

**From:** [REDACTED]  
**To:** [A303 Stonehenge](#)  
**Subject:** Re-determination of the Application by Highways England for an Order granting Development Consent for the A303 Amesbury to Berwick Down (A303 Stonehenge)  
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## **Re-determination of the Application by Highways England for an Order granting Development Consent for the A303 Amesbury to Berwick Down (A303 Stonehenge)**

I find it incomprehensible and outrageous that the National Highways have responded to the successful legal challenge and quashing of the A303 Stonehenge Development Consent Order (DCO), by submitting responses that continue to support the existing scheme application unaltered.

I am strongly opposed to a scheme which involves the mutilation and damage to the Stonehenge, Avebury and Associated World Heritage Site. The proposed works could damage the site so badly that it could be removed from the World Heritage List. The 2021 World Heritage Committee warned the WHS might be considered for placing on the World Heritage in Danger List, should the scheme proceed unaltered.

The fundamental flaw of the scheme is that the proposed tunnel is only 3 km long and the World Heritage site is 5.4 km wide at this area. The new dual carriageway A303 would involve deep and extensive cuttings into the internationally acclaimed archaeological site. These massive cutting are the most damaging aspect of the scheme.

If, as it appears, the National Highways are absolutely determined to proceed with the A303 Stonehenge Scheme (A303 Amesbury to Berwick Down) then the very least they should do is to tunnel under the entire 5.4 km of the World Heritage Site. The actual cost of tunnelling a further 2.4 km would be relatively inexpensive as the tunnelling machines and associated equipment and manpower would already be in situ. This would at least mean the cuttings were outside the World Heritage Site.

Another important point is that the World Heritage site is that areas of it are covered in rare and ecologically important Chalk Grassland. These areas could and should be expanded and restored to create a living landscape complementing the historic landscape, which would be consistent with the aims of the 2021 Environment Act. The original landscape setting of Stonehenge would have been Chalk Grassland.

If the Government and Department of Transport are really concerned about carbon emissions, then they should stop building new roads, which includes the A303 Stonehenge Road, and expanding road vehicle use. More road capacity simply leads to more traffic.

Please can you re-examine the A303 Stonehenge Development Consent Order.

Best regards,

David Seilly

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