

**From:** [REDACTED]  
**To:** [A303 Stonehenge](#)  
**Subject:** Re-examination of the A303 Stonehenge Tunnel Scheme  
**Date:** 01 April 2022 16:48:08

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Dear Sir,

I raised objections to the original scheme which was examined at the Public Inquiry carried out in 2019. Many of the matters of concern which I raised at that time were referred to in the Inspectors report as reasons for not proceeding with the project as presented.

In presenting this same scheme again it is clear that Highways England(HE) has shown no concern to fully address the Inspectors reasons for refusing the original proposal. In particular I would draw your attention to the following points which have NOT been addressed by Highways England.

1 Stonehenge is a World Heritage Site (WHS) where the Government made a commitment to protecting, preserving and enhancing the whole World Heritage Area, it is not just about the Stonehenge monument. Despite strong criticism expressed by the World Heritage Committee in their decision, Highways England has made no attempt to change the scheme and fully take those valid concerns into account.

2 The Secretary of State drew attention to the 'significantly adverse' impact on the WHS on the proposed western cutting area yet nothing has been proposed by HE to significantly address this proposed destruction of this protected landscape.

3 There has still not been any serious attempt to fully assess alternative solutions which would be less damaging to the WHS. A longer tunnel would reduce the impact significantly and a southern by-pass route would be considerably cheaper despite potential problems. This would be far less damaging to the WHS but has not been properly assessed.

4 Other traffic management solutions available to address the problems of traffic volumes and to protect the WHS have not been investigated and costed. Improvements which would improve overall access to the South-west without damaging the WHS have not been explored.

5 The total scheme costs have not been updated and, given the changes to energy prices, there will be a significant increase to the overall budget.

6 There has not been an updated carbon assessment and costs by HE.

7 Following the recent COP22 there should now be serious immediate and long-term action to reduce emissions in line with the UK and global climate emergency. The scheme as proposed would be counter effective in this regard by increasing emissions and pollution.

8 The recent Environment Act of 2021 sets out new ambitions and this must be reflected in the execution of any scheme.

**I ask for a re-examination of Development Consent Order.**

In my opinion and that of many other people and organisations, 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.

I remain,  
Yours faithfully,

Roger Brake