument groups. These new elements are to be welcomed. However along with other heritage partners, English Heritage has asked Highways England to consider a further or wider green bridge in this area.” Regarding further details, see comment at Row 4.7 above.	Highways England acknowledges English Heritage Trust’s support for the Scheme design and the deep cutting in the approach to the western portal. Further detail regarding a wider green bridge or land bridge was provided in the supplementary consultation and DCO application. (Reference should also be made to Row 4.9, Supplementary Consultation Response, 2. Widening of the green bridge proposed near the existing Longbarrow roundabout). Highways England will engage with English Heritage Trust on detailed design and is currently considering the appropriate means of achieving this.	Under Discussion
4.9	Supplementary Consultation Response	2. Widening of the green bridge proposed near the existing Longbarrow roundabout.	Paragraph 1	English Heritage Trust comment that they welcome “the widening of the green bridge and its current position which will allow greater connectivity in this part of the World Heritage Site.” Regarding further details, see comment at Row 4.7 above.	Highways England acknowledges English Heritage Trust’s comments and support to the changes made regarding the green bridge at supplementary consultation and as put forward as part of the DCO application.	Under Discussion

					Highways England will engage with English Heritage Trust on detailed design and is currently considering the appropriate means of achieving this.	
4.10	[RR-1725]	Page 1 1.5	Introduction	English Heritage Trust state that “Removing the old Stonehenge visitor facilities adjacent to the Stones and the grassing over of the A344 in 2013 through [English Heritage’s] Stonehenge Environmental Improvements Project have had a significant positive impact for the public and WHS. [English Heritage Trust] consider that the current proposed A303 road scheme has the potential to further transform the Stonehenge part of the World Heritage Site and make significant improvements to the setting of the Stonehenge monument (which is one of the WHS’s attributes of Outstanding Universal Value (OUV)). Provided it is well designed and located sensitively, this scheme could greatly enhance the OUV of the WHS whilst simultaneously improving the setting of the Stones	Highways England acknowledges the support of comments from English Heritage Trust in relation to the potential for the Scheme to “transform the Stonehenge part of the World Heritage Site and make significant improvements to the setting of the Stonehenge monument (which is one of the WHS’s attributes of Outstanding Universal Value (OUV))”. The design has been developed having regard for the potential impact of the Scheme on the World Heritage Site and its OUV, informed by a Heritage Impact Assessment, as set out in ES Appendix 6.1, HIA [APP-195]. This has informed the choice of options for the cutting approach to the tunnel and canopy design over the tunnel entrance in the western part of the WHS, as well as the positioning of a c.150-metre-wide green bridge near Longbarrow. The heritage impact	Under Discussion

				<p>themselves, and people's experience of them.”</p> <p>English Heritage Trust seek further details now and a provision in the DCO to secure our future involvement on design details as the project develops to ensure the OUV of the WHS is protected.</p> <p>Regarding further details, see comment at Row 4.7 above.</p>	<p>assessment (HIA) [APP-195] has concluded that the Scheme would have a Slight Beneficial effect on the OUV of the WHS as a whole (as described in Chapter 12 of the HIA). This takes into account that of the seven attributes of OUV for the WHS, whilst the Scheme would have a slight adverse effect on two of those attributes, it would have a beneficial effect on the remaining five (being a slight beneficial effect on 3 of the attributes, a large beneficial effect on one, and a very large beneficial effect on one). This conclusion also takes into account that the Scheme would have a slight beneficial effect on the authenticity and integrity of the WHS. Overall, the OUV of the WHS would be sustained.</p> <p>Highways England will engage with English Heritage Trust on detailed design and is currently considering the appropriate means of achieving this.</p>	
4.11	[RR-1725]	Page 3 2.3.1	Public Rights of Way, NMU routes and	With the exception of the proposed restricted A360 byway through the Stonehenge visitor centre and	Highways England acknowledges English Heritage Trust's support for this element of the Scheme	Under Discussion

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

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

5.1 There are currently no matters not agreed between parties.

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