

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Response to the Stonehenge road widening scheme
Date: 02 April 2022 21:31:39
Attachments: [Stonehenge comments.pdf](#)

To the planning inspectorate,

please find attached our comments to the Stonehenge road widening scheme.

Yours sincerely

Marianne Pollich and Elisabeth Holder

Response to the Stonehenge road widening scheme

1.

First and foremost it has to be stressed, that it is imperative to reassess the Stonehenge road scheme in particular on the basis of current cost estimates, expectable environmental damages and pollution load both during construction time and after completion. New developments since 2019, just to mention the ambitious goals set by the Environment Act 2021, have to be taken into account. The close vicinity of the planned road to the site of Stonehenge is a further threat to the stones to be affected by exhaust fumes. This re-examination would best be done by an independent panel before the Secretary of State redetermines an application for the Development Consent Order in question.

2.

Rationalizations by National Highways in response to objections concerning the impact of the road scheme on Stonehenge at large — an archaeologically outstanding valuable heritage of worldwide importance — are based on the finds and the research methods known today and solely include mitigating measures.

As a consequence **future possibilities arising from new archaeological and scientific research methods**, alone and in combination, as well as together with new aspects of anthropological and processual thinking **are completely disregarded**. A resumption of investigations of the original site of the find and the finds in their original setting is thus rendered impossible. Yet it is exactly this possibility that can lead to astonishing new insights, which currently becomes apparent in many places of archaeological interest.*

In the area of the World Heritage Site new methods will lead to additional knowledge of the features of the archaeological remains and a deeper understanding of the temporal and social interconnections of the finds.

All this requires much time and a perspective of future. This prospect will brutally be prevented within a 3000 m long stretch of land in a width of approximately 100 m and a depth of up to 11 m.

In our view this alone constitutes a compelling reason for a different street alignment, giving the entire World Heritage Site of Stonehenge a wide berth. It is not apparent to us, why this should not be possible and why National Highways rejected this proposal altogether

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* Resumption research published i.e. by Marchand et al. on sites in France; D. Boric et al. on sites in the Rumanian/Serbian Danubian Valley; Lorblanchet et al. on Palaeolithic Caves.