

**From:** [REDACTED]  
**To:** [A303 Stonehenge](#)  
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From L Selene-Sayell

Comments in response to the Secretary for Transport's re-proposal of the Stonehenge tunnel.

There have been significant changes since the original decision in 2019 and National Highways failed to address some key elements of the scheme.

The changes since 2019 are that the IPCC has published a report demonstrating just how urgent the climate crisis is, making it even more urgent to cut carbon emissions. This scheme would cause massive climate emissions. Also the Environment Act 2021 promotes the protection and recovery of local ecology which this scheme would destroy forever.

National Highways have neglected to address some critically important matters related to this scheme.

Firstly the cost. What will the updated costs be with the soaring prices of energy, transport, materials etc? Also the cost in terms of carbon emissions which cannot be ignored in a time of climate crisis. The decision of UNESCO to potentially list the entire site plus Avebury as at risk has been ignored by NH as has the Secretary of State's finding on the damage to the western cutting area. NH has failed to assess other routes that would be far less damaging to the site and also alternatives to building this scheme which would be far cheaper and less permanent.

Because so much has changed since 2019 I believe that the Development Consent Order needs to be re-examined independently. The current scheme has so many failings and the cost is outdated. The World Heritage Site of Stonehenge and Avebury as well as nationally important ecology is at risk and once destroyed will be irretrievable for ever.

Lou Selene-Sayell.