

**From:** [REDACTED]  
**To:** [A303 Stonehenge](#)  
**Subject:** Objections to the plans to tunnel underneath the Stonehenge World Heritage site.  
**Date:** 03 April 2022 23:12:45

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### **To whom it may concern**

I am writing to object to the plans to put a tunnel under part of the Stonehenge site.

There is no mention of the stated intention of UNESCO World Heritage Committee to give serious consideration to putting the site on the At Risk register if the proposed plan proceeds.

Having driven past Stonehenge many times during the past 71 years and spent many hours in queues, especially during the past few years, I have a few suggestions to make.

The obvious one is to build a second carriageway alongside the existing one. The spoil from the construction could help to build a bank to the north of the whole road, high enough to provide immediate relief from the noise and the sight of traffic. This effect would be enhanced were English Heritage to plant a screen of native trees along the bank. In due course these would provide a habitat for wildlife, sadly lacking at the moment. If the majority of the trees were deciduous, in winter, when there is less traffic, there would be a chance to catch glimpses of Stonehenge. It might also be possible to screen the unsightly campervans that do nothing to enhance a World Heritage Site.

Much of the congestion would be eased if there was some advance warning, surely perfectly possible with modern technology. Not just at the approach to the roundabouts at each end of the stretch of road that passes Stonehenge, but far enough away to give motorists the opportunity of making a sensible detour.

A 40 or 50 mph speed limit at peak times would help to ease the congestion that happens when the dual carriageways at each end are reduced to two lane roads and would help to protect the site from speeding traffic, especially lorries.

The tunnel would be enormously expensive and only move the western traffic congestion a few miles further down the A303. It would also take many years to build and would no doubt overrun its original budget. If by-passing Winterbourne Stoke and Chicklade is not possible, dualling the railway line between Salisbury and Sherborne, and on to Exeter would make the train a much more attractive proposition and would help to decrease the amount of traffic on the A303.

Those of us who know and love Stonehenge want it to stay the way it is, with a dual carriageway and some beautiful trees but without massive amounts of lights, concrete, bollards and signage.

Yours faithfully,

Josephine Aldenham

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