

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Request for a Re-examination of the Development Consent Order - Stonehenge/A303
Date: 03 April 2022 13:48:35

Dear Sir or Madam,

I write as an interested party in this scheme, both as a road user and an interest in prehistory.

That something needs to be "done" to the A303 is plain and unarguable. However, Stonehenge is not just the "stones", it is an area of World Heritage significance. This must be protected by sympathetic, and if necessary, a more expensive solution. As a [REDACTED] year old who has since he was 5 years old, travelled extensively in the UK, Ireland, and much of Europe to study the past 10,000 years of our history, I would make the following 2 points

- the scheme as proposed will inevitably damage or destroy known and unknown sites, and affect existing monuments (example - Blick Mead, situated virtually adjacent to the proposed widening). Along with the Carnac Stones and Bru Na Boinne, this area is the most important of its kind in Europe, dating from the Mesolithic through to the present. With other road schemes, one does not like, but has to accept, the loss of some history as progress has to take place. On a few occasions, this is one, no loss should be acceptable.

- in terms of cost, the options of a much longer tunnel or a complete new route, is obviously more expensive. However, the investment would be worth it, in the medium to long term, which I do not believe has been investigated sufficiently or in an adequate manner. If the entire area was returned to grassland, or similar, the commercial benefits would be vast. Bru Na Boinne, when I first visited in the mid 1980's was a hut and a guide, whereas today it has a modern visitor centre several miles away, ticket only access, and so forth. It is a great success. Stonehenge is known to everyone, worldwide, and other monuments in the area are also coming to the notice of a wider public - the educational and tourist (UK and the World) benefits in terms of simply income generated, are massive.

Finally, the road and the monument (the area) are not mutually exclusive - all those with an interest can be accommodated, but this needs to be with a comprehensive, long term plan. The current one does not reach the level required.

Thank you for your work on this matter.

Kind regards,

Alex Knutsen

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