

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: A303 and Stonehenge World Heritage Site
Date: 09 September 2022 15:13:55

Dear Sir / Madam,

Once more I am stating my feelings that the current suggested plan with regard to the above is wrong as it does not take into account many problems, as follows:

Why should the tunnel extensions should terminate only 80m beyond the western WHS boundary whilst repositioning the A303/A360 interchange further west and out of sight from the WHS.

No decision should be taken on the scheme before the next World Heritage Committee meeting.

Further investigation of a southern WHS bypass. It would be both beneficial to the WHS and less expensive.

The [National Trust](#) and [Wiltshire Council](#) saw benefits in longer tunnel alternatives, should they be considered both acceptable and viable, whereas the [Consortium of Stonehenge Experts](#) did not recommend the cut and cover extension as "it would involve significant loss of the physical fabric of the WHS".

At a time when Government decarbonisation policy is to facilitate a reduction, or at least a stabilisation, in traffic, the Alliance repeated arguments for consideration of non-road building alternatives, including effective traffic management measures. The scheme would generate massive carbon emissions in construction and operation, and is entirely out of step with advice by the Climate Change Committee which warns that reduction in car use is essential to tackle the climate emergency.

Grave concerns about the problems that would arise from tunnelling through the unique chalk geology of the WHS which lacked specialist assessment

The [Environment Agency](#) concluded, on the extended tunnel alternatives, that there is "insufficient evidence to support the Environmental Appraisals" especially in relation to "potential impact on groundwater and flood risk matters."

Business case

The Alliance challenged National Highways' revised business case which improved the case for the scheme despite its reliance on a discredited heritage valuation survey without which the scheme would show negative value for money spent on it.

Furthermore, the scheme is being progressed in isolation from other identified bottlenecks along the A303 corridor, undermining the time savings and benefits attributed to it.

The Stonehenge Alliance continues to argue that the proposed project is so flawed, and its negative impacts so great, that the Secretary of State should refuse the Development Consent Order.

If, as National Highways proposes, the Transport Secretary is minded to proceed with the present scheme unchanged, it should be formally re-examined, so that all the new information made available since 2019 may be properly considered and the Transport Secretary receive independent specialist advice.

Regards

Roland Wallace