



Amesbury Museum & Heritage Trust

3rd April 2022

National Infrastructure Planning
Temple Quay House
2 The Square
Bristol
BS1 6PN

Dear Examining Authority,

TR010025 – 002292 Re-Determination of the Application by National Highways (formally Highways England) for an Order granting Development Consent for the A303 Amesbury to Berwick Down – Unique Reference 20020871

On behalf of the Amesbury Museum and Heritage Trust I thank you for your letter of 23rd February 2022 regarding the above and for providing the link to the Secretary of State's (SOS) request for comments from all interested parties.

We have studied the revised documents submitted by National Highways to the SOS as part of the redetermination process and wish to comment as follows:

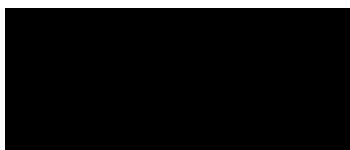
1. At the preliminary meeting on April 2nd 2019 and in writing (through the S51 advice) we requested how the applicant would address the covenants set out in the conveyance and deeds relating to the sale of the land on 23rd October 1915. There was no response; however, the response following the meeting implied that any documents pertaining to the original sale were "missing" and therefore no longer deemed extant and that the covenants in the deed of gift to the Nation in 1918 were subsequently extinguished. We contest this as the deeds from 1915 are not missing and therefore the matter of extinguishing the covenants has not been dealt with in accordance with the Landlord and Tenants Act 1925 section 84 which would be relied upon. Until such matters are resolved we consider that the current proposed tunnel will breach one of the 1915 covenants.
2. The exploration of alternative solutions to the specific question of the A303 Amesbury to Berwick Down did not form part of the public consultation, leaving no substantial debate or discussion pertaining to regional cost effective transport solutions. The current scheme as proposed gives no tangible benefit to wider transport



issues and arguably will lead to significant local traffic, environmental and heritage impacts, to which we object.

3. The Scheme as set out, proposes to put a significant concrete twin bored tunnel with its lowest point, below Stonehenge Bottom. The impact on the water table in the wider landscape and the contaminated road surface water flowing into the lowest point of the tunnel will require permanent water pumping and management to ensure adequate movement of water into the landscape. We can see no end of life costings or plans for removal of the scheme when the tunnel reaches its end of life, further can see no carbon calculation in accordance with the carbon budget for this or any life management of the water flow when the tunnel is no longer in use.
4. The Applicant fails to show how the landscape will be restored at the end of the tunnel's short life or how the water management will be addressed to prevent any further environmental and heritage damage.
5. The proposals make no mention of any organic archaeological features that may be impacted by changes in the water table at Bowles Hatches.
6. In responding to the Secretary of State for Transport's proposed Redetermination of the A303 Amesbury–Berwick Down (Stonehenge) Scheme, the Applicant has apparently made no reference to the significant decline reflected in recent patterns of official visitor numbers to the site.
7. Should the Secretary of State conclude that the redetermination proceeds beyond this point we believe a re-examination of the scheme is essential.

Yours sincerely,



Andrew Rhind-Tutt

Chairman of the Amesbury Museum and Heritage Trust