

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Redetermination
Date: 01 April 2022 12:09:35

Dear Sir,

I would like to state my objections to the current plans for the development of the A303 around Stonehenge.

The World Heritage Committee is concerned about the A303 upgrade, enough so to consider putting the Stonehenge WHS on the at danger list.

Extract from [REDACTED]

“11. Regrets that the Development Consent Order (DCO) has been granted for the scheme; and therefore, further considers in conformity with Paragraph 179 of the Operational Guidelines that the approved A303 improvement scheme is a potential threat to the property, which – if implemented – could have deleterious effects on its inherent characteristics, notably to its integrity; State of conservation of properties WHC/21/44.COM/7B.Add, p. 63 Inscribed on the World Heritage List”

“12. Notes moreover that in the event that DCO consent was confirmed by the High Court, the property warrants the inscription on the List of World Heritage in Danger;”

“13. Finally requests the State Party to submit to the World Heritage Centre, by 1 February 2022, an updated report on the state of conservation of the property and the implementation of the above, for examination by the World Heritage Committee at its 45th session in 2022, with a view to considering the inscription of the property on the List of World Heritage in Danger if the A303 route upgrade scheme is not modified to deliver the best available outcome for the OUV of the property.”

Surely there is enough creativity and funding to reach a great solution to the A303 issue. I understand roads are getting busier and yet I also understand that the WHS is unique. Completely unique, no other on Earth like it. This makes it vitally important to protect and conserve. Who knows what future advancements in archaeology will discover on this site.

As the A303 runs straight through the WHS something must be done to protect as much of Stonehenge as possible. A longer tunnel that starts and ends outside the WHS. Re-routing the road south (which may be cheaper). This is an incredibly important area, it's a holy area to some. Please make your mark and do something positive for the WHS.

National Highways has not:

- **made any changes to the Scheme to take the 2021 World Heritage Committee [REDACTED] into account;**
- **acknowledged that the Secretary of State found the Scheme's impact on the proposed western cutting area would be “significantly adverse”;**
- **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;

- **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;
- updated the scheme construction costs; nor
- updated the carbon assessment and costs.

Other changes 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.

Please re-examine the Development Consent Order

In the opinion of many concerned parties: 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 sincerely,

Sally Mayne