

From: [REDACTED]
To: [A303 Stonehenge](#)
Cc: [REDACTED]
Subject: Redetermination of A303 Stonehenge scheme
Date: 03 April 2022 14:57:41

Dear Planning Inspectorate,

During my [REDACTED] years I have visited Stonehenge many times, and am very concerned about the proposed scheme to build a tunnel for the A303 under the Stonehenge site for the following reasons:

- Stonehenge is **a place of archaeological and historical importance and a unique prehistoric cultural World Heritage Site**. It's a sacred Neolithic landscape, not just a monument. It also contains many other older monuments on the site, including nearly 1,000 burial mounds, of which 8 or 9 Neolithic burial mounds are in the area where the road building work will be. It will take out up to 10 hectares of some of the most sensitive prehistoric remains in the world – although they will be excavated archaeologically, they will be destroyed. Stonehenge is not just Britain's world heritage site, but a **world** heritage site.
- National Highways has not made any changes to the Scheme to **take the 2021 World Heritage Committee Decision into account;**
- Indeed, the Secretary of State found the Scheme's impact on the proposed western cutting area would be **"significantly adverse"**
- **National Highways has not fully assessed alternative routes less damaging to the World Heritage Site** e.g., a southern bypass route would be cheaper even if there might be some problems with it, while a longer tunnel would reduce impact on the World Heritage Site
- **National Highways has not explored alternatives to hard engineering** solutions in the context of safeguarding and enhancing the World Heritage Site – e.g. a package of measures to reduce road traffic, road emissions and improve access to the South West
- **National Highways has not** updated the scheme construction costs; nor
- updated the carbon assessment and costs.
- The proposed tunnel is only 3km long, with a deep gouge through the site leading to the tunnel, whereas the World Heritage Site is 5.4km wide. Any diversion of the A303 needs to be through a tunnel of at least 5.4km long so that the site is minimally affected.

Since the Examination closed, concern for climate change has increased with the latest Intergovernmental Panel on Climate Change report and the need to take urgent action to reduce emissions, not increase them as any new Stonehenge road scheme would; and the Environment Act 2021 sets new ambitions around nature recovery.

I therefore ask for a re-examination of the Development Consent Order. I consider the omission on current cost estimates, UNESCO's position and new information since the Examination closed in October 2019 are compelling grounds for a re-examination by an independent panel BEFORE the Secretary of State redetermines an application for a DCO for the very same road scheme.

Yours faithfully,

Sally Barrett,

[REDACTED]

