

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Proposed A303 Amesbury to Berwick Down dual carriageway
Date: 01 April 2022 14:45:21

Good afternoon,

I am writing to ask that an independent panel re-examine the proposed A303 Amesbury to Berwick Down dual carriageway scheme before the Secretary of State for Transport redetermines an application for a Development Consent Order for the same road scheme.

The Stonehenge World Heritage Site is an area of unparalleled archaeological significance in the world. The construction proposed with the A303 Stonehenge Tunnel will destroy vital evidence of the prehistoric landscape close to Stonehenge and this evidence will be lost forever. Every year new discoveries are made within this World Heritage Site and the publication of these discoveries excites great public interest. If a tunnel really needs to be built, which is highly debatable, then the tunnel should be extended so that its entrance and exit are both outside of the World Heritage Site.

Following the Secretary of State for Transport asking National Highways for their response to several matters he raised, National Highways have now replied.

This reply does not fully assess alternative routes such as a longer tunnel that I mentioned above or a southern bypass route - both of which would be less damaging to the World Heritage Site.

It does not acknowledge that the Secretary of State found that the scheme would have a "significantly adverse" impact on the proposed western cutting area.

On 22 July 2021 UNESCO's World Heritage Committee noted that if the A303 Stonehenge scheme proceeds without modification it will be "a potential threat to the property which - if implemented - could have deleterious effects on its inherent characteristics, notably to its integrity". It advised that the scheme should be modified to deliver the best available outcome for the Outstanding Universal Value of the property. Should this not happen the Committee will consider the inscription of the property on the List of World Heritage in Danger. No changes have been made by National Highways to take these considerations into account.

Neither the scheme construction costs nor the carbon assessment and costs have been updated.

With the massive escalating problem of climate change and rising concerns about vehicle emissions it does not make sense to embark on such a hugely expensive project that will increase traffic flow and emissions.

New archaeological techniques are being introduced all the time and the information we can gather from the landscape increases exponentially. It will be a tragedy if any of this unique ancient landscape is destroyed - future generations will ask why such destruction was needlessly permitted when alternatives were available.

Yours faithfully,

Christopher Stevenson

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