

**From:** [REDACTED]  
**To:** [A303 Stonehenge](#)  
**Subject:** Stonehenge tunnel  
**Date:** 03 April 2022 12:32:15

---

Dear Sirs

As a child I was one of the lucky ones who was able to play amongst the stones. Today I still use this route on a regular basis and yes travel through this area requires patience. However we live in difficult times where travel on public transport compared to a car is cost ineffective and we rely more and more on the car to travel. Electric cars are not the solution and can cause as much damage to the environment when sourcing raw materials to manufacture them ,let alone disposal of the batteries when they reach the end of their short life expectancy .

So currently the policy appears to be to widen roads and create other infrastructure to allow for the increase in road traffic as the driving population increases. So with regard to Stonehenge and the planned works firstly I draw your attention to the extract from the World Heritage Committee, I for one would be angered if the Stonehenge site loses its status as Liverpool did.

Second it appears that changes have not been considered to the original Scheme to take into account any changes notified by the public and organisations opposed to the Scheme. This appears to be bureaucracy at its finest eyes closed fingers in ears toys out of the pram.

Therefore I must concur that

In my opinion 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.

Please can I remind you that Stonehenge is just not about the standing stones it is about a much large and ever increasing area as our knowledge of the past unfurls more finds and links much large areas of the landscape together . Ultimately I would expect Stonehenge and Avebury to be thought of as one large archaeological site.

Regards  
Les Miles

[Extract from World Heritage Committee's decision:](#)

*"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.”*

## **National Highways has not:**

- **made any changes to the Scheme to take the 2021 World Heritage Committee [Decision](#) into account;**

In our opinion 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. **Development Consent Order**

