

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: A 303 Stonehenge tunnel plan
Date: 28 September 2022 11:23:27

Dear Planning Inspectors,

to describe Stonehenge as one of Britain's most important heritage assets is an understatement – it is one of the world's most important and valuable artefacts, which happens to be in Britain. We therefore have an immense duty of care to preserve and conserve Stonehenge for future generations, and we will be judged if we fail in this duty.

The current proposal is the sort of thing which might have been carried out during wartime – a cheap emergency expedient to keep crucial transport moving. It is not a properly considered solution to a difficult problem.

If we are going to have a tunnel then it should be a proper tunnel which goes deep enough and far enough to be clear of the heritage site. But now people are complaining that actually they value the glimpse of Stonehenge you get on the existing road.

And the moment we start to consider a long deep tunnel then the cost/benefit analysis turns against the whole scheme. Fundamentally this is why so many schemes have run into the sand.

- The cost benefit calculation for the current proposal is flawed.
- The proposed cut-and-cover tunnel damages a UNESCO heritage site to the point that it might actually be deemed to have been effectively ruined. Better to do much more, much less or nothing at all.
- A better, cheaper solution would not preclude a full scale tunnel in future. I have driven this road on a weekly basis for 7 or 8 years. It is not held up by people gawping at the stones – a chance to look at the stones is a bonus: when the traffic can flow, it flows freely. It is held up at the A360 roundabout. So if you wanted a sensible low-cost solution you would start by making that a flyover, and then bridge the valley over Winterborne Stoke to the next dual carriageway stretch. That way the short single lane stretch past Stonehenge would be an enjoyable pause on the journey west.
- There are many other bottlenecks on the A303 – solving this one is almost literally kicking the can down the road. Why not start further west?
- We have made errors like this before, let us not do so again. The short cheap tunnel National Highways are proposing should be compared to the horrible cutting on the M3 at Twyford down. Similar arguments were made for this, but now no one can drive through it without a feeling that we did something cheap and nasty to a beautiful place. Please let us not make the same mistake again. Compare the proper job at Hindhead – which shows what we can do when we try.

I therefore object to this proposal.

John Forbes,

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