The Planning Inspectorate
Yr Arolygiaeth Gynllunio

A303 Stonehenge

(TR010025)

Correspondence received after the close of the Examination at 23:59 on Wednesday 2nd October 2019

No.	From	Organisation	Date Received
1	Andrew Nicolson	Cycling UK	03 October 2019
2	Kate Fielden	The Stonehenge Alliance	20 January 2020
3	Kate Fielden	The Stonehenge Alliance	22 January 2020
4	Rosemary van Musschenbroek		20 January 2020
5	Clive Hughes		20 January 2020
6	Ralph Treadgold		23 January 2020
7	Paul Timlett		2 February 2020
8	Alfred Burgess		04 February 2020
9	Michael A Nottage		06 February 2020
10	Elena Pan-Sesar		08 February 2020
11	Fleur Oakes		10 February 2020
12	Peter Ellis		10 February 2020
13	David Cox	Highways England	10 February 2020
14	Sharron Von Tutschek		10 February 2020
15	Stephen Stacey		10 February 2020
16	Jeremy Quin MP on behalf of Chris Warner		10 February 2020
17	Heather Marshall		11 February 2020
18	John Orbell		11 February 2020
19	Anda I. Zevedei		11 February 2020
20	Alice Gem		11 February 2020
21	Diane Needham		11 February 2020
22	Rt Hon Sir Oliver Heald QC MP (constituent Jonathan Holt)		11 February 2020
23	Gill Furniss MP		12 February 2020
24	Adam Afriyie MP on behalf of Christopher Sale		13 February 2020
25	Julian Knight MP on behalf of Lloyd Penfold		14 February 2020
26	Jon Burrows		15 February 2020
27	Kellie Smooch		15 February 2020
28	Anthony and Judy D'Arcy-Irvine		15 February 2020
29	Easter Russell		17 February 2020
30	Sharon Blackman		17 February 2020
31	Mavis Linstrum		17 February 2020
32	Christine Morrey		17 February 2020
33	Alison Leonard		17 February 2020

34	M K Hewitt		17 February 2020
35	Sophia Smith		17 February 2020
36	Andrew Casey		17 February 2020
37	Kay Wagland		17 February 2020
38	Chris Gillham		17 February 2020
39	Andrew and Maureen Broadbent		17 February 2020
40	Robin Heywood		17 February 2020
41	Melanie-Humphries-Cuff		17 February 2020
42	Catherine Le Grice-Mack		18 February 2020
43	Will Quince MP on behalf of Peter Woolf		19 February 2020
44	Jill Williams		21 February 2020
45	Andrew Jones MP on behalf of Mr Alex Moss		24 February 2020
46	Rt Hon Iain Duncan Smith on behalf of Rosemary Newnham		26 February 2020
47	Paul Arnett	Classimaxx Ltd	27 February 2020
48	Laura Farris MP		27 February 2020
49	Rt Hon Gavin Williamson MP on behalf of Brian Dorsett		27 February 2020
50	Valerie O'Shaughnessy		27 February 2020
51	Phillip Davies MP on behalf of Stuart Culliford		28 February 2020
52	Adam Woods		28 February 2020
53	Robert Boston		01 March 2020
54	Paul Gossage		03 March 2020
55	Graham Parker		10 March 2020
56	Nusrat Ghani MP on behalf of Charles de Franca Hedges		12 March 2020
57	Miles Newman		13 March 2020
58	Peter Godfrey		14 March 2020
59	Charlotte Jane Grimaldi Phillips		16 March 2020
60	Sally Phillips		16 March 2020
61	Paul Gossage		18 March 2020
62	Hans-Joachim Arnold		23 March 2020

63	Rt Hon Brandon Lewis MP on behalf of Ms Alison Smith		25 March 2020
64	Tony Mills		25 March 2020
65	Stuart Roberts	National Farmers Union	26 March 2020
66	Howard Smith, MRICS	Charles Rowland, Ratfyn Farm	27 March 2020
67	Helen Hayes MP on behalf of Hayde Sacerdote		29 March 2020
68	Laws & Fiennes LLP	Lincoln College	31 March 2020
69	Glen Davis		02 April 2020
70	Kate Fielden	The Stonehenge Alliance	08 April 2020
71	Olivia Blake MP on behalf of Theresa Thomas		30 April 2020
72	Neil I Redfern	Council for British Archaeology	27 May 2020
73	Kate Fielden	The Stonehenge Alliance	28 May 2020
74	Rev Olteanu Cosmin	The New Pagan Dawn, Romania	14 June 2020
75	Neil I Redfern	Council For British Archaeology	19 June 2020
76	Jon Burns		22 June 2020
77	Mark Bush	Consortium of Archaeologists and the Blick Mead Project Team	25 June 2020
78	Kate Fielden	The Stonehenge Alliance	26 June 2020
79	Kate Fielden	Stonehenge Alliance	26 June 2020
80	Andrew Dipper		10 July 2020
81	Mark Willett		10 July 2020
82	Sue Lobb		10 July 2020
83	Luke Lehmann		10 July 2020
84	Ken Simpson		10 July 2020
85	Chris Matzliach		10 July 2020
86	Ellen Portess		10 July 2020
87	Paul Shorter		10 July 2020
88	Miles Newman		10 July 2020
89	Ellen Garb		10 July 2020
90	Fleur Oakes		10 July 2020

91	Caroline Sharpe		10 July 2020
92	Lucy Bowers-Wildblood		10 July 2020
93	Robin Horton		10 July 2020
94	J Wilson Bright		10 July 2020
95	Harry Lewis		10 July 2020
96	Jason Lee		10 July 2020
97	Sue Shepherd-Cross		11 July 2020
98	Jenny Combe		11 July 2020
99	Peter Croft		11 July 2020
100	Linda Henderson		11 July 2020
101	Sam M		11 July 2020
102	Robert Hurford		11 July 2020
103	Beryl Paton		11 July 2020
104	Margaret Green		11 July 2020
105	Judith Bruni		11 July 2020
106	Jonathan Burrows		11 July 2020
107	Layla Fowler		11 July 2020
108	Penelope Rowe		11 July 2020
109	Kerry Holmes		11 July 2020
110	Kevin Markwell		11 July 2020
111	Angela Roden		11 July 2020
112	Martin McCann		11 July 2020
113	Will Knocker		11 July 2020
114	Brian Patterson		11 July 2020
115	Helen Holmes		11 July 2020
116	Andrew Collier		11 July 2020
117	Jeanne Rodgers		11 July 2020
118	Duncan Pugh		11 July 2020
119	Sue Shepherd-Cross		11 July 2020
120	Kevin Clarke		11 July 2020
121	Trevor Sykes		11 July 2020
122	Thomas H Small		11 July 2020
123	Chris Dyer		11 July 2020
124	Maddy Tanner		11 July 2020
125	Bill Caswell		11 July 2020
126	Peter Ellis		11 July 2020
127	Joseph Nicholas		11 July 2020
128	Helen Armitage		11 July 2020
129	Constantine Kitis		11 July 2020
130	Margaret White		12 July 2020
131	Simon Barber		12 July 2020
132	Belinda Lopez		12 July 2020
133	Jillian Head		12 July 2020

134	Ced Jackson		12 July 2020
135	Nick Orson		12 July 2020
136	Sue Rivers		12 July 2020
137	Margaret Barrett		13 July 2020
138	Wendy Freeman		13 July 2020
139	John Camp		13 July 2020
140	Kelly Green		13 July 2020
141	Judith Stanley-Smith		13 July 2020
142	Leonard H. W. van Sandick, Baron de Rehainviller		13 July 2020
143	Grant Munro		13 July 2020
144	Susan Canney		13 July 2020
145	Julie Wilkinson		13 July 2020
146	Deborah Conway Read		13 July 2020
147	Nigel Huddleston MP on behalf of Martin McCann		13 July 2020
148	Dan Peel		13 July 2020
149	Margaret Barrett		13 July 2020
150	Jacob Rees-Mogg MP on behalf of Ms Grethe Hooper		14 July 2020
151	Eileen Greene		14 July 2020
152	Carole Green		14 July 2020
153	Shirley Mills		14 July 2020
154	Andrew Casey		14 July 2020
155	Graham Vincent		14 July 2020
156	Nicholas Jones		14 July 2020
157	Marion Hamilton		14 July 2020
158	Lucy Powell MP on behalf of Natalie Somers		15 July 2020
159	Guy Opperman MP on behalf of Wendy Bond		15 July 2020
160	Jeremy Wright MP		15 July 2020
161	Rosemary Kelly		15 July 2020
162	Juliet Chaplin		15 July 2020
163	Caroline Price		15 July 2020
164	Jill Marrington		15 July 2020
165	Philip Herridge		15 July 2020
166	Mrs G Williams		15 July 2020
167	Lyn A Morgan		15 July 2020

168	Vaughan Hill		15 July 2020
169	Alice Gem		15 July 2020
170	Stephen Doempke	World Heritage Watch	15 July 2020
171	Stephen Flynn MP		16 July 2020
172	Mr WJ & Mrs SM Lodge		16 July 2020
173	Mrs Tracey Lockwood		16 July 2020
174	Layla Moran MP		17 July 2020
175	Anna Torlen		18 July 2020
176	Cat Smith MP		24 July 2020
177	Janie Applebee		25 July 2020
178	Siobhain McDonagh MP		27 July 2020
179	Robert E Rutkowski		27 July 2020
180	Mr. & Mrs. W. J. & S. M. Lodge		29 July 2020
181	Duncan Baker MP on behalf of Jayne Cooper		14 August 2020
182	Erica Foulkes		14 August 2020
183	Hugh Williams		18 August 2020
184	Neil Parish MP on behalf of Isabel Richardson		01 September 2020
185	Kerry McCarthy MP		14 September 2020
186	Parvis Khansari	Wiltshire Council	05 October 2020
187	Anthony Mangnall MP		05 October 2020
188	Michael Nottage		19 October 2020
189	Kate Fielden	Stonehenge Alliance	20 October 2020
190	Dan Parry-Jones	Royal Mail	21 October 2020
191	Amethyst Gray		28 October 2020
192	Mrs J Surtees		29 October 2020
193	Catherine Reed		30 October 2020
194	Tony Bull		08 November 2020
195	Kate Fielden	Stonehenge Alliance	09 November 2020
196	Marina Sanchez		09 November 2020
197	Cherry Lavell		09 November 2020
198	W.R.D.Couper		09 November 2020
199	Lachlan Taylor		09 November 2020
200	Judy Hosegood		10 November 2020
201	Margaret Barrett		10 November 2020
202	David Edwards		10 November 2020
203	J E Tuson		10 November 2020
204	Clive Hewitt		10 November 2020
205	Rosalind Kent		10 November 2020

206	Nicholas and Inge Dyson		10 November 2020
207	Philip Nichols		10 November 2020
208	John Boyd		11 November 2020
209	Fiona Wright		11 November 2020
210	David Rawlins		11 November 2020
211	Alex and Lynne Fish		11 November 2020
212	Dr Kris Lockyear		11 November 2020

Cycling UK
Follow-up Statement - Andrew Nicolson

I have been speaking for Cycling UK, as an accredited representative, relating to on-road use of the main A303. The other Cycling UK and COGS representatives have evidence for Cycling UK related to leisure use and the proposed provision for NMUs.

Summary

Provision for cyclists, cyclist safety and the promotion of cycling are established public policy and stated to be Highways England policies. This is congruent with public policies to reduce air pollution and greenhouse gases, and to promote public and personal health and reduce illness.

There is independent evidence, and some Highways England evidence, that pedal cyclists are frequent and regular users of the A303 throughout the Scheme area and elsewhere. Highways England evidence on this is sparse, unreliable and inadequate. I particular, cycles have not been counted at times of day when they probably use the A303 in significant volumes.

There needs to be continuous cycle provision both on and in the alignment of the proposed A303 through the scheme. The main proposed off-road NMU route would not provide this, as it will lie only between the Longbarrow Roundabout area and existing junction with Stonehenge Road, Amesbury. Between Stonehenge Road and Solstice Park, the proposed "provision" consists of existing local roads through Amesbury, which are not Highways England's provision or responsibility, are unsuitable in some places and form no part of the Amesbury Bypass. The lack of provision is contrary to public policy and should not be allowed to prevail.

Pedal cycle users are a diverse category of road users, with a variety of needs, levels of experience, attitudes to risk and travel purposes. Hence there need to be three layers of provision for cycling, along the A303 alignment through the scheme.

1. **The off-road NMU provision is important in itself, even though it has drawbacks such as shared use with walkers and horse-riders, and a proposed lack of night lighting. It needs to continue east-west between the point where it runs north-south and is diverted, connecting with Stonehenge Road, Amesbury. This provision would be in the form of road-side cycle tracks next to both carriageways, between the tunnels and Countess Roundabout. This is likely to require, among other things, a greater land-take than is currently proposed.**

2. **Cyclists who are prepared to use the existing single and dual carriageways of the A303 require permission to use the proposed tunnels, which are two-lane in each direction. This is a wholly exceptional situation, and Highways England has made no coherent or valid safety case against it. Safety for cyclists on the carriageway is likely to be at least as good as it is on other A303 dual carriageways, where cycling is permitted. There are methods of further improving cycling safety and mitigating possible effects on traffic flows.**

3. **For cyclists who need or wish to use the tunnel, but prefer, or are unprepared, to use the carriageway, there should be provision for them to use the strips currently referred to as**

emergency walkways. These are wide enough for useable provision, even though it they are technically sub-standard.

There is evidenced in the traffic data of significant cycle use in the Bulford area. The A303 causes community severance between Amesbury to the south and Bulford, Bulford Camp and Tidworth to the North. The stopping up of the A303 crossing at Amesbury Road, which is partly a lane or byway, worsens this severance. The opportunity should be taken to provide a "green bridge" for non-motorised users, likely to be more heavily used for everyday travel than those to the west.

Due to the absent and inadequate provision for cyclists as road users, the CPO should not be approved nor should Development Consent be granted, without modification.

Introduction

The "Highways England Strategic Road Network Initial Report, December 2017", states (p.7),

"As the operator of the SRN, our 3 imperatives are:

***Safety**: This is our top priority. This means safety for all who use or cross our roads (motorists, pedestrians, cyclists and horse riders), for our workers, and for the communities who live and work alongside them. […]" (p. 7).*

"The SRN is part of a wider transport network which should: […] support sustainable travel choices by connecting to public transport and providing safe, high quality facilities for pedestrians and cyclists." (p. 8).

"We're also committed to improving connectivity on and around the network for non-drivers by delivering safe and accessible routes. Improved cycling routes can provide far-reaching advantages - helping to reduce the congestion caused by motor vehicles and improving public health, lowering NHS costs […] Our major highways construction projects factor in improvements for cyclists. For example, the A1 Leeming to Barton scheme provides enhanced access for equestrians, pedestrians and cyclists through a new continuous local access road and 11 new or upgraded crossings. As we build toward transforming our busiest A-roads into expressway corridors, such provision will allow us to safely segregate these vulnerable road users from high speed motor vehicles." (p. 17).

Unfortunately, in the case of the present Scheme, Highways England's approach has been to treat pedal cycle users as an essentially "off-road" category, to be give provision alongside pedestrians, horse-riders and trail-riding motorcyclists. This approach fails to treat cyclists as road users, with the right to use the carriageway. One suspects that such use has been treated as negligible, but it is in fact significant.

Going forward, it is Highways England's stated intention to convert the A303 into an "Expressway". This type of road is motorway-style, and cycling is expected to be prohibited. If this vision does in fact go ahead, there will be an obligation to provide continuous on-line or adjacent alternative provision. It would be the worst possible precedent for the Scheme, as the first truly "Expressway-ready" scheme on the A303, to make no valid, or inadequate, provision for cycling along the A303 corridor. Such an omission is unacceptable.

It is exceptional for an A-road to prohibit cycling. There are only two other instances in the South West, and the counties adjacent to Wiltshire:

- The A38 Saltash Tunnel (see attached document of screenshots). This is an older two-way single carriageway tunnel, with very narrow pedestrian sidewalks. There is an alternative route on the B3271 North Road.
- Short sections of the A4142 Eastern Bypass Road, Oxford. There is continuous high-quality cycling provision adjacent and parallel to the road, including the prohibited and permitted sections.

Cycling on the A303

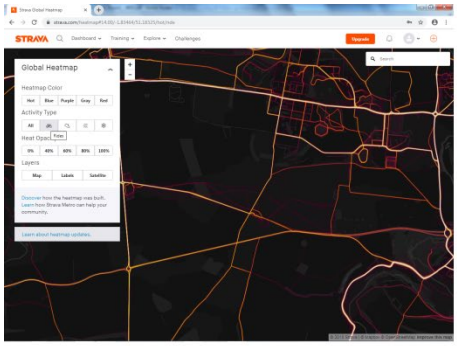
Although not conducted for the purpose, the Manual Classified Traffic Counts (MCTC) done in 2018 for the Scheme did capture instances of cycling on the A303. There were inconsistencies, where cycles counted at one location had "disappeared" at adjacent junctions. See Appendix A.

The counts were carried out between 12 noon and 6pm for the Summer (August) day and 07:00 to 19:00 for the Neutral (October) day. Informants in local cycling clubs and cycle shops have told me that most cyclists using the A303 for discretionary purposes (e.g. fitness) choose to cycle in the early morning or the evening. Therefore the MCTC counts have been timed to omit this significant category of cycle flows.

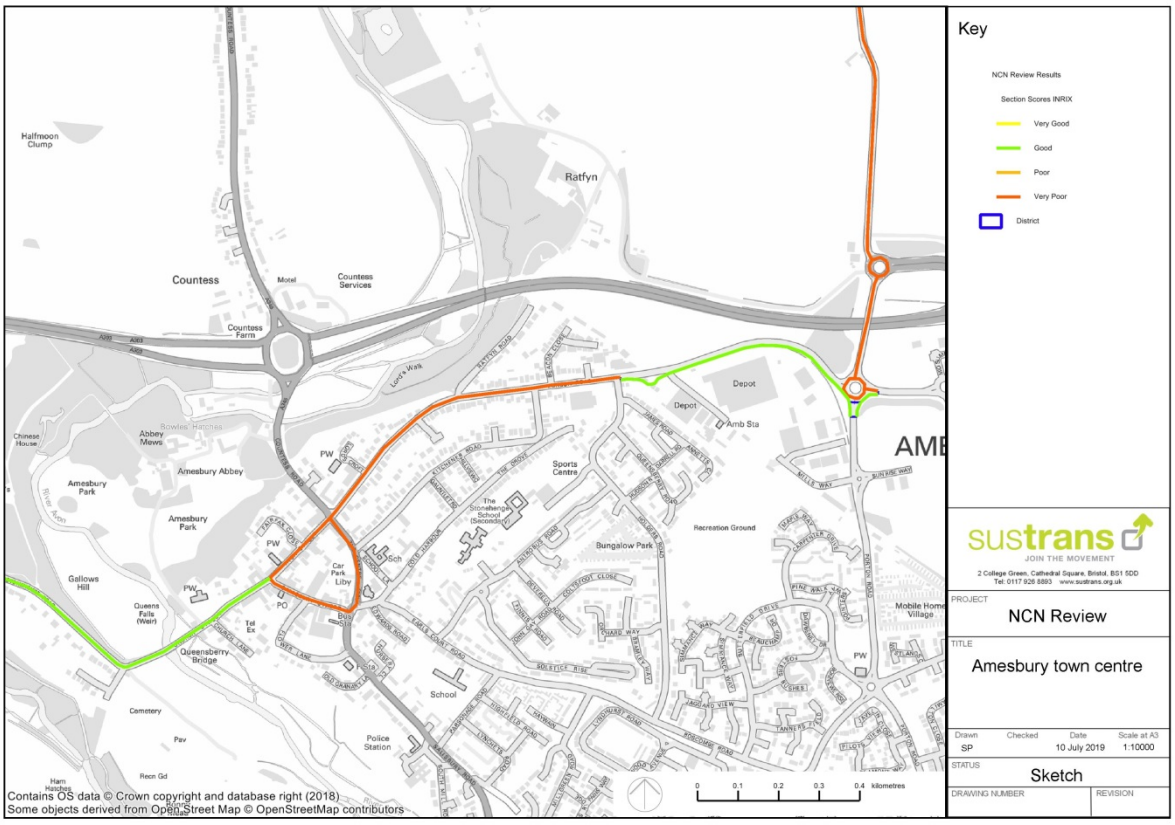
The Automatic Traffic Counts combined statistics for cyclists and motorcyclists into one category, and of course the number plate recognition surveys excluded cycles.

STRAVA is an online application that is popular with cyclists and runners. It provides a "Global Heat Map" that shows the relative volumes of cyclists (or runners or both) across an area.

The following HeatMap screenshots show cyclists on the A303 in the Scheme area.



AOL Mail (43062)
41 London Rd - Google Maps
Subscribe – BikeBiz
Search Results for "e-bikes" –
https://www.google.co.uk/maps/@51.1764541,-1.7736154,3a,75y,129.18h,72.93t/data=!3m6!1e1!3m4!1swm6GJCzGO9OSVepFzKdEWw!2e0!7i13312!8i6656?hl=...
41 London Rd
Amesbury, England
Google
Street View - Aug 2018
London Rd
Amesbury
River Avon
Google
Image capture: Aug 2018 © 2019 Google United Kingdom Terms Report a problem


Halfmoon Clump
Ratfyn
Countess
Motel
Countess Services
Countess Farm
Depot
Amb Sta
Chinese House
Abbey Mews
Bowles Homes
Amesbury Abbey
Amesbury Park
Sports Centre
Recreation Ground
Bungalow Park
Gallows Hill
Queens Falls (Weir)
Queensberry Bridge
Mobile Home Village
Cemetery
School
Police Station
Contains OS data © Crown copyright and database right (2018)
Some objects derived from Open Street Map © OpenStreetMap contributors
0 0.1 0.2 0.3 0.4 kilometres
Key
NCN Review Results
Section Scores INRIX
Very Good
Good
Poor
Very Poor
District
sustrans
JOIN THE MOVEMENT
2 College Green, Cathedral Square, Bristol, BS1 5DD
Tel: 0117 926 8893 www.sustrans.org.uk
PROJECT
NCN Review
TITLE
Amesbury town centre
Drawn SP
Checked
Date 10 July 2019
Scale at A3 1:10000
STATUS
Sketch
DRAWING NUMBER
REVISION

NCN Review

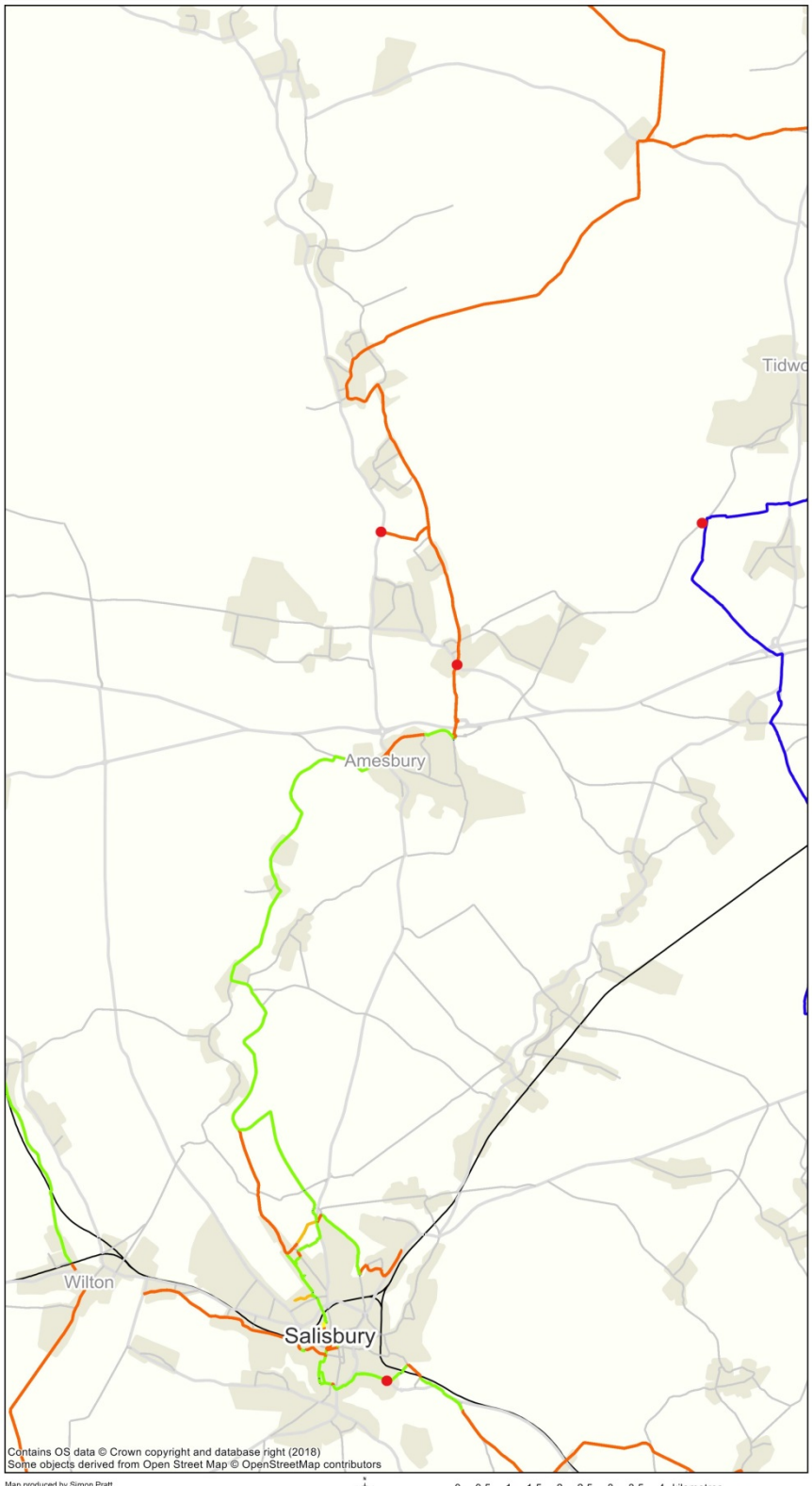
NCN Review Results

Section Scores INRIX

- Very Good
- Good
- Poor
- Very Poor

Dangerous Crossings Overview

District



Contains OS data © Crown copyright and database right (2018)
Some objects derived from Open Street Map © OpenStreetMap contributors

Map produced by Simon Pratt
on 10 July 2019
Scale 1:75000

0 0.5 1 1.5 2 2.5 3 3.5 4 kilometres

sustrans
JOIN THE MOVEMENT

Bli sett i tunellen!
Ta på refleksvest!
Trykk
Push

Appendix A: Traffic Data

Summary

- Cycle traffic data was not properly acquired and is defective.
- MCTC data was only 12:00 to 18:00. Cyclists use mornings and evenings.
- There are implausible or inconsistencies in the data. See table.

Cyclists use the A303 here in significant numbers. See Strava heat maps.

Cyclists also use the 303 East and West of this area, in dual carriageway sections, for Time Trials. See maps and tables.

- There needs to be continuous surface cycle-track provision for the length of the scheme, between Longbarrow and Countess Roundabouts.
- Cyclists should be permitted to use the tunnels, with the walkways serving as one-way cycle tracks.
- Cycling should not be prohibited on the carriageway in the tunnels. There is no valid safety case.

The need for provision of roadside cycle tracks west of Countess Roundabout means that the land-take is inadequate and the **Compulsory Purchase Order should not be granted**.

Cycle traffic data was not properly acquired, and is defective.

ANPR (automated number plate recognition) files by definition exclude pedal cycles because these do not have number plates.

ATC (automatic traffic count) files have classified motorcycles and pedal cycles into one category, so pedal cycle counts cannot be separated.

MCTC (manual classified traffic count) files:

In the following analysis, the quoted times are the start times of 15-minute segments.
Summer Survey date: Sunday 18 August 2017
Survey time 12:00-18:00 [only]

Sites 1 to 10 are on Packway.
Sites 11-20 (there is no site 15) are on Packway or A3028 near Durrington.
Sites 21-24 are at Bulford on A3028
Site 25 is B3086/Packway junction.

Site 26 is A360/B3086/Stonehenge Visitor Centre junction.
3 cycles turned from A360 Northbound to Visitor Centre, at 12:30.
4 more ditto, at 15:15.

Site 27 is A303 and A3083(N):
1 cyclist Westbound on A303, turning R onto A3083, at 17:45. See Site 29.

Site 28 is A303 and A3083 (S):
No cycles counted.

Site 29 is A303 and Winterbourne Stoke Church Street:
No cycles counted. **Cycle counted at Site 27 not recorded here, 150 m upstream.**

Site 30 is A303/A360 Longbarrow Roundabout.
3 cycles counted turning from A303 Westbound to A360 Northbound, at 12:15.
4 more ditto, at 15:15, seen at Visitor Centre Junction, not counted here.

Site 31: A303/A345 Countess Roundabout (Amesbury Bypass/Countess Road)
2 cycles counted on Countess Road (Southbound). 1 at 15:30, 1 at 17:30, 1 at 17:45.
1 cycle on Countess Road Northbound at 15:30. None at 16:00 or 17:15
See Site 43: 8 cycles counted there.

Site 32: A303 and Stonehenge Road
6 cycles counted joining A303 (Westbound) from Stonehenge Road: 1 at 15:00, 5 at 16:00.
None of these were recorded at Longbarrow Roundabout to the West.

Site 33: Solstice Park Roundabout
1 cycle counted.

Site 34: Porton Road-London Rd (Amesbury)
35 cycles counted.

Site 35: Porton Road/Salisbury Road (Bulford)/A303 Amesbury Bypass Eastbound slip roads.
37 cycles counted, none on A303 slip roads.

Site 36: Solstice Roundabout (Solstice Park Avenue/Meridian Way/Midsummer Place)
17 cycles counted.

Site 37: A303/Allington Track/Unnamed track opposite.
1 cycle Westbound, from Allington Track onto A303, at 15:15.
5 cycles Eastbound, turning across dual carriageway from A303 onto Allington Track, at 17:15.

Site 38: A303 and Amesbury Road (Cholderton).
1 cycle Eastbound on A303, 16:15.

Site 39: A303 and Amesbury Road (Bulford-Amesbury).
No cycles counted.
The 5 eastbound cycles recorded at Site 37, 300m East, not seen here.
The 1 westbound cycle recorded at Site 37, 300m East, not seen here.

Site 40: A338 and A303 (Eastbound) on-off slip road.
1 cycle counted Southbound at 1500,
1 cycle counted Northbound at 12:45.
No cycles counted on/off A303.

Site 41: A338-B3084
1 cycle counted 15:00 Southbound from A338 (Site 40) (also counted at Site 40).
1 cycle counted Northbound, 12:45 at Site 40, not seen here 350m south.

Site 42: A303 W. of Longbarrow and "Eden Livestock" lane.
No cycles counted.

Site 43: A345 Countess Road/ Services exit road.

?6 cycles Southbound to Countess Roundabout. E.g. 3 at 14:30, 1 at 15:30, 1 at 16:45.
?2 cycles Northbound from Countess Roundabout: 1 at 16:00, 1 at 17:15.
? See Site 31: Only 3 cycles there.

Site 44: A303/Services entrance road (Only Eastbound traffic counted).
No cycles counted.

Site 45: A3028 Double Hedges and Amesbury Road.
5 cycles Southbound on Double Hedges at 17:15. These can be identified as the 5 seen crossing the A303 at Site 37, having presumably used the Byway.

There is no Site 46 (summer count).

Site 47: A338/Amesbury Road (Cholderton).
Site 48: Bulford Droveway/Bulford Road (North of Bulford).
28 cycles, of which 16 at 13:45.
Site 49: Bulford Road/Amesbury Road/Marlborough Road, S. of Bulford.

Site 50: Sheepbridge Road/Tidworth Road, North of Bulford.
17 cycles, of which 11 at 14:00.
Site 51: Countess Road and Fargo Road.
Northbound: 1 cycle at 14:30, 1 at 17:30. See Site 43.
Southbound: 1 at 17:45.

Neutral Survey Date:
Wednesday 4 October 2017
07:00-19:00
Selected Sites:

Site 26:
1 cycle Southbound, 16:45
Site 27:
2 cycles 11:30, 11:45
Site 28:
No cycles
Site 29: No cycles
Site 30 Longbarrow
1 cycle Southbound, 16:45.

"3606-WAL Stonehenge - Sites M31 – M40 Report.xlsx" not present

Site 41: 5 cycles. 3 before 12:00.
So 3/5 were outside of 12:00-18:00 (the Summer survey coverage).

Site 42: No cycles
Site 43: 40 cycles:
8 before 12:00,
40 cycles. 8 cycles 07:00 to 12:00. 26 Cycles 12:00-18:00. 6 cycles 18:00-19:00.
So 14/40 cycles 5 were outside of 12:00-18:00 (the Summer survey coverage).

6 after 18:00.
So 14/40 were outside of 12:00-18:00 (the Summer survey coverage).

Site 44: No cycles
Site 45: 7 cycles.3 before 12:00.
So 3/7 were outside of 12:00-18:00 (the Summer survey coverage).

"Site 46 was aborted due to roadworks."
Site 47: 7 cycles. 2 before 12:00, 1 after 18:00,
So 3/7 were outside of 12:00-18:00 (the Summer survey coverage).

Site 48: 34 cycles, of which 7 at 13:45. 8 before 12:00, 1 after 18:00;
So 9/34 **were outside of 12:00-18:00 (the Summer survey coverage).**
Site 49: 31 cycles. 07:00 to 12:00: **9 cycles.** 12:00 to 18:00: 19 cycles. 18:00 to 19:00: **3 cycles.**
So 12/31 were outside of 12:00-18:00 (the Summer survey coverage).

THE STONEHENGE ALLIANCE
Chairman, George McDonic, MBE, BL, DIPLTP, FRTPI, DPA, FFB

From the Hon. Secretary, Dr Kate Fielden
[redacted]

The Rt. Hon. Grant Shapps, MP
Secretary of State for Transport
Department for Transport
Great Minster House, 33 Horseferry Road
London SW1P 4DR

20 January 2020

Dear Secretary of State,

<u>An Open Letter</u>: A303 Stonehenge: Amesbury to Berwick Down Expressway Scheme
I write on behalf of the Stonehenge Alliance,[1] a group of non-governmental environmental and archaeological organisations. We oppose the highly damaging A303 Stonehenge Expressway Scheme which is heavily criticised by UNESCO's World Heritage Committee.

The Scheme offers very poor value for money, would cause significant harm to the World Heritage Site, and poses a high risk in proposing to tunnel through weak Phosphatic Chalk.

Our specialists gave evidence to the 2019 Examination into the Scheme (Case Summary attached).[2] Their more detailed evidence is held in the Examination Library.[3] We hope you might be minded to consider the following particular concerns in reaching your decision on the Scheme.

Value for money The Scheme is considered by Highways England to be low value for money, each £1.00 of expenditure being expected to generate £1.08 of benefits. Most of the total claimed benefits derive from a seriously flawed cultural heritage valuation without which the Scheme would be poor value for money indeed at a mere 21 pence return for each pound it would cost to construct. These matters, along with rising costs and only partial corridor upgrade, are highlighted in the Reports of the National Audit Office (20 May 2019) and the Public Accounts Committee (3 July 2019).

Cost overruns Information released to us by Highways England, via FoI (December 2019), confirms our consultant hydrogeologist and geotechnical specialist's advice that unpredictable and extensive vertical and horizontal zones of very poor quality and weak Phosphatic Chalk in the western area of the proposed tunnel and cutting route clearly demonstrate the extreme difficulty of tunnelling through the highly variable Rock Strength of the Chalk bedrock. Much information is still lacking on the expected highly adverse ground and groundwater conditions that would be encountered during tunnelling. All of these major geological, hydrogeological and geotechnical "unknowns" could lead to very significant amounts of downtime and cost overruns if the project goes ahead. Presumably such costs would have to be borne by the public purse.

International Commitments UNESCO's 2019 World Heritage Committee condemned the A303 upgrade in its current form. Should the Scheme go ahead as proposed, not only would

the UK Government be in breach of its International World Heritage Convention obligations but there is also a strong possibility that Stonehenge's World Heritage status would be withdrawn. Cultural vandalism on such a scale at this iconic heritage site would inevitably bring international disgrace.

Climate change In their 2019 Progress Report to Parliament, the Committee on Climate Change stated that "Transport is now the highest-emitting sector and must be a key contributor towards the reductions in greenhouse gas emissions needed over the period to 2030."
Parliament has declared a Climate Emergency and set a legal target for net zero emissions by 2050. The decision on the Stonehenge Scheme sits squarely within this frame. If built, the extra speed and volume of traffic created would have a high carbon impact, assigned a negative value of £86 million by Highways England. This is likely to be an underestimate and if properly costed would further undermine the economic case for the Scheme.

Conclusion The scheme is very expensive, carries a high risk of unforeseen problems and cost overruns, would cost far more than it could ever realise in benefits and would cause significant damage to the World Heritage Site, possibly placing its UNESCO designation in jeopardy.
Failure to provide a Strategic Environmental Assessment of upgrading the Stonehenge section along with other intended A303 upgrades has denied the public true understanding of the full impact of these schemes and, indeed, of more sustainable possible alternatives.

Government Departments are being asked to look again at value for money. We therefore urge you to reject the present A303 Stonehenge Scheme which represents a significant waste of public resources and would result in lasting harm and few economic benefits.

I look forward to receiving your reply.

Yours sincerely,

[redacted]

Dr Kate Fielden
Hon Secretary to the Stonehenge Alliance

Attachments
Stonehenge Alliance Summary of Case to A303 Stonehenge Examination

Notes
1. The Stonehenge Alliance supporter-organisations are: Ancient Sacred Landscape Network; Campaign to Protect Rural England; Friends of the Earth; Rescue, the British Archaeological Trust; and Transport Action Network.
2. The Stonehenge Alliance's Summary of Case may also be accessed via the National Infrastructure Planning A303 Stonehenge website at https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001707-Stonehenge%20Alliance%20-%20Summary%20of%20Case.pdf.
3. For the A303 Stonehenge Examination website Library, please see https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a303-stonehenge/.

Highways England: A303 Amesbury to Berwick Down Project, Development Consent Order Application

Scheme Reference: TR010025

Summary of the Stonehenge Alliance's Case

(Reference No. 2001870)

contributions by

Dr. Kate Fielden, Dr Simon Temple, Alan James, Andy Norfolk, Dr George Reeves, Charlie Hopkins, Rupert Thornely-Taylor, Clive Bentley and Mike Birkin

Examination of the A303 Stonehenge Road Widening Scheme

Stonehenge Alliance's Summary of Case 25 September 2019

1. Introduction

1.1. The Stonehenge Alliance has submitted Written Representations by specialists to the Examining Authority on the following issues:

Concerns about consultation on the Scheme
Alternatives, planning policies, international obligations and legal considerations
Heritage and the historic environment
Traffic and transportation and value for money
The cultural heritage value report
Landscape and visual aspects of the landscape visibility impact assessment
Flood risk, groundwater protection, geology and land contamination
Biodiversity, biological environment and ecology
Vibration effects
Tranquillity
Carbon impact

1.2. Our specialists made oral submissions at Issue Specific Hearings and provided written summaries of them. We have answered the Examining Authority's Written Questions as relevant and responded to Highways England's comments on our various submissions.

1.3. We find no reason to alter our case for objection to the Scheme as a result of matters raised and discussed at the Examination, both overall and on specific issues. Our principal outstanding concerns are set out below.

2. Consultation

2.1. Our evidence showed flawed consultation on the scheme, notably for the following reasons:

- lack of adequate options presented for consultation;
- lack of sufficient data for informed responses (e.g., on archaeology and ecology);
- misleading statements about the Scheme made repeatedly, saying incorrectly that it would protect and enhance the World Heritage Site (WHS) and preserve its outstanding universal value (OUV) for future generations; also that the A303 would be removed from the WHS;
- misleading images of the Scheme in promotional and consultation material;
- non-compliance with planning policy and World Heritage Convention obligations to preserve and protect the WHS;
- the large majority of respondents objected to the Scheme outright.

3. Alternatives, planning policies, international obligations and legal considerations

3.1. Serious consideration was given only to a short tunnel Scheme said to be "affordable, achievable and value for money". The advice of UNESCO/ICOMOS advisory missions to seek a longer tunnel or a bypass to protect the WHS and its OUV has been disregarded.

3.2. Our Written Representation on Alternatives (REP2-134) was not specifically rebutted by Highways England. We listed local and national planning considerations with which the Scheme conflicts, including the absence of a Strategic Environmental Assessment (SEA); non-compliance with international obligations under EU Directives, the World Heritage and other European Conventions (*cf*. Planning Act 2008, S.104); and the UK Habitats Regulations.

4. Heritage and the historic environment

4.1. We highlighted the inadequacy of Highways England's Heritage Impact Assessment (HIA), noting that the impacts of the scheme on the WHS as a heritage asset of the highest significance, and its setting, had not been properly considered. We agree with UNESCO's World Heritage Committee's 2019 Decision that the Scheme would impact adversely on the OUV of the WHS (possibly warning that the WHS might lose its designation, should the Scheme go ahead).

4.2. We also agree with specialists in the archaeology of the WHS in objecting strongly to the inadequate methodologies proposed for archaeological investigation and mitigation ahead of Scheme construction; the impacts of major engineering on the archaeological landscape; and the lack of sufficient monitoring of groundwater at Blick Mead where damage to Mesolithic environmental evidence is feared.

5. Traffic, Transportation and Value for Money

5.1. The case for intervention presented by Highways England is weak. The evidence does not support their contention that the existing route suffers from high levels of congestion and journey time unreliability, except on a limited number of days – primarily summer weekends. Traffic volumes on the route have not increased significantly in the last 15 years and there is much uncertainty about whether, and by how much, they might grow in future. Evidence that conditions on the A303 are holding back economic growth is weak and is based – in part – on biased survey work.

5.2 The economic case for the project is particularly weak. According to Highways England, each £1.00 of expenditure generates £1.08 of benefits, compared to an average of more than £4.00 for all their major schemes. Nearly three-quarters of the total asserted benefits derive from the flawed cultural heritage valuation study (see below). The conventional transport economic benefits are low, confirming the weakness of the case for intervention. It is doubtful if they would be sufficient to exceed the costs, even without the expense of the proposed tunnel. The economic case seeks to value certain impacts of the project in monetary terms and it is therefore an important part – but only part – of the overall assessment of whether the benefits of the project exceed its negative impacts.

5.3 The A303 Stonehenge project is one component of an overall programme to create a continuous Expressway between the M3 and M5 motorways. Yet Highways England have failed to provide a programme-level business case or Strategic Environmental Assessment. As evidence presented in the recent National Audit Office report indicated, there is great uncertainty about the business case.

6. The cultural heritage value report

6.1. Our critique of the Simetrica cultural heritage value assessment was wide-ranging across many detailed issues, but the core argument against its validity as a supporting document for the current Stonehenge tunnel scheme comes down to three related points:

i. Used in the context of monetised benefits and costs, the Willingness To Pay (WTP) methodology is fallacious in that it invites a theoretical WTP valuation that never has to be paid to be set against real hard engineering and other costs in a Benefit Cost Ratio (BCR) evaluation. There is nothing in the Simetrica evaluation to suggest that the monetised benefit derived bears any resemblance to real-life values that people might assign.
ii. The doubts over the validity of the WTP cultural heritage valuation are exacerbated because the economic viability of the tunnel scheme is so heavily dependent on the monetised cultural heritage benefit, which alone accounts for almost 75% of total scheme benefits in the BCR, and swings the scheme from hopelessly unviable to having a marginally positive BCR. The cultural heritage assessment is not a peripheral issue where a margin of error would make little difference to the outcome.
iii. Worse still, almost 95% of the purported cultural heritage value is attributed to the 'general population' of the UK, who have never been in the vicinity of Stonehenge and are unlikely ever to be so, but who supposedly think it would be nice to hide the A303 from the stones and would be prepared to pay money for this to happen. This approach depends on almost 60% of the adult population of the UK giving on average £43 as their WTP for the scheme. No amount of methodological justification can convince that this is a realistic assessment. Doubts are further heightened by the fact, belatedly acknowledged by Highways England, that almost 25% of the total population of the UK as represented in the survey sample, live within 50 miles of Stonehenge.

6.2. The cultural heritage valuation does not merit the prominence it has in the overall scheme justification and should be treated with the caution it deserves.

7. Landscape and visual aspects of the landscape visibility impact assessment

7.1. The acknowledged "landscape without parallel" would be irreparably damaged by the Scheme and permanently altered in character. Contrary to established guidance, the applicant's Landscape and Visual Impact Assessment (LVIA) failed to take the WHS landscape with its interrelated monuments and sites properly into account, downplaying its significance to meet Scheme requirements. Landscape effects were incorrectly balanced to suggest that a tunnel in one part of the WHS could offset major impacts of deep cuttings, tunnel portals and highway interchanges affecting the WHS elsewhere.

7.2. Photomontages provided fail to give visualisations of the experience of people walking through the WHS on Scheme completion. Viewpoints are primarily focussed on public rights of way rather than on the impacts of the scheme on the WHS landscape and its monuments.

8. Flood risk, groundwater protection, geology and land contamination

8.1. The key areas of concern have been identified by our specialist as:

- Poorly understood fissured Chalk rock with potential solution effects, especially in the Phosphatic Chalk horizons with possible contamination of groundwater from grout used in tunnelling.
- Lack of accessible 3-D interpretations of combined geoscientific data from Site Investigation results.
- Refusal to release all available relevant published and unpublished drilling, geological, hydrogeological and geophysical data.
- Inappropriate and inadequate groundwater modelling, both in detail and in adequate depth and lateral extent, especially relevant to the scale, depth and detail of the proposed tunnel route.
- Lack of accurate and adequate predictions of future groundwater conditions and effects on springs, private and agricultural abstractions from boreholes and wells, and the River Avon Special Area of Conservation (SAC), especially if dewatering is necessary, and extensive grouting is required to stabilise both poor rock and invasive groundwater conditions during tunneling.

8.2. All the above major geological, hydrogeological and geotechnical “unknowns”, could lead to very significant amounts of downtime, cost over-runs and significant contractual claims and escalating costs, if this project goes ahead.

9. Biodiversity, biological environment and ecology

9.1. Concerns remain about the impact of untreated A303 runoff via Blick Mead into the River Avon Special Area of Conservation (SAC) which is already over-polluted and over-abstracted. Furthermore, no firm assurance has been given that tunnel and cross-passage boring will not require some dewatering; nor is it certain that grouting ahead of and in association with the tunnel boring machine will not result in contamination of groundwater and the SAC. There is no assurance, to the legal standard required (beyond reasonable scientific doubt) that the SAC would not be adversely affected by the Scheme.

9.2. Measures to avoid disturbance of nesting, feeding and autumn gathering Stone Curlew during Scheme construction and operation (apparently including absence to date of formal agreements for provision of compensatory plots) have not been satisfactorily established; nor are proposed measures adequate to provide certainty beyond reasonable scientific doubt of no adverse effects, as required by the Habitats Regulations. Similarly, there is no certainty that measures proposed and not detailed for the protection of Great Bustard (the only UK breeding area for this Annex I protected species) will be effective.

10. Vibration effects

10.1. Despite repeated requests, Highways England has suggested no convincing monitoring method for vibration from the tunnel boring machine that might impact on archaeological remains; indeed, it is admitted that no such method exists. Furthermore, Highways England can provide no assurance that known and unknown archaeological remains above the tunnel can be adequately protected from the impacts of vibration and settlement. The risks are obvious, given the unstable geological conditions, including faults, fissures and voids in the bedrock.

11. Tranquillity

11.1. Highways England claims the Scheme would bring tranquillity to Stonehenge. However, its own evidence, as well as that of our acoustic specialist, shows that this would not occur, since visitor-numbers preclude a tranquil experience. While the tunnel would make part of the WHS more tranquil, other parts would be made less so, owing to tunnel portals, cuttings and interchanges.

12. Carbon impact

12.1. In their 2019 Progress Report to Parliament, the Committee on Climate Change stated that "UK action to curb greenhouse gas emissions is lagging far behind what is needed, even to meet previous, less stringent, emissions targets", and "Transport is now the highest-emitting sector and must be a key contributor towards the reductions in greenhouse gas emissions needed over the period to 2030."

12.2. Parliament and many local authorities have declared a Climate Emergency and a target for net zero emissions by 2050 has been put into legislation. The decision on the Stonehenge Scheme sits squarely within this frame. If built the extra speed and volume of traffic created would have a high carbon impact, assigned a negative value of £86 million by Highways England – very likely underpriced and in any case a substantial amount given that the total calculated economic benefit of the scheme amounts only to £102 million.

12.3. The applicant argues that the emissions from operation of the Scheme are acceptable because by itself they are only a very small percentage of the overall carbon budget. However, the approach of slicing up the road building programme into sufficiently small pieces so that each on its own appears to be of little account does not do justice to the response now required in a climate emergency. Given the scale of the transformation required, and the shortfall of existing policy levers to achieve it, we should no longer be committing billions to projects such as this that move us further away from the prospect of rapid emissions reduction and achievement of net zero.

Conclusions

The Stonehenge Alliance believes it has shown key elements of the A303 Scheme not to have been fully or properly presented from the start. Choice of the route was limited to a short tunnel through the WHS when other, less damaging options should have been included. The project appears to conflict with a number of UK policies and Regulations as well as European Conventions and Directives.

Considerable gaps remain in information on numerous crucial issues, such as geology and hydrogeology, ecology, and the heritage impact of the Scheme on the WHS and its setting.

Uncertainty remains about the practicality of tunnelling through the unique Chalk geology and the impacts it could have on private water supplies, the River Avon (protected by law as a Special Area of Conservation), disturbance of and damage to archaeological remains from the effects of vibration and settlement, and so on. There are concerns about protected bird species and the adequacy of measures to ensure they would not be disturbed during Scheme construction and operation.

The case for the scheme on road transport and economic grounds is weak and there are serious problems with Highways England's Cultural Heritage Valuation study. The Scheme is agreed to be low value for money and, with inevitable unforeseen costs ought not to be considered economically viable.

THE STONEHENGE ALLIANCE

Chairman, George McDonic, MBE, BL, DIPLTP, FRTPI, DPA, FFB

From the Hon. Secretary, Dr Kate Fielden

[redacted]

Mr Derek Parody
Project Director
A303 Stonehenge
Major Projects Complex Infrastructure Programme
Temple Quay House
2 The Square, Bristol
BS1 6HA.

22 January 2020

Dear Mr Parody,

I would be grateful if you should, please, provide answers to our four queries below.

A. <u>Environmental Information Regulations request</u>

I thank you for your letter of 17 December following our FoI request for hydrogeological and groundwater data withheld at the Examination into the A303 Stonehenge project. We have received the USB stick with ground investigation reports up to July 2019 which has been forwarded to our specialist Dr Reeves.

Dr Reeves has now had an opportunity to study this material and he has asked me to let you know that, owing to the format and scale in which the material is presented, he is unable to print out and read certain of the documents, especially the borehole position plan of the area South of Stonehenge.

1. Would it be possible, please, for you to re-send the data in a wholly readable form?

You mentioned that certain information that we seek is being withheld until such time as it is released to bidders and that it would be "damaging to the procurement process for this data to be released ahead of this process."

2. Please would you let me know when this data will be released since we understand from the media that design and build joint venture contractors have now been short-listed and, presumably, have been or will soon be invited to "Participate in Dialogue."

B. <u>Artesian flow from groundwater observation borehole at Blick Mead</u>

We have seen the video made by Mr Andy Rhind-Tutt of the artesian flow from the Blick Mead groundwater observation borehole WS09 (at kKCyWXqreME) and we understand that water flow rates are now being monitored by the Environment Agency.

3. In view of the significant level of artesian flow from the borehole at Blick Mead over recent weeks, apparently originating from an easterly direction (and giving an apparent artesian piezometric head of over 70 metres AOD), what hydrogeological feature or process explains this significant discharge of groundwater?

4. If no detailed explanation can be provided by Highways England, it's consultants, or the Environment Agency as to the origin, extent and periodicity of this groundwater phenomenon, why has this area (i.e., of Blick Mead and surrounding areas, especially with respect to groundwater conditions going westwards towards the proposed tunnel eastern portal) not been thoroughly and extensively investigated, instrumented, and monitored for a meaningful series of seasonal periods (i.e., three full years or longer)?

I look forward to receiving your replies shortly.

Yours sincerely,

[redacted]

Dr Kate Fielden
Hon Secretary to the Stonehenge Alliance

Attached: link to Andy Rhind-Tutt's video of the groundwater monitoring borehole at Blick Mead

cc. Dr George Reeves
Andy Rhind-Tutt
Mark Sitton-Kent, Director Operations, Environment Agency West and Central
Chris Heaton-Harris, MP, Minister of State for Transport

From: Rosemary van Musschenbroek[redacted]
Sent: 20 January 2020 11:27
To[redacted]
Cc[redacted]
Subject: Contact Grant form, Re: "Tunnel at Stonehenge"

From: Rosemary van Musschenbroek[redacted]
Subject: Tunnel at Stonehenge

Message Body:
I go this way often. You do not need a tunnel. You need a lowered dual carriageway with banks of trees (hedges) on the south west side, to stop people gawping at Stonehenge. This causes tailbacks and is dangerous.

The farmer would not lose much land if you extend the carriageway to the southeast away from Stonehenge.

Tunnel a complete waste of money.

--

This mail is sent via contact form on The Rt Hon Grant Shapps MP https://ghr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.shapps.com&data=02%7C01%7CA303Stonehenge%40planninginspectorate.gov.uk%7C303efdf1772b43f68fb708d7d479c29e%7C5878df986f8848ab9322998ce557088d%7C1%7C0%7C637211492269411145&sdata=8FU0THOnD91o9%2BjLB76rKaN%2FqfYeT87DjmBGHC9GAY%3D&reserved=0

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From: [redacted]
Sent: 21 January 2020 09:31
To: [redacted]
Subject: A303 at Stonehenge

To: Grant Shapps Secretary of State for Transport
From: Clive Hughes owner operator Compton Abbas Airfield
Date: 20/01/20

Dear Grant,

Your work and vision for aviation has my fullest support.

Your vision for the 303 road tunnel past Stonehenge, I must disagree on.

Upgrading the road to dual carriageway past Stonehenge is very much supported. Tunnelling the road past Stonehenge is not, because it only has one advantage and this is English Heritage's financial well-being. Precluding people's view of the stones from the road will ensure the only way to see them is by paying an entrance fee to English Heritage. To me this whole exercise is a colossal and unjustifiable £2b waste of taxpayers money.

Would you be so kind as to acknowledge that your decision making has included the points as outlined above?

Kind regards,

Clive

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SCANIA

Dear Sir,

A303 Stonehenge Improvement Plan

As we approach the final decision on whether the A303 Stonehenge Improvement Plan is to be implemented I wanted to give you the perspective from one of the thousands of local people who have to suffer on a daily basis the impact of a road that is no longer fit for purpose. People who have no voice and who have been left to campaign with the few resources we can gather ourselves.

We see endless publicity from those who present hypothetical outcomes as fact, and who have enlisted a string of celebrities to endorse their views. People who argue that damage MIGHT be caused to archaeology. People who have misinterpreted traffic data to argue that no improvement to the road is required. Media outlets who still suggest that the proposed tunnel will go underneath Stonehenge (Financial Times 19 January 2020). Journalists who have been taken in by tales of catastrophic destruction of the World Heritage Site and who have no interest in providing a balanced view. People who have never been to the World Heritage Site or if they have, have never ventured any further than Stonehenge itself.

I have [redacted] Stonehenge, for 25 years. The stretch of the A303 past Stonehenge has been a congestion point for generations and in all that time there have been no material improvements to the road. I don't need to tell you how many schemes have been proposed and abandoned over decades by successive Governments.

Shrewton is a village of 1,800 people and is a junction of three roads. The A360 (which splits the village in two), the B390, the B3083 and the B3086. Consequently it has long suffered from excessive traffic as increasing numbers of vehicles use roads which have seen no adaptation or improvement, certainly in [redacted]. At the same time public transport provision has declined.

In June 2013 our lives took a turn for the worse. The A344 past Stonehenge was closed for good at the request of English Heritage, contrary to a commitment from Wiltshire Council not to close the road until the A303 was improved. Our lives changed almost overnight. The A344 channelled a lot traffic away from the A303 at Stonehenge Bottom, immediately to the east of the monument at the start of the single carriageway stretch. This extra traffic was as a consequence funnelled into a single carriageway just as it passed the monument. Drivers have always diverted their attention away from the road in front of them and slow to look at the stones, but now that so many more vehicles were squeezed into this bottleneck the jams developed. In their efforts to avoid the congestion drivers looked for alternative routes. Their sat navs took them through the villages and towns in the vicinity. As a result rat running increased dramatically almost overnight.

Shrewton is a bustling village. The B3083 and the B3086 are ancient roads that run through the heart of the village. They now serve as the rat run from the A303. Many people in southern England know Shrewton simply for this reason. These roads were built before the days of the car and have seen little change since. Apart from one short stretch along the B3086 High Street, there are no pavements. In many places houses old and new front straight onto these village streets with only small or no front gardens. People are forced to walk in the road. Many are elderly or infirm. The village primary school is on the High Street so young children also walk or cycle in the road to get to school. The church is on a dangerous bend with no pavements. The doctor's surgery is also on this road. Reaching either on foot is perilous.

The B3086 is the beginning of the rat run through the village. Our Speed Indicator Devices (which the Parish Council were forced to fund) registered 123,584 vehicles on this road in December 2019 alone (it has also registered vehicles travelling at between 70 and 80mph in the 30mph limit on more than one occasion). The overwhelming majority of these vehicles are avoiding the A303. This may be anecdote as without conducting a survey we don't know for sure. But the sheer numbers of caravans and camper vans, and of vehicles laden with roof boxes, surf boards, bikes and other holiday paraphernalia suggest this is not local traffic.

The B3083 and the B3086 are also used heavily by trucks and tourist coaches, mostly in contravention of the 7.5 tonne and 3.5 tonne weight restrictions. The army regularly uses these roads as a route for their convoys (convoys that often include 18 tonne trucks towing trailers) notwithstanding the "No Military Vehicle" signs and weight restrictions, and despite the construction of a road built for the exclusive use of the military at huge expense that bypasses the village. Often these convoys have diverted off the A303.

The disruption to our everyday lives is immeasurable. Not just in terms of the congestion in the villages and on the A303, but in terms of social cohesion, as well as physical and mental health. The constant noise and the physical threat posed by the volume of traffic and the size of the vehicles is immensely stressful.

My house [redacted]. Our small front garden means the road is no more than 3 metres from the house. The road has barely enough room for two cars to pass each other and there is no pavement. On several occasions 42 tonne trucks, using the road in breach of the weight restriction, have become stuck as they try to squeeze past parked cars. On many occasions residents have had to marshal the traffic, walking several hundred metres back down the road to get drivers to reverse to remove the gridlock.

The noise of the frequently endless stream of traffic is so bad we have to move to the back of the house, notwithstanding our considerable investment in double glazing and shutters. Our doors and windows shake. The inside of our house is constantly coated with a dirty film of dust which appears within 24 hours of a clean. Who knows what our lungs look like?

Meanwhile Wiltshire Council does nothing to help us. Our pleas for traffic calming and reduction measures are rejected. They tell us nothing can be done to prevent overweight vehicles using the rat run. Wiltshire Council appears to be pinning all its hopes on the A303 Stonehenge Improvement Plan to alleviate our problems.

People in Shrewton and the other villages in the area (Bulford, Durrington, Chitterne, Winterbourne Stoke) are desperate for a solution. Many people report heightened anxiety levels and respiratory problems. Many elderly people are frightened to leave their homes. People's property suffers damage from rat running vehicles. We suffer abuse and aggression from impatient, angry drivers who want to get on with their journeys. Conflict is not unusual. It can only be a matter of time until a pedestrian or cyclist is severely injured, or worse killed, by a rat running driver. There have been many near misses that go unreported.

I know Government is focused on value for money arguments. I know it is keen to deliver a boost to the economy of the South West that improved transport links will bring. But people's health and well-being, and social cohesion cannot be distilled in a spreadsheet. Surely our value is more than simply "economic"? The A303 Stonehenge Improvement Plan is our only hope now. It's the only proposal on the table and it's taken 10 years since the last plan was abandoned to get here. If this plan is also scrapped many of us will never live to see a solution and will either be forced to move away or to endure the daily misery of traffic for the rest of our lives. Please don't abandon us to this fate.

Yours

Paul Timlett
2 February 2020

From: ALFRED BURGESS [redacted]
Sent: 04 February 2020 13:46
To: [redacted]
Subject: STONEHENGE

Hi Grant
One of my areas of expertise is Landscaping.

The problems at Stonehenge can be solved very cheaply without installing a tunnel.

First widening the roads, mainly A303 either side.

Reduce slowing down initiated by people looking at Stonehenge by planting a mixture of natural bushes by the roadside so the henge is not visible to passing motorists.Not any old bushes but natural plants tuning into things like The Ogham Tree Alphabet.Cost very low.
Graham

Graham Burgess Dip Hort Kew.
<https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.artscapesdesign.co.uk%2F&data=02%7C01%7CA303Stonehenge%40planninginspectorate.gov.uk%7Cc8dee6ef136643a91baa08d7d494d123%7C5878df986f8848ab932998ce557088d%7C1%7C0%7C637211607938227653&sdata=bZsngeuILKLPJAXMsBam1gqx5HugdJDZ31Y0OqahLQw%3D&reserved=0>
https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.artscapesdesign.co.uk%2F&data=02%7C01%7CA303Stonehenge%40planninginspectorate.gov.uk%7Cc8dee6ef136643a91baa08d7d494d123%7C5878df986f8848ab932998ce557088d%7C1%7C0%7C637211607938227653&sdata=bZsngeuILKLPJAXMsBam1gqx5HugdJDZ31Y0OqahLQw%3D&reserved=0

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TSB TRUST COMPANY

TSB Trust Company Limited
Charlton Place
Andover
Hampshire SP10 1RE
Telephone (0264) 56789
Telex 477018 TSB TCL
Fax (0264) 50091 (G3)

Our ref: JS/PT

18th December, 1989.

[redacted]

For the Attention of Mr. G. Burgess

Dear Graham,

Charlton Place Phase II

It is too often the case, when so much is going on, to forget to say 'thank you' and so I am anxious to put on record Trust Company's appreciation for your important contribution to the successful completion of the second phase of Charlton Place.

So often we read in the press about major construction projects which are completed late, run over budget and often have significant defects. It is, therefore, a further measure of the quality of the effort which has been applied which has resulted in this project being completed on time, within budget and to agreed standards.

Please accept my personal thanks for your efforts and please pass on my thanks to those who supported you on this major project.

[redacted]

Head of Services

We won this project over 3 phases due to the fact that our scheme was more efficient in car-park space allocation that avoided covering over part of the River Anton. This skill was learned with John lewis Partnership and Waitrose where GB was a Director.

Christian Aid
AN OFFICIAL AGENCY OF BRITISH AND IRISH CHURCHES
PO Box 100 London SE1 7RT
Telephone 071-620 4444

Chair: Lady Fraser, **Chair of Finance:** Alastair Hanton OBE
Director: The Rev Michael Taylor

23 July 1993

Graham Burgess
[redacted]

Dear Graham

Herewith a load more clippings. I'm glad to see your name get mentioned a few times too.

You will also be pleased to hear that about 100 million people across the world saw our mountain as it was broadcast on CNN International (a popular worldwide satellite news channel) as well as Superchannel and Euronews, broadcast across Europe as well as TV4 in Sweden and ORF in Austria and Meridian in the UK too. Sky also broadcasts CNN in the UK too.

Fame at last!

Best wishes

[redacted]

As a part of its highly commercial approach Christian Aid measures all media coverage.
The feature was designed to attract and please TV and it worked.

100 million !

CHURCHES IN ACTION WITH THE WORLD'S POOR
Callers: 35 Lower Marsh, London SE1 7RL (near Waterloo Station)
Fax: 071-620 0719 **Telex:** 916504 CHRAID G **Cables:** WORLDAID LONDON SE1 7RL
Email: Geonet GEO2: CAID **Email:** GreenNet GN:CALIB
Registered Charity No. 258003 **VAT Registration No.** 239 6191 40

RECEIVED ON
10 FEB 2020
PRIVATE OFFICE

[redacted]

A303 STONEHENGE TUNNEL, WILTSHIRE

6 February 2020

Dear Mr Shapps,

[redacted], close to where the A303 becomes single carriageway to go through the Stonehenge World Heritage Site. I have followed with interest and anticipation the progress of the various consultations about the routing of the A303 in a tunnel past Stonehenge. There have been other plans and suggestions over the years, and every one has been discarded. I have really hoped that this time a solution is found, and it has been disappointing to see media reports that the scheme might not be funded.

The Treasury is reported as saying that motorists could use the M4 and M5 instead, but this possibility is already there, and as it is nearly 25 miles longer, it is not an attractive alternative.

As a local person I realise the historical significance of the monument and its surrounding area, but we have to balance the need to preserve the past with the transport needs of the present and future. At this time, with a stable government in place for years ahead to see it through, we surely have the best opportunity ever to get this done. Failure to go ahead will mean further traffic queues at the first major bottleneck from London to the west, and no relief for villages affected by through traffic and rat-running. If other A303 improvements farther west go ahead, at Stonehenge there will be the only bottleneck on the route.

A large amount of money must already have been spent on consultations, exhibitions, publications, models, surveys etc., and we can't keep on devising plans and rejecting them. I sincerely hope that the decision will be made to go ahead, and I honestly believe that if we don't take the opportunity this time, we never will.

Yours sincerely,

[redacted]

Michael A. Nottage

I don't require a reply, but if you wish to, and email is easier:

[redacted]

From: Elena Pan-Sesar [redacted]
Sent: 08 February 2020 18:24
To: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: Stonehenge tunnel

Dear Sir,

I'm writing to urge you to REJECT the proposed tunnel near and under Stonehenge. Not only is it ridiculously expensive but it totally disregards the World Heritage site status of Stonehenge which is of such importance in so many ways! It amazes me that this plan could have got this far. I object in the strongest possible terms.

Elena Pan-Sesar
[redacted]

Sent from my iPhone

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From: fleur oakes[redacted]
Sent: 10 February 2020 15:16
To: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: A303 Stonehenge

Dear Bernadette Kelly,
I am writing to plead with you not to approve any funding for the outrageous A303 Stonehenge scheme. UNESCO itself opposes this as it will irreparably damage Stonehenge and the UK Government have pledged to protect it. Please do not break that promise.
Yours,
Fleur Oakes.
[redacted]

[redacted]

<https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Ffleuroakes.com%2F&data=02%7C01%7CA303Stonehenge%40planninginspectorate.gov.uk%7C085867ae8db64cd6045b08d7d47c9361%7C5878df986f8848ab9322998ce557088d%7C1%7C0%7C637211503822402619&sdata=7qJt4%2FWYVYCPJnrjcyMpqfZIP56WX7FXUGHSJEWWVg%3D&reserved=0>
https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Ffleuroakes.com%2F&data=02%7C01%7CA303Stonehenge%40planninginspectorate.gov.uk%7C085867ae8db64cd6045b08d7d47c9361%7C5878df986f8848ab9322998ce557088d%7C1%7C0%7C637211503822412577&sdata=wtCtoarB9WY6kkIIa8ofM2gBiq1v0owRz5ddyNZFDhV4%3D&reserved=0
<https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fthreadmanagement.blogspot.co.uk%2F&data=02%7C01%7CA303Stonehenge%40planninginspectorate.gov.uk%7C085867ae8db64cd6045b08d7d47c9361%7C5878df986f8848ab9322998ce557088d%7C1%7C0%7C637211503822412577&sdata=qcyIGGgM5P7%2F34%2FuYs00ZuxHbKBGAS80jPUphKGnoD0%3D&reserved=0>
https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fthreadmanagement.blogspot.co.uk%2F&data=02%7C01%7CA303Stonehenge%40planninginspectorate.gov.uk%7C085867ae8db64cd6045b08d7d47c9361%7C5878df986f8848ab9322998ce557088d%7C1%7C0%7C637211503822412577&sdata=qcyIGGgM5P7%2F34%2FuYs00ZuxHbKBGAS80jPUphKGnoD0%3D&reserved=0

<https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fthegilasquingle.blogspot.co.uk%2F&data=02%7C01%7CA303Stonehenge%40planninginspectorate.gov.uk%7C085867ae8db64cd6045b08d7d47c9361%7C5878df986f8848ab9322998ce557088d%7C1%7C0%7C637211503822412577&sdata=44qf9T7U8ysgZl6W0BRUG5%2BFc%2BO2TRNNRcHcluA%2F2M%3D&reserved=0>
https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fthegilasquingle.blogspot.co.uk%2F&data=02%7C01%7CA303Stonehenge%40planninginspectorate.gov.uk%7C085867ae8db64cd6045b08d7d47c9361%7C5878df986f8848ab9322998ce557088d%7C1%7C0%7C637211503822412577&sdata=44qf9T7U8ysgZl6W0BRUG5%2BFc%2BO2TRNNRcHcluA%2F2M%3D&reserved=0
<https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fthemuseumforobjectsofvertu.blogspot.co.uk%2F&data=02%7C01%7CA303Stonehenge%40planninginspectorate.gov.uk%7C085867ae8db64cd6045b08d7d47c9361%7C5878df986f8848ab9322998ce557088d%7C1%7C0%7C637211503822412577&sdata=ch5Wu8WEvdT3sapTrgYu317deCxQOX3uP%2BepxHly9I%3D&reserved=0>
https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fthemuseumforobjectsofvertu.blogspot.co.uk%2F&data=02%7C01%7CA303Stonehenge%40planninginspectorate.gov.uk%7C085867ae8db64cd6045b08d7d47c9361%7C5878df986f8848ab9322998ce557088d%7C1%7C0%7C637211503822412577&sdata=ch5Wu8WEvdT3sapTrgYu317deCxQOX3uP%2BepxHly9I%3D&reserved=0

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From: Peter Ellis [redacted]
Sent: 10 February 2020 16:02
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>; office@werahobhouse.co.uk
Subject: A303 Stonehenge tunnel

I strongly favour abandoning this scheme. I think we must follow the line taken by UNESCO who represent a serious world-wide concern for our planet's supreme sites. The scheme does recognize that Stonehenge is also its surrounding landscape, and does have at heart the idea of enhancing the site's context. But it is a brutally intrusive affair and will be very damaging. Preserving our archaeology by recording it should be a desparate last resort and not seen as normative.

The vistas of time that Stonehenge opens up to us suggest that transport methods and needs change, the present ones will not continue. When they are finished, they will have represented a minute portion of the total time that Stonehenge has been here. The best solution to the present traffic problem on the A303 is to do nothing and leave the site to recover when future generations are here. I suspect they will look back on our transport methods as rather ridiculous, with our individual motor cars and our long distance lorries. Hopefully the next generations will develop policies of sharing transport with others (rather like trains, buses etc!) and supplying needs locally, and will look back on our transport methods as a dreadful aberration. Tunneling a road at Stonehenge is to fail to see our own times in a wider context. Resist the scheme!

Peter Ellis

From: David Cox [mailto:david.cox@a303stonehenge.co.uk]
Sent: 10 February 2020 20:02
To: TRANSPORTINFRASTRUCTURE <TRANSPORTINFRASTRUCTURE@dft.gov.uk>
Cc: Parody, Derek <Derek.Parody@highwaysengland.co.uk>; David Bullock <david.bullock@highwaysengland.co.uk>
Subject: A303 Amesbury to Berwick Down (Stonehenge) DCO - Request for correction of a drafting inconsistency in Requirement 8

Dear Sir / Madam,

As you will be aware, the draft Development Consent Order for Highways England's A303 Amesbury to Berwick Down (Stonehenge) scheme ('the draft Order') is currently with the Secretary of State for Transport, whose decision on whether to grant development consent is due to be made on or before 2 April 2020.

Please find attached a letter from Highways England which requests minor amendments to Requirement 8 of the draft Order, to correct a drafting inconsistency which has recently come to light. Full details of the correction sought (in the form of tracked change text) are set out in the attached letter, which also explains how the drafting inconsistency arose and why its correction is necessary. The letter also confirms that the correction, if made, would facilitate the delivery of the scheme as proposed to and accepted by stakeholders, both in terms of construction sequencing and in terms of providing an appropriate overarching approach to landscaping in the World Heritage Site.

In this context, and given the timescales involved (with the Secretary of State's decision being due by 2 April 2020) we have already consulted with all relevant stakeholders, namely, Wiltshire Council, Historic England, National Trust, English Heritage Trust and the Ministry of Defence. Related correspondence is appended to the attached letter (please see Appendices 3 and 4 to the letter) and confirms that (following engagement on the matter of the proposed correction during December 2019 and January 2020) those stakeholders do not object to the submission of the proposed correction to the Secretary of State for his consideration.

As set out in the attached letter, Highways England requests that, should the Secretary of State decide to grant development consent for the A303 Amesbury to Berwick Down (Stonehenge) scheme, the correction requested in this letter is made to the draft Order before it is made by the Secretary of State for Transport.

I trust that the attached letter is self-explanatory, but if you have any questions or require any additional information, please do not hesitate to contact me directly. Finally, could you please confirm receipt of this email and attached letter?

Best regards

David Cox, Consents Operational Lead, A303 Amesbury to Berwick Down (Stonehenge)
Highways England | Temple Quay House | 2 The Square | Temple Quay | Bristol | BS1 6HA

m [redacted]

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Our ref: SoS-01
Your ref:

Derek Parody
A303 Stonehenge Project Director
Highways England
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6HA

Tel: 0300 123 5000

Email:
A303Stonehenge@highwaysengland.co.uk

Transport Infrastructure Planning Unit
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

10 February 2020

Dear Sir or Madam,

Proposed A303 (Amesbury to Berwick Down) Development Consent Order ("the Order")

Following the closure of the examination of the application for the Order on 2 October 2019 and the submission of the Examining Authority's report to the Secretary of State on 2 January 2020, it has come to the attention of Highways England ("**the Applicant**") that its most recent draft of the Order (Planning Inspectorate's Examination Library Reference [AS-121]) ("**the current draft Order**") contains a drafting inconsistency in paragraph 8(1) of Schedule 2 ("**Requirement 8**") (which provides for the implementation and maintenance of landscaping schemes). The drafting inconsistency relates to the treatment of Work No.5 (re-alignment of the Rollestone Cross Junction) ("**the Rollestone works**").

The Rollestone works, shown as Work No.5 on Sheet 13 of the Works Plans [APP-008], are intended to be carried out as part of the "preliminary works" proposed to be delivered ahead of the main works for the A303 Stonehenge scheme ("**the Scheme**"). The Rollestone works comprise a minor satellite element of the Scheme, geographically separated from the new mainline A303 by a distance of approximately three kilometres to the north. Some of the Rollestone works would be just within the World Heritage Site, due to part of the realigned junction being located in its extreme north-western corner (see the Key Plan to, and Sheet 13 of, the Works Plans, reproduced at **Appendix 1** below).

As a result, Requirement 8(1), as currently drafted, unintentionally 'catches' the Rollestone works by requiring, before the commencement of any part of the authorised development within the World Heritage Site (or any part of Work No.4,being the new Longbarrow Junction and associated works), the approval of the landscaping scheme applicable for all of the authorised development which is within the World Heritage Site and Work No.4.

Therefore, as currently drafted, it would only be possible for Requirement 8(1) to be discharged in respect of the Rollestone works following the appointment of the main works contractor and the completion of the detailed design of all of the main works and the related landscaping scheme for the World Heritage Site. This is incompatible with the preliminary works strategy for the Scheme, in which the Rollestone works are required to be carried out in advance of the main works (an explanation of the rationale for this is provided in **Table 1** in **Appendix 2** to this letter).

In order to resolve the drafting inconsistency, the Applicant proposes that the Rollestone works (i.e. Work No.5) should be excluded from Requirement 8(1) and should instead be covered by Requirement 8(2), which would still require the approval of a works-specific landscaping scheme prior to the commencement of the Rollestone works. This would be compatible with the preliminary works strategy, would resolve the current inconsistency between Requirement 8 and other application documents which arose as a consequence of amendments made to Requirement 8 during the examination (further details are set out in **Table 2** in **Appendix 2**) and would not affect the ability of the project to establish and deliver an appropriate overarching approach to landscaping in the World Heritage Site (for further commentary on landscaping considerations, please see **Table 3** in **Appendix 2**).

The Applicant therefore requests that, should the Secretary of State decide to grant development consent for the Scheme, the following corrections (shown in red text in the box below) are made to the current draft Order before it is made:

Provision of the draft Order	Proposed correction
Paragraphs 8(1) and (2) of Schedule 2	**8.**—(1) Except for Work No.5, ~~N~~no part of the authorised development is to commence within the World Heritage Site or as part of Work No. 4 until a landscaping scheme applicable to all of the authorised development which is situated within the World Heritage Site (except for Work No.5) and Work No.4 has been submitted to and approved in writing by the Secretary of State, following consultation with the planning authority, Historic England and (on matters related to ~~their~~its functions) the National Trust. (2) No part of the authorised development which – (a) is situated outside of the World Heritage Site and does not form part of Work No. 4; or (b) comprises Work No. 5, is to commence until a landscaping scheme applicable to that part has been submitted to and approved in writing by the Secretary of State, following consultation with the planning authority and (on matters related to ~~their~~its functions) Historic England and, in respect of Work No.5 only (on matters related to its functions), the National Trust.

The Applicant has raised this drafting inconsistency with Wiltshire Council, Historic England, the National Trust and English Heritage, who do not object to the submission of the proposed correction to the Secretary of State for his consideration. Please see relevant correspondence enclosed at **Appendix 3**.

As the land within the Order limits at Rollestone Cross Junction comprises Crown land (see **Table 4** in **Appendix 2**), the Applicant has informed the Ministry of Defence ("**MoD**") of this drafting inconsistency and has confirmed to the MoD that the proposed correction would have no implications for the terms of the Crown authority consent provided by the MoD, or for the commitments given to the MoD by the Applicant during the examination of the application (details of which are also in **Table 4**). Relevant correspondence is enclosed at **Appendix 4**.

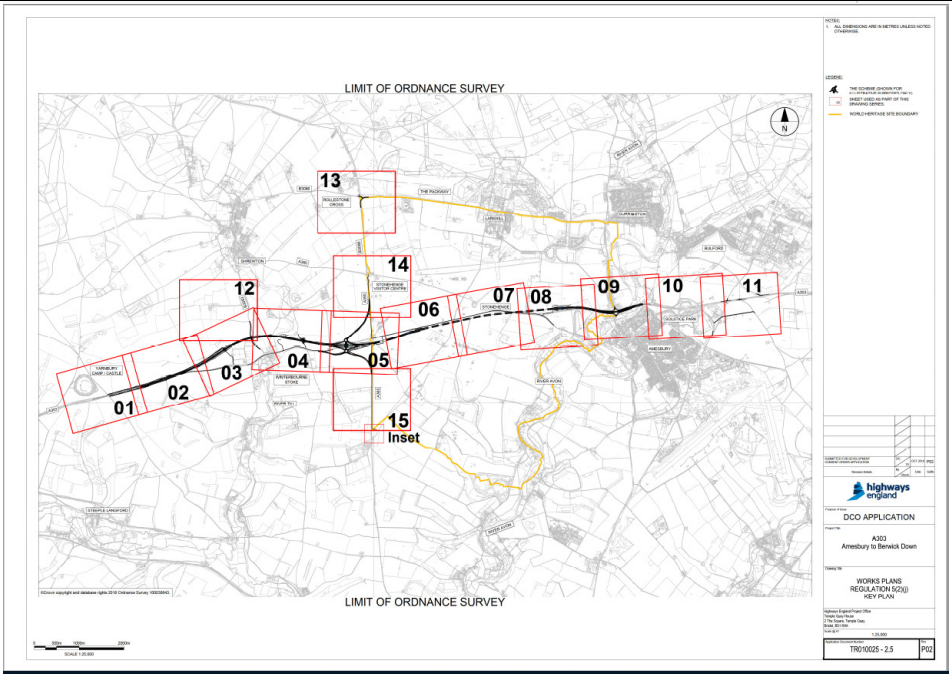
Yours faithfully

[redacted]

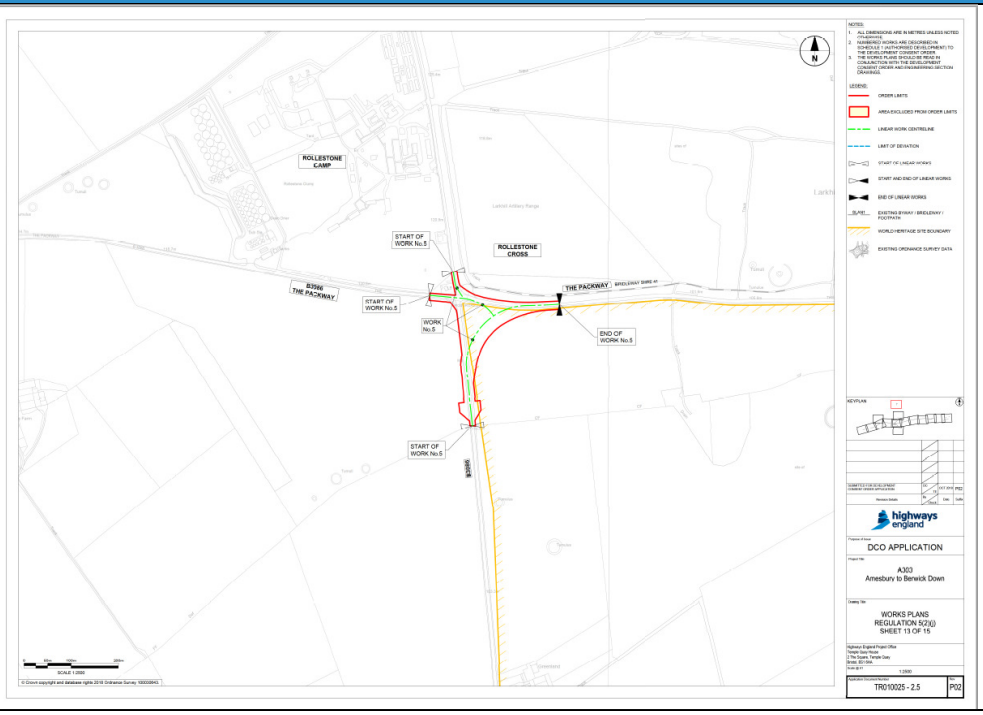
Derek Parody, A303 Stonehenge Project Director

Appendix 1

Works Plans – Key Plan [APP-008] – Rollestone Works (Sheet 13) and WHS boundary



Sheet 13 of the Works Plans [APP-008] – Rollestone Works (Work No. 5)



Appendix 2

Table 1 – Rollestone works forming part of the 'preliminary works' strategy		
Key points	**Explanations**	**References**
The definition in the Order of the "preliminary works" includes Work No.5 (i.e. the Rollestone works).	The preliminary works strategy for the Scheme requires the Rollestone works to be carried out in advance of the main works.	**Order** – The definition of the preliminary works is included in article 2(1) (Interpretation) in the current draft Order [AS-121]. (The definition was initially included in paragraph 1 of Schedule 2 (Requirements) in the version of the Order originally submitted with the application [APP-020].)
The Applicant's intention is, and always has been, that the Rollestone works would form part of the preliminary works to be delivered ahead of the main works for the Scheme, and would commence later in 2020 if development consent is granted in April 2020 (with the main construction works following in 2021).	This intention was set out in various application documents including: • the Explanatory Memorandum ("**EM**"); and • the Outline Environmental Management Plan ("**OEMP**"). This position was maintained throughout the examination; see for example the Applicant's: • response to first written question DCO.1.8(i) ("**DCO FWQ**"); and • submissions at the DCO issue specific hearings ("**DCO ISH**").	**EM** [APP-021], see paragraph 2.2. **OEMP** – See paragraphs 1.1.10(d) and 1.2.5 to 1.2.7 of the application version of the OEMP [APP-187], which was revised throughout the examination, the final version being [AS-129] (see paragraphs 1.1.10(e) and paragraphs 1.2.10 to 1.2.12). **DCO FWQ** – [REP2-030], see response to DCO.1.8(i). **DCO ISH** – [REP4-029] agenda items 3.3(i); [REP8-019], agenda item 4.3(i).

It is essential that the Rollestone works can proceed as preliminary works.	The realignment of Rollestone junction is a key component of the preliminary works strategy for the Scheme, for the reasons set out below. In terms of timing, the Applicant would not wish to carry out the Rollestone works at the same time as the main works. This is because during the construction of the Rollestone works, capacity at the Rollestone junction would be reduced, causing traffic to divert to the A303, where traffic volume would increase as a result. Given this relationship between the Rollestone junction and the A303, the Rollestone works would therefore need to be carried out separately, either before or after the main works. As reflected in the preliminary works strategy, the preferred approach is to carry out the Rollestone works before the main works. This is because the Rollestone works are also necessary to enable provision of the 'heavy and high load route' (to be provided as an alternative route for vehicles prohibited from using the new tunnel due to their weight or height). Clearly, the 'heavy and high load route' must be in place before the main works are completed and therefore, in the context of the sequencing issues explained above, it is imperative that the Rollestone works are included in the preliminary works strategy for the Scheme.	**Statement of Common Ground** ("**SoCG**") with Wiltshire Council – [AS-147], issue reference 3.4.4.
The inclusion of the Rollestone works in the preliminary works strategy would provide additional benefits in the form of direct and indirect road safety enhancements.	The direct and indirect road safety enhancements which the Rollestone works would deliver are as follows: • encouraging and enabling the safe use of The Packway/A360 route, which experiences increased volume of traffic when the A303 is congested, and which may also experience increased traffic flows during the construction of the Scheme; and • helping to reduce 'rat-running' and to improve community safety in	

	Shrewton – the realignment of the existing Rollestone junction would change traffic priority and encourage vehicles to remain on The Packway/A360 route (via the Airman's corner roundabout serving the Stonehenge Visitor Centre), thereby avoiding the length of the B3086 (London Road) which runs from the west of the Rollestone junction into and through Shrewton (High Street), as this route (London Road / High Street) is unsuitable for large vehicles and for high volumes of traffic, given that it passes through residential areas which include the local primary school and shop, where footways and pedestrian facilities are limited.	
The inclusion of the Rollestone works in the preliminary works strategy is accepted by stakeholders.	The early delivery of the Rollestone works is: • supported by Wiltshire Council, the local highway and planning authority; and • is not, so far as the Applicant is aware, subject to any outstanding objection by any interested party.	**SoCG** with Wiltshire Council – [AS-147], issue reference 3.4.4.

Table 2 – Amendments made to Requirement 8 during the examination		
Key points	**Explanations**	**References**
The structure of Requirement 8 was changed during the examination of the application and this is when the drafting inconsistency arose.	Requirement 8 of the Order was originally drafted to allow part-discharge of its provisions and so, in its original form, would have allowed a landscaping scheme for the Rollestone works alone to be submitted and approved, prior to the commencement of those works, and separately from the overarching landscaping scheme for the World Heritage Site. This drafting was compatible with the Applicant's preliminary works strategy. However, the requirement was amended during the examination in light of discussions at hearings around the need for an overarching approach to landscaping in the World Heritage Site. Those discussions omitted to consider directly the Rollestone works' status as a preliminary work and, as a consequence, the drafting inconsistency in Requirement 8 arose.	**Draft Order** [APP-020], Schedule 2, paragraph 8.
It was never the Applicant's intention that the Rollestone works would be caught by requirement 8(1); a correction is therefore necessary to resolve the inconsistency.	This is because including the Rollestone works in Requirement 8(1) would be entirely contrary to the Applicant's intention, clearly stated across the other application documents and examination submissions, that the preliminary works would be carried out *before* the appointment of the main works contractor, and *before* the discharge by that contractor of the requirements in respect of the main works (which include the requirement for a landscaping scheme applicable to all of the authorised development which is situated in the World Heritage Site). Including the Rollestone works in Requirement 8(1) would also directly conflict with the Rollestone works' status as a preliminary work elsewhere in the draft Order and in the draft OEMP, rendering both documents internally inconsistent.	**Draft Order** [AS-121], article 2(1) (Interpretation) defines the "preliminary works" as inclusive of Work No. 5 (the Rollestone works). **OEMP** [AS-129] (see paragraphs 1.1.10(e) and paragraphs 1.2.10 to 1.2.12).

Table 3 – Landscaping considerations relating to Requirement 8		
Key points	**Explanations**	**References**
The approach identified in the proposed drafting amendment is justified from a landscaping perspective.	This is because, given the minor nature of the Rollestone works and their location at the existing junction of the B3086 and The Packway, at the north-westernmost corner of the World Heritage Site, only minor landscaping works consisting of the establishment of chalk grassland verges will be required. As such, the landscaping elements of the Rollestone works would be entirely consistent with the overarching landscape strategy proposed in relation to the main works and the Scheme as a whole, within the World Heritage Site.	See proposals for chalk grassland shown on Figure 2.5M of the **Environmental Masterplan** [AS-150].
It is not necessary, in terms of landscaping and visual impacts, that the Rollestone works share a common landscaping scheme with the main works in the World Heritage Site; nor is it necessary for the delivery of the Rollestone works to be delayed until a common landscaping scheme is approved.	This is because of the minor nature of the Rollestone works (being a minor realignment of a junction of minor roads), and because they are remote from the main works in the World Heritage Site (being located over three kilometres away from the major A303 mainline works within the World Heritage Site and over one kilometre away from the nearest part of Work No.4 (new Longbarrow Junction and associated works).	See the **Key Plan** to the **Works Plans** (APP-008) (reproduced in Appendix 1 to this letter).
The exclusion of the Rollestone works from the landscaping scheme for the World Heritage Site would not affect the ability of the project to establish an appropriate overarching approach to the landscaping in the World Heritage Site.	This is because the minor nature of the Rollestone works means that they would make no material contribution to the effects of the project on the landscape of the World Heritage Site; as such, it would not be proportionate to require their consideration alongside the main works. No cultural heritage or landscape and visual likely significant effects of the completed Rollestone works	**Environmental Statement**: see Chapter 6, Cultural Heritage, [APP-044] and Appendices 6.1 (the **Heritage Impact Assessment**) [APP-195]; and 6.9, Cultural Heritage Setting Assessment [APP-218] (on Asset Groups 6, 10, 11, 14 and 15), and Chapter 7, Landscape and Visual [APP-045]; Appendix 7.7, Schedule of

	are reported in the Environmental Statement.	Landscape Effects [APP-227] (LCA D3, LCCA 9, 10 and 13) and Appendix 7.8, Schedule of Visual Effects [APP-228] (VR 35).
	In any event, if the drafting inconsistency was corrected (as proposed by the Applicant in this letter) the Rollestone works would be subject to the same requirements of the Design Vision and Principles regarding landscape character as the other works within the World Heritage Site, ensuring consistency of approach throughout.	**OEMP** [AS-129] para 4.2.6(a), (d); 4.2.10(a); **Design Principles** P-PWS01, 02 and P-LE02, 03, MW-LAN5.
	The Rollestone works would also be subject, prior to their commencement, to approval by the Secretary of State of their own landscaping, following consultation with the local planning authority, Historic England and the National Trust, in accordance with the corrected requirement 8(2) proposed in this letter.	**Draft Order**, Schedule 2, paragraph 8(2) (as proposed to be amended).

Table 4 – Crown Land		
Key points	**Explanations**	**References**
The Rollestone works are proposed to be located on Crown land.	Plots 11-17 and 11-18 comprise Crown land (as defined in section 227 ("Crown land" and "the appropriate Crown authority") of the Planning Act 2008, for the purposes of section 135 (Orders: Crown land) of that Act, because they are owned by the Secretary of State for Defence.	**Crown Land Plans** [APP-007], see Sheet 6.
The proposed correction would have no implications for the terms of the Crown authority consent provided by the MoD, or for the commitments given to the MoD by the Applicant during the examination of the application.	The Applicant has confirmed to the MoD in writing that the proposed correction would have no implications for the terms of the Crown authority consent provided by the MoD, or for the commitments given to the MoD by the Applicant during the examination of the application, such commitments being set out in the OEMP and secured by Requirement 4 of the Order.	**Crown Authority Consent Report**, [REP8-014], Table 2-1 and Appendix A **Updated Crown Authority Consent Report** [REP8-067], Table 2-1 and Appendices A and C. **OEMP** [AS-129], (MW-G31; MW-WAT14).

Appendix 3

Correspondence received from
Wiltshire Council, Historic England, the National Trust and English Heritage

Wiltshire Council

5th February 2020

Highways and Environment
County Hall
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

David Cox
Consents Operational Lead
A303 Amesbury to Berwick Down (Stonehenge)
Highways England
Temple Quay House
2 The Square
Bristol
BS1 6HA

Your ref: SoS-01
Our ref: A303-SoS Requirement 8 Amendment

Dear David

The A303 (Amesbury to Berwick Down) Development Consent Order ("the draft Order")

We write in relation to Highways England's ("**the Applicant**") formal request to the Secretary of State to correct the drafting discrepancy in paragraphs 8(1) and (2) of Schedule 2 of the draft Order.

As an interested party with an interest in paragraphs 8(1) and (2) of Schedule 2 of the draft Order, the Applicant has brought the drafting discrepancy to our attention. In advance of making its request to amend the draft Order, the Applicant has consulted us on their proposed correction in the following form:

Provision of the draft Order	**Proposed correction**
Paragraphs 8(1) and (2) of Schedule 2	**8.**—(1) Except for Work No.5, ~~N~~no part of the authorised development is to commence within the World Heritage Site or as part of Work No. 4 until a landscaping scheme applicable to all of the authorised development which is situated within the World Heritage Site (except for Work No.5) and Work No.4 has been submitted to and approved in writing by the Secretary of State, following consultation with the planning authority, Historic England and (on matters related to ~~their~~ its functions) the National Trust. (2) No part of the authorised development which – (a) is situated outside of the World Heritage Site and does not form part of Work No. 4; or (b) comprises Work No. 5, is to commence until a landscaping scheme applicable to that part has been submitted to and approved in

	writing by the Secretary of State, following consultation with the planning authority and (on matters related to ~~their~~ its functions) Historic England and in respect of Work No.5 only (on matters related to its functions), the National Trust.

Following this engagement, Wiltshire Council can confirm that we are content with the Applicant's proposed correction and do not object to the Order being corrected in the manner proposed by the Applicant.

Yours sincerely

Parvis Khansari
Director
Highways and Environment

Direct line: 01225 713340
Email: parvis.khansari@wiltshire.gov.uk

Historic England

Mr Derek Parody
A303 Stonehenge Project Director
Highways England
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6HA

Your ref: SoS-01

05 February 2020

Dear Mr Parody

Re: The A303 (Amesbury to Berwick Down) Development Consent Order ("the draft Order")

Thank you for informing Historic England that Highways England will be making a formal request to the Secretary of State to correct a drafting inconsistency in paragraphs 8(1) and (2) of Schedule 2 of the draft Order relating to the above scheme.

As an interested party Historic England appreciates this inconsistency being brought to our attention, and Highways England giving us the opportunity to comment on the proposed corrections in advance of these being submitted to the Secretary of State.

We can confirm that the proposed corrections you have advised us of comprise the following:

Provision of the draft Order	**Proposed correction**
Paragraphs 8(1) and (2) of Schedule 2	**8.**—(1) Except for Work No.5, ~~N~~no part of the authorised development is to commence within the World Heritage Site or as part of Work No. 4 until a landscaping scheme applicable to all of the authorised development which is situated within the World Heritage Site (except for Work No.5) and Work No.4 has been submitted to and approved in writing by the Secretary of State, following consultation with the planning authority, Historic England and (on matters related to ~~their~~its functions) the National Trust. (2) No part of the authorised development which – (a) is situated outside of the World Heritage Site and does not form part of Work No. 4; or (b) comprises Work No. 5, is to commence until a landscaping scheme applicable to that part has been submitted to and approved in writing by the Secretary of State, following consultation with the planning authority and (on matters related to ~~their~~its

	functions) Historic England and, in respect of Work No.5 only (on matters related to its functions), the National Trust.

Historic England was aware throughout the Examination of Highways England's intention to progress some works at an early stage as preliminary works. Consequently we consistently advised both in relation to the need for a holistic approach to landscaping across the Scheme, and the need to ensure that in areas excluded from that approach there was nevertheless a level of rigour applied to the development of the landscaping proposals for each separate part. This included provision for consultation with Historic England under Requirement 8 to advise on the potential impacts on the historic environment of all the individual landscaping schemes.

We can therefore confirm that we were aware throughout the Examination that Highways England intended to undertake Work No. 5 as part of the preliminary works, and that consequently it was included in the associated definitions under Article 2(1) and in Schedule 2 of the DCO and confirmed in other documentation including the OEMP. We understood that it was their preference to undertake these works as preliminary works, with the realignment of Rollestone junction as a key component of the preliminary works strategy for the Scheme.

Mechanisms have been put in place under the OEMP and DAMS to ensure both a robust approach to the programmed cultural heritage (including archaeological) and landscaping mitigation works under Work No. 5, to ensure that both the Design Vision and Principles inform that approach across the Scheme, and for our consultation on the detail of these elements.

In considering the amendment from Highways England we have also reviewed the other two works which would fall within "Preliminary Works" in addition to Work No. 5 – that of Work 7, and Work 1H (viii)-(xiv) as to any further implications that might arise from a change to Requirement 8. We requested clarification from Highways England that Private Means of Access 27 as illustrated on Sheet 8 of the Rights of Way and Access Plans which forms part of Work 1H (xiv) whilst classed as a Preliminary Work would not be undertaken at the preliminary works stage given its location and extent within the WHS and the need for its design and detailing to form part of the overall landscaping scheme for the World Heritage Site as per Requirement 8(1).

We are satisfied that all of the other Preliminary Works (Work 7, Work 1 H (viii)-(xiii) are all located outside of the WHS. Consequently other than the drafting change in relation to Work 5 which Highways England are already proposing, we do not consider that any further drafting changes are necessary in relation to Requirement 8.

Historic England has considered the proposed amendments to Requirement 8 in its role as statutory adviser in relation to the historic environment. We also note that Highways England will be approaching other Interested Parties regarding this

amendment. Following our review of Highways England's draft submission and the proposed changes together with the additional information and explanation provided in relation to our queries, we can confirm that we do not object to the above table and corrections being submitted to the Secretary of State for their consideration.

We can confirm that we have no objection to the principle of the proposed amendment in relation to the landscaping works under Work 5 which lie within the WHS subject to the delivery of a holistic approach to that landscaping. This is because these landscaping works exclusively comprise the establishment of chalk grassland verges which will be conducted under a landscaping scheme applicable to that part rather than the overarching WHS wide landscaping scheme. We would however expect that once the entire scheme has been completed that it will be clear that a holistic and consistent approach has been utilised to the establishment of such verges within the WHS regardless of whether they are conducted in accordance with Requirement 8(1) or 8(2).

Yours sincerely,

Dr Helen Woodhouse
Team Leader – Development Advice
Helen.Woodhouse@HistoricEngland.org.uk

SWRoads.Enquiries@nationaltrust.org.uk

Your ref:
Our ref:

07 February 2020

Transport Infrastructure Planning Unit
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Dear Secretary of State

Application by Highways England for an Order Granting Development Consent for the A303 Amesbury to Berwick Down (Stonehenge) scheme ("the draft Order")

We write in relation to Highways England's ("**the Applicant**") formal request to the Secretary of Statement to correct the drafting discrepancy in paragraphs 8(1) and (2) of Schedule 2 of the draft Order.

As an interested party with an interest in paragraphs 8(1) and (2) of Schedule 2 of the draft Order, the Applicant has brought the drafting discrepancy to our attention. In advance of making its request to amend the draft Order, the Applicant has consulted us on its proposed correction in the following form:

Provision of the draft Order	**Proposed correction**
Paragraphs 8(1) and (2) of Schedule 2	**8.**—(1) Except for Work No.5, ~~N~~no part of the authorised development is to commence within the World Heritage Site or as part of Work No. 4 until a landscaping scheme applicable to all of the authorised development which is situated within the World Heritage Site (except for Work No.5) and Work No.4 has been submitted to and approved in writing by the Secretary of State, following consultation with the planning authority, Historic England and (on matters related to ~~their~~ its functions) the National Trust. (2) No part of the authorised development which – (a) is situated outside of the World Heritage Site and does not form part of Work No. 4; or (b) comprises Work No. 5,

National Trust
South West Region
Place Farm Courtyard, Court St
Tisbury, Wiltshire, SP3 6LW
Tel: +44 (0)1747 873250
Fax: +44 (0)1747 873251
www.nationaltrust.org.uk

Registered office:
Heelis, Kemble Drive, Swindon, SN2 2NA
Registered charity number 205846

	is to commence until a landscaping scheme applicable to that part has been submitted to and approved in writing by the Secretary of State, following consultation with the planning authority and (on matters related to ~~their~~ its functions) Historic England and, ~~in respect of Work No.5 only~~, (on matters related to its functions), the National Trust.

Following this engagement, we can confirm that we are content with the Applicant's proposed correction and do not object to the Order being corrected in the manner proposed above by the Applicant.

Yours faithfully

[redacted]

Nick Simms
Senior Project Manager

ENGLISH HERITAGE

Step into England's story

Transport Infrastructure Planning Unit
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

7th February 2020

Dear Secretary of State,

Re: Application by Highways England for an Order granting Development Consent for the A303 Amesbury to Berwick Down (Stonehenge) scheme ("the draft Order").

We write in relation to Highways England's ("the Applicant") formal request to the Secretary of State to correct the drafting discrepancy in paragraphs 8(1) and (2) of Schedule 2 of the draft Order.

As an interested party with an interest in paragraphs 8(1) and (2) of Schedule 2 of the draft Order, the Applicant has brought the drafting discrepancy to our attention. In advance of making its request to amend the draft Order, the Applicant has consulted us on its proposed correction in the following form:

Provision of the draft Order	Proposed correction
Paragraphs 8(1) and (2) of Schedule 2	**8.**—(1) Except for Work No.5, ~~N~~no part of the authorised development is to commence within the World Heritage Site or as part of Work No. 4 until a landscaping scheme applicable to all of the authorised development which is situated within the World Heritage Site (except for Work No.5) and Work No.4 has been submitted to and approved in writing by the Secretary of State, following consultation with the planning authority, Historic England and (on matters related to ~~their~~ its functions) the National Trust. (2) No part of the authorised development which – (a) is situated outside of the World Heritage Site and does not form part of Work No. 4; or (b) comprises Work No. 5, is to commence until a landscaping scheme applicable to that part has been submitted to and approved in

We have an access to information policy, so anything you send us may become public.
English Heritage is committed to achieving equality of opportunity as a service provider and an employer.

The English Heritage Trust is a charity, no. 1140351, and a company, no. 07447221, registered in England

POSITIVE ABOUT DISABLED PEOPLE

Stonewall DIVERSITY CHAMPION

	writing by the Secretary of State, following consultation with the planning authority and (on matters related to ~~their~~ its functions) Historic England and in respect of Work No.5 only (on matters related to its functions), the National Trust.

Following this engagement, we can confirm that we are content with the Applicant's proposed correction and do not object to the Order being corrected in the manner proposed by the Applicant.

Yours faithfully

Kate Logan
Stonehenge Director

Stonehenge Visitor Centre, Amesbury, Wiltshire, SP4 7DE
01980 636600 english-heritage.org.uk

The English Heritage Trust is a charity, no. 1140351, and a company, no. 07447221, registered in England

Appendix 4

Correspondence sent to the Ministry of Defence

Our ref: MoD-01

Alex Crow
A303 Stonehenge Lands Team
WSP House
70 Chancery Lane
London
WC2A 1AF

Tel: [redacted]

Email:
A303Stonehenge@highwaysengland.co.uk

07 February 2020

Mark Brodier
Ministry of Defence
Army Headquarters
2nd Floor, Zone 1
Marlborough Lines
Ramillies Building
Monxton Road
Andover
SP11 8HJ

Dear Mr Brodier,

The A303 (Amesbury to Berwick Down) Development Consent Order ("the draft Order")

As you will recall, AmW is instructed by Highways England in the matter of an application under the Planning Act 2008 ("PA 2008") for a development consent order ("DCO") for the improvement of the A303 between Amesbury and Berwick Down, including the section of the A303 which passes Stonehenge ("the Scheme").

Our previous correspondence in this matter relates to Crown authority consent granted by the Ministry of Defence ("MoD") [1] in respect of land owned by the MoD which lies within the Order limits, and which therefore comprises Crown land for the purposes of section 135 of PA 2008.[2]

As you are aware, the Crown authority consent granted by the MoD pursuant to section 135 of PA 2008 authorises Highways England to exercise powers of compulsory acquisition in respect of non-Crown interests in the Crown land, and to use the Crown land for purposes related to the Scheme, as described in the Crown authority consent.[3]

Following the closure of the examination of the application for the draft Order on 2 October 2019 and the submission of the Examining Authority's report to the Secretary of State on 2 January 2020, it has come to Highways England's attention that the draft Order (examination library reference [AS-121]) contains a drafting inconsistency in paragraph 8(1) of Schedule 2 ("Requirement 8"). The drafting inconsistency relates to the treatment of Work No.5 (re-alignment of the Rollestone Cross Junction) for the purposes of Requirement 8(1).

As the land within the Order limits at the Rollestone Cross Junction is owned by the Secretary of State for Defence and comprises Crown land – plots 11-17 and 11-18, as shown on Sheet 6 of the Crown Land Plans[4] - I am writing to inform you of Highways England's intention to submit to

[1] [REP8-014] Crown Authority Consent Report, Table 2-1 and Appendix A; and [REP8-067] Updated Crown Authority Consent Report, Table 2-1 and Appendices A and C.
[2] The Crown land affected by the Scheme is shown on Highways England's Crown Land Plans [APP-007] available on the Planning Inspectorate's website at https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000159-2-4-CrownLandPlans.pdf
[3] Ibid note 1 above.
[4] Ibid note 2 above.

the Secretary of State for Transport a proposed correction in respect of this drafting inconsistency.

An explanation of the need for the proposed correction is set out in Highways England's draft letter to the Secretary of State for Transport, a copy of which I have enclosed for your information. In summary, however, the drafting inconsistency has no implications for the terms in which, and the basis on which, the Crown authority consent has been granted by the MoD. Accordingly, there is no need for any change to the Crown authority consent previously granted by the MoD in respect of the Scheme and the draft Order.

This is because the proposed correction relates to Requirement 8 of the draft Order, which imposes conditions relating to a landscaping scheme for works which are to be carried out within the World Heritage Site, the north-westernmost corner of which extends to the Rollestone Cross Junction (which, as you will be aware, is over a kilometre away from the main works comprising the Scheme).[5] As currently drafted, Requirement 8(1) has the unintended effect of capturing proposed highway realignment works at the Rollestone Cross Junction (identified as Work No. 5 in Schedule 1 to the draft Order), which are proposed to be carried out in advance of the main works comprising the Scheme.

The proposed correction would move the reference to Work No. 5 from Requirement 8(1) to Requirement 8(2), therefore allowing it to proceed as a preliminary work as intended. As such, the proposed correction would have no effect on the land ownership position (as identified in the Book of Reference[6] for the purposes of the draft Order and the Crown authority consent) and would not change the compulsory acquisition proposals included in the draft Order (to which the Crown authority consent relates). Nor would the proposed correction change the purposes for which the land is proposed to be used – those purposes remain as described in the terms of the Crown authority consent as granted.[7]

I can also confirm that the proposed correction would not affect the provisions included in the Outline Environmental Management Plan in support of the MoD's safeguarding functions in relation to the operational capability of MoD land at Boscombe Down.[8]

The proposed correction is set out below:

Provision of the draft Order	**Proposed correction**
Paragraphs 8(1) and (2) of Schedule 2	**8.**—(1) Except for Work No.5, ~~N~~no part of the authorised development is to commence within the World Heritage Site or as part of Work No. 4 until a landscaping scheme applicable to all of the authorised development which is situated within the World Heritage Site (except for Work No.5) and Work No.4 has been submitted to and approved in writing by the Secretary of State, following consultation with the planning authority, Historic England and (on matters related to ~~their~~its functions) the National Trust.

[5] See the Key Plan to the Crown Land Plans [APP-007].
[6] [REP9-011], Book of Reference, Plots 11-17 and 11-18.
[7] Ibid note 1 above.
[8] [AS-129] Outline Environmental Management Plan, September 2019 (MW-G31; MW-WAT14), secured by Requirement 4 in the draft Order.

	(2) No part of the authorised development which – (a) is situated outside of the World Heritage Site and does not form part of Work No. 4; or (b) comprises Work No. 5, is to commence until a landscaping scheme applicable to that part has been submitted to and approved in writing by the Secretary of State, following consultation with the planning authority and (on matters related to ~~their~~its functions) Historic England and, in respect of Work No.5 only (on matters related to its functions), the National Trust.

Highways England has raised this drafting inconsistency with Wiltshire Council, Historic England, the National Trust and English Heritage, who do not object to the submission of the proposed correction to the Secretary of State for his consideration.

As the land within the Order limits at the Rollestone Cross Junction comprises Crown land[9], Highways England wished to inform the MoD as a matter of courtesy of this drafting inconsistency and of its intention to contact the Secretary of State imminently, in February 2020, in relation to the proposed correction. As noted above, I can confirm that the proposed correction would have no implications for the terms of the Crown authority consent previously granted by the MoD[10] during the examination of the application; nor would it affect the commitments given to the MoD by Highways England in connection with the Scheme. As such, I will assume that the MoD would not wish to raise any objection to the proposed correction, unless you contact me as a matter of urgency to affirm otherwise.

Yours sincerely

[redacted]

Alex Crow

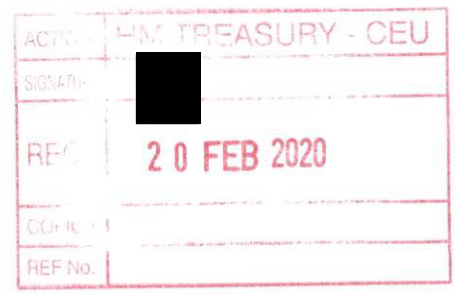
Encs: draft letter to Secretary of State re proposed correction to Requirement 8

[9] Plots 11-17 and 11-18 (as shown on Sheet 6 of the Crown Land Plans [APP-007]) comprise Crown land, for the purposes of section 135 of the Planning Act 2008, because they are owned by the Secretary of State for Defence.
[10] [REP8-014], Crown Authority Consent Report, Table 2-1 and Appendix A; and [REP8-067], Updated Crown Authority Consent Report, Table 2-1 and Appendices A and C.

SHARRON VON TUTSCHEK

[redacted]

The Rt Hon Sajid Javid MP
Chancellor of the Exchequer
HM Treasury
11 Downing Street
Westminster
SW1



10th February 2020

Dear Chancellor,

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme:

- **It is poor value for money and high risk**. Highways England estimates only 21 pence of benefit for each £1 invested, if the highly dodgy heritage survey is discounted. Cost overruns are likely due to tunnelling through poor quality chalk and unpredictable groundwater conditions.

- **UNESCO opposes the scheme which would irreparably damage The World Heritage Site** and which the UK Government has pledged to protect for future generations.

- **The scheme would increase carbon emissions** at a time when the Government needs to show international leadership on climate change ahead of COP26 in Glasgow.

Climate change. In their 2019 Progress Report to Parliament, the Committee on Climate Change stated that "Transport is now the highest-emitting sector and must be a key contributor towards the reductions in greenhouse gas emissions needed over the period to 2030." Parliament has declared a Climate Emergency and set a legal target for net zero emissions by 2050. The decision on the Stonehenge Scheme sits squarely within this frame. If built, the extra speed and volume of traffic created would have a high carbon impact, assigned a negative value of £86 million by Highways England. This is likely to be an underestimate and if properly costed would further undermine the economic case for the Scheme.

Yours sincerely

[redacted]

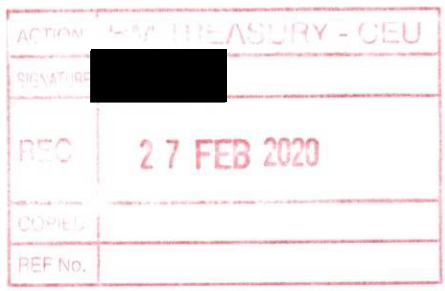
Sharron von Tutschek

STEPHEN STACEY · [redacted]

DFT -

10 February 2020

Rt Hon Sajid Javid MP
Chancellor of the Exchequer
HM Treasury
1 Horse Guards Road
London
SW1A 2HQ



[redacted]

Value for money: A303 Expressway

I understand that your decision on whether taxpayers should fund a road tunnel under Stonehenge is imminent and hence I write to you to voice my profound concern. It seems incredible that at this time of all times we should be considering a massive investment in the south of England delivering at best imperceptible economic benefit but – more likely – none whatsoever.

A recent report from the National Audit Office suggested that, using 2016 prices, the tunnel itself is likely to cost between £1.5 and £2.4 billion to build and a further £0.524 billion to maintain over 60 years. The economic benefit of the project has been calculated at £0.31 for every £1 spent, rising to £1.15 per £1 only by the addition of £955 million for the monetary value of cultural heritage. The value was calculated using a methodology recognised but widely contested, not least by the Department of Transport itself. Indeed the report reveals that the Department rates the project as having "poor" value for money and gives it a "low" rating overall.

Furthermore there are hidden additional costs. Improvements to the A303 will benefit the economy of the south-west of England only if they are completed in their entirety. The Road Investment Strategy identified seven other discrete projects along the A303 in addition to the Stonehenge tunnel. According to the National Audit Office report, the Department of Transport rates the value for money return as "poor" or "low" for six and as "medium" for one. We know little about the overall cost of these seven projects but it is likely to be significant. The report provides estimates for two of them (Taunton to Southfields and Sparkford to Ilchester) in excess of £0.620 billion. Including the cost of seven projects in the one for Stonehenge, as it should be, weakens an already desperately weak case to the point that there surely cannot be plausible economic grounds for proceeding.

Even if significant economic benefit were to be guaranteed, we ought not to ignore UNESCO's enduring concern about the scheme. This raises the possibility of World Heritage Site status being endangered if current plans are not further amended. The way that the approaches to this tunnel gouge through a precious landscape is nothing short of an act of vandalism. For archaeologists, the proposed tunnel is a catastrophe. Progressing with this project risks the UK's reputation as a trustworthy guardian of its own cultural inheritance. I am confident that you will see that the Stonehenge tunnel is one 'investment' the UK does not need.

[redacted]

JEREMY QUIN MP

HOUSE OF COMMONS
LONDON SW1A 0AA

Baroness Vere
Parliamentary Under Secretary of State for Transport
Department for Transport
33 Horseferry Road
London
SW1P 4DR

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13 FEB 2020
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10 February 2020

[redacted]

Re. Chris Warner, [redacted]

I am writing to you having received correspondence from my constituent, Mr Warner regarding the A303 Stonehenge scheme (see enclosed). I would be grateful for your thoughts.

[redacted]

Jeremy Quin

Horsham Constituency: 01403 210 600 *Westminster Office: 0207 219 6341*
www.jeremyquin.com *jeremy.quin.mp@parliament.uk*

Rosemary Apelogun

From: QUIN, Jeremy <jeremy.quin.mp@parliament.uk>
Sent: 14 February 2020 11:39
To: Rosemary Apelogun
Subject: RE: The A303 Stonehenge Scheme

Dear Rosemary,

Thank you for your email and apologies. Please see below.

KR,

Devi
Office of Jeremy Quin MP

From: CHRIS WARNER [redacted]
Sent: 10 February 2020 00:47
To: QUIN, Jeremy <jeremy.quin.mp@parliament.uk>
Subject: Stonehenge Tunnel Project

Dear Mr.Quin

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme if you have any interest in preserving the site

It is poor value for money and high risk. Highways England estimates only 21 pence of benefit for each £1 invested, if the highly dodgy heritage survey is discounted. Cost overruns are likely due to tunnelling through poor quality chalk and unpredictable groundwater conditions.
UNESCO opposes the scheme which would irreparably damage The World Heritage Site and which the UK Government has pledged to protect for future generations.
The scheme would increase carbon emissions at a time when the Government needs to show international leadership on climate change ahead of COP26

Yours sincerely,

Chris Warner

[redacted]

From: Rosemary Apelogun <Rosemary.Apelogun@dft.gov.uk>
Sent: 14 February 2020 11:15
To: POCorrespondence <POCorrespondence@dft.gov.uk>
Cc: QUIN, Jeremy <jeremy.quin.mp@parliament.uk>
Subject: The A303 Stonehenge Scheme

Department for Transport

Baroness Vere of Norbiton
Transport Minister for Roads

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/279435

Jeremy Quin MP
House of Commons
London
SW1A 0AA

22 February 2020

Dear Jeremy,

Thank you for your letter of 10 February 2020, enclosing correspondence from your constituent, Mr Chris Warner of [redacted] about the A303 Amesbury to Berwick Down ("the A303 Stonehenge") Development Consent Order planning application.

I hope you will appreciate that Transport Ministers are unable to comment on what is a live planning application. However, your constituent's representation will be taken into account in the decision on the application in due course.

Please extend my gratitude to Mr Warner for taking the time to write in with his concerns.

Yours,

[redacted]

BARONESS VERE OF NORBITON

From: Heather Marshall [redacted]
Sent: 11 February 2020 13:53
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>; farront@parliament.uk; tim@timfarron.co.uk
Subject: A303 Stonehenge

Dear Chancellor,

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme for the following reasons:-

* It is poor value for money and high risk. Highways England estimates only 21 pence of benefit for each £1 invested, if the highly dodgy heritage survey is discounted. Cost overruns are likely due to tunnelling through poor quality chalk and unpredictable groundwater conditions.
* UNESCO opposes the scheme which would irreparably damage The World Heritage Site and which the UK Government has pledged to protect for future generations.
* The scheme would increase carbon emissions at a time when the Government needs to show international leadership on climate change ahead of COP26 in Glasgow.
* New road building is a discredited 20th century solution which is not appropriate to the 21st century. It is now well recognised that new roads increase traffic, which runs counter to what is needed to meet our climate change targets, while damaging the environment whether visually, noisily or through damage to biodiversity.

I hope that you will take a decision that is fitting for the times and not approve funding for this scheme.

Yours sincerely,

Heather Marshall

Heather Marshall

[redacted]

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From: John Orbell [redacted]
Sent: 11 February 2020 16:21
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: A303 Stonehenge

The Rt. Hon. Sajid Javid MP, Chancellor of the Exchequer

Subject: A303 Stonehenge

Dear Chancellor

I am opposed to the A303 Stonehenge scheme and ask that you reject any funding for the project that I believe would be very damaging.The UK Government has pledged to protect this World Heritage Site for future generations; any resulting damage would be practically irreversible.UNESCO opposes the proposed work that it regards as totally unnecessary.

Financially, Highways England estimates it would be poor value, as it is calculated that there would be, at best, only 21 pence of benefit for each £1 invested. Furthermore, the cost of the project would quite probably increase due to unpredictable tunnelling conditions.

The proposed work would further increase carbon emissions at a time when the Government needs to show that it takes the initiative on climate change before COP26 later this year.

Yours sincerely

John Orbell
[redacted]

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From: Anda I. Zevedei [redacted]
Sent: 11 February 2020 16:14
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: A303 Stonehenge

Dear Chancellor,

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme:

It is poor value for money and high risk. Highways England estimates only 21 pence of benefit for each £1 invested, if the highly dodgy heritage survey is discounted. Cost overruns are likely due to tunnelling through poor quality chalk and unpredictable groundwater conditions.

UNESCO opposes the scheme which would irreparably damage The World Heritage Site and which the UK Government has pledged to protect for future generations.

The scheme would increase carbon emissions at a time when the Government needs to show international leadership on climate change ahead of COP26 in Glasgow.

Yours sincerely,
Anda Zevedei

[redacted]

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From: Jonathan Scott
Sent: 13 February 2020 15:20
To: TRANSPORTINFRASTRUCTURE <TRANSPORTINFRASTRUCTURE@dft.gov.uk>
Subject: FW: A303 Stonehenge

Hello,

Please see below.

Kind regards,

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [redacted] | 07971 145514
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

-----Original Message-----
From: TransportSecretary
Sent: 11 February 2020 16:09
To: POCorrespondence <POCorrespondence@dft.gov.uk>
Subject: FW: A303 Stonehenge

TO

Sylvia Hodgson | Department for Transport
5/13 | 020 7944 6381 | [redacted]
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

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-----Original Message-----
From: Alice Gem [redacted]
Sent: 11 February 2020 15:57
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>; Elliot Colburn <elliot.colburn.mp@parliament.uk>
Subject: A303 Stonehenge

Dear Chancellor,

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme for the following reasons:

- It is poor value for money and high risk. Highways England estimates only 21 pence of benefit for each £1 invested, if the highly dodgy heritage survey is discounted. Cost overruns are likely due to tunnelling through poor quality chalk and unpredictable groundwater conditions.
- UNESCO opposes the scheme which would irreparably damage The World Heritage Site and which the

UK Government has pledged to protect for future generations.

- The scheme would increase carbon emissions massively at a time when the Government needs to show international leadership on climate change ahead of COP26 in Glasgow.

Yours sincerely,

Alice Gem

[redacted]

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From: Diane Needham [redacted]
Sent: 11 February 2020 16:57
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>; joy.morrissey.mp@parliament.uk
Subject: A303 Stonehenge

Dear Chancellor

I would like to urge you not to approve funding for the damaging A303 Stonehenge road scheme.

Having researched the scheme it would seem to offer poor value for money with likely cost overruns due to the unpredictable nature of tunnelling through chalk and the problems of groundwater. You will know that UNESCO have opposed the scheme which is likely to damage The World Heritage Site which we must protect at all costs. It is also likely that it will help to increase carbon emissions when we are all working to improve the environment and cut these emissions.

Yours sincerely
Diane Needham
[redacted]

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Rob Pridham

From: POCorrespondence
Sent: 11 February 2020 16:34
To: Rosemary Apelogun
Subject: FW: A303 Stonehenge

Edoardo Morgante | Correspondence Allocations Manager, Private Office, Department for Transport
5/11 | 020 7944 2402 | [redacted]

From: TransportSecretary
Sent: 11 February 2020 16:17
To: POCorrespondence <POCorrespondence@dft.gov.uk>
Cc: Willem de Vries <Willem.deVries@dft.gov.uk>
Subject: FW: A303 Stonehenge

MC

Sylvia Hodgson | Department for Transport
5/13 | 020 7944 6381 | [redacted]
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

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From: HEALD, Oliver [mailto:oliver.heald.mp@parliament.uk]
Sent: 11 February 2020 15:31
To: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: FW: A303 Stonehenge

Dear Secretary of State

I would be grateful to see a copy of the reply which is sent to my constituent, Jonathan Holt, regarding this important issue.

Best wishes

Rt Hon Sir Oliver Heald QC MP
Member of Parliament for North East Hertfordshire

From: Jonathan Holt <[redacted]
Sent: 10 February 2020 20:34
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: transportsecretary@dft.gov.uk; HEALD, Oliver <oliver.heald.mp@parliament.uk>
Subject: A303 Stonehenge

Dear Chancellor,

Do you want to be remembered as the Chancellor who destroyed the jewel in our country's archaeological crown?

I strongly urge you not to approve funding for the high-risk and hugely damaging A303 Stonehenge scheme:

- **It is poor value for money and the potential for costs to escalate are enormous**. Highways England estimates only 21 pence of benefit for each £1 invested, if the highly suspect heritage survey is discounted. Cost overruns are likely due to tunnelling through poor quality chalk and unpredictable groundwater conditions.
- **UNESCO opposes the scheme which would irreparably damage The World Heritage Site** and which the UK Government has pledged to protect for future generations. Do either you or the Prime Minister want this on your own metaphorical headstone, when you come to the end of your political career?
- **The scheme would increase carbon emissions** at a time when the Government needs to show international leadership on climate change ahead of COP26 in Glasgow.
- **Better schemes are available.** Some might seem more expensive when looked at in bare fiscal terms but when measured against all the points above, they will be seen as very good value for money in the longer term.

I say we should abandon the dull and unimaginative thinking of which this scheme is typical and embrace the world-class spirit of innovation that was displayed by some of our finest engineers. Brunel would not have supported this paltry scheme. Are we a country that meekly goes for the bargain basement, cheap-and-not-so cheerful option - or are we now a country that has ambition to be the best?

Yours sincerely,
Jonathan Holt.

[redacted]

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Department for Transport

Baroness Vere of Norbiton
Transport Minister for Roads

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/278731

Rt Hon Sir Oliver Heald QC MP
House of Commons
London
SW1A 0AA

22 February 2020

Dear Sir Oliver,

Thank you for your letter of 11 February 2020, addressed to the Secretary of State for Transport, enclosing correspondence from your constituent, Mr Jonathan Holt of [redacted] regarding the A303 Amesbury to Berwick Down ("the A303 Stonehenge") Development Consent Order planning application. I am responding as the Minister responsible for this issue.

I hope you will appreciate that Transport Ministers are unable to comment on what is a live planning application. However, your constituent's representation will be taken into account in the decision on the application in due course.

Please extend my gratitude to Mr Holt for taking the time to write in with his concerns.

Yours,

[redacted]

BARONESS VERE OF NORBITON

GILL FURNISS MP
Sheffield Brightside and Hillsborough

The Rt Hon Rishi Sunak MP
Chief Secretary to the Treasury
HM Treasury
The Correspondence & Enquiry unit
1 Horse Guards Road
London
SW1A 2HQ

OFT

Our Ref: GF12720
SN

12 February 2020

Dear Rishi Sunak

I am writing on behalf of a number of my constituents, who have contacted me to express their concerns about funding for the A303 Stonehenge scheme. I enclose a sample of their correspondence for your information.

My constituents feel the scheme is poor value for money, will increase carbon emissions and be damaging to a World Heritage Site.

I would appreciate it if you could look into this matter for me, and address the concerns they raise.

I look forward to hearing from you.

Yours sincerely

[redacted]

Gill Furniss MP
Sheffield Brightside and Hillsborough

Shirecliffe Community Centre, 349 Shirecliffe Road, Sheffield, S5 8XJ
Constituency Office Telephone: 0114 234 9079 Email: gill.furniss.mp@parliament.uk

Dear Chancellor,

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme:

It is poor value for money and high risk. Highways England estimates only 21 pence of benefit for each £1 invested, if the highly dodgy heritage survey is discounted. Cost overruns are likely due to tunnelling through poor quality chalk and unpredictable groundwater conditions.

UNESCO opposes the scheme which would irreparably damage The World Heritage Site and which the UK Government has pledged to protect for future generations.

The scheme would increase carbon emissions at a time when the Government needs to show international leadership on climate change ahead of COP26 in Glasgow.

Yours truly,

Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/281869
Your Ref: GF12720

Gill Furniss MP
House of Commons
London
SW1A 0AA

9 March 2020

Dear Gill,

Thank you for your letter to Rishi Sunak at Her Majesty's Treasury of 12 February 2020 about the A303 Amesbury to Berwick Down ("A303 Stonehenge") Development Consent Order planning application. Your letter has been transferred to the Department for Transport for reply.

As you may be aware, the Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application. However, I can assure you that your constituents' concerns will be taken into account in the decision on the application in due course.

Yours,

[redacted]

BARONESS VERE OF NORBITON

[redacted]

HOUSE OF COMMONS
LONDON SW1A 0AA

RECEIVED ON
02 MAR 2020
PRIVATE OFFICE

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Our Ref: AA15780

13 February 2020

Dear Secretary of State,

I write on behalf of one of my constituents in relation to the A303 Stonehenge scheme and enclose a copy of their recent correspondence for your reference.

It would be very much appreciated if you would comment on their concerns.

I look forward to your earliest reply.

Yours sincerely,

[redacted]

Adam Afriyie MP

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[redacted] 11 February 2020 10:33

To: AFRIYIE, Adam <adam.afriyie.mp@parliament.uk>

Letter from your constituent Christopher Sale

[redacted]

Tuesday 11 February 2020

Dear Mr Afriyie,

RE A303 Stonehenge

I would like to strongly urge you to ask the Chancellor and Transport Secretary not to approve funding for the high risk and highly damaging A303 Stonehenge scheme.

UNESCO opposes the scheme which would irreparably damage The World Heritage Site and which the UK Government has pledged to protect for future generations. UK Government could be in breach of its International World Heritage Convention obligations.

Surveys of the area suggest there is potential for difficult conditions which would lead to significant cost overruns. Much information is still lacking on the expected highly adverse ground and groundwater conditions that could be encountered during tunnelling.

Thank you.

Yours sincerely,

[redacted]

9767f24ee09a8c6bb9f1/a9a4626ed5779ffefe5f
(Signed with an electronic signature in accordance with section 7(3) of the Electronic Communications Act 2000.)

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Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/281488
Your Ref: AA15780

Adam Afriyie MP
House of Commons
London
SW1A 0AA

9 March 2020

Dear Adam,

Thank you for your letter of 13 February 2020, addressed to the Secretary of State for Transport, enclosing correspondence from your constituent, Christopher Sale, about the A303 Amesbury to Berwick Down ("A303 Stonehenge") Development Consent Order planning application. I am replying as the Minister responsible for this issue.

As you may be aware, the Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application. However, I can assure you that your constituent's representation will be taken into account in the decision on the application in due course.

Please extend my gratitude to Mr Sale for taking the time to write in with his concerns.

Yours,

[redacted]

BARONESS VERE OF NORBITON

JULIAN KNIGHT

Member of Parliament for Solihull

RECEIVED ON

18 FEB 2020

PRIVATE OFFICE

Baroness Vere
Parliamentary Under Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Our Ref: JK15417
14 February 2020

Dear Baroness Vere,

RE: Highways England A303 Stonehenge Scheme

I am writing on behalf of my constituent, Mr Lloyd Penfold, [redacted] who has expressed his concerns over the A303 Stonehenge Scheme expected to be completed by 2021. My constituent has raised specific concerns in relation to the finance and cost of the project, as well as the damage this may cause for a UNESCO site.

For accuracy and your ease, I have enclosed a copy of the original correspondence from Mr Penfold. I would be grateful if you could provide me with your thoughts on the matter, in a response which I may be able to share with my constituent.

Thank you in advance for your assistance. I look forward to hearing from you in due course.

[redacted]

pp **Julian Knight**
Member of Parliament for Solihull

Westminster Address: House of Commons, London SW1A 0AA Telephone: 020 7219 3577
Constituency Office: 631 Warwick Road, Solihull B91 1AR Telephone: 0121 709 0458

www.julianknight.org.uk **julian.knight.mp@parliament.uk**

Dear Chancellor,

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme:

- It is poor value for money and high risk. Highways England estimates only 21 pence of benefit for each £1 invested, if the highly dodgy heritage survey is discounted. Cost overruns are likely due to tunnelling through poor quality chalk and unpredictable groundwater conditions.
- UNESCO opposes the scheme which would irreparably damage The World Heritage Site and which the UK Government has pledged to protect for future generations.
- The scheme would increase carbon emissions at a time when the Government needs to show international leadership on climate change ahead of COP26 in Glasgow.

Yours sincerely,

Lloyd Penfold,

Department for Transport

Baroness Vere of Norbiton
Transport Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/279923
Your Ref: JK15417

Julian Knight MP
House of Commons
London
SW1A 0AA

26 February 2020

Dear Julian,

Thank you for taking the time to send your letter of 14 February 2020, enclosing correspondence from your constituent, Mr Lloyd Penfold of [redacted] about the A303 Amesbury to Berwick Down ("A303 Stonehenge") Development Consent Order planning application.

As you may be aware, the Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application. However, I can assure you that your constituent's representation will be taken into account in the decision on the application in due course.

Please extend my gratitude to Mr Penfold for taking the time to write in with his concerns.

Yours,

[redacted]

BARONESS VERE OF NORBITON

From: J Burrows [redacted]
Sent: 15 February 2020 18:54
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: Stonehenge

Dear Mr Sunak,
Congratulations on your new appointment.
I am writing in relation to plans to fund/build a major new road and tunnel that will destroy the quality of the World Heritage Site at Stonehenge.
I holidayed in Wiltshire this Summer and visited Stonehenge, by which I mean not just the 'Stones' but the whole World Heritage site. It is a wonderful and largely unspoilt ancient landscape, bull of prehistoric trackways, tumuli, burial mounds and megaliths; we spent much of the day walking the area. It's true you have the A303 near the actual stones, but the relative small scale of the current road limits disturbance, visual and aural. I am horrified that there are plans to construct a multi-carriage way trunk road in the World-heritage site which will cause damage and havoc to the landscape and its archaeology before plunging into a tunnel that is too short [if there is to be one].

I would strongly petition you not to consent to this scheme. It would be a poor investment in an area that would not benefit. It would create pollution from noise, fumes, and light at night time. It would cause irrevocable damage to a World Heritage Site akin to running a motorway through the Taj Mahal. These are not just my views but those of many specialist authorities. I would urge you to listen to them.
Yours sincerely,
Jon Burrows.

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From: kellie smooch [redacted]
Sent: 15 February 2020 13:28
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>; harriet.harman.mp@parliament.uk
Subject: A303 Stonehenge

Dear Chancellor

Firstly congratulations.

Now to my reason for making contacting.
It is my request that you please deny the application for funding for the Stonehenge A303 scheme.

Imo, and the opinions of many far more qualified others, that this scheme is ill conceived and on consideration simply not a good idea.

It's bad vfm as it stands and is quite liable to have unpredictable rising costs for example due to the landscape, and that's without factoring in the high probability of protestors on the ground preventing work from going ahead, and possible stalls due to legal challenges.

There has to be a look at fresh alternatives, perhaps with the focus completely away from the A303 which existing investors and interested contractors will want to block due to the loss of the financial gain expected from the Governments monetary backing.

All this said is aside from the real heart of the issue.

Stonehenge is a special place. Our ancestors found it so, please can our descendants look back at the wisdom and integrity of their ancestor with regards the preservation and protection of this site.
Valuing our heritage as a culture a society a people provides value that is not easily measured in monetary terms but is priceless in its worth.
Unesco opposes the scheme for valid reason.
I urge you to withdraw support for this and stop it from going forwards.

Thank you for your consideration.

Kindest regards

Ms Smooch

Sent from my iPhone

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From: D'Arcy-Irvine [redacted]
Sent: 15 February 2020 15:28
To: Grant Shapps MP [redacted]
Cc: "transportsecretary@dft.gov.uk"@mx07-0003f101.pphosted.com; nathaniel.chapman@parliament.uk
Subject: Stonehenge Tunnel A303

Dear Mr Shapps,

We are writing to strongly voice our concerns regarding the proposed A303 tunnel running past Stonehenge.

We have lived in the area, [redacted], for over 42 years and also lived around Salisbury before then. We know the local area well and the A303 nightmare traffic problems. They used to be mainly during the summer months but now continue through the winter. As locals we have learnt how to weave around the back roads but, even then, many others are doing the same with additional problems on alternative routes through villages.

Yes, there is a crucial need to improve the A303 from Amesbury westwards by making the single carriageways into dual carriageways, together with a bypass for Winterbourne Stoke. I do not think anyone would dispute this need, and certainly not anyone living in the area.

However, knowing the area well we, and most others living here, cannot understand why the Government is continuing to support the tunnel proposal at vast expense when a dual carriageway above ground would achieve the same outcome.

The tunnel represents very poor value for money. The additional huge costs could be saved to benefit other areas and projects elsewhere in the country. You are reported to have said there are no "sacred cows" when looking at costings for numerous projects – we cannot see how a tunnel over a dual carriageway is of any benefit and it should be scrapped.

The World Heritage Site will be irreparably damaged and, many believe, vandalised, by the extensive building works for a tunnel whereas a dual carriageway would have less impact. A new two lane carriageway could be built alongside and to the south of the current road – it will have far less impact on the public and the landscape and allow the current road to remain in use until construction of the new carriageway is complete. This will be far more cost effective, saving millions or billions.

Please do not allow this tunnel to be built and reconsider the funding allocated to improving the A303 – all that is needed is a dual carriageway and a bypass around Winterbourne Stoke – the tunnel project will not produce any further benefit as the road running through will only be a dual carriageway anyway.

The whole scheme is madness.

Although the Government may not think it important, perhaps you and the Prime Minister hopefully might, one of the joys for a family driving to or from the West Country and seeing Stonehenge in its wonderful glory is that it triggers questions and discussion whilst allowing them to appreciate the mystery of such a lovely archaeological historical site. It would be a great sadness if future

generations are deprived of this experience. Many may then decide to take a detour and visit the stones, but the experience of driving past is special – we have never tired of admiring Stonehenge in all different lights – please keep them in view for everyone to enjoy. Please do not waste huge amounts of money which could be better spent elsewhere in the country. Please do not damage this World Heritage Site.

Yours sincerely,

Anthony and Judy D'Arcy-Irvine

[redacted]

We are copying this to the Prime Minister and the Chancellor

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From: Easter Russell [redacted]
Sent: 15 February 2020 16:39
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>; Andy Slaughter MP [redacted]
Subject: Stonehenge

Dear Mr Sunak

Soon you will have to make a decision on whether to fund road improvements on the A303 near Stonehenge. As you will know, Stonehenge is a world heritage site. If the proposal goes ahead, we will have irrevocably and permanently damaged the Stonehenge/Avebury site, which is far more than just the monument we all recognise. (I am no expert but can think of at least two other WHS where we all know the visible monuments are just the tIp of an iceberg of huge buried treasure - the Pyramids in Egypt and the Mausoleum of the First Qin Emperor in China.)

Archaeologists and scientists are unanimous that the proposal would be an absolute disaster. UNESCO is utterly opposed to it. The whole point of World Heritage Sites is to protect them on behalf of all humanity. I cannot begin to imagine the shame in the UK allowing this proposed damage to the site, in the interests of improving local traffic congestion in the early 21st century. How long will road traffic continue in any case?

I sincerely hope the UK government will not allow this short term, short sighted proposal to threaten this iconic world famous site, whose treasures are only now beginning to be fully understood and explored. Surely we will not be guilty of "uncontrolled urbanisation or human development"? See quote below from UNESCO:
"A site may be added to the List of World Heritage in Danger if there are conditions that threaten the characteristics for which the landmark or area was inscribed on the World Heritage List. Such problems may involve armed conflict and war, natural disasters, pollution, poaching, or uncontrolled urbanization or human development. This danger list is intended to increase international awareness of the threats and to encourage counteractive measures. Threats to a site can be either proven imminent threats or potential dangers that could have adverse effects on a site."

Stonehenge is in danger. You have the power to save it

Yours sincerely

Easter Russell
[redacted]

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From: Sharon Blackman [redacted]
Sent: 16 February 2020 14:47
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: A303 Stonehenge Tunnel Road Scheme

Dear Chancellor

I would like to ask you to please not approve funding for the A303 Stonehenge tunnel scheme.

The loses outweigh the benefits of this road scheme in so many different ways. Please note the academics words written regarding this subject, they are more knowledgeable than I. There has been much in the news regarding the HS2 scheme, it is running way ahead of the predicted cost and is likely to be an outrageous amount once it is completed. HS2 is highly controversial as is the Stonehenge tunnel scheme and I predict financially it will be similar too.

As you are newly appointed in your position as Chancellor, please don't go down in history as the one who approved this terrible idea.

It is not just people like me who don't want this to go ahead. The United Nations Educational, Scientific and Cultural Organization have stated that the tunnel should be reconsidered. Environmentalists, archaeologists, residents and people who view the Stonehenge landscape as scared have expressed their deep concerns over this proposed road scheme. The area is within a World Heritage Site, I think this is an unthinkable catastrophic idea. The damage to this unique area will be irreversible, the possible damage caused to areas such as Blink Mead would be deplorable, plus also the possible damage caused to any archaeological finds during the building of this tunnel would be an absolute disgrace in my opinion.

As [redacted] I view Stonehenge and the surrounding landscape as extremely scared.

Please consider very carefully your decision on this matter.

In good faith

Miss Sharon Blackman

[redacted]

t

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From: Mavis Linstrum [redacted]
Sent: 16 February 2020 16:12
To: public.enquiries@hmtreasury.gsl.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: A303 Stonehenge

To: The Rt Hon Rishi Sunak MP, Chancellor of the Exchequer

Dear Chancellor.

I beg you not to approve funding for the A303 Stonehenge scheme. There are many arguments against it, not least of which is that according to researchers it would increase carbon emissions. That in itself is enough to cause concern when we should be doing everything we can to guarantee a safe future for the young, including my grandchildren. In addition, it must surely count for something that UNESCO opposes the scheme because of its certain damage to a World Heritage Site. Again, we have a responsibility to future generations and yet we constantly let them down. Too many governments in the past have considered the short term benefits instead of taking the long view. I trust this government will have more wisdom.

Yours sincerely,

Mavis Linstrum
[redacted]

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From: christine morrey [redacted]
Sent: 16 February 2020 16:37
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: A303 Stonehenge

To; Rh Hon Rishi Sunak MP,

I am very strongly opposed to the proposed tunnel underneath Stonehenge. This is a World Heritage Site, it is a sacred site to many people, and no Transport decisions should be allowed to overrule that. We are not the owners of Stonehenge – it belongs to the entire population of Planet Earth, and it is our responsibility to maintain it, not risk destroying it.

Quite simply the whole idea is WRONG. How could we hold our heads up when the rest of the world will condemn us for sabotaging such an important archaeological site. It would be inconceivable that such a transport "solution" would be suggested for the Egyptian Pyramids, or any other major heritage site in this way.

If you want to solve the traffic problems another solution must be found. After all you don't seem to have any qualms about compulsory purchase orders when you want to build a new runway for London, or the HS2 railway.

This is a moral issue, I am asking you not to give in to commercial pressure, but to do the right thing, and protect our National Heritage.

Yours sincerely,
Christine Morrey

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From: Alison Leonard [redacted]
Sent: 15 February 2020 11:24
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: Stonehenge tunnel - a plea

Dear Chancellor,

Please may I urge you not to approve funding for the A303 Stonehenge scheme.

Firstly, it is poor value for money and at high risk of cost overrun. Only 21 pence of benefit (according to the calculations of Highways England) will be produced for each £1 invested. Cost overruns are likely because of the need to tunnel through poor quality chalk and unpredictable groundwater conditions.

Secondly, UNESCO opposes the scheme, on the grounds that it would irreparably damage this World Heritage Site. Let me remind you that the UK Government has pledged to protect this utterly irreplaceable site for future generations.

Thirdly, the scheme would increase carbon emissions at a time when the Government needs to show international leadership on climate change ahead of COP26 in Glasgow.

Finally, can I ask you to close your eyes for a moment and think of the one iconic site, the single icon in fact, which makes our country what it is, and what has been for 5000 years?

Of course, it is Stonehenge. Will you, as a citizen of this country and as a protector of its history, endanger it now?

With all good wishes for your wise decision-making - Alison Leonard.

PS. You might notice my address (below) and see that I live in the flood-ravaged [redacted], waiting for the horrors of Storm Dennis to follow on last weekend's ghastly Storm Ciara. Yet I still value Stonehenge enough to sit down and write to you about the threat to it and beg you not to approve funding for the current scheme.

Alison Leonard, [redacted]

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From: katharine hewitt [redacted]
Sent: 15 February 2020 12:06
To: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: Please Stop Stonehenge Tunnel

Please do not go ahead with the tunnel.

A few minutes more to a journey is not a problem to the majority of people. In fact it is an honour to be able to admire the Stonehenge landscape & megaliths.

Stonehenge was a gift to the nation in the 1928. Therefore hiding the passing road underneath means that the general public will no longer be able to view the wonderful prehistoric landscape & stone henge.

Additionally, the money could be put towards many other important & better less high risk projects.

The money to be spent is not good value & once the tunnel goes ahead the archaeology is destroyed whereas future archaeological techniques may be less intrusive in the decades to come.

Stonehenge is a world heritage UNESCO site and building a tunnel is not what UNESCO (indeed the government should be protecting the heritage of Stonehenge not thwarting it) & it also sets a very poor example to less developed countries.

The building of the tunnel would increase carbon emissions which is not suitable when we should be reducing this with the forthcoming Climate Change meeting in Glasgow.

with best regards,

MK Hewitt

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From: Sophia Smith [redacted]
Sent: 16 February 2020 21:06
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>; liz.savilleroberts.mp@parliament.uk
Subject: A303 Stonehenge

To: The Rt. Hon. Rishi Sunak , MP.
Dear Chancellor ,
I strongly urge you NOT to allow funding for the currently proposed A303 Stonehenge scheme.
It is low value for money, and would be poor value for money if disregarding the dubious heritage valuation assessment. There are also risks of cost overruns due to technical problems with the poor quality chalk and poorly understood hydrology.
UNESCO is opposed to the scheme,
which would cause irreparable damage to the World Heritage Site, maybe even breaching the World Heritage Convention and causing Stonehenge to lose its World Heritage Site status. Public appreciation would be harmed and priceless scientific information, some as yet undiscovered, would be lost at this amazing important site that should instead be protected for future generations everywhere. The UK should be setting a good example to other nations looking after their heritage, rather than being a culprit ourselves.
The scheme would also increase carbon emissions with increased and faster traffic. This is contradictory at a time of huge concern about climate change and when a Climate Emergency has already been declared.
Transport is a major contributor to emissions, so the Government should instead be funding more environment-friendly transport solutions.
Please REFUSE funding for this scheme.
Yours sincerely,
Sophia Smith
[redacted]

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From: andrew casey [redacted]
Sent: 16 February 2020 17:24
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>; annemarie@annemariemorris.co.uk; annemarie.morris.mp@parliament.uk
Subject: A303 Stonehenge

Dear Chancellor,

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme:

UNESCO opposes the scheme which would irreparably damage The World Heritage Site which the UK Government has pledged to protect for future generations.

Yours Sincerely

Andrew Casey

Dawlish Warren. [redacted]

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From: Kay Wagland [redacted]
Sent: 17 February 2020 09:41
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: Stonehenge - A303 development

Dear Chancellor,

Congratulations on your appointment.

I understand you will need to make some important funding decisions on infrastructure in the near future and I am asking that as you do, you look to investing in the future and do not approve funds for backward-looking and highly damaging road schemes such as the A303 scheme at Stonehenge.

Not only would the scheme cause irreparable damage to the World Heritage Site and international embarrassment, but it is poor value for money, reflects old-fashioned thinking on transport and, probably most importantly, would generate increased carbon emissions at a crucial time for action on climate change.

All the evidence* now points to greatest benefit in investment in Transit Oriented Development, where higher density housing and business development is based around existing or upgraded public and active transport hubs rather than creating car-dependent development, low service sites through sensitive landscapes. Commercial and housing property clearly shows significantly higher values where good public transport and walking and cycling infrastructure is present.

(* including CIHT, UWE, UCL, Transport for New Homes, Commission on Traffic Demand, TfSE)

Kind regards,

Kay Wagland

[redacted]

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From: Chris Gillham [redacted]
Sent: 17 February 2020 11:40
To: grant shapps [redacted] TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: Stonehenge

Dear Secretary of State
I understand the Government is coming near to making a decision on this project.
The annihilation of my local Twyford Down in the 1990s was at the cost of 5 scheduled areas of protection and has represented a long-lasting blot on the landscape, a pandemonium of noise and ruin of the western end of the South Downs National Park. But even that pales into insignificance compared with what your department proposes for the World Heritage Site at Stonehenge.

Even in the notoriously disreputable economics of road scheme appraisal this scheme cannot return a benefit on its cost without the most ridiculous fiction of what is called a 'contingency benefit' (which actually claims an environmental benefit from what is clearly an environmental disaster). And the uncertainties of the geology, hydrology and engineering mean that any slippage will out-cost even this fiction.

I do not know what the Panel of the EiP has come up with by way of report, but one thing is clear – the scheme has not been properly examined. EiP s are usually rubber-stamping processes and certainly there was no opportunity in the Stonehenge Examination to test the scheme by cross-examination (in the way that proper Public Inquiries used to at least try to do under the occasional thinking Inspector). The Panel held not a single session on the costing, traffic effects or economics of the scheme. Nor did it at any time examine the consequences for the Climate or even recognise that the Climate effects mattered.

Approval of this scheme defies the advice of ICOMOS and may well lead to the World Heritage Site status being withdrawn. If I could feel any more shame for my country than I do after the last three years, I think that a decision that, if not in scale, but in quality of Philistinism, rivals that of the Taliban at Bamiyan or Daesh at Palmyra, would most likely do it.

We should not be investing any more money in pointless road-building at any time – it never solves a congestion problem, it has never demonstrated economic benefit to the nation. How your Department cannot have learned the lesson 28 years after it destroyed Twyford Down beggars belief. It knew then that the M3 would solve no congestion problem; it certainly knew after SACTRA in 1996; yet it continues in the same way - new capacity at Winchester and southwards at a cost of several hundred million pounds, money that could be spent on useful transport projects that actually addressed people's transport needs rather than perpetuating the existence of a self-serving quango, Highways England.

Just think what all the wasted money on the A303 corridor could do for the really substandard railway line to the south-west peninsula.

But 28 years of failed transport policy after Twyford Down it is no longer just a matter of pleading for sensible transport thinking; there is an imperative for changing everything we do. We have a Climate Emergency and a government that seems hell-bent on making things worse. This is not a time for puerile enthusiasm for vanity infrastructure projects (and what could be more vainglorious than the Stonehenge scheme?) that spew out more and more carbon; it is a time to address behaviour. We now have 9 years to turn this crazy Juggernaut around and still your Department holds its foot firmly on the accelerator.

Please do not allow this to happen.

Christopher Gillham
[redacted]

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From: Broadbent [redacted]
Sent: 17 February 2020 15:38
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: craig.whittaker.mp@parliament.uk; TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: A303 Stonehenge : Amesbury toBerwick Down Expressway scheme

Dear Sirs,

I wish to strongly object to the proposed expressway being considered around Stonehenge .

As a member of several local archaeological societies and canal restoration societies, preservation and greater understanding of our national heritage sites and features is dear to many of us in this country. Let's not destroy or damage what we have for future generations.

The proposal around Stonehenge has several aspects where more harm than good is a likely outcome .

Damage to the surrounding achaeological sites to Stonehenge (Barrows etc)
Environmental consequences of increased carbon emitting traffic as a consequence of this expressway
A large investment and marginal if not negative financial return on this investment in the South of England

This proposal has already been heavily criticised by many UK heritage associations as well as the UNESCO world heritage committee, even down to my own local society the Huddersfield and District Archaeological Society.

A more cost effective suggestion with better return and of benefit to a much larger part of the English population, would be to have better more reliable trains with punctual rail times, particularly on the trans pennine routes where the service is disgraceful.

Yours Faithfully
Andrew and Maureen Broadbent

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From: Robin Heywood [redacted]
Sent: 17 February 2020 17:08
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>; james.daly.mp@parliament.uk
Subject: Stonehenge Road Project

The Rt Hon Rishi Sunak MP, Chancellor of the Exchequer

Dear Chancellor,

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme. The Stonehenge site is recognised for it's importance throughout the world. This country shows off our heritage so well that it would be disastrous to endanger, significantly destroy, and pollute the area in this way. UNESCO opposes the scheme which would irreparably damage The World Heritage Site and which the UK Government has pledged to protect for future generations.

Yours sincerely,

Robin Heywood, [redacted]

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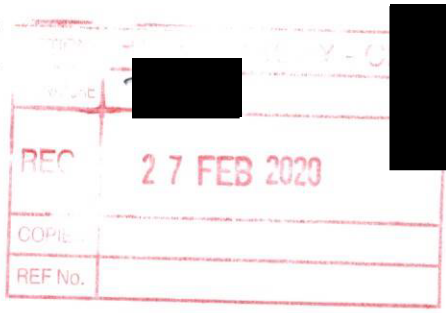
DfT

20 FEB 2020

[redacted]

The Rt Hon Rishi Sunak MP
Chancellor of the Exchequer
House of Commons
London SW1A 0AA



17 February 2020

Dear Chancellor

Re: Proposed A303 Tunnel at Stonehenge, Wiltshire.

I am writing regarding the impending announcement about whether the government will agree to the funding for a tunnel to be built on the A303 for the section that goes through the Stonehenge landscape and I would ask you to seriously consider the detrimental consequences of this scheme being given the go-ahead.

I find it hard to believe that the government would support such a project on financial grounds as even Highways England has admitted that it is poor value for money. And this is before one takes into account the fact that the Highways England specialists have not fully assessed the risk of the groundwater impact on the project.

We all know about cost overruns on government projects and the extra expense to the tax payer. Here the independent surveys show that the faults running through the chalk together with the lack of proper knowledge about the groundwater conditions could result in these overrun costs being extortionate and the project becoming a very very expensive mistake.

Although not your department, I would hope that you are also aware that this project would be devastating for the Stonehenge landscape. Although most of the tunnel runs under the UNESCO World Heritage Site no concern appears to be have been given to the outstandingly rich heritage which also borders the UNESCO Site. As it stands, the project will desecrate areas of such archaeological importance that you cannot put a value on them. For example, Blick Mead is a unique place of huge Mesolithic significance that we are only just beginning to understand and which would lie right in the path of the bulldozers as they worked on the tunnel. It is no exaggeration to say that if this irreparable damage happened in a third world country we would call the wanton destruction of these unprotected places like Blick Mead despicable.

The complex geology of the chalk and the serious risk of rising groundwater which could mean this project costs much more than anticipated, together with the abomination of riding roughshod over this priceless historic landscape surely must bring the government to its senses and prevent this plan from going ahead.

Yours sincerely

[redacted]

Melanie Humphries-Cuff (Mrs)

DfT

[redacted]

[redacted]

REC 27 FEB 2020
COPIED
REF No.

To: The Chancellor of the Exchequer, Rt Hon Rishi Sunack MP

No 11 Downing Str,
Westminster, London SW1A2AB

18/02/2020

Dear Sir

A303 through Stonehenge

At this time of very welcome growing awareness of our responsibilities to reduce damaging emissions, I am asking you to consider the consequences of, and an alternative to, the dualling of the A303 through the Stonehenge World Heritage Site.

Although we are a small country there is no doubt that we have in the past set the trend for others, and this must apply again at this critical time. Transport, as you will be aware is of one of the UK's two major contributors to total greenhouse gases, and any plans that result in increasing the opportunity for growth in such emissions must be carefully reconsidered.

Over the years that I have served as a County and District councillor, and later as a member of the SW Regional Assembly, it has become clear that all new roads generate new traffic, and the A303 plans will follow the same pattern. Highways England predicts that on the section running through and under the Stonehenge WHS there will be a growth of about 35-40%. However they have not included the impacts of the rural roads and communities of this growth in traffic in their cost:benefit analysis.

In the A303 "corridor" there are two possible long distance routes, but the road itself has taken on more importance since the railway line was reduced in capacity during the Beeching era.
The new plans before you to make the A303 into an "expressway" will make this in effect a motorway by any other name, with a major entrance and cuttings within the World Heritage itself. This is in direct contrast to the commitment elsewhere to develop a world class communications network to serve our regions.

We have a railway line from Waterloo to Exeter that could meet the business and tourism needs of the far SW far better than this proposed "expressway" through an internationally acclaimed WHS. The Site itself is the catalyst for much local and rural-sensitive economic activity in this environmentally sensitive rural economy.

I beg you to look instead at the longer term benefits of improving the railway line from its present single track status. This has been the focus of study for many years, but the

nature of the funding processes has meant that it has never been considered as a strategic route. It could not only provide high speed links down to Devon and Cornwall, but also provide a sustainable fast service to the major intermediate towns/cities such as Basingstoke and Salisbury.

Yours sincerely

[redacted]

Catherine Le Grice-Mack, MA, MBE

From:	DFT Ministers
To:	Rosemary Apelogun
Subject:	FW: Stonehenge tunnel (Case Ref: ZA34558)
Date:	19 February 2020 13:08:35

Mc please

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [redacted]
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: will.quince.mp@parliament.uk [mailto:will.quince.mp@parliament.uk]
Sent: 19 February 2020 11:00
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: FW: Stonehenge tunnel (Case Ref: ZA34558)

Dear Sir/Madam,

Please find below email from constituent raising concerns over building a tunnel at Stonehenge.

I would be grateful for any information I can share with the constituent on this matter.

With kind regards

Office of Will Quince MP
01206 545990

You can read how the Office of Will Quince MP handles your Personal Data at https://www.willquince.com/privacy-policyhttps://www.willquince.com/privacy-policy

---

From: Peter Woolf
Sent: 10 February 2020 10:52
To: QUINCE, Will
Subject: Stonehenge tunnel

Dear sir,
I strongly urge you to rethink this proposal. It would be folly to endanger this world heritage monument and the crucial area around it. The present proposals are undeniably bad. The fact that they would alter the solstice experience (the reason for the sites existence) would damage the site irreparably and lessen it's attraction for the millions of people who visit.
UNESCO is in opposition as are all who consider this a cultural and significant site and area.
Please have due diligence for one of the most important archaeological and social sites in Britain and the world.
Sent from my iPhone
UK Parliament Disclaimer: this e-mail is confidential to the intended recipient. If you have received it in error, please notify the sender and delete it from your system. Any unauthorised use, disclosure, or copying is not permitted. This e-mail has been checked for viruses, but no liability is accepted for any damage caused by any virus transmitted by this e-mail. This e-mail address is not secure, is not encrypted and should not be used for sensitive data.
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Department for Transport

Baroness Vere of Norbiton
Transport Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/280050
Your Ref: ZA34558

Will Quince MP
House of Commons
London
SW1A 0AA

26 February 2020

Dear Will,

Thank you for your email of 19 February 2020, enclosing email correspondence from your constituent, Mr Peter Woolf about the A303 Amesbury to Berwick Down ("A303 Stonehenge") Development Consent Order planning application. I am replying as the Minster responsible for this issue.

As you may be aware, the Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application. However, I can assure you that your constituent's representation will be taken into account in the decision on the application in due course.

Please extend my gratitude to Mr Woolf for taking the time to write in with his concerns.

Yours,

[redacted]

BARONESS VERE OF NORBITON

The Secretary of State for Transport

The House of Commons - Headquarters

Great Minster House

Horseferry Road

London SW1P 4DR

RECEIVED ON

26 FEB 2020

PRIVATE OFFICE

[redacted]

21 February 2020

FAO The Right Honourable Grant Shapps

Dear Sir

As a lifetime resident of this country I am very concerned and not a little frustrated with regard to the proposals to realign traffic adjacent to Stonehenge by the suggestions of digging out a tunnel. Drivers I have spoken with who use this highway regularly have said that the traffic problems are caused by pressure of traffic at the crossroads with the A345 (including its "tributary" the A3078) and the other crossroads with the A360. Added the this there are additional build-ups from Mere which compound the traffic pressures.

The introduction of tunnelling will only make matters worse. If the fragmented sections of the A303 were to be conjoined and improved with alternatives to the archaic cross-roads then traffic flow would be vastly improved.

My frustration arises from my own training in planning of the countryside with consideration of the wider aspects and effects of a desired plan.

To "hide" an unfortunate view of roads, their necessary "furniture" by using landscaping before letting the diggers loose, use of earlier projects can be utilised. One plan used successfully was when the re-aligned section of the A30 was constructed in Cornwall between Launceston and Temple. This resulted in the historic and iconic area near Bolventor incorporating the world renowned Bodmin Moor and the Jamaica Inn area being conserved complete with the scenery, the ethos and the history unaltered.

The works were carried out by the then Highways Agency.

Should you (Highways England) get up via the slip-road to the Jamaica Inn and look around there is no sighting of the new dual carriage way as the road is now sunk out of view but NOT in a tunnel.

There is very little or no interruption of view across the moor which is a very valued asset.

Having scanned through a detailed section of the Road tunnel book issued by 'Statens Vegvesen' it is apparent that there are much more costings for a properly built tunnel and more likelihood for extensive costs, liabilities and length of time for a project like this.

Also, the distances and availability for Emergency Services need to be considered. Fire Services, Ambulances (air ambulances will be an issue) and the Breakdown Services will all be heavily compromised.

The use of Cuttings will surely not be so costly especially when there are more important projects of more vital values needing financial attention?

Thankyou.

[redacted]

Jill Williams

ANDREW JONES MP
Harrogate & Knaresborough

HOUSE OF COMMONS
LONDON SW1A 0AA

RECEIVED ON
03 MAR 2020
PRIVATE OFFICE

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

24 February 2020

Dear Grant,

I am writing on behalf of a constituent, Mr Alex Moss, [redacted] who recently contacted me regarding the Stonehenge Tunnel proposal.

Mr Moss is concerned that building the tunnel will damage the wider site and disturb as yet undiscovered artefacts. Mr Moss also considers building the tunnel a poor use of public money.

I would be grateful if you could let me know the government's current position on this proposal in order that I can respond to my constituent accordingly.

Thank you; your assistance is appreciated.

Yours [redacted]

Andrew Jones MP

www.andrewjonesmp.co.uk
@AJonesMP

Constituency office: 57 East Parade, Harrogate, HG1 5LQ
01423 529614
andrew.jones.mp@parliament.uk

Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/281601
Your Ref:

Andrew Jones MP
House of Commons
London
SW1A 0AA

9 March 2020

Dear Andrew,

Thank you for your letter of 24 February 2020 on behalf of your constituent, Mr Alex Moss of [redacted] about the A303 Amesbury to Berwick Down ("A303 Stonehenge") Development Consent Order planning application.

As you may be aware, the Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application. However, I can assure you that your constituent's concerns will be taken into account in the decision on the application in due course.

Please extend my gratitude to Mr Moss for taking the time to contact you with his concerns.

Yours,

[redacted]

BARONESS VERE OF NORBITON

THE RT HON IAIN DUNCAN SMITH MP

HOUSE OF COMMONS
LONDON SW1A 0AA

[redacted]

RECEIVED ON
27 FEB 2020
PRIVATE OFFICE

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

26th February 2020

Dear Grant,

I am writing on behalf of a constituent, Rosemary Newnham, [redacted] who recently contacted me regarding the funding for the A303 Stonehenge scheme.

I enclose copies of their correspondence for your attention.

I would be grateful of a reply addressing my constituent's concerns at your earliest convenience.

[redacted]

The Rt Hon Sir Iain Duncan Smith MP

If you would like to see our privacy policy regarding how we use your data, please visit this link: https://www.iainduncansmith.org.uk/privacy

DUNCAN SMITH, Iain <DUNCANSMITHI@parliament.uk> 14 February 2020 15:16
To: iduncansmith@inbound.caseworkermp.com <iduncansmith@inbound.caseworkermp.com>
Case Ref: [redacted]
FW: A303 Stonehenge Scheme

From: [redacted]
Sent: 09 February 2020 19:49
To: DUNCAN SMITH, Iain
Subject: Fwd: A303 Stonehenge Scheme

Fwd of my letter to the Chancellor and cc to Transpirt Secretary, as your email address mistyped.
Kind regards
Ms Rosemary Newnham
[redacted]

---------- Forwarded message ---------
From: [redacted]
Date: Sun, 9 Feb 2020, 7:41 pm
Subject: Fwd: A303 Stonehenge Scheme
To: >, >

Copy of my letter to The Chancellor, (due to mistyped email addresses)
Kind regards
Ms Rosemary Newnham
[redacted]

---------- Forwarded message ---------
From: [redacted]
Date: Sun, 9 Feb 2020, 7:36 pm
Subject: A303 Stonehenge Scheme
To: >
Cc: >, >

Dear Chancellor,
I strongly urge you not to approve funding for the high risk and hugely damaging A303 Stonehenge Scheme as:

- It is poor value for money and high risk. Highways England estimates only 21 pence of benefit for each £1 invested, if the very questionable heritage survey is discounted. Cost overruns would be very likely due to both tunnelling through poor quality chalk and unpredictable groundwater conditions.

- UNESCO opposes the scheme which would irreparably damage the World Heritage Site, which the UK Government has pledged to protect for future generations.

- The scheme would increase carbon emissions at a time when the UK Government needs to show international leadership on climate change ahead of COP26 in Glasgow.

- As a retired environmental planner, I'm amazed the scheme has got this far - it's like the tv series 'Yes Minister' !!

I'm also emailing the Prime Minister and my MP, Sir Iain Duncan Smith with my grave concerns.

Yours sincerely
Ms Rosemary Newnham
[redacted]

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Department for Transport

From the Secretary of State
The Rt. Hon. Grant Shapps

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: grant.shapps@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/281168
Your Ref:

Rt Hon Iain Duncan Smith MP
House of Commons
London
SW1A 0AA

04 MAR 2020

Dear Iain,

Thank you for taking the trouble to write your letter of 26 February 2020, enclosing correspondence from your constituent, Rosemary Newnham of [redacted] about the A303 Amesbury to Berwick Down ("A303 Stonehenge") Development Consent Order planning application.

As you may be aware, the Examining Authority's Report and recommendation on the application has been received in the Department and is currently under consideration. In the circumstances, I hope you will appreciate that Transport Ministers are unable to comment on this live planning application. However, I can assure you that the matters raised by your constituent will be taken into account in the decision on the application in due course.

Yours ever,

[redacted]

Rt Hon Grant Shapps MP

SECRETARY OF STATE FOR TRANSPORT

From: Paul Arnett [mailto:paul.arnett@townlegal.com]
Sent: 27 February 2020 17:27
To: TRANSPORTINFRASTRUCTURE <TRANSPORTINFRASTRUCTURE@dft.gov.uk>
Subject: Application for A303 Amesbury to Berwick Down DCO- (FAO Rob Pridham)- Tripartite Agreement dated 19.02.20 between (1) Classmaxi Limited (2) Highways England (3) Wiltshire Council
Importance: High

Dear Mr Pridham,

Our client: **Classmaxi Limited**
DCO: **Application for A303 Amesbury to Berwick Down DCO- (FAO Rob Pridham) ('DCO')**
Re: **Tripartite Agreement dated 17 February 2020 between (1) Classmaxi Limited, (2) Highways England, and (3) Wiltshire Council relating to the carrying out of works to construct the Alligton Track Diversion, the Byway AMES1 Diversion, and Equinox Drive (unadopted section) in the vicinity of Allington Track and Equinox Drive, Solstice Park, Amesbury Wiltshire ('Tripartite Agreement')**

I act for Classmaxi Limited who are the owner of the freehold interest in the land registered at HMLR under title number WT193410 and the presumed owner of the freehold interest in the unregistered half width of Byway AMES 1 abutting the land in title number WT193410.

In the DCO application, Highways England are seeking DCO powers over the Classmaxi Land for the purposes of the DCO scheme.

Classmaxi Limited objected to the draft DCO, among other things:

- Submitting written representations to the Examining Authority on 3 May 2019 particularising its grounds of objection to the DCO (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000713-Classmaxi%20Ltd%20-Written%20Representation.pdf)

- Making oral representations at the Compulsory Acquisition Hearing on 9th and 10th July 2019 (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001318-Classmaxi%20Ltd%20written%20summary%20of%20oral%20submission.pdf); and

- Making oral representations at Issue Specific Hearing 9 relating to Highways England's application for 8 proposed non material changes to the DCO (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001583-Classmaxi%20Limited-Written%20Summaries%20of%20oral%20submissions%20at%20Issue%20Specific%20Hearings.pdf)

During the examination of the draft DCO, Heads of Terms of an agreement were reached with Highways England and Wiltshire Council (attached at Annex B of the summary of the oral representations at the CAH on 9th and 10th July document). Thereafter, the Tripartite Agreement was drawn up to give legal effect to the agreed Heads of Terms. I am pleased to be able to confirm that the Tripartite Agreement was completed with Highways England (as the DCO scheme promoter) and Wiltshire Council (as local highway authority) on 19 February 2020. A copy of the Highways England counterpart is attached to this email . Copies of the identical Classmaxi Limited and Wiltshire Council counterparts of the Tripartite Agreement can be provided on request.

In broad terms, the Tripartite agreement provides for the Allington Track Diversion, Byway AMES1 diversion, and Equinox Drive (unadopted section) as described in the DCO to be constructed by Highways England and thereafter to be dedicated as highway by Classmaxi Limited and adopted as highway maintainable by public expense by Wiltshire Council. Accordingly, therefore, and subject to compliance with their respective obligations in the Tripartite Agreement, Highways England have given an undertaking to Classmaxi Limited in the Tripartite Agreement not to exercise any DCO powers in respect of Classmaxi Limited's freehold interest in the Classmaxi land and Classmaxi Limited have given an undertaking to Highways England in the Tripartite Agreement to formally withdraw its objection to the DCO now that the Tripartite Agreement has been completed. Accordingly, therefore, please treat this email as formal confirmation that Classmaxi Limited hereby withdraws its objection to the DCO.

I would be grateful if you could please acknowledge safe receipt of this email and attachment and please let me know if you require any further information.

A copy of this email has been sent to Highways England's solicitors.

Yours faithfully,

Paul

Paul Arnett
Associate
Town Legal LLP

DDI: 020 3893 0407 Mobile: [redacted]
Main Switchboard: 020 3893 0370
10 Throgmorton Avenue, London, EC2N 2DL
www.townlegal.com
Most highly rated planning law team in the country (Planning magazine annual planning law survey, 2019)

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Wiltshire Council ref AGR3892

Dated 19 February 2020

CLASSMAXI LIMITED (1)

and

HIGHWAYS ENGLAND COMPANY LIMITED (2)

and

WILTSHIRE COUNCIL (3)

AGREEMENT

Relating to the carrying out of the Works to construct the Ways and the dedication and acceptance and adoption of the Ways in the vicinity of Allington Track and Equinox Drive Solstice Park Amesbury Wiltshire under Section 25 and Section 38 of the Highways Act 1980, Section 106 and Section 106A of the Town and Country Planning Act 1990 and containing covenants under Section 33 of the Local Government (Miscellaneous Provisions) Act 1982

We certify this document as a true copy of [redacted]
Date: 21 February 2020
EVERSHEDS SUTHERLAND (INTERNATIONAL) LLP

An Agreement made the 14th day of February 2020

PARTIES

(1) **CLASSMAXI LIMITED** incorporated and registered in England and Wales with company number 03946599 whose registered office is c/o HJS Chartered Accountants, 12-14 Carlton Place, Southampton, Hampshire, England, SO15 2EA **("Owner")**

(2) **HIGHWAYS ENGLAND COMPANY LIMITED** incorporated and registered in England and Wales with company number 09346363 and whose registered office is at Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ **("Highways England")**

(3) **WILTSHIRE COUNCIL** of County Hall, Bythesea Road, Trowbridge Wiltshire BA14 8JN **("the Council")**

RECITALS

WHEREAS:

A. Highways England are promoting the Scheme and have applied to the Planning Inspectorate acting on behalf of the Secretary of State for Transport ("Secretary of State") for the DCO pursuant to section 37 of the Planning Act 2008 (as amended) to authorise and enable implementation of the Scheme;

B. The Scheme includes, amongst other things, provision for the diversion of existing public highways known as the Allington Track and the Byway AMES 1 and the upgrading of the unadopted part of Equinox Drive to an adoptable standard;

C. The Owner is the proprietor of the freehold estate in the Owner's Land having acquired the freehold estate from the Amesbury Property Company Limited on 22 February 2019;

D. The Owner's Land includes the Works Land and the site of the proposed Ways;

E. The Ways form part of the route for the diversion of the existing public highway known as Allington Track and all of the route for the diversion of the Byway AMES 1;

F. The Council is the local highway authority and local planning authority for the area in which the Owner's Land is situated;

G. In the draft DCO, Highways England are seeking DCO Powers over the Works Land for the purposes of the Scheme;

H. The Owner objected to the draft DCO submitting written representations to the Examining Authority on 3 May 2019 particularising its grounds of objection and making oral representations at the Compulsory Acquisition Hearing on 9th and 10th July 2019;

I. The Parties agreed Heads of Terms for this Agreement which included provision, among other things:

(i) to enable the Allington Track Diversion and Byway AMES1 Diversion to be constructed by Highways England;

(ii) to provide for the dedication acceptance and adoption as public highway maintainable at public expense of the Allington Track Diversion Carriageway;

(iii) to provide for the dedication acceptance and adoption as public footpath maintainable at public expense of the Allington Track Diversion Verges;

(iv) to provide for the dedication acceptance and adoption as public highway maintainable at public expense of the Byway AMES1 Diversion as a Byway Open to All Traffic;

(v) to provide for the carrying out of such works by Highways England as may be necessary to bring Equinox Drive (unadopted section) up to adoptable standard and for the dedication by the Owner and acceptance and adoption by the Council as public highway maintainable at public expense of Equinox Drive (unadopted section);

(vi) to provide for the granting of easements to Highways England or the Council as appropriate for the purposes of the use, protection, and maintenance of, and access to, statutory undertakers apparatus for the benefit of the relevant statutory undertakers;

(vii) to provide for the granting of easements to the Council for the purposes of the maintenance of the Allington Track Diversion Carriageway as a public highway maintainable at public expense and the Allington Track Diversion Verges as public footpaths maintainable at public expense drainage of the Ways, street lighting and street furniture as are reasonably necessary;

(viii) to provide for the release of the Owner's obligations under the Section 106 Agreement regarding the maintenance of public open space and wildflower meadows to the extent and not further or otherwise than the Owner's obligations are affected by the Ways;

(ix) to provide for the Owner to withdraw its objection to the DCO and for Highways England to undertake not to implement any DCO powers over the Owner's Land save as specified in this Agreement; and

(x) to provide for payment by Highways England of the Owner's reasonable costs incurred in objecting to the DCO and in relation to the negotiation, preparation and implementation of this Agreement;

J. The Parties are entering into this Agreement to give effect to the agreed Heads of Terms;

K. Highways England is desirous of carrying out the Works and on Completion of the Works the Owner is desirous of dedicating the Allington Track Diversion Carriageway, Byway AMES1 Diversion, and Equinox Drive (unadopted section) as public highways and the Allington Track Diversion Verges as public footpaths so that the same shall, upon Completion by Highways England, become adopted by the Council and maintainable at public expense;

L. In respect of the dedication and adoption of the Allington Track Diversion Verges as public footpaths, the Council has had due regard to the needs of agriculture and forestry and the desirability of conserving flora, fauna and geological and physiographical features in accordance with its duty under section 29 of the 1980 Act.

M. Highways England and the Owner have requested that when the Works have been Completed that the Council shall thereafter undertake the maintenance of the Allington Track Diversion Carriageway, Byway AMES1 Diversion, and Equinox Drive (unadopted section) as public highways maintainable at public expense and the Allington Track Diversion Verges as public footpaths maintainable at public expense, which the Council has agreed to do upon the terms and conditions hereinafter appearing;

N. The Parties agree that nothing in the terms of this Agreement is or shall be construed as:

(i) an impediment to the Owner's ability and rights, if so desired, (subject to all necessary planning and other consents and permissions having been obtained) to construct the Boscombe Down Link Road and/or a vehicular and/or pedestrian access to or egress from land to the east, currently in the ownership of Lincoln College Oxford registered at the Land Registry under title number WT1249;

(ii) an impediment to the Owner's ability and rights, if so desired, (subject to all necessary planning and other consents and permissions having been obtained) to build an access and egress to and from the Boscombe Down Link Road to that part of the ex- railway land registered at the Land Registry under title number WT180731 not required for the Boscombe Down Link Road; and

(iii) enabling the Council and/or Highways England and/or any relevant highways authority to widen the Ways as defined in this Agreement without having first obtained the prior express written consent of the freehold owner or owners from time to time of the relevant part of the Ways.

NOW in pursuance of powers contained in Section 25 and Section 38 of the 1980 Act, Section 106 and 106A of the Town and Country Planning Act 1990 and incorporating covenants under Section 33 of the Local Government (Miscellaneous Provisions) Act 1982 (as amended) and all other powers (if any) statutory or otherwise enabling Highways England and the Council thereto IT IS HEREBY AGREED AND DECLARED by and between the Parties hereto as follows:

1. DEFINITIONS

In this Agreement, the following expressions shall, unless the context otherwise requires, have the meanings set out below :-

"1980 Act"	means the Highways Act 1980;
"Agreement"	means this deed of agreement;
"Allington Track Diversion"	means (collectively) the Allington Track Diversion Carriageway and Allington Track Diversion Verges;
"Allington Track Diversion Carriageway"	means a Carriageway with a total width of 5.5 metres, with the exception of 1 passing bay and extended bellmouth, between points A and B and coloured purple as shown on Plan 1;
"Allington Track Diversion Verges"	means an unmade Footpath of variable width, being not less than 2m wide on both sides of the Allington Track Diversion Carriageway (under no circumstances to be used for vehicular access by the general public or any other party except for the purposes of maintaining the Allington

	Track Diversion and any statutory undertaker apparatus therein) as shown between points A and B and coloured red on Plan 1;
"As Built Drawings"	means 5 sets of drawings in hard copies (to a scale of 1:500) and one copy in an original editable format showing the completed works comprising the Ways and associated and ancillary works;
"Byway AMES1 Diversion"	means a Byway Open to All Traffic with a total width of 4.0 metres between points D and E as shown on Plan 2;
"Byway Open to All Traffic"	means a highway over which the public have a right of way for vehicular and all other kinds of traffic as defined in section 66(1) of the Wildlife and Countryside Act 1981;
"Boscombe Down Link Road"	means that road which would, if built, form the continuation southwards of the existing built section of Equinox Drive (unadopted section) for which detailed planning permission (ref: S2009/0673) has been granted for the development as shown on the approved drawing S341/4 annexed to Second Schedule of this Agreement and implemented by the Owner's predecessor in title;
"Carriageway"	means a way constituting or comprised in a highway, being a way (other than a cycle track) over which the public have

	a right of way for the passage of vehicles as defined in section 329 of the 1980 Act;
"Challenge Free"	means the period for legal challenge under section 118 Planning Act 2008 expires without a legal challenge to the DCO having been made or if made being dismissed and any right of appeal has expired without an appeal being made or if made being dismissed;
"Completion"	means completion of the Works that enables the Ways to be used for the purposes for which they are designed and constructed save for any minor defects and "**Completed**" shall be construed accordingly;
"Contractor(s)"	means the contractor(s) engaged by Highways England to carry out the Works;
"DCO"	means the A303 Amesbury to Berwick Down Development Consent Order as it is made by the Secretary of State (including any subsequent correction or amendment) and any reference to the DCO before it is made by the Secretary of State is a reference to Deadline 10 submission 3.1 (8) Draft Development Consent Order being the most recent draft DCO submitted to the Examining Authority;

"DCO Powers"	means the compulsory acquisition of the Owners Land, or the compulsory acquisition of new rights for the purpose/s provided in the DCO over the Owners Land or temporary possession powers sought over the Owners Land pursuant to the DCO only and for the avoidance of doubt all other powers and rights granted to or vested in Highways England by the DCO shall remain unaffected;
"Deed of Covenant"	means the deed of covenant referenced in clause 15.1 of this Agreement, the agreed form of which is appended to the Second Schedule of this Agreement;
"Defects"	means defects described as such in the Routine and Winter Service Code (Highways Agency, 2009) or any replacement or revised code (as applicable), and shall include safety hazards, and elements non-compliant with the relevant parts of the Design Manual for Roads and Bridges;
"Director"	means the Director of Highways and Transport for the time being of the Council or any successor position;
"Disposal"	means the transfer, gift, lease, charge, or other disposal of the Works Land or the granting of a lease, licence (other than the licence in clause 4 of this Agreement) tenancy or

	any other right of occupation, or the granting of rights or covenants over the Works Land and **"Disponee"** **"Dispose"** and **"Disposition"** shall be construed accordingly;
"Examining Authority"	means as defined in rule 2 of the Infrastructure Planning (Examination Procedure) Rules 2010/103;
"Expert"	means an expert appointed pursuant to Clause 13.4 of this Agreement;
"Equinox Drive (unadopted section)"	means that unadopted section of Equinox Drive between points C and D shown on Plan 1 (part) and Plan 2 (part) which is not presently public highway adopted and maintainable at public expense;
"Final Drawings"	means the As Built Drawings, drainage drawings and other drawings as the Director may require in such form as may be required by the Council pursuant to the Section 4 Agreement;
"First Schedule"	means the First Schedule to this Agreement;
"Footpath"	means a highway over which the public have a right of way on foot only not being a footway as defined in section 329

	of the 1980 Act and **"Footpaths"** shall be construed accordingly;
"Handover Date"	means the date on which the Council assumes responsibility for the Ways as highway authority pursuant to the Section 4 Agreement;
"Implementation"	means commencement of the Scheme pursuant to the DCO by the carrying out of a "material operation" as defined in section 56(4) of the Town and Country Planning Act 1990 and **"Implemented"** shall be construed accordingly;
"Local Road Standard"	means that the Ways are of a standard of design which accords with industry practice in relation to the road safety, durability, functionality and efficacy, is consistent with any obligations contained in the Outline Environmental Management Plan (as defined in the DCO) in relation to the design of the Ways, and enables the Council to perform its statutory functions as highway authority for the Ways as part of its highway network ;
"Licence Period"	means the period from service of the notice by Highways England in accordance with clause 4.1 until the expiry of 18 months from the Handover Date.

"Months"	means calendar month unless otherwise specifically stated;
"Owner"	means Classmaxi Limited;
"Owner's Land"	means the land registered at the Land Registry under Title Number WT193410 together with the Unregistered Track;
"Party"	means each and any of the Owner, Highways England, and the Council;
"Parties"	means (collectively) the Owner, Highways England, and the Council;
"Plan 1"	means the plan appended to the Second Schedule with drawing number DR-CH-2629- P05 and entitled "DEDICATION PLANS ALLINGTON TRACK,EQUINOX DRIVE AND AMES1 PLAN 1";
"Plan 2"	means the plan appended to the Second Schedule with drawing number DR-CH-2632- P05 and entitled "DEDICATION PLANS ALLINGTON TRACK, EQUINOX DRIVE AND AMES1 PLAN 2";
"Plan 3"	means the plan appended to the Second Schedule with drawing number DR-CH-2634-P05 and entitled "WORKS

	LAND PLAN, ALLINGTON TRACK, EQUINOX DRIVE AND AMES1 PLAN 3";
"Scheme"	means the A303 Amesbury to Berwick Down scheme, the subject of the DCO;
"Second Schedule"	means the Second Schedule to this Agreement;
"Section 106 Agreement"	means the agreement dated 26 January 2000 (planning reference S/1999/0721) between: Ian Sandell; Lincoln College, Oxford; Amesbury Property Company Limited; and Salisbury District Council in respect of the proposed development at Folly Bottom, Amesbury pursuant to Section 106 of the Town and Country Planning Act 1990 as amended;
"Section 4 Agreement"	means the Scheme wide agreement dated 3 October 2019 made under Section 4 of the 1980 Act and all other enabling powers between Highways England and the Council relating to the transfer of highway responsibilities from Highways England to the Council;
"Statutory Undertaker(s)"	means a person or body authorised by enactment to carry out any of the statutory undertakings or the public utility undertakings for the purposes of the 1980 Act (including bodies deemed to be statutory undertakers for the

	purposes of the 1980 Act, by virtue of another enactment) or the operator of a telecommunications core system or a driver information system or any other bodies defined as being statutory undertakers by the DCO;
"Statutory Undertaker Apparatus"	means apparatus vested in or belonging to the Statutory Undertaker(s) for the purpose of carrying out their undertaking;
"Unregistered Track"	means whatever right title or interest the Owner (who is the presumed owner pursuant to the common law presumption of ad medium filum viae and the presumption has not been rebutted during its period of ownership) has in the unregistered half width of Byway AMES1 abutting the land in title WT193410, whether or not to be stopped up pursuant to the relevant powers in the DCO
"Ways"	means the Allington Track Diversion, the Byway AMES1 Diversion, and Equinox Drive (unadopted section) shown on Plans 1 and 2 or (if different) the Final Drawings together with the associated street lighting and all other things ancillary thereto PROVIDED THAT if there is any difference between the Final Drawings and Plans 1 and 2 then the Final Drawings shall prevail;

"Working Days" means any day other than:

a) a Saturday or a Sunday;

b) any day which is a statutory bank holiday in England; and

c) insofar as they do not fall within either a) or b) above, any day falling between 27th and 31st December (inclusive);

"Works" means the works to be carried out by Highways England listed generally in the First Schedule for the design construction and making up of the Ways to the reasonable satisfaction of the Council (and which form part of Local Roads Package 1 as defined in the Section 4 Agreement);

"Works Contract" means the contract(s) for the works to construct the Scheme to be entered into between Highways England and the contractor(s).

"Works Land" means the land shown hatched and edged in blue on Plan 3 forming part of the Owner's Land and which for the avoidance of doubt includes all the Unregistered Track.

2. INTERPRETATION

2.1. Nothing in this Agreement is or shall be construed as an impediment to the Owner's ability and rights, if so desired, (subject to all necessary planning and other consents and permissions having been obtained) to construct the Boscombe Down Link Road and/or a vehicular and/or pedestrian access to or egress from land to the east, currently in the ownership of Lincoln College Oxford registered at the Land Registry under title number WT1249;

2.2. Nothing in this Agreement is or shall be construed as enabling the Council and/or Highways England and/or any relevant highways authority to widen the Ways as defined and dedicated in this Agreement without having first obtained the prior express written consent of the freehold owner or owners from time to time of the relevant part of the Ways;

2.3. Nothing in this Agreement grants any approval consent or permission required from the Council in the exercise of any other statutory function or in its capacity as an owner of an interest in land;

2.4. Nothing in this Agreement shall be construed or take effect so as to fetter or restrict the exercise by the Council of any of its powers as local highway authority or the exercise by Highways England of any of its powers as the strategic highways company employed by the Secretary of State pursuant to section 1 of the Infrastructure Act 2015;

2.5. Words importing the masculine include the feminine and neuter gender and vice versa;

2.6. Words importing the singular include the plural and vice versa;

2.7. Words importing persons include companies, corporations and vice versa and all such words shall be construed interchangeable in that manner;

2.8. Wherever there is more than one person named as a party and where more than one party undertakes an obligation all their obligations can be enforced against all of them jointly and against each individually;

2.9. The headings throughout this Agreement are for convenience only and shall not be taken into account in the construction and interpretation of this Agreement;

2.10. Any reference to a clause paragraph schedule or plan is unless otherwise indicated a reference to one within or attached to this Agreement and any reference to this Agreement includes any schedule or annexure or other attachment to it;

2.11. In the absence of contrary provision any reference to a Council document to be completed which is annexed or referred to in this Agreement shall be the Council document which is current and in force at the date of its completion;

2.12. In the absence of contrary provision any reference to a statute includes any statutory modification extension or re-enactment of it and every statutory instrument direction or specification made or issued under the statute or deriving validity from it;

2.13. Any reference to a design or operational manual, specification, standard or guidance includes any alteration or replacement of the same;

2.14. References to any Party to this Agreement shall include the successors in title to that Party and to any deriving title through or under that Party and any replacement body of the Council or Highways England;

2.15. Should there be a conflict between the provisions of this Agreement and the provisions of the Section 4 Agreement:

2.15.1. The provisions of the Section 4 Agreement will prevail in matters relating to the construction of the Works and the handover arrangements for the handover of the Ways from Highways England to the Council;

2.15.2. The provisions of this Agreement will prevail in matters relating to the extent of the Ways, the definition of the Ways, and the dedication of the Ways including the class of highway.

2.16. Nothing in the Section 4 Agreement is or shall be construed as enabling the Council and/or Highways England and/or the relevant highways authority to widen the Ways as defined and dedicated in this Agreement without having first obtained the prior express written consent of the freehold owner or owners from time to time of the relevant parts of the Ways.

2.17. Nothing in the Section 4 Agreement is or shall be construed as an impediment to the Owner's ability and rights, if so desired (subject to all necessary planning and other consents and permissions having been obtained) to construct the Boscombe Down Link Road and/or a vehicular and/or pedestrian access to or egress from land to the east, currently in the ownership of Lincoln College Oxford registered at the Land Registry under title number WT1249.

2.18. The Council agrees that it shall not determine that any of (or any part of) the Ways are not to Local Road Standard pursuant to the relevant provisions in the Section 4 Agreement due to the extent of the Ways, the definition of the Ways, and/or the dedication of the Ways including the class of highway.

2.19. Nothing in this Agreement is to be treated or construed as a variation to the Section 4 Agreement (as provided for in clause 22 of the Section 4 Agreement).

2.20. Nothing in the Section 4 Agreement is to be treated or construed as a variation to this Agreement (as provided for in clause 13.3 of this Agreement).

2.21. The Parties to this Agreement agree to act with the utmost good faith in respect of the provisions contained herein.

3. IMPLEMENTATION AND CONDITIONALITY

3.1. Clauses 1, 2, 3, 10, 11, 13, 15.1, 16 and 17 of this Agreement shall come into force immediately;

3.2. Clauses 4, 7, and 12 of this Agreement are conditional upon the DCO being made by the Secretary of State;

3.3. Clauses 14 and 15.2 to 15.6 (inclusive) of this Agreement are conditional upon, and shall not take effect, until the DCO has been made by the Secretary of State and is Challenge Free;

3.4. The remainder of the provisions of this Agreement are unless otherwise specified conditional upon:

3.4.1. The DCO being made by the Secretary of State; and

3.4.2. Implementation of the DCO by Highways England or a person authorised by it.

4. LICENCE TO CARRY OUT THE WORKS AND CONSTRUCT THE WAYS

4.1. Upon receiving notice from Highways England that a Works Contract has been entered into for carrying out all, or any part of, the Scheme, the Owner hereby grants to Highways England and its Contractor(s) licence to enter and to remain upon, with or without workmen plant and machinery:

4.1.1. the Works Land during the Licence Period for the purposes of Highways England carrying out the Works and remedial works to the Ways to correct Defects pursuant to clause 5.16 of the Section 4 Agreement; and

4.1.2. such other of the Owner's Land during the Licence Period as is reasonably necessary for the purpose of gaining access to land to the east of the Owner's Land to enable construction of other sections of the diversion of Allington Track;

4.2. Highways England shall carry out and complete the Works at its own expense and in a good and workmanlike manner to the reasonable satisfaction of the Council pursuant to the Section 4 Agreement.

4.3. On Completion of the Works, and where applicable, on the expiry of the Licence Period in the event of remedial works to the Ways to correct Defects pursuant to clause 5.16 of the Section 4 Agreement, Highways England shall as soon as reasonably practicable:

4.3.1. remove any temporary works and reinstate the Owner's Land not included in the Ways to: (i) its condition prior to the Works to the reasonable satisfaction of the Owner; or (ii) if this is not possible, to such condition as may reasonably be required by the Owner to the reasonable satisfaction of the Owner; and

4.3.2. provide the Owner with the As Built Drawings, the Final Drawings and such other details, plans, drawings, specifications and other information as may be required for the purposes of the grant of easements specified in clause 9 of this Agreement.

5. DEDICATION

5.1. From and including the Handover Date, the Owner hereby with respect to the Ways:

5.1.1. dedicates for use by the public for the purposes of a Carriageway the Allington Track Diversion Carriageway to become maintainable at public expense pursuant to Section 38 of the 1980 Act;

5.1.2. dedicates for use by the public for the purposes of a Byway Open to All Traffic the Byway AMES1 Diversion to become maintainable at public expense pursuant to Section 38 of the 1980 Act;

5.1.3. dedicates for use by the public for an all- purpose highway Equinox Drive (unadopted section) to become maintainable at public expense pursuant to Section 38 of the 1980 Act;

5.1.4. dedicates for use by the public for the purposes of Footpaths only the Allington Track Diversion Verges to become maintainable at public expense pursuant to Section 25 of the 1980 Act and under no circumstances to be used for vehicular access by the general public

AND for the avoidance of doubt this includes dedication of the Ways to the extent that the Ways fall within the Unregistered Track;

AND the Council hereby agrees on dedication of the Ways from and including the Handover Date to adopt the Ways as highways maintainable at public expense in accordance with clause 8 below on the terms on which they have been dedicated by the Owner in clause 5.1.1 to 5.1.4 above.

6. INDEMNITY

6.1. Highways England hereby undertakes and agrees to indemnify the Owner in respect of all actions, claims, demands, expenses and proceedings arising out of or in connection with or incidental to the carrying out of, or use of, the Works or Ways

and being made against the Owner other than those arising out of or in consequence of any act, neglect, default or liability of the Owner;

6.2. Highways England hereby undertakes and agrees with the Owner that in the event of any claim or claims arising in connection with or incidental to or in consequence of the carrying out of the Works or use of the Ways and being made against the Owner or for any one or more of the following payments:

6.2.1. damages;

6.2.2. costs;

6.2.3. charges;

6.2.4. the cost of any works or measures considered necessary by any Statutory Undertaker in consequence of the making of any connection to its system or apparatus; and

6.2.5. any other payment arising in connection with or incidental to or in consequence of the carrying out of the Works

and Highways England will hold the Owner fully indemnified from and against each and every said claim mentioned and shall indemnify the Owner in respect of the same other than those arising out of or in consequence of any act default or omission by the Owner.

6.3. Highways England shall only be required to indemnify the Owner in accordance with clauses 6.1 and 6.2 above if:

6.3.1. the Owner notifies Highways England as soon as reasonably practicable on becoming aware of any matter which becomes the subject of a claim;

6.3.2. the Owner keeps Highways England fully informed of all progress of which it is, or becomes, aware of in connection with that matter and of any proposed settlement;

6.3.3. the Owner affords Highways England the right to make representations in relation to any claim and considers and takes into account all representations made by Highways England; and

6.3.4. the Owner shall not settle or compromise that matter without the previous consent of Highways England.

6.4 Highways England and the Council hereby agree that any claims made against the Council arising under the Noise Insulation Regulations 1975 or Part 1 of the Land Compensation Act 1973 that relate solely to the Ways shall be dealt with in accordance with the indemnity provisions contained in clause 24 of the Section 4 Agreement

7. ACCESS TO THE SITE

The Owner shall during the Licence Period give to the Council and to any party duly authorised by Highways England reasonable access to every part of the Works Land and such other part of the Owner's Land as is reasonably necessary for the purposes of inspecting the Works and all materials used or intended to be used therein;

8. ADOPTION

From and including the Handover Date the Ways shall become adopted as public highways maintainable by the Council at public expense to the extent shown in the Final Drawings;

9. GRANT OF EASEMENTS

9.1. Prior to the expiry of the Licence Period, the Owner shall at the request of Highways England or the Council (without cost to the Owner or the Council) execute and complete or procure the execution and completion by all necessary parties of:

9.1.1. Such deeds of easements as in the opinion of Highways England and/or the Council are reasonably necessary to secure rights in respect of the use, protection and maintenance of, and access to, such part or parts of the Statutory Undertakers Apparatus for the benefit of the Statutory Undertaker(s) as are situate on the Works Land;

9.1.2. Such other deeds of easement as in the opinion of Highways England and/or the Council are reasonably necessary to secure to the Council and/or Highways England:

9.1.2.1. full drainage rights and rights of access and egress for maintenance in respect of such part of parts of the surface water drainage system of the Ways as are situate on the Works Land outside the limits of the Ways;

9.1.2.2. full rights of access and egress as may be required for the future maintenance by Highways England and/or the Council of any street lighting, traffic signal equipment, and street furniture situate on the Works Land;

9.1.3. The Owner and the Council shall not be liable for the payment of compensation or legal or any other costs or fees arising on account of the execution of any such deeds required pursuant to clause 9.1.1 and 9.1.2 above.

9.1.4. The Owner covenants that it shall not erect any fencing, means of enclosure or other boundary structure or plant any hedges or trees on or within the areas shown coloured green either side of the Byway AMES1 Diversion as shown on Plan 2 and that it shall, prior to the expiry of the Licence Period, enter into such agreement, deed or covenant with Highways England and/or the Council

(without cost to the Owner or the Council) as is reasonably necessary to secure this prohibition in perpetuity.

10. COSTS

10.1. Highways England shall pay to the Owner forthwith upon completion of this Agreement all the Owner's reasonable costs associated with objecting to the DCO and associated with the negotiation, preparation, and completion of this Agreement;

10.2. Highways England shall pay to the Owner within one (1) month of demand all the Owner's reasonable costs incurred from time to time associated with the implementation of this Agreement and compliance with the Owner's obligations in this Agreement including but not limited to the reasonable costs incurred by the Owner in respect of compliance with the Owner's obligations in clauses 4, 5, 9, 11, 14 and 15 of this Agreement.

10.3. Highways England shall pay to the Council its reasonable costs associated with the publication of notice of the dedication of the Allington Track Diversion Verges in accordance with section 25(6) of the 1980 Act.

10.4. Highways England shall pay to the Council forthwith upon completion of this Agreement all the Council's reasonable costs associated with the negotiation, preparation, and completion of this Agreement.

10.5. Highways England shall pay to the Council within one month of demand all reasonable costs associated with the grant of any easements and/or the completion of any agreement, deed or covenant as referred to in clause 9 of this Agreement

10.6. Highways England shall pay to the Council within one month of demand all reasonable costs associated with approving and completing any Deed of Covenant.

11. DCO

11.1. Subject to the Owner complying with its obligations in this Agreement, Highways England hereby undertakes not to exercise any DCO Powers in respect of the Owner's freehold interest in the Owner's Land and for the avoidance of doubt the exercise of any DCO Powers against any persons with an interest in or rights over the Owner's Land other than the Owner's freehold interest shall not be precluded by this clause;

11.2. Subject to Highways England complying with its obligations in this Agreement, the Owner hereby undertakes and agrees (without cost to the Owner) to withdraw its objection to the DCO as soon as reasonably practicable and in any event within 5 Working Days of completion of this Agreement;

11.3. Highways England and the Owner hereby agree to take such action and execute and complete such agreements and/or deeds as may be necessary to give effect to their respective undertakings given in Clauses 11.1 and 11.2 above.

12. SECTION 106 AGREEMENT

12.1. The Council hereby agrees and declares that:

12.1.1. For the duration of the Licence Period, the Council hereby agree to take no enforcement action in respect of the Owner's obligations under the Section 106 Agreement relating to the maintenance of public open spaces and wildflower meadows to the extent and not further or otherwise than those obligations apply to the Works Land;

12.1.2. On Completion of the Works the Owner and its successors in title are unconditionally released from the Owner's obligations under the Section 106

Agreement in respect of the maintenance of public open spaces and wildflower meadows to the extent and not further or otherwise than those obligations apply to the Ways and the Council hereby declares that no enforcement action shall be taken by the Council in respect of such maintenance obligations and that the said maintenance obligations shall no longer be enforceable against the Owners and its successors in title.

12.2. Save as provided for by clause 12.1.1 and 12.1.2 above, the remainder of the provisions of the Section 106 Agreement shall continue in full force and effect.

13. GENERAL

13.1. This Agreement may not be assigned by any Party without the written consent of the other Parties such consent not to be unreasonably withheld;

13.2. This Agreement does not nor is intended to confer a benefit on a third party within the meaning of the Contracts (Rights of Third Parties) Act 1999;

13.3. No variation of this Agreement shall be effective unless it is writing and is signed by or on behalf of a duly authorised representative of each of the Parties;

13.4. In the event of any dispute or difference arising between the Parties (or any of them) in respect of any matter contained in this Agreement:

13.4.1. such dispute or difference shall be referred to an independent and suitable person ('the "Expert") holding appropriate professional qualifications to be appointed (in the absence of an agreement) by or on behalf of the president for the time being (or his deputy) of the professional body chiefly relevant in England with such matters as may be in dispute;

13.4.2. If the Parties are not able to agree upon the identity of the Expert, the Parties shall jointly or severally apply to the President of the Law Society for the time

being (or his deputy) who shall determine the appropriate professional qualification for the Expert and (unless the Parties can agree a suitable person to act as Expert) refer the choice of the identity of the Expert to the president for the time being (or his deputy) of the appropriate professional body;

13.4.3. The Parties to the dispute shall comply with the direction of the Expert as regards the procedure for determining the dispute or disagreement;

13.4.4. The Expert shall act as an expert not as an arbitrator;

13.4.5. The Expert shall give his determination in writing which shall (in the absence of manifest error or fraud) be final and binding on the Parties to the dispute;

13.4.6. The costs of the Expert shall be borne by the Parties to the dispute in equal shares unless the Expert shall otherwise direct.

13.5. All notices to be given under this Agreement shall:

13.5.1. Be in writing;

13.5.2. Be signed by or on behalf of the Party concerned;

13.5.3. Be delivered personally or sent by pre-paid recorded delivery post addressed to the Party to be served at the address set out in this Agreement or such other address as may from time to time be notified for the purpose by writing;

13.5.4. Be deemed to have been served in the case of a notice delivered personally at the time of delivery or in the case of a notice sent by pre-paid recorded delivery at the expiration of 48 hours after the notice was delivered into the custody of the postal authorities.

13.6. This Agreement may be executed and delivered in no more than three counterparts, each of which is an original and which, together, have the same effect as if each party had signed the same document.

13.7. It is agreed that if any part of this Agreement shall be declared unlawful or invalid by a Court of competent jurisdiction then (to the extent possible) the offending provisions will be severed from this Agreement and the remainder of this Agreement shall continue in full force and effect.

14. LOCAL LAND CHARGE

14.1. The Parties hereby agree that this Agreement will be registered as a Local Land Charge and is entered into, among other things, pursuant to Section 33 of the Local Government (Miscellaneous Provisions) Act 1982 and its covenants and provisions shall be enforceable against any person deriving title from the Owner in respect of his interest in the Owner's Land and any person deriving title under the Owner in respect of any lesser interest in the Owner's Land as if that person had also been an original covenanting party in respect of the interest for the time being held by him.

14.2. As soon as practicable, following the date that the DCO becomes Challenge Free, the Council shall enter this Agreement and its terms and conditions in the Local Land Charges Register.

14.3. As soon as practicable following the Handover Date and subject to the Owner having complied with its obligations under this Agreement the Council shall at the request of the Owner procure that all entries in the register of local land charges relating to them shall be marked as discharged.

15. LAND REGISTRY APPLICATION

15.1. The Owner shall not Dispose of land comprising the whole or any part of the Works Land unless it first procures that any Disponee enters into a Deed of Covenant with Highways England and the Council to comply with all the obligations on the part of the Owner contained in this Agreement including this clause 15 and the completed Deed of Covenant is to be delivered to both Highways England and the Council within 10 Working Days of completion of the Disposition.

15.2. the Owner consents to the entry of the following restriction against the Owner's title to the Works Land registered at HM Land Registry under Title Number WT193410 in the following Land Registry standard form:

"No disposition of the part of the registered estate shown hatched and edged in blue on Plan 3 by the proprietor of the registered estate, or by the proprietor of any registered charge not being a charge registered before the entry of this restriction , is to be registered without a certificate signed by Highways England Company Limited or its conveyancer that the provisions of clause 15 of an Agreement dated 19 February 2020 *[.....] and made between (1) Classmaxi Limited (2) Highways England Company Limited and (3) Wiltshire Council have been complied with or that they do not apply to the disposition."*

15.3. Within 10 Working Days of receipt of the completed and properly executed Deed of Covenant by the person to whom a Disposal is being made referred to in clause 15.1 above, Highways England shall provide a certificate to the Disponee or its conveyancer consenting to the registration of that Disposal at HM Land Registry.

15.4. Within 20 Working Days of the expiry of the Licence Period or within 3 months of Highways England giving notice pursuant to clause 16.1 terminating this Agreement (if earlier) and subject to the Owner complying with its obligations under this Agreement, Highways England shall at the request of the Owner apply to the Land

Registry on Form RX4 for the restriction registered on Title Number WT193410 and in respect of the Unregistered Track if this is registered at HM Land Registry to be cancelled.

15.5 The Owner consents to the registration of a caution against first registration against the Unregistered Track in respect of the covenants and rights contained in this Agreement and must not object to such registration or the existence of such caution.

15.6 In respect of the Unregistered Track, if this is registered at HM Land Registry at any time from completion of this Agreement until the expiry of the Licence Period (or until Highways England gives notice pursuant to clause 16.1 terminating this Agreement (if earlier) the Owner consents to the entry of the following restriction to be entered onto the register in the following Land Registry standard form:

Eversheds Sutherland

"No disposition of the registered estate by the proprietor of the registered estate, or by the proprietor of any registered charge, not being a charge registered before the entry of this restriction, is to be registered without a certificate signed by Highways England Company Limited or its conveyancer that the provisions of clause 15 of an Agreement dated 19 February 2020 *[.....] and made between (1) Classmaxi Limited (2) Highways England Company Limited and (3) Wiltshire Council have been complied with or that they do not apply to the disposition."*

16. TERMINATION

16.1. On the occurrence of a termination event in clause 16.2 below, Highways England may (at its absolute discretion) terminate this Agreement by giving not less than 3 months' notice in writing to the Owner and the Council in writing whereupon this Agreement shall terminate at the expiry of that 3 month period PROVIDED

ALWAYS that Highways England is not themselves in material and continuing breach of any of the provisions of this Agreement.

16.2. The termination events for the purposes of clause 16.1 of this Agreement are:

16.2.1. The Secretary of State determining not to make the DCO and the period for legal challenge under section 118 Planning Act 2008 expires without a legal challenge to that decision having been made or if made being dismissed and any right of appeal has expired without an appeal being made or if made being dismissed;

16.2.2. Legal proceedings to challenge the decision of the Secretary of State to make the DCO under section 118 Planning Act 2008 are successful and any right of appeal has expired without an appeal being made or if made being dismissed; or

16.2.3. The DCO expires without having been Implemented.

16.3. The termination of this Agreement shall:

16.3.1. Be without prejudice to any accrued rights and liabilities or any rights or remedies of the Parties for breach, non-observance, or non-performance of the obligations under this Agreement; and

16.3.2. Not affect the continued application of clauses 4.3.1, 6, 7, 10, 11, 12.1.1 (insofar as Works have been carried out), 13.4, 14.3, 15.4, and 17 of this Agreement.

17. GOVERNING LAW

17.1. This Agreement and any dispute or claim arising out of or in connection with it or its subject matter or formation (including non-contractual disputes or claims) shall be governed by and construed in accordance with the law of England.

IN WITNESS whereof this Agreement has been executed as a Deed by the parties hereto but not delivered until the day and year first before written.

FIRST SCHEDULE - The WORKS

1) Such works as are reasonably necessary to construct the Allington Track Diversion comprising a Carriageway of 5.5 metres width with 1 passing place and extended bellmouth, and associated Allington Track Diversion Verges as specified on Plan 1;

2) Such works as are reasonably necessary to construct the Byway AMES1 Diversion comprising a Byway Open to All Traffic with a total width of 4 metres as specified on Plan 2;

3) Such works as are reasonably necessary to bring Equinox Drive (unadopted section) up to an adoptable standard as reasonably required by the Council as specified on Plans 1 and 2 and including but not limited to acceptable carriageway and footway surfacing, maintained road verges, street lighting, highway drainage system(s), white lining, markings and road signage;

4) any other earthworks, fencing, drainage and/or similar works ancillary to the carrying out of the works referred to at 1) to 3) above (inclusive);

5) such works as are reasonably necessary to effect the stopping up of part of bridleway AMES29 and byway AMES1 in accordance with the DCO in so far as such works falls within the Works Land; and

6) such works as are reasonably necessary to effect the alteration, diversion or laying of any Statutory Undertaker Apparatus in so far as such works fall within the Works Land

SECOND SCHEDULE- LIST OF ATTACHMENTS

A. Plan 1

B. Plan 2

C. Plan 3

D. Agreed form of Deed of Covenant referenced in clause 15

E. Approved drawing S341/4 in respect of the Boscombe Down Link Road

Attachment A:

Plan 1

LEGEND:

- EXISTING ORDNANCE SURVEY DATA
- PROPOSED PERMANENT FENCELINE
- EXTENT OF CARRIAGEWAY DEDICATION
- EXTENT OF VERGE FOOTPATH DEDICATION
- EXTENT OF EASEMENT OF DRAINAGE, SIGNS, STREET FURNITURE ETC
- EXTENT OF CYCLETRACK
- EXTENT OF FOOTWAY
- EXTENT OF ADOPTABLE VERGE
- EXTENT OF DEDICATION OF THE WAYS

Revision Details	By / Check	Date	Suffix
DRAWING STATUS AMENDED, NOTE AND DESIGN DETAIL REMOVED	RD / DC	29/01/20	P05
AMENDMENT TO EASEMENT AREA	RD / DC	22/01/20	P04
AMENDMENT TO PMA AND PERMANENT FENCELINE, NOTE ADDED	RD / DC	21/01/20	P03
MINOR AMENDMENTS	RD / DC	27/11/19	P02
FIRST ISSUE	ES / DC	24/10/19	P01

CONFIDENTIAL

Client: highways england

Project Title: A303 Stonehenge
Amesbury to Berwick Down
PRELIMINARY WORKS

Drawing Title: DEDICATION PLANS
ALLINGTON TRACK,
EQUINOX DRIVE AND AMES1
PLAN 1

Designed	Drawn	Checked	Approved	Date
KP	ES	DC	TE	04/10/2019

Scale @ A1: 1:500
Suitability: S4
Zone: Scheme Wide

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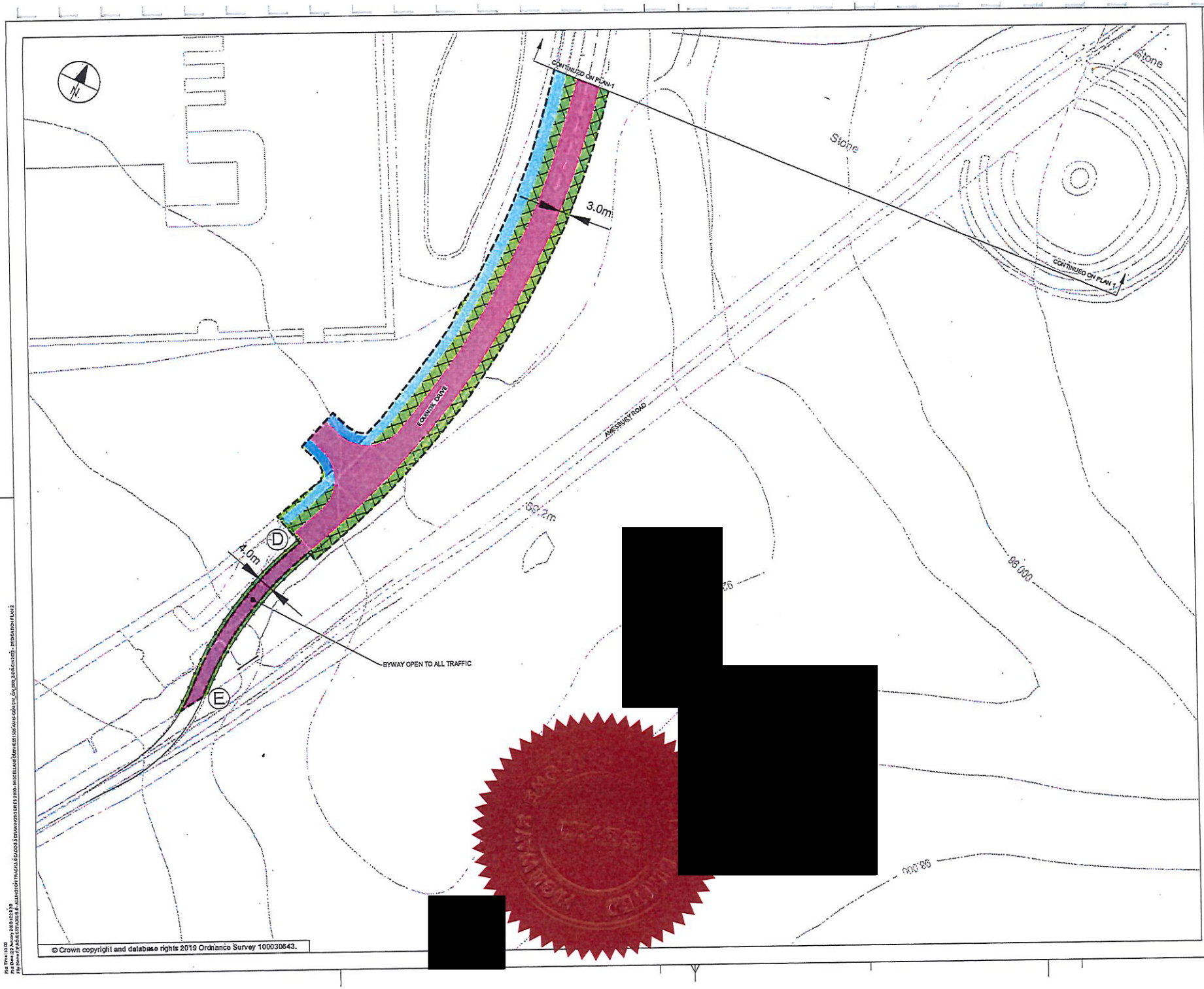
AmW
AECOM + Jacobs + WSP

Drawing Number: HE551506 -AMW -GEN- SW_GN_000_Z -DR-CH-2629
Originator | Volume | Type | Role | Number
Rev: P05

Attachment B:

Plan 2



LEGEND:

- EXISTING ORDNANCE SURVEY DATA
- PROPOSED PERMANENT FENCELINE
- EXTENT OF CARRIAGEWAY DEDICATION
- EXTENT OF VERGE FOOTPATH DEDICATION
- EXTENT OF EASEMENT OF DRAINAGE, SIGNS, STREET FURNITURE ETC
- EXTENT OF CYCLETRACK
- EXTENT OF FOOTWAY
- EXTENT OF ADOPTABLE VERGE
- EXTENT OF DEDICATION OF THE WAYS

Revision Details	By / Check	Date	Suffix
DRAWING STATUS AMENDED, NOTE AND DESIGN DETAIL REMOVED	RD / DC	29/01/20	P05
NOTE ADDED	RD / DC	24/01/20	P04
CROSS HATCHING REMOVED BETWEEN D AND E	WJ / DC	04/12/19	P03
GENERAL AMENDMENTS	RD / DC	27/11/19	P02
FIRST ISSUE	ES / DC	24/10/19	P01

CONFIDENTIAL

Client: highways england

Project Title: A303 Stonehenge Amesbury to Berwick Down PRELIMINARY WORKS

Drawing Title: DEDICATION PLANS ALLINGTON TRACK, EQUINOX DRIVE AND AMES1 PLAN 2

Designed	Drawn	Checked	Approved	Date
KP	ES	DC	TE	04/10/2019

Internal Project No.	Suitability
605685	S4
Scale @ A1	Zone
1:500	Scheme Wide

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FOR INFORMATION ONLY

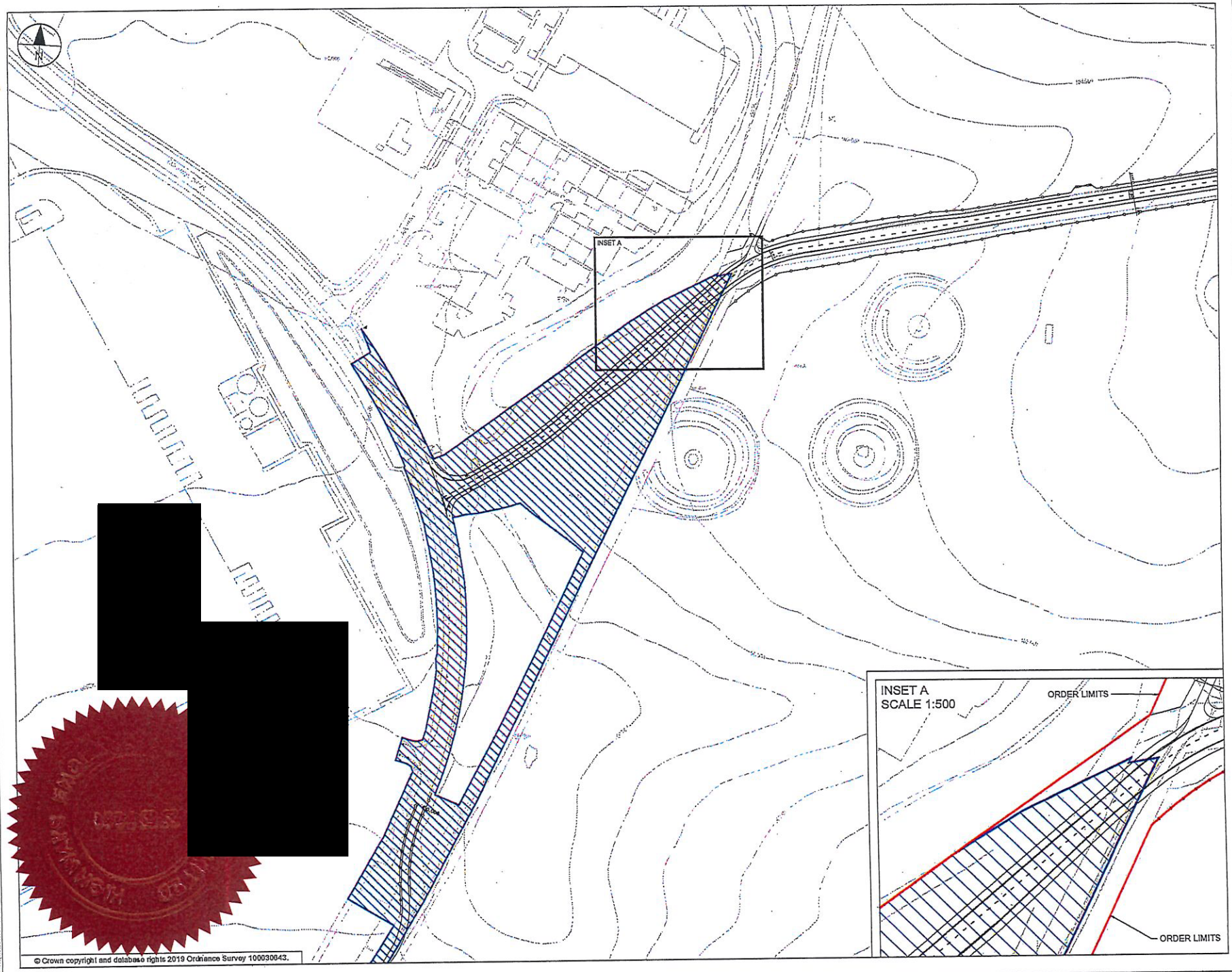
AmW
AECOM + Amey + WSP

Highways England PIN	Originator	Volume	Type	Role	Number	Rev
HE551506	-AMW	-GEN -				P05
SW_GN_000_Z		-DR-CH-2632				

Location

Attachment C:

Plan 3



LEGEND:

EXISTING ORDNANCE SURVEY DATA

PROPOSED PERMANENT FENCELINE

EXTENT OF WORKS AREA (CLASSMAX) LIMITED LAND OWNERSHIP)

Revision Details	By / Check	Date	Status
DRAWING STATUS AMENDED, NOTE AND DESIGN DETAIL REMOVED	RD / DC	29/01/20	P05
INSET A AMENDED	RD / DC	22/01/20	P04
INSET ADDED, PMA AND FENCELINES AMENDED. NOTE ADDED	RD / DC	21/01/20	P03
GNTE REMOVED FROM SURVEY	RD / DC	27/11/19	P02
FIRST ISSUE	RD / DC	18/11/19	P01

CONFIDENTIAL

Client: highways england

Project Title: A303 Stonehenge Amesbury to Berwick Down PRELIMINARY WORKS

Drawing Title: WORKS LAND PLAN ALLINGTON TRACK, EQUINOX DRIVE AND AMES1 PLAN 3

Designed	Drawn	Checked	Approved	Date
KP	RD	DC	TE	14/11/2019

Internal Project No.	Suitability
605905	S4
Scale @ A1	Zone
1:1000	Scheme Wide

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Highways England Project Office
Temple Quay House
2 The Square, Temple Quay
Bristol, BS1 6HA

AmW
AECOM & Wales & West

Drawing Number	Originator	Volume	Type	Role	Number	Rev
Highways England PIN: HE551506 SW_GN_000_Z	-AMW	-GEN-	-DR-CH-		2634	P05

Location

INSET A
SCALE 1:500

ORDER LIMITS

ORDER LIMITS

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Attachment D:

Agreed form of Deed of Covenant referenced in clause 15

SECOND SCHEDULE

FORM OF DEED OF COVENANT

THIS DEED OF COVENANT is made on [DATE] 20[ ]

GIVEN BY

(1) [Name of Covenantor] [(registered number [COMPANY NUMBER]) whose registered office is at][of] [ADDRESS] (the **"Covenantor"**);

TO

(2) **HIGHWAYS ENGLAND COMPANY LIMITED** incorporated and registered in England and Wales with company number 09346363 and whose registered office is at Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ (**"Highways England"**); and

(3) **WILTSHIRE COUNCIL** of County Hall, Bythesea Road, Trowbridge Wiltshire BA14 8JN (**"the Council"**)

BACKGROUND

(A) The Covenantor has agreed to [*insert description of the disposition*] the Covenantor's Land.

(B) The Covenantor has agreed to enter into this Deed of Covenant pursuant to the terms of the Tripartite Agreement.

OPERATIVE PROVISIONS

1. **DEFINITIONS AND INTERPRETATION**

1.1 In this Deed of Covenant the following words and expressions have the following meanings:

"Covenantor's Land	means that part of the Works Land shown edged red on the plan attached to this Deed of Covenant;
"Dispose"	means the transfer, gift, lease, charge, or other disposal of the Covenantor's Land or the granting of a lease, licence (other than the grant of a licence over the Covenantor's Land in clause 3 of the Tripartite Agreement) tenancy or any other right of occupation, or the granting of rights or covenants over the Covenantor's Land and "**Disponee**" shall be construed accordingly;
"Tripartite Agreement"	means the agreement dated [14 February 2020] made between (1) Classmaxi Limited (2) Highways England (3) and the Council.

1.2 All other defined terms in this Deed of Covenant shall have the meaning ascribed to them in the Tripartite Agreement.

1.3 References in this Deed of Covenant to the Council and to Highways England shall include any successor in function.

1.4 References to the Covenantor's Land include the whole and every part of the Covenantor's Land.

1.5 The parties to this Deed do not intend that any of its terms will be enforceable by virtue of the Contracts (Rights of Third Parties) Act 1999 by any person not a party to it.

2. **COVENANT**

2.1 The Covenantor covenants with Highways England and the Council:

2.1.1 to comply with all of the Owner's covenants and obligations in the Tripartite Agreement as if the Owner's covenants and obligations were set out in full in this Deed of Covenant and references to the Owner in the Tripartite Agreement were references to the Covenantor and references to the Works Land in the Tripartite Agreement were references to the Covenantor's Land;

2.1.2 not to Dispose of the whole or any part of the Covenantor's Land unless it first procures that any Disponee enters into a direct covenant with Highways England and the Council in the form of this Deed of Covenant and delivers the completed Deed of Covenant to both Highways England and the Council within 10 Working Days of completion of the Disposition; and

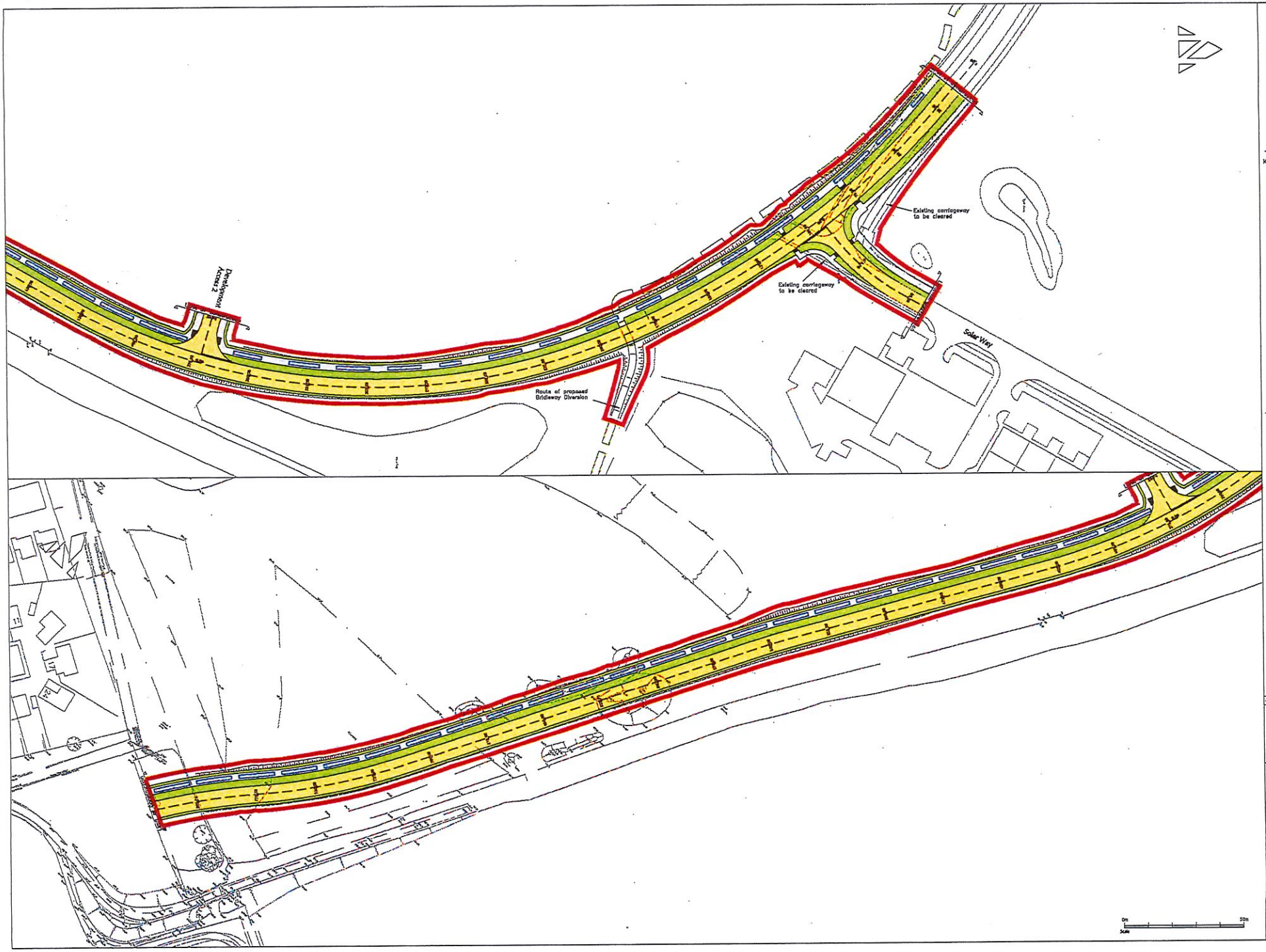
2.1.3 that it consents to the entry of a restriction on the proprietorship register of the title number of the Covenantor's Land in the form set out in clause 15.2 of the Tripartite Agreement (unless such a restriction is already registered against that title) and/or, in so far as the Covenantor's Land forms part of the Unregistered Track, in the form set out in clause 15.6 of the Tripartite Agreement.

This document is executed as a deed and delivered on the date stated at the beginning of this document.

[Execution clause of the Covenantor]

Attachment E:

Approved drawing S341/4 in respect of the Boscombe Down Link Road



PFA consulting
Stratton Park House, Wanborough Road
Swindon, SN3 4HG
Telephone
01793 613600
Facsimile
01793 613500
Email
admin@pfaplc.com
Website
www.pfaplc.com

Key

- Embankment in existing ground level
- Carriageway Construction
- Footway / Cycleway Construction
- Verge
- Application Boundary
- Proposed Highway Boundary

Rev	Date	Description	Init.

Client

Amesbury Property Company

Project

Site Access Roads
Solstice Park
Amesbury

Drawing Title

Planning Application
Extension of
Equinox Drive

Drawing No. S341/4

Date	April 2025
Scale	1:500 @ A0
Drawn By	RG
Checked By	DHS
E-Mail	rlogram@pfaplc.com
File Ref.	S341\Drawing\S341_4

EXECUTED as a DEED by CLASSMAXI LIMITED acting by a director

In the presence of:

Signature of Director:_____

Signature of witness:_____

Name (in BLOCK CAPITALS):_____

Address:_____

EXECUTED as a DEED by affixing

THE COMMON SEAL of

HIGHWAYS ENGLAND COMPANY LIMITED

in the presence of:

[redacted]

Authorised signatory

[redacted]

[redacted]

EXECUTED as a DEED by affixing

THE COMMON SEAL of

WILTSHIRE COUNCIL

in the presence of:

Authorised signatory

From:	DFT Ministers
To:	Rosemary Apelogun
Subject:	FW: (Case Ref: LF0575)A303 proposals
Date:	27 February 2020 09:44:39

Mc please

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [redacted]
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Laura Farris MP [mailto:Laura.farris.mp@parliament.uk]
Sent: 27 February 2020 09:40
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: (Case Ref: LF0575)A303 proposals

Dear Minister,

I am writing on behalf of a constituent who formally wishes to express her dissatisfaction with the proposed tunnel past Stonehenge.

She believes it does not offer value for money, would prove difficult to build given the area's geology and that the Government and Highways England has ignored UNESCO's advice.

If you are able to confirm that you have noted these views, it would give my constituent peace of mind.

Best wishes

Laura

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Department for Transport

Baroness Vere of Norbiton
Transport Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/281125
Your ref: LF0575

Laura Farris MP
House of Commons
London
SW1A 0AA

9 March 2020

Dear Laura,

Thank you for your email of 27 February 2020, about the A303 Amesbury to Berwick Down ("A303 Stonehenge") Development Consent Order planning application.

As you may be aware, the Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application. However, I can assure you that the matters raised by your constituent will be taken into account in the decision on the application in due course.

Yours,

[redacted]

BARONESS VERE OF NORBITON

From:	POCorrespondence
To:	Rosemary Apelogun
Subject:	FW: A303 Stonehenge
Date:	02 March 2020 09:58:17
Attachments:	image001.png

Edoardo Morgante | Correspondence Allocations Manager, Private Office, Department for Transport
5/11 | 020 7944 2402 [redacted]

From: TransportSecretary
Sent: 28 February 2020 18:35
To: POCorrespondence <POCorrespondence@dft.gov.uk>
Cc: Willem de Vries <Willem.deVries@dft.gov.uk>
Subject: FW: A303 Stonehenge

MC BV?

Holly Knight | Diary Manager, Secretary of State for Transport, Department for Transport
5/13 | 0207 944 4397 | [redacted]
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

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From: WILLIAMSON, Gavin [mailto:gavin.williamson.mp@parliament.uk]
Sent: 27 February 2020 13:56
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: FW: A303 Stonehenge

Good afternoon,

Please find below correspondence from my constituent Brian Dorsett. I would very much appreciate being copied into the response.

Yours sincerely,

Gavin Williamson MP

Rt. Hon. Gavin Williamson CBE MP
Member of Parliament for South Staffordshire

From: Brian Dorsett [redacted]
Sent: 08 February 2020 20:04
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: transportsecretary@dft.gov.uk; WILLIAMSON, Gavin <gavin.williamson.mp@parliament.uk>
Subject: A303 Stonehenge

Dear Chancellor,

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme:

- **It is poor value for money and high risk**. Highways England estimates only 21 pence of benefit for each £1 invested, if the highly dodgy heritage survey is discounted. Cost overruns are likely due to tunnelling through poor quality chalk and unpredictable groundwater conditions.
- **UNESCO opposes the scheme which would irreparably damage The World Heritage Site** and which the UK Government has pledged to protect for future generations.
- **The scheme would increase carbon emissions** at a time when the Government needs to show international leadership on climate change ahead of COP26 in Glasgow.

How can a Conservative government even contemplate the desecration of our most precious prehistoric landscape? The Stonehenge tunnel, if it goes ahead, will shame our country.

Yours sincerely,

Brian Dorsett

[redacted]

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Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/281401

Rt Hon Gavin Williamson MP
[redacted]

9 March 2020

Dear Gavin,

Thank you for your letter to Her Majesty's Treasury of 27 February, enclosing correspondence from your constituent, Brian Dorsett of [redacted] about the A303 Amesbury to Berwick Down ("A303 Stonehenge") Development Consent Order planning application, which has been transferred to the Department for Transport for reply. I am replying as the Minister responsible for this issue. I note that your letter was also copied to the Secretary of State for Transport.

As you may be aware, the Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application. However, I can assure you that your constituent's representation will be taken into account in the decision on the application in due course.

Please extend my gratitude to Mr Dorsett for taking the time to write in with his concerns.

Yours,
[redacted]

BARONESS VERE OF NORBITON

[redacted]

[redacted]

CHANCELLOR OF THE EXCHEQUER

FEB 2020
REF No.

Dear Chancellor,

Your Plans to tunnel under the Stonehenge Area are totally ludicrous for many reasons listed below.

— The area is HIGHLY SENSITIVE as a World Heritage site of Gigantic Proportions. [redacted] I have seen works of archeological areas, damaging the area of Newgrange + the Boyne Valley. - These are IRREVERSABLE Vandalism in the name of 'Progress'.

— ~~Over~~costings will always be subject to Overruns - there is no BEDROCK! It is a chalk base with unstable geology and will incur hugely damaging structural support. All this at a time when monies are so badly needed elsewhere. The U.K. has far more URGENT Social issues to deal with.

Yours, a very concerned British Citizen, [redacted]

From: Anne Broome
To: Rosemary Apelogun
Subject: FW: Correspondence
Date: 28 February 2020 10:29:50
Attachments: 20200228-100938-SJ.pdf

MC for BV please – only received today as the hard copy was sent back to the MP's office.

Thanks

Anne

Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | 020 7944 4473 | [redacted]
Please ring my desk phone first

From: JOHAR, Sonia [mailto:johars@parliament.uk]
Sent: 28 February 2020 10:13
To: Anne Broome <Anne.Broome@dft.gov.uk>
Subject: Correspondence

Hi Anne

Hope you're well.

For some unknown reason, we had the attached letter returned to us – I am not sure if the address was not clearly displayed in the envelope or something, but rather than resend, please could you acknowledge receipt via e-mail and arrange for a response asap?

Thanks

Sonia

Sonia Johar
Senior Caseworker and Secretary | Office of Philip Davies MP | johars@parliament.uk
01274 582272

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Rt Hon Grant Shapps MP
Secretary of State
Department for Transport
33 Horseferry Road
London
SW1P 4DR

10th February 2020

Dear Grant

Mr Stuart Culliford of [redacted]

I am enclosing a copy of an e-mail regarding my above-named constituent, which you will find self-explanatory.

I would be most grateful for your comments.

Yours ever

Philip Davies MP

Enc

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme:

- **It is poor value for money and high risk**. Highways England estimates only 21 pence of benefit for each £1 invested, if the highly dodgy heritage survey is discounted. Cost overruns are likely due to tunnelling through poor quality chalk and unpredictable groundwater conditions.
- **UNESCO opposes the scheme which would irreparably damage The World Heritage Site** and which the UK Government has pledged to protect for future generations.
- **The scheme would increase carbon emissions** at a time when the Government needs to show international leadership on climate change ahead of COP26 in Glasgow.

Yours sincerely,

Stuart Culliford
[redacted]

Department for Transport

Baroness Vere of Norbiton
Transport Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/281125
Your ref: LF0575

Laura Farris MP
House of Commons
London
SW1A 0AA

9 March 2020

Dear Laura,

Thank you for your email of 27 February 2020, about the A303 Amesbury to Berwick Down ("A303 Stonehenge") Development Consent Order planning application.

As you may be aware, the Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application. However, I can assure you that the matters raised by your constituent will be taken into account in the decision on the application in due course.

Yours,

[redacted]

BARONESS VERE OF NORBITON

From: Adam Woods [redacted]
Sent: 28 February 2020 10:56
To: SHAPPS, Grant <grant.shapps.mp@parliament.uk>; SUNAK, Rishi <rishi.sunak.mp@parliament.uk>
Cc: GLEN, John <john.glen.mp@parliament.uk>
Subject: Stonehenge tunnel
Importance: High

Dear Gentlemen
The court's ruling on the Heathrow runway puts another nail in the plan to put a tunnel through the World Heritage Site. It was a vanity project from the moment Cameron announced it in 2014, and over the years since then has been proved to be the wrong plan on so many levels, macro and local economic, archaeological and now yesterday's ruling must open it up for a similar challenge under the Carbon Change Act.

I know John Glen (copied) believes the tunnel to be a great plan, but let's be honest, what major infrastructure project has come in at or under budget in this country in the last 10 years? Do we have the money and the will to complete this horrendously destructive and expensive project – when there are better ideas that would offer many more benefits for the region? I understand that the only potential bidders are foreign companies, politically this will not go down well with the electorate. I can see the tabloids poking more fun and vitriol in your direction when it is announced that a European company is undertaking the work.

I understand that English Heritage gains much of its funding from the tourist revenues generated by Stonehenge. UNESCO have a record of delisting sites (Dresden Elbe Valley was delisted for very similar reasons) - such a delisting would risk a sizable slice of English Heritage's valuable income. We have seen how fickle tourist companies are – Salisbury is still suffering from post Novichok effects, many coach tours now go to Winchester cathedral rather than Salisbury. Tempting them back is a long slow process especially given the road networks around Salisbury which are just not fit for purpose. We have (like many other cities in the UK) had massive house building, as well as the Army rebasing programme bringing thousands more to the region, all with no real improvements in infrastructure. It is now quicker for me to visit clients in Shaftesbury, which is 30 miles away, than the 8 miles from Amesbury to Salisbury!

Surely a far more effective and beneficial plan would be to take a dual carriageway off the A303 somewhere near Andover, drop down to Salisbury and then re-join the A303 further West than the World Heritage Site. Also putting in a link at the South (as marked) to link this new road to the A36, meaning the HGVs travelling from Southampton port to Bristol and Wales miss Salisbury city centre. This route would connect Salisbury to the rest of the country and provide many economic benefits for the city and area as a result. The existing A303 can be narrowed and illuminated signs at each end encouraging vehicles to take the new route showing the journey time on the route past Stonehenge as far longer compared to the new dual carriageway via Salisbury. This would be far more affordable, give significant local benefits, and not risk the World Heritage Site – and you may get another win. UK construction companies may bid on it … great PR for the country and your party. The route could look something like this:
Yes, there are some influential land owners in the area, who would object. But the benefits for the region far outweigh the interests of landowners many of whom are rarely in residence. Going to the North of Salisbury also means that the water meadows around Salisbury are not drained, something that I believe stopped John Prescott's Salisbury bypass plans – wasn't there a risk assessment that said draining the water meadows would risk Salisbury cathedral spire?

Final point…. For many years I worked with IoT (Internet of Things) – this is coming of age at an incredibly fast rate. By the time the tunnel would be completed, driverless cars will be on the road in the UK – it is only a few years after that when your travel app will decide when you leave London to reach your holiday in the SW. It will

use traffic models and predictions to decide that you need to go to bed in the car – and it will take you overnight… meaning all trunk roads will used through the night, increasing existing road capacity significantly. In fact Google maps already suggests the best time to do a long journey…. so the technology is here, it just needs the legislation for driverless vehicles to be passed.

Remember this tunnel is the wrong plan on so many levels – it is far too expensive, far too destructive, it does not benefit the local community or the country – Drivers will whiz through not spending a penny in the local communities, and should you decide to go ahead with it, when a foreign contractor is announced it will be more deservedly bad PR for your administration.

Regards

Adam Woods

[redacted]

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From: email@billyburges.com [redacted]
Sent: 01 March 2020 21:37
To: SHAPPS, Grant <grant.shapps.mp@parliament.uk>
Subject: Stonehenge - A303

Dear Grant

As a party member & resident of Salisbury may I add my opinion on the A303 tunnel at Stonehenge?

Locals will be very sad to see Stonehenge disappear in this manner. Imagine not being able to view Windsor Castle or the Tower of London because English Heritage took these views into their sole monetary ownership?

Stonehenge is a world heritage site, it belongs to the world but it is also part of our local culture & identity. If a tunnel is built local people will not have a connection with the Stones. Stonehenge will only be viewed by eyes who have detoured away from their every day activities & paid the English Heritage shilling. Once the A303 goes underground local people will not see the stones from any angle.

The current road must be preserved as is, then locals can continue to see their stones. We must look at rerouting of the A303 slightly south. Please ignore John Glenn MP with his talk of 'extended travel times'. This is nonsense. An upgraded A303 dual carriageway, will allow faster average travel times even if the road is extended a little south.

There is a local problem which is far greater then the purist fantasy pushed by English Heritage & that is the plight of the citizens of our city. Salisbury is one of the worst traffic bottle necks in the whole of the UK. Bristol to Southampton, London to the west country, all pinch local traffic to a standstill. At the height of the holiday season it can take an hour to cross our little Salisbury.

Please take the A303 south & link it to a circular outer Salisbury bypass, a dual carriageway linking all the routes. Stonehenge will be peaceful & the current main road will be for local traffic only. Salisbury will be free to breath again for the first time in a hundred years.

Keep up the good work, the country is right behind the government.

Yours sincerely

Robert Boston

[redacted]

[redacted]

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From: Paul [redacted]
Sent: 03 March 2020 11:51
To: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: For the personal attention of Grant Shapps please.

Dear Mr Shapps,

I am writing to ask you to please cancel the A303 tunnel and road project near Stonehenge as the fate of one of our country's most historically fascinating landscapes is in your hands. This Stonehenge landscape is so important that it has been officially designated by UNESCO as a World Heritage Site (though this prestigious WHS status could be lost if you don't cancel the tunnel).

The magnificent circle of stones called Stonehenge, doesn't exclusively stand in isolation as it is just one integral part of the much wider Stonehenge landscape (this WHS is 26 square km). You can't have Stonehenge without the wider Stonehenge landscape, and vice versa. This wider Stonehenge landscape contains many interesting and unusual historical features, which all predate Stonehenge and are significant in their own way. For example:

- 10,000 year old post holes that once held tall wooden posts and which the experts still speculate about.
- Mysterious pits such as the nearly 6,000 year old Coneybury Anomaly. This contained an unusual collection of ritual deposits dating from the hunter-gatherer period, right up to the start of settled farming communities.
- Two large causeway enclosures, the oldest being around 5,700 years old. They are thought to be ritual sites but what happened at these places is the source of much speculation.
- Approximately 15 long barrows, with an average age of around 5,500 years old. These were large burial chambers for communities of people, rather than the later different style of Bronze Age round barrows which were built for individuals and their immediate family.
- Two cursuses around 5,500 years old, the longest being 3 km long. They baffle the experts and just one theory is that they were 'processional ways'.
- Periglacial stripes, which are a natural feature of long erosion lines. It is thought by many archaeologists that before Stonehenge was built, people noticed that these aligned with the midwinter sunset and the midsummer sunrise and felt it was a special place. So around 5,000 years ago, they started to build Stonehenge at the end of the line of periglacial stripes.

Stonehenge was then built over a timescale of more than 1,000 years and in

various stages. During and after this time, many additional structures were built in the wider Stonehenge landscape. For example, the site we now call Durrington Walls was a village where the builders of the later stages of Stonehenge lived temporarily and had huge feasts at solstices. The enigmatic Woodhenge was built nearby. And scattered around the rest of the Stonehenge landscape are around 400 Bronze Age burial mounds, some of which contained exquisite gold items. Since 2011, various aerial and geophysical surveys etc have been undertaken. These have revealed a variety of previously unknown structures hidden under the surface and some even look like small henges. Suffice to say that the Stonehenge landscape is absolutely peppered with dozens of fascinating structures, many of which still need to be excavated to reveal their full complexity. In summary, Stonehenge is just one part of a much wider Stonehenge landscape and if you approve the tunnel then significant parts of it will be seriously and irrevocably damaged.

As just one example, all the construction to the east of the tunnel will seriously damage Blick Mead (BM). This predates Stonehenge and is extremely important for the following reasons:

- It dates from 9,500 years ago, was in continuous use for 3,000 years, and has much evidence of ritual and other activity since then.
- It has a unique 7,000 year old platform of flint cobbles under which were ritually preserved Auroch hoof prints. (This is the platform which Highways England's incompetent people bored a large hole through!).
- BM has the first dwelling in the Stonehenge landscape (this dwelling is 6,000 years old).
- All of the above dates have been proven by carbon dating. Many other items have also been carbon dated and it is the sequence of various dates which is so vital to the understanding of BM.
- A total of 70,000 pieces of worked flint have been found at BM.
- Also found were 2,420 pieces of animal bone and 126kg of burnt flint which indicates that extravagant feasts were held.
- As a result of all the above, it won Current Archaeology's Research Project of the Year award in 2018

Sites as old and rich as BM are extremely rare and it would be an absolute tragedy if it were to be damaged by the tunnel project. The actual dig site is only about the site of a tennis court and yet it has already revealed so much. There is a lot of archaeological potential on the other side of the A303 and that too would be damaged. If BM isn't damaged by the tunnel project, then further excavations will reveal so much more. It is by far the best site in Britain to help us understand the fascinating story of how hunter-gatherers gradually evolved into settled communities who built areas like the wider Stonehenge landscape and then the modern world.

If the tunnel project gets your approval then BM will be physically damaged by all the construction works as it is less than 20 meters from the current road.

Specifically what is planned near to BM is an almost 30 foot tall four-lane dual carriageway flyover with deep reinforcing pillars, plus two extra lanes feeding in from a huge roundabout (so a total of six lanes which merge into four very near to BM). The long-term effect of all this massive concrete construction will be that BM will gradually dry out and this will destroy the carbon dating opportunities. These sequential carbon dates are absolutely crucial for understanding how hunter-gatherers gradually evolved and spread out to build the wider Stonehenge landscape, and then go on to become modern humans like you and me.

In summary to the two paragraphs above, if you approve the tunnel then BM will be seriously and irrevocably damaged and this would be a tragedy for British history…….and humanity really.

As well as BM being damaged, the massive western tunnel portal will seriously damage the burial grounds in that area. These burial grounds all predate Stonehenge by hundreds of years. World famous archaeologist Mike Parker Pearson's written submission to the tunnel Examining Authority says. "*The proposed work will damage the WHS, especially beyond the western portal to the western boundary of the WHS where a substantial area would be rendered archaeologically 'sterile'. This will destroy a major block of land within the WHS and degrade its Outstanding Universal Value and is contrary to the recommendations of UNESCO and other international and national parties. The road line would cut through the densest concentration in Britain of remains of Neolithic long barrows (burial mounds from c.3800-3300 BC) known in Britain. The long barrows' distribution may have a bearing on why Stonehenge was located where it is. Important remains relating to the period before Stonehenge, and potentially to its choice of location, would be destroyed by the proposed work. The proposal should be rejected.*"

Similarly, world famous Paul Garwood (Senior Lecturer in Archaeology at Birmingham University) written submission says "*The current A303 scheme would have a major detrimental impact on the setting and sensory qualities of the barrow group, diminishing one of the most spectacular heritage assets within the WHS. The new carriageways to the south would break up the Stonehenge landscape in a more extreme manner than the current road, while the massive new road intersection with groundworks just 100m from the long barrow, and new roundabouts and slip roads 250m away, would be even more intrusive. Such construction work would be an act of heritage despoliation, both materially and visually, that archaeological 'mitigation' and landscaping cannot compensate for.*"

World famous archaeologist Julian Richards says on You Tube, the tunnel will come out "*right into the heart of an unspoilt and incredibly significant area*" and "*completely obliterate the setting of the 'Lake' barrows*" which will be a

"*complete disaster*" so he objects "*really strongly*" and says "*future generations will say, what have you done to this absolutely incredible landscape!*"

I make the point that there are three organisations who should be agreeing with what Julian Richards, Paul Garwood, Mike Parker Pearson and I have all said above. They are English Heritage, Historic England and National Trust. They normally behave ethically but in this case they most certainly are not! They are completely deceiving the public by claiming that the tunnel project is a "*historical improvement*". This claim is a smokescreen to hide the reality, which is that they are only focused on their little empire of land which they own around Stonehenge itself. And they are trying their hardest to remove from their empire, the view all us ordinary decent people driving past enjoying the view of the stones for free. It's almost the very definition of NIMBYism. And to rub salt into the wounds the public will suffer, we will foot the nearly £2 billion cost (which is very likely to be much more!). In summary, it's a disgrace that those three organisations are willing to allow serious damage to BM and the western burial grounds to further their agenda of selfishness to the huge detriment of the public.

I also make the point that it is only really the very established and secure (career wise) archaeologists who are criticising the above three organisations. I say this as I have been told that less secure archaeologists are afraid of criticising those powerful organisations, as they are then likely to be blacklisted which will affect their careers. Despite this bullying, a consortium of 22 world class archaeologists have stood up to be counted and written a solid body of evidence detailing the case against the tunnel project.

I ask you to please judge for yourself the honesty and integrity of those three organisations by Googleing each one's name, and then Blick Mead. You will find that they give only a tiny amount of information about it, despite it being a very significant historical site just 2 km from Stonehenge. I leave you to draw your own conclusions but mine is that those three organisations don't want the general public to know how important BM is and then think that it shouldn't be damaged by the tunnel project. I think they are being very dishonest by deceiving people in this way. It's a very far cry from all the sanctimonious and insincere claims on their websites about how much they care for England's Heritage.

In summary to all the above, please don't fall for this cynical con trick being very cleverly peddled by those three organisations.

I know full well that there can be traffic delays at Stonehenge, but these are always mitigated as I use the time to slow down from the trivia of modern life and admire the magnificent circle of stones. As I drive past, I think about how people evolved from being hunter-gatherers at inspiring places like Blick Mead

and on to the wonderful culture of people who built the wider Stonehenge landscape. I pay my respects to those good people, whose shoulders we are all standing on, and I very much hope that the awesome Stonehenge landscape they created will be respected for the rest of the foreseeable future.

There are many other reasons that other individuals will give you to ask you to please cancel this extremely damaging tunnel and road project. But I have just focused on the above as it is all very dear to my heart. I am not an archaeologist, and a few years ago I retired after working for 19 years on 999 emergency ambulances for London Ambulance Service. I think that very humbling experience has given me the judgement to know what is genuinely valuable in the world. I think that the wider Stonehenge landscape, plus the rare and absolutely priceless chance to understand how hunter-gatherers evolved into modern humanity, are excellent examples of those truly valuable things that we should all treasure……..and protect!

I conclude by saying that I think history, and humanity will judge you harshly if you approve this damaging and dishonest scheme. Please, please, please cancel it.

Yours very sincerely,

Paul Gossage.

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From: [redacted]
To:
Subject: Graham Parker No.72 Late Representation
Date: 04 May 2020 14:29:34

From: GRAHAM PARKER [redacted]
Sent: 10 March 2020 20:32
To: SHAPPS, Grant [redacted]
Subject: The Stonehenge World Heritage Site

Dear Secretary of State,
With the presentation tomorrow of the importance of costing and expenditure for the future of the UK, I thought it to be important to let you know that a major document with the name of
"A REFINED CORE STRATEGY" will be in the Post for you tomorrow. This document is directly related to the south east area of Wiltshire and in particular linked to the Stonehenge World Heritage Site (WHS)area.
The content examines in some detail, the Tunnel on the WHS and the major alternative A303 road that is recommended instead of the Tunnel. The alternative A303 is called the Realignment A303 road. This A303 alternative has been presented to all the villages in the Wylye Valley, Amesbury, Wilton, Twice in the Salisbury City Hall and finally in the Salisbury Guildhall. As a result of these Presentations the ex Mayor and ex Leader of Salisbury City sent out a Referendum for the whole area asking "Do you want a Tunnel on the WHS or do you support the A303 Realignment Bypass which would mean the complete protection of the WHS by the removal of all the A303 traffic. The result was that 97.6% of the local population called for the Bypass and the removal of all traffic from the WHS.

In June 1988 the United Kingdom Government signed the World Heritage Convention. The
Stonehenge World Heritage Site (6000 acres) was designated.
Under Article 4 of the World Heritage Convention, each signatory state pledges 'To do all it can and to the utmost of its resources' to ensure the identification, protection, conservation,
preservation and transmission to future generations of the cultural and natural heritage
situated on its territory.
The A303 Bypass is 15 miles long and its estimated cost at £30 million per mile totals £450 million. I have shown the plans to professional road engineers in the City Guildhall and they
have said it would take 18 months to complete construction, certainly no where near the 8 years for the Tunnel construction.
From the same points on the current A303 both on the east and west for the current A303 and this Bypass, vehicles at 70 mph will take 3 to 4 minutes extra on the Bypass than the Tunnel.
However, during the bi-monthly security construction checks and any incidents, the bypass will be much quicker for drivers.
The £7 million annual maintenance costs will not be needed.
Finally, the 'Ground Design Director' for Highways England came down to me with her team to examine the Bypass route.
She was an excellent road specialist who had recently been responsible for the A34 first class bypass design work for the Newberry Bypass. She strongly recommended that in order to cross the river Avon at the southern end of the Woodford Valley, there should be a low-level crossing by the Church and well below and out of sight from the top area of Old Sarum Ancient Site. This is now in the plan and she also designed the road running around the north side of the Old Sarum Site. She said that on behalf of Highways England the road should then go up the hillside on the west and join the line of the A360. She was pleased that the bypass came south towards Old Sarum thus protecting the Avon River Valley area.

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From:	DFT Ministers
To:	Rosemary Apelogun
Subject:	FW: Stonehenge (Case Ref: NG3648)
Date:	12 March 2020 15:07:57
Attachments:	A36 improvement proposal.pdf Stonehenge Tunnelmeet1..docx

---

Mc please

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | 07971 145514 | [redacted]
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: nusrat.ghani.mp@parliament.uk [mailto:nusrat.ghani.mp@parliament.uk]
Sent: 12 March 2020 11:05
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: FW: Stonehenge (Case Ref: NG3648)

Dear Ministers,

I have been contacted by my constituent, Charles de Franca Hedges of [redacted] who I recently met at a local surgery appointment with along with Andy Rhind-Tutt, President of the Salisbury and District Chamber of Commerce.

He has drawn my attention to his concern regarding their proposal of A36 improvements, and requested I find out how best they can take their suggestions forward, including involvement and consideration as part of the Road Investment Strategy.

I would be most grateful if my constituent's concerns could be considered and if I might have a substantive Ministerial reply I can share with Charles de Franca Hedges and Andy Rhind-Tutt.

Best wishes

Nusrat Ghani MP
Member of Parliament for Wealden
House of Commons, London SW1A 0AA | 020 7219 4619
Twitter: @Nus_Ghani | Facebook: NusGhaniMP | Website: www.nusghani.org.uk

To subscribe to my regular newsletter updates, please click here.
For information about how we handle your data, please visit www.nusghani.org.uk/PrivacyPolicy

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From: Charles Hedges
Sent: 25 February 2020 22:53
To: GHANI, Nusrat
Subject: Stonehenge

Dear Nusrat,

Thank you for seeing Andy, Brian and myself. A summary of my comments on Stonhenge is attached.

Best wishes,

Charles

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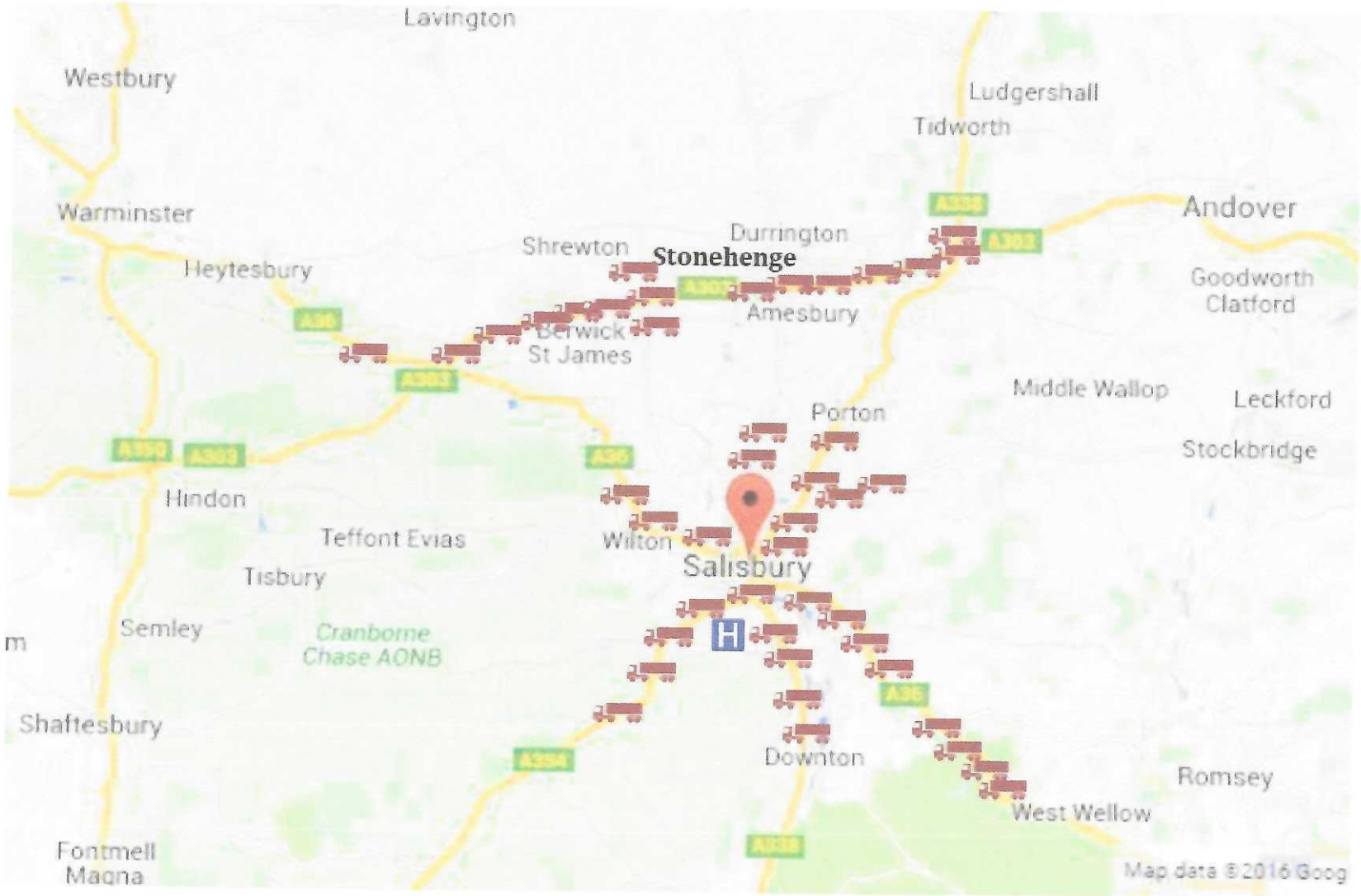
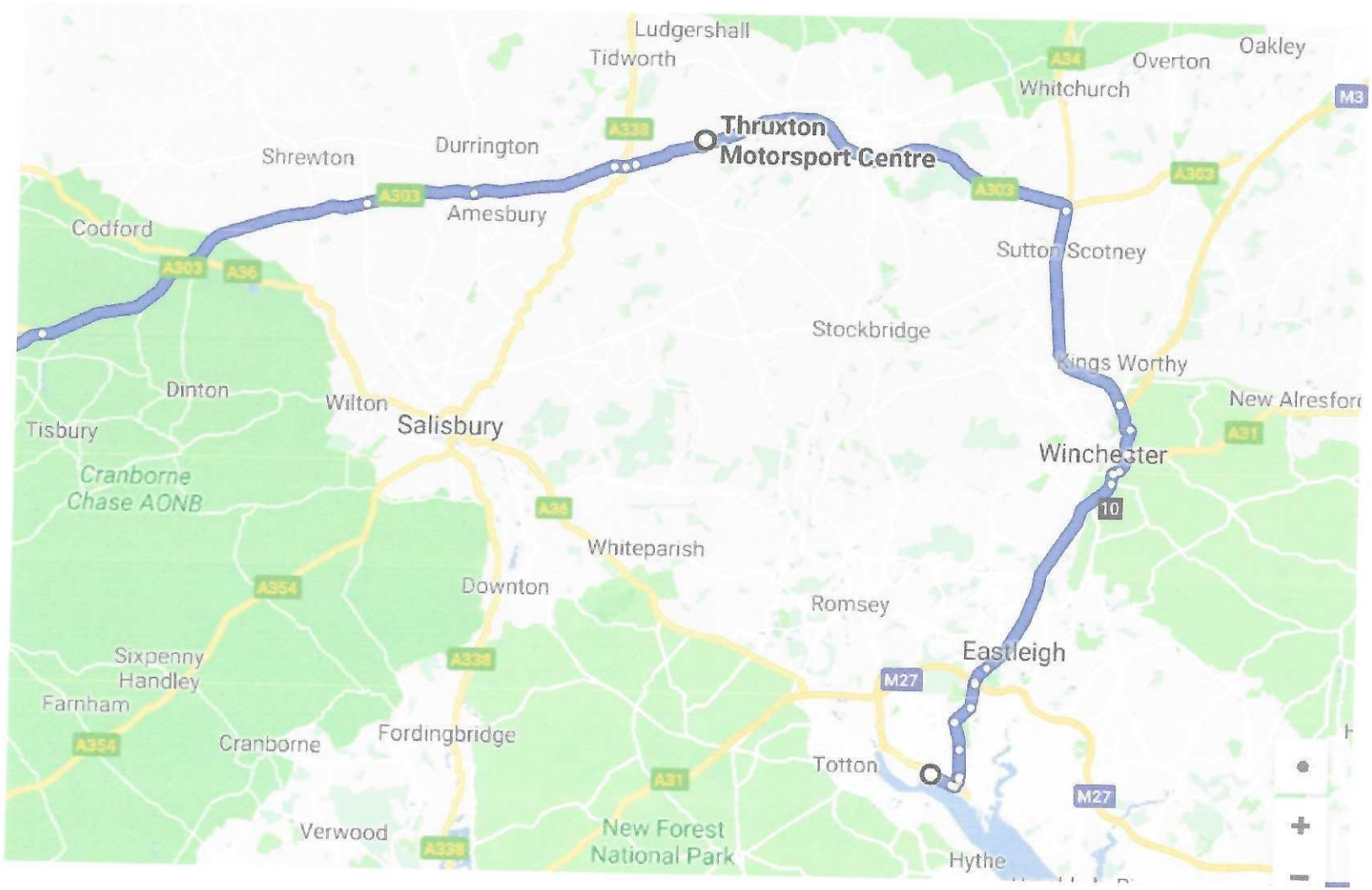
South Wiltshire & Regional Road Transport Infrastructure

Salisbury and District Chamber of Commerce and Industry

The current road situation in South Wiltshire – Red Lorries highlight where traffic and turnover is affected by congestion



Freight route from Southampton docks to the West Country is impacted at Stonehenge at peak times



Midsomer Norton
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Upavon
Hurstbourne Tarrant
Westbury
Ludgershall
Tidworth
Mells
Frome
Overton
Oakley
Whitchurch
Warminster
Thruxton
Andover
Mallet
Shrewton
Durrington
Goodworth Clatford
Amesbury
Evercreech
Codford
Sutton Scotney
Bruton
Stourton
Stockbridge
Mere
Hindon
Kings Worthy
Dinton
Salisbury
Wincanton
Tisbury
Winchester
2 h 45 min
132 miles
Cranborne Chase AONB
Whiteparish
Templecombe
Shaftesbury
Downton
Romsey
Stalbridge
Eastleigh
Sixpenny Handley
Sturminster Newton
Iwerne Minster
Cranborne
Fordingbridge
Southampton
Verwood
New Forest National Park
Blandford Forum
Hythe
Minterne Magna
Ringwood
Brockenhurst

Midsomer Norton
Market Lavington
Upavon
Hurstbourne Tarrant
Westbury
Ludgershall
Tidworth
Mells
Frome
Overton
Whitchurch
Warminster
Thruxton
Andover
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Iwerne Minster
Cranborne
Fordingbridge
Totton
Southampton
Verwood
New Forest National Park
Blandford Forum
Hythe
Minterne Magna
Ringwood
Cerne Abbas
Brockenhurst
Beaulieu

Westbury
Mells
Frome
Warminster
Ludgershall
Tidworth
Overton
Oakley
Whitchurch
Andover
Thruxton
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Amesbury
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Beaulieu
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2 h 54 min
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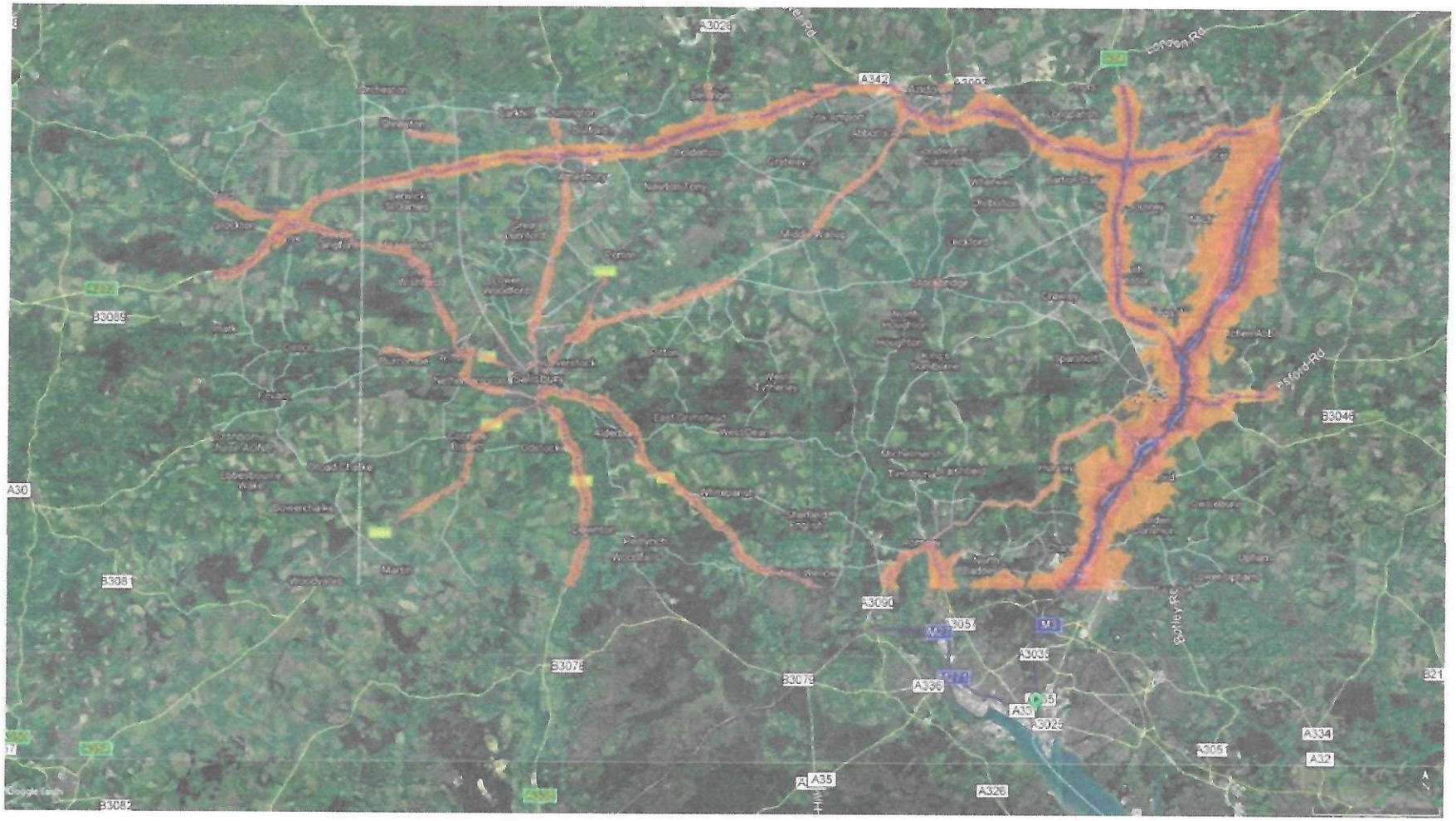
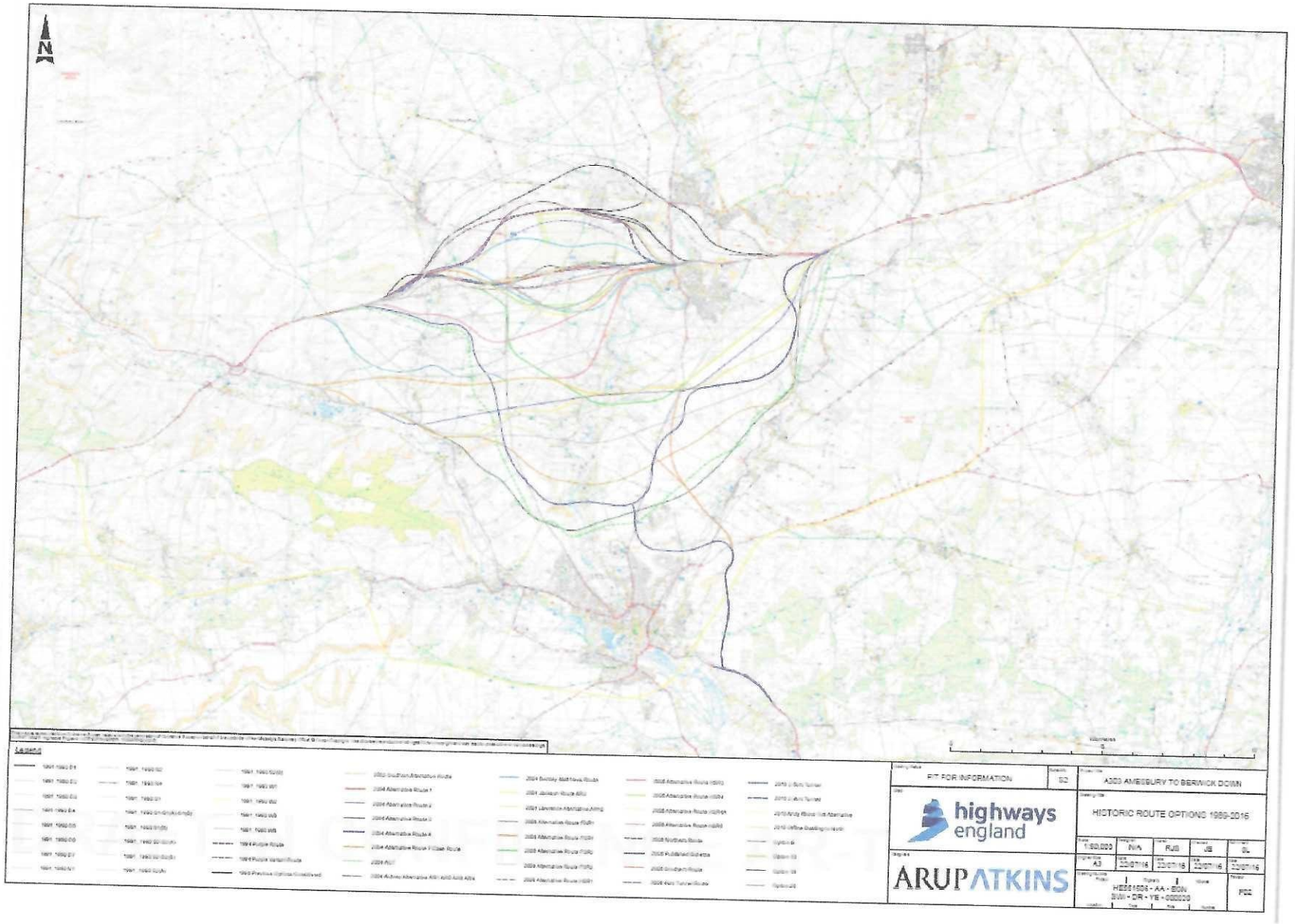
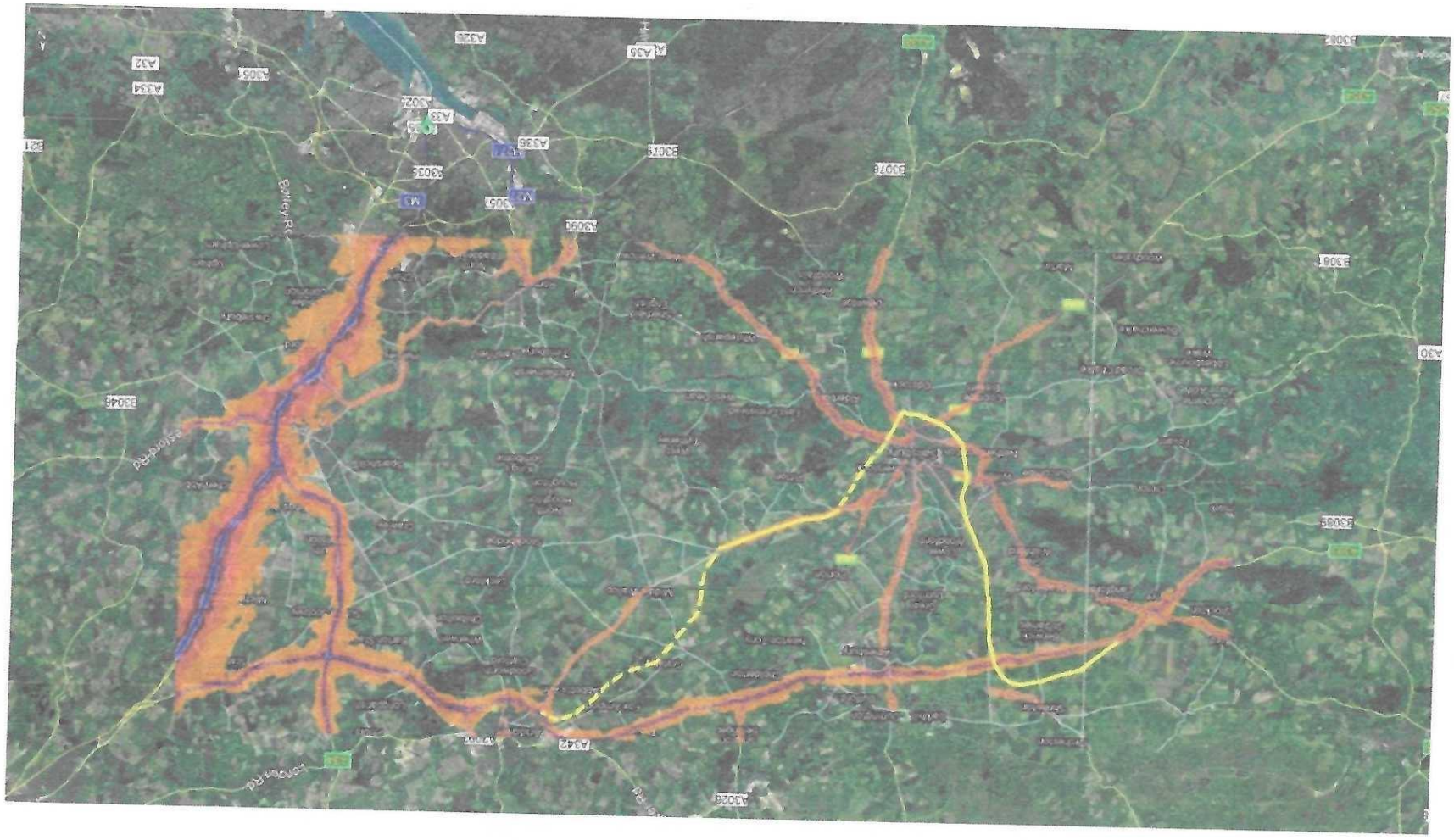
Southampton/Salisbury congestion levels 2020



Historic route proposals proposed between 1989-2016




A38
A38
A38
A38
A42
A42
M5
M5
M5
A30
A30
A30

Impact Study of 200 businesses

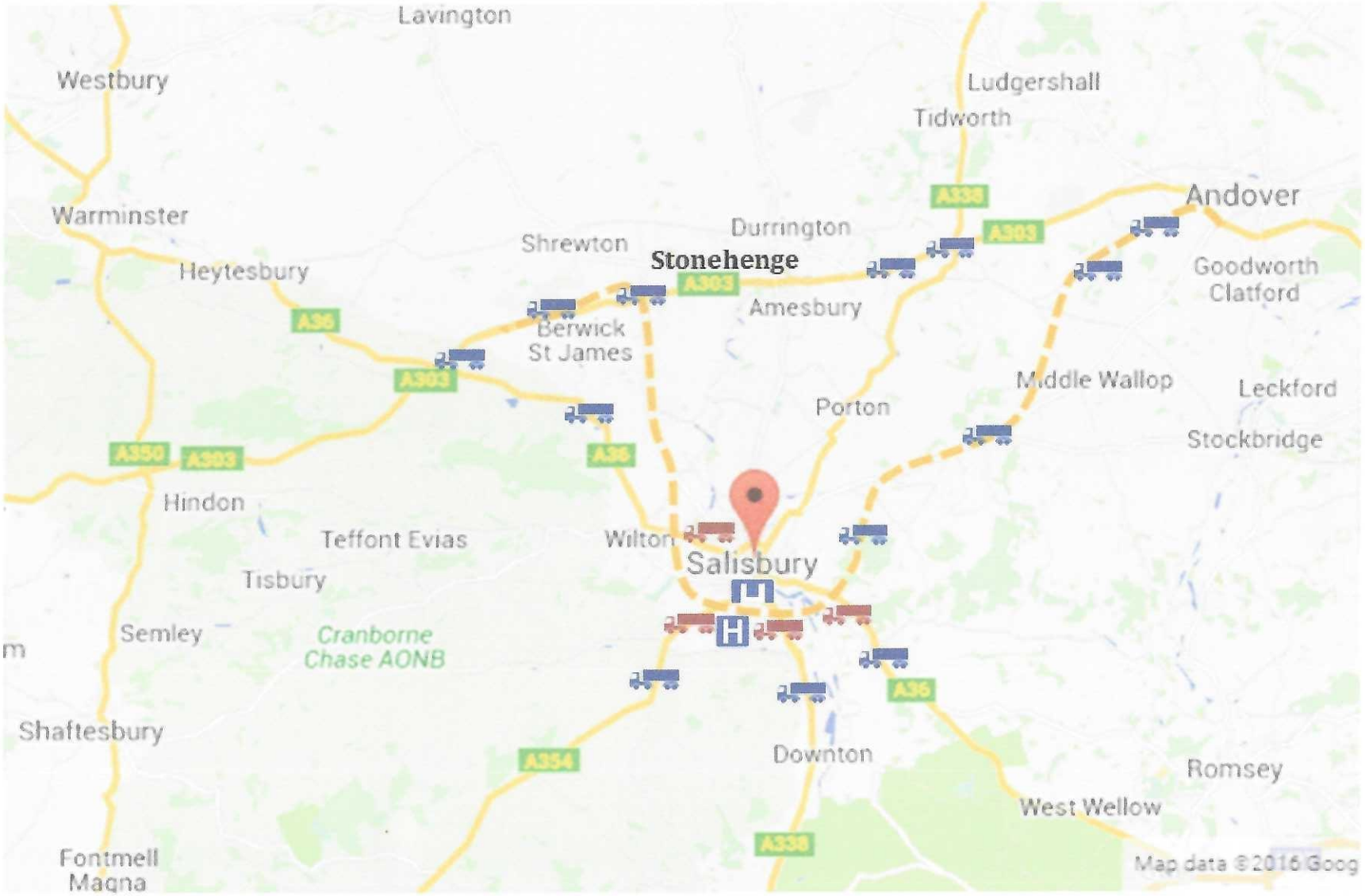
Average daily freight delays per road with turnover affected								
1	3	2	1	2	1			More than an Hour
12	30	18	8	11	2	2	3	Up to an Hour
52	96	52	46	47	24	27	3	up to 30 min
17	34	27	15	10	6	5	3	up to 15 mins
5	4	7	0	2	1	1	0	no delay
A30	A36	A303	A338	A345	A360	A354		
£614m	£2.1bn	£2.0bn	£1.8bn	£782m	£744m	£787m		

Roads causing most impact on businesses through delays are:

1. A36 - £2.1bn turnover impacted – up to 30 mins/day
2. A303 - £2.0bn turnover impacted – up to 30 mins/day
3. A338 - £1.8bn turnover impacted – up to 30 mins/day

The Alternative Route

ART Proposed Southern A303 route around Salisbury – Red Lorries highlight where traffic and turnover is affected by congestion – Blue lorries free flowing



Some of the key benefits

The new road would provide a fast route to the West Country from Southampton Docks without passing Stonehenge or going through Salisbury

- An alternative route for the A303 could remove the need for a tunnel and save approximately £1bn
- The new route would free up hours of gridlocked freight
- Maintenance and running costs would be significantly lower
- The existing A303 could remain in situ and become a short distance Toll road for those wishing to see the landscape and free for locals
- The existing road could be closed on special occasions for Stonehenge and Solstice.
- The improvement in the South Wiltshire road network will trigger business investment and growth.
- The 1bn Saving would pay for the rest of the A303 dualling to the West
- The new route would give an opportunity for fibre optic superfast connectivity to wider community and opportunity to remove power lines.

Progress

- The next steps are to present to business leaders and seek letters of support for Government to give this proposal consideration.

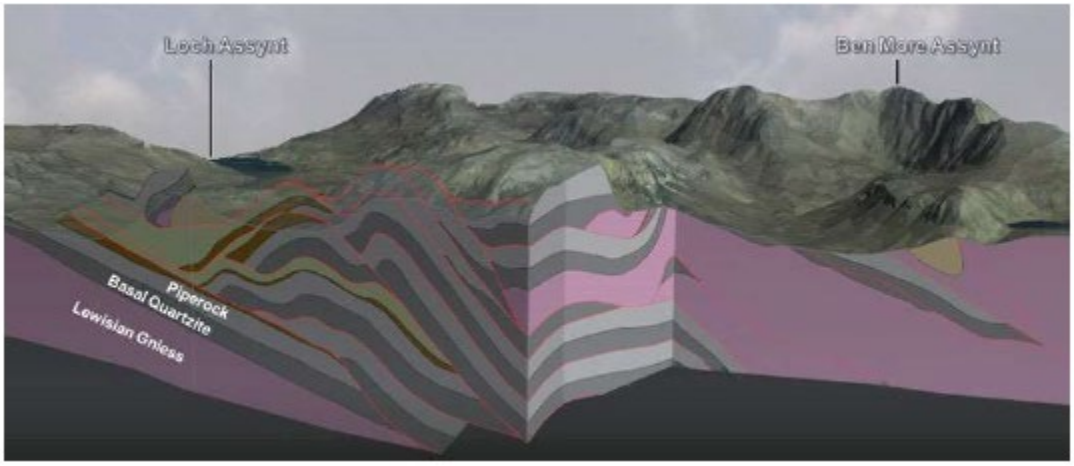
- Your comments would be welcome.

Dear Nusrat,

Thank you for taking the time to meet Andy, Brian and myself.

To summarise the likely problems with the tunnel

1. Cost likely to exceed £1.8 B probably £3B due, looking at a 50% cost over run.
2. Danger is that tunnelling:-
    a. Causes Phosphatic Chalk to collapse.
    b. Size and mass of flints stops tunnelling machine.
    c. High head and permeability results in Tunnel Boring Machine flooded.
    d. Vast amounts of grout pumped into ground and flows south into Blick Mead , River Avon and clogs water supplies. Grout /sediment from tunnelling entering river after spawning kills eggs and fry
    e. The Government is trying to reduce eutrophication(growth of algae producing loss of oxygen in water and death of animals) in rivers due to nutrients and especially phosphate. Phosphate rich sediment from the tunnelling and spoil heaps will cause massive eutrophication in rivers
3. HE have refused to undertake geophysics surface geophysics to determine extent of Phosphatic Chalk and it's engineering properties.
    4. HE refuse to construct 3 d model (of the type shown below) in order to understand the ground problems which would include borehole geological data, water levels , ground permeability, borehole and surface geophysics, laboratory tests as suggested by Dr. George M Reeves CGeol CEnv PhD MSc BSc FGS FIMMM, Lecturer at Newcastle.



5. HE have made a mistake, they think it is like Chalk beneath London.
    a. No Phosphatic Chalk in London.
    b. Most of tunnels, not in Chalk and then very low permeability and few large continuous flints.
    c. No supplies adversely affected by tunnels. At Stonehenge, there are boreholes supplies for farms down stream of tunnel. Boreholes are supplied by a few fissures in the Chalk which if became clogged with grout would greatly reduce yield, if stop it altogether. Farm have only a 24 hr water supply after which the animals die. Tankering for one farm for 6 month would cost approximately £250K and could result in the business going bust. Proof of the fissure flow in the Chalk is the spring at Blick Mead where the water comes out of a fissure.
6. Under NEC3/4 client has to provide all information. By not doing so they will lose claims.
7. British contracting firms are not bidding.
8. Stonehenge Tunnel is the First of 40 Infrastructure projects, it needs to be success or cancelled. If Stonehenge a massive cost overrun, people will think HS2 will be a disaster.
9. HE ignoring the surface geophysics and constructing a 3 d model is due to their incompetence or an attempt to cover up the problems of the ground.
10. In the late 1990s, the Department of Transport commissioned by Mott MacDonald on cost over runs on major road projects. The report stated that 70% of cost over runs were due to inadequate site investigation. Why has HE failed to learn the lessons of the report?

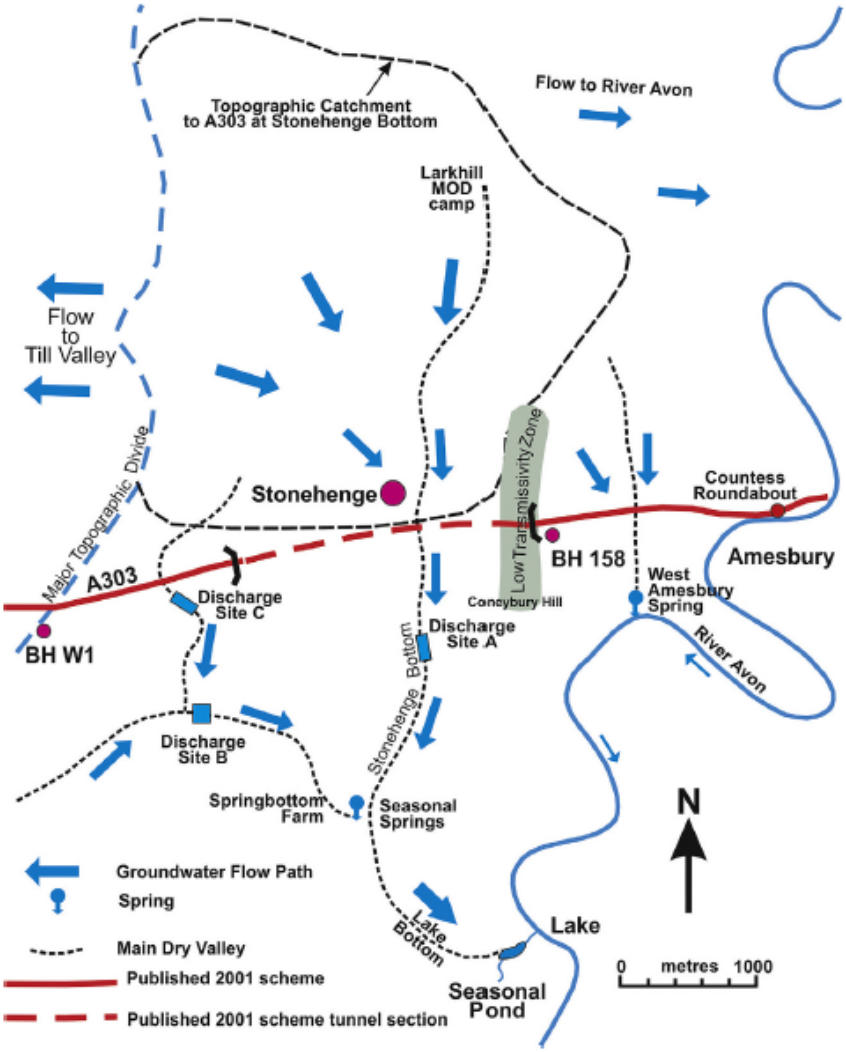
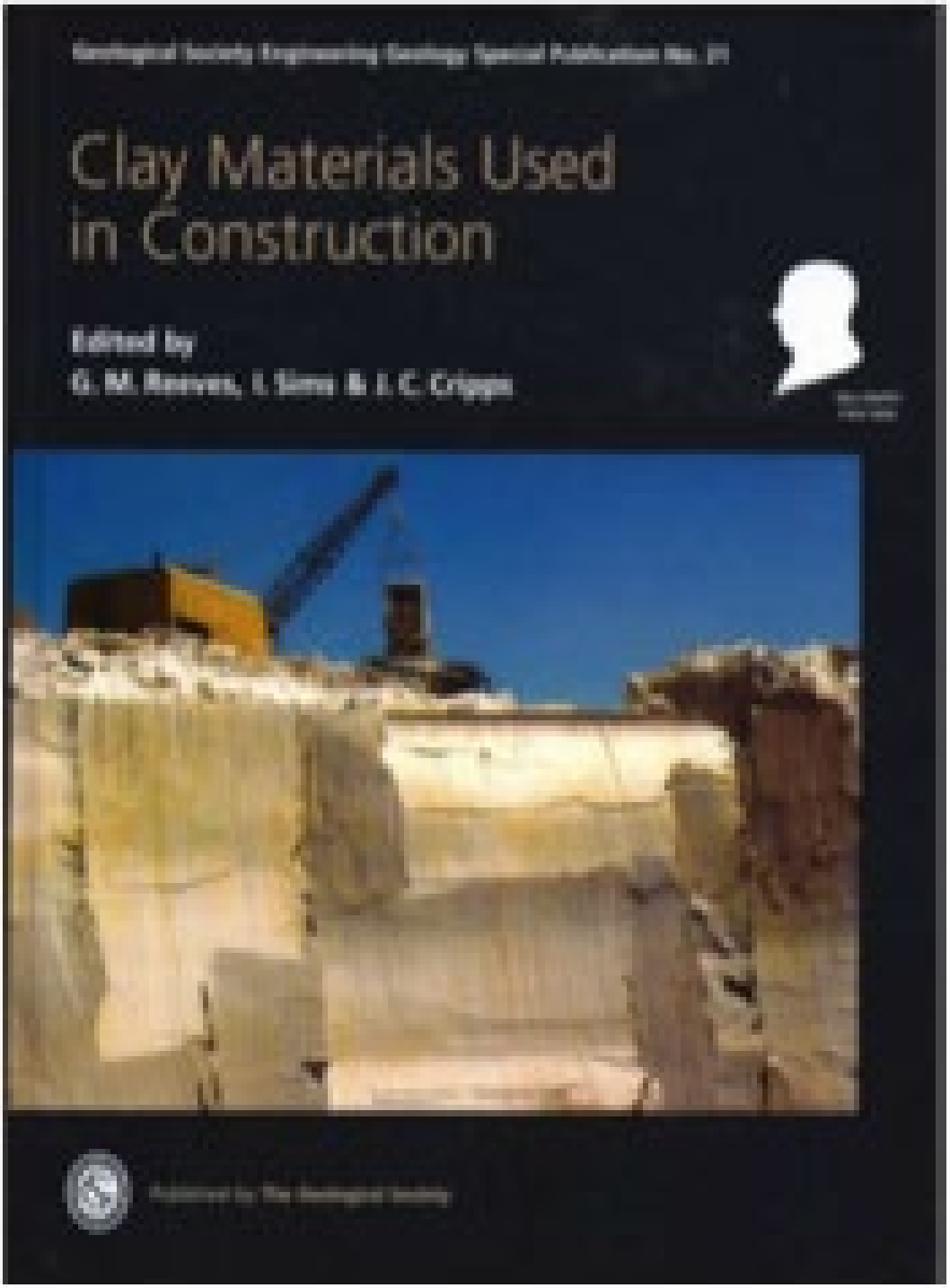


Fig. 28. A303 Stonehenge tunnel area conceptual groundwater flow regime. Stonehenge Bottom acts as a drain to the area with a spring located downstream at Springbottom Farm and a seasonal pond in Lake Bottom close to the River Avon. During the rapid rise in groundwater levels in 2002 the floor of Stonehenge bottom became flooded up to the A303 crossing and Trial Pits on the west side partly filled with water.


Geological Society Engineering Geology Special Publication No. 21
Clay Materials Used in Construction
Edited by
G. M. Reeves, I. Sims & J. C. Cripps

- Potential Creation of massive, deep & penetrative (to up to 50m BGL) GROUNDWATER CUT-OFF/"Groundwater Dam"- 3.3km+long.
- Significant long-term changes in :- Groundwater Flow, G/W recharge, G/W discharges, G/W chemistry and quality, Well yields and Chalk Rock solution (especially in Phosphatic zones).
- Potential for short-term contamination from grouting (ex-TBM) and possible need for back-up surface dewatering and grouting, with associated effects
- Inadequate (inc. interpretation of existing)- Site Investigation Data (Drill & Well-logs)
  - Groundwater Data and consequent G/W Modelling
  - Data presentation (3-D Ground Modelling)
  - Rock Permeability values,changes and effects.

gmr 01.06.19

Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/282708
Your Ref: NG3648

Nusrat Ghani MP
House of Commons
London
SW1A 0AA

17 March 2020

Dear Nusrat,

Thank you for your email of 12 March, enclosing correspondence from your constituent, Mr Charles de Franca Hedges of [redacted] about suggested improvements to the A36 as an alternative road scheme to the A303 Amesbury to Berwick Down ("A303 Stonehenge") Development Consent Order planning application.

As you may be aware, the Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application. However, I can assure you that your constituent's representation will be taken into account in the decision on the application in due course.

Please extend my gratitude to Mr de Franca Hedges for taking the time to write in with his suggestion.

Yours,

[redacted]

BARONESS VERE OF NORBITON

From: [redacted]
To:
Subject: Miles Newman No.70 Late Representation
Date: 04 May 2020 14:20:50

From: Miles Newman [redacted]
Sent: 13 March 2020 20:52
To: [redacted]
Cc: TransportSecretary [redacted] Cat Smith [redacted]
Subject: The A303 at Stonehenge

Dear Chancellor,

The shame of it! That our government has determined to cause enormous damage to one of the very most important pre-Roman sites in the world! Please do not approve funding for this highly damaging A303 Stonehenge scheme.

- Highways England has estimated only 21 pence of benefit for each £1 invested into the project, and even so cost overruns are likely due to tunnelling through chalk with unpredictable groundwater conditions.
- UNESCO opposes the scheme and the UK Government has pledged to protect for future generations!!!
- The scheme would increase carbon emissions and the Government needs to show international leadership on climate change ahead of COP26 in Glasgow.

Miles Newman
[redacted]

This email has originated from external sources and has been scanned by DfT's email scanning service.

From: [redacted]
To:
Subject: Peter Godfrey No.71 Late Representation
Date: 04 May 2020 14:26:05

From: Peter Godfrey [redacted]
Sent: 14 March 2020 15:27
To: [redacted]
Cc: TransportSecretary [redacted]
Subject: A303 Stonehenge

To The Rt Hon Rishi Sunak MP, Chancellor of the Exchequer

Subject: A303 Stonehenge

Dear Chancellor,

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme:

- **It is poor value for money and high risk. Highways England estimates only 21 pence of benefit for each £1 invested, if the highly dodgy heritage survey is discounted. Cost overruns are likely due to tunnelling through poor quality chalk and unpredictable groundwater conditions.**
- **UNESCO opposes the scheme which would irreparably damage The World Heritage Site and which the UK Government has pledged to protect for future generations.**
- **The scheme would increase carbon emissions at a time when the Government needs to show international leadership on climate change ahead of COP26 in Glasgow.**

- **It would devastate a unique prehistoric ancient landscape which the British government is tasked to protect. Please leave this wonderful site, cherished by Britons and admired by people around the world, well alone.**

Yours sincerely,
Peter Godfrey

[redacted]

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From: [redacted]
To:
Subject: Charlotte Jane Grimaldi Phillips No. 68 Late Representation
Date: 04 May 2020 14:15:31

From: TransportSecretary
Sent: 16 March 2020 13:38
To: POCorrespondence [redacted]
Subject: FW: A303 Stonehenge

TO

Holly Knight | Diary Manager, Secretary of State for Transport, Department for Transport
5/13 | [redacted]

The Secretary of State's box closes at 2pm Monday – Thursday, when parliament is sitting.
To contact the Secretary of State's office, please e-mail transportsecretary@dft.gov.uk
Find out more information about the Secretary of State, the Secretary of State's office and their responsibilities, templates and guidance, parliamentary recess and duty rotas.
Please note that all e-mails and their attachments sent by a Private Secretary on behalf of a Minister relating to a decision or comment made by a Minister, or note of a Ministerial meeting, should be filed appropriately by the recipient. DfT Private Office does not keep official records of such e-mails or documents attached to, or forwarded with, them.
From: Charlotte Jane Grimaldi Phillips [redacted]
Sent: 16 March 2020 11:57
To: [redacted]
Cc: TransportSecretary [redacted]
Subject: A303 Stonehenge

Subject: A303 Stonehenge

Dear Chancellor,

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme:

- **It is poor value for money and high risk**. Highways England estimates only 21 pence of benefit for each £1 invested if the highly dodgy heritage survey is discounted. Cost overruns are likely due to tunnelling through poor quality chalk and unpredictable groundwater conditions.
- **UNESCO opposes the scheme which would irreparably damage The World Heritage Site** and which the UK Government has pledged to protect for future generations.
- **The scheme would increase carbon emissions** at a time when the Government needs to show international leadership on climate change ahead of COP26 in Glasgow
- I live 10 minutes away in Salisbury. It is a beautiful site that brings in a lot of tourism and revenue for local businesses. My children love it up there too. Please leave it alone for future generations to enjoy. There will be other solutions to reconsider.

Kind regards,

Charlotte

Charlotte Jane Grimaldi Phillips
Marketing Communications Specialist
What is your story?

[redacted]

This email has originated from external sources and has been scanned by DfT's email scanning service.

From: [redacted]
To:
Subject: FW: Stonehenge
Date: 04 May 2020 14:18:28

From: TransportSecretary
Sent: 16 March 2020 13:38
To: POCorrespondence [redacted]
Subject: FW: Stonehenge

TO

Holly Knight | Diary Manager, Secretary of State for Transport, Department for Transport
5/13 | [redacted]

The Secretary of State's box closes at 2pm Monday – Thursday, when parliament is sitting.
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From: Sally Phillips [redacted]
Sent: 16 March 2020 12:01
To: [redacted]
Cc: TransportSecretary [redacted] Royston Smith MP
[redacted]
Subject: Stonehenge

Subject: A303 Stonehenge

Dear Chancellor,

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme:

- **It is poor value for money and high risk**. Highways England estimates only 21 pence of benefit for each £1 invested, if the highly dodgy heritage survey is discounted. Cost overruns are likely due to tunnelling through poor quality chalk and unpredictable groundwater conditions.
- **UNESCO opposes the scheme which would irreparably damage The World Heritage Site** and which the UK Government has pledged to protect for future generations.
- **The scheme would increase carbon emissions** at a time when the Government needs to show international leadership on climate change ahead of COP26 in Glasgow.
- **This is a very beautiful and very ancient landscape, the full history and use of which is not yet understood by modern man. The stones were put here very deliberately and intelligently and they still hold untold mysteries. Disturbing this sacred site will be seen by future generations as sacrilege and stupidity: the car is but a brief passing phase in our evolution, compared with these magestic and ancient stone configurations.**

Yours sincerely,

Sally Phillips

[redacted]

[redacted]

[redacted]

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From: [redacted]
To: [redacted]
Subject: FILED: FW: Open letter for the personal attention of Boris Johnson please. [OFFICIAL]
Date: 27 April 2020 17:05:49

Hello

This relates to the A303. Forwarded for your attention as requested.

If there is any change to the handling process please let me know

Thanks

A

Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | [redacted]
Please ring my desk phone first

From: Amrita Tanna [redacted] **On Behalf Of** DCU External
Sent: 19 March 2020 10:41
To: DCU Internal [redacted]
Subject: FW: Open letter for the personal attention of Boris Johnson please. [OFFICIAL]

From: Paul [redacted]
Sent: 18 March 2020 16:01
To: JOHNSON, Boris [redacted]
Subject: Open letter for the personal attention of Boris Johnson please.

[redacted]

18th March 2020.

The Rt Hon Boris Johnson MP
Prime Minister
10 Downing Street
London
SW1A 2AA

Grant Shapps
Department of Transport
Great Minster House

33 Horseferry Rd
Westminster
SW1P 4DR

Dear Mr Johnson and Mr Shapps,

I am writing this open letter to ask you to please cancel the A303 tunnel and road project near Stonehenge as the fate of one of our country's most historically fascinating landscapes is in your hands. This wider Stonehenge landscape is so important that it has been designated by UNESCO as a World Heritage Site (though this prestigious WHS status could well be lost if you don't cancel the tunnel).

The magnificent circle of stones called Stonehenge, doesn't exclusively stand in splendid isolation as it is just one part of the much wider Stonehenge landscape (this WHS is 26 square km in area). You can't have Stonehenge without the wider Stonehenge landscape, and vice versa. This wider Stonehenge landscape contains many interesting and unusual historical features, all of which predate Stonehenge and are significant in their own way. For example:

- 10,000 year old post holes that once held tall wooden posts (like totem poles) and which the experts still speculate about. One theory is that the indigenous people wanted to stamp their mark on the landscape and thus claim communal ownership of it.
- Mysterious pits such as the nearly 6,000 year old Coneybury Anomaly. This contained an unusual collection of ritual deposits dating from the hunter-gatherer period, right up to the start of settled farming communities.
- Two large causeway enclosures, the oldest being around 5,700 years old. They are thought to be ceremonial and ritual sites but what happened at these places is the source of much speculation.
- Approximately 15 long barrows, with an average age of around 5,500 years old. These are large communal burial chambers containing multiple burials, rather than the later different style of Bronze Age round barrows which were built for individuals and their immediate family. Each one is unique and some even

started as massive timber structures (described by archaeologists as “houses of the dead”) which ended up being covered in earth.

- The bluestones (the much smaller stones that currently stand at Stonehenge) are thought by archaeologists to have stood for hundreds of years in a large stone circle in Wales before Stonehenge was even started. They were then uprooted and dragged 200 km to Stonehenge to stand as the first stone circle there. The theories behind all this are intriguingly complex but suffice to say that Stonehenge started its life as a second-hand monument (though I think ‘previously-loved’ is a more accurate description).
- Two cursuses approximately 5,500 years old. The Greater Cursus is a massive earthwork enclosure, surrounded by a bank and outer ditch which is 3 km long but only 100 metres wide. They baffle the experts but one theory is that they were ceremonial ‘processional ways’ (where ritual processions took place).
- Periglacial stripes, which are a natural feature of long erosion lines. Archaeologists think that before Stonehenge was built, people knew these aligned with the midwinter sunset and the midsummer sunrise and felt it was a special place (that perhaps needed a few embellishments!). So around 5,000 years ago they started to build Stonehenge at the end of the line of periglacial stripes.

Whilst Stonehenge was being constructed, one particular construction speaks volumes about its relationship, as a newcomer, within the older and already richly established wider Stonehenge landscape. At the end of the periglacial stripes is a large stone called the Heel Stone and beside it is a spot where archaeologists established that another stone used to stand. They say that this pair of matching stones marked the solstitial entrance into Stonehenge (continuing along the alignment of the periglacial stripes). 1 km directly away from this entrance, Birmingham University recently discovered two pits which contained solstitial markers (possibly tall stones, wooden posts or fires) which could be ritually viewed by people from the entrance to Stonehenge. But the significant thing is that these two markers were carefully positioned on the Greater Cursus, which is approximately 500 hundred years older than Stonehenge and a significant ceremonial structure on its own right.

One of these markers is exactly north-east and aligned on the midsummer sunrise and the other is north-west and aligned on the midsummer sunset. Birmingham University say this solstitial alignment was created so that on midsummer's day, people could watch from Stonehenge and "*celebrate the passage of the sun across the sky*" by seeing the sun rise from one marker on the cursus, and then set at the other marker on the cursus. This solstitial arrangement shows that Stonehenge wanted to link itself to the older and 'wiser' Greater Cursus where ceremonies had been held for approximately 500 hundred years. This reverence and respect to the cursus, very much demonstrates the overriding importance of the wider Stonehenge landscape to, the newcomer, Stonehenge.

Stonehenge was built (in various stages) over a timescale of more than 1,000 years. Other parts of the wider Stonehenge landscape were built during this time, such as Durrington Walls about 4,500 years ago. This was a village, 500 metres in diameter, where the builders of the later stages of Stonehenge lived. They even had huge feasts at solstices with people coming from as far away as Wales and Scotland. Durrington Walls had a variety of ritual sites inside it, the biggest being the Southern Circle. This consisted of various circles of tall wooden posts in an arrangement quite like Stonehenge. It had an entrance which opened out onto a carefully constructed 'processional way' that led people down to the River Avon in a straight line which was in perfect alignment with the midwinter sunrise.

Archaeologists hypothesised that this processional way would then continue along the river and they were proved right when they discovered a small henge 6 km downstream. They called it Bluestonehenge and leading away from it they discovered another processional way which travelled overland for 3 km to finally link up with Stonehenge. The final stretch of this processional way was a completely straight line for 600 metres directly into the centre of Stonehenge…….exactly facing the midwinter sunset…….along the original periglacial stripes! This 9 km long processional way shows that Stonehenge doesn't just stand in isolation as it is inextricably linked to the much wider Stonehenge landscape

Another link is that some archaeologists theorise that the various ritual sites at Durrington Walls which were all made of wood (which

only lasts for tens of years) symbolise that Durrington Walls was "*the landscape of the living*". Whereas Stonehenge (made of everlasting stone) was "*the landscape of the dead*". And so the processional way linking the two sites, represented the journey between life and death……..which we will all end up taking one day.

Whilst Stonehenge was being built, many additional structures were also built into the wider Stonehenge landscape. For example Woodhenge which was built around 4,300 years ago. It consisted of over 160 tall wooden posts arranged in six rings and this all indicates that it was some form of ritual site.

During the Bronze Age period, which lasted about 1,500 years, approximately 400 round burial barrows were built in the wider Stonehenge landscape. They were high status burials, mainly for individuals buried with a variety of grave goods such as exquisite gold items. These burial barrows were all were positioned in order to relate to Stonehenge from their locations all around the wider Stonehenge landscape.

Around 2,700 years ago, an Iron Age hillfort was built just 2 km from Stonehenge and this demonstrates that they felt this was a valuable landscape worth fighting for.

In the Roman period (from 43 to 410 AD) Stonehenge was still respected and recent excavations indicate the possibility that it was a place of ritual importance to Romano-British people.

From medieval times and right up to the modern day, most constructions respected the original Stonehenge landscape if they knew it was there.

By the standards and knowledge of today, even the current A303 pays respect as it allows people to enjoy the view of Stonehenge as they drive past and it doesn't damage the stones themselves. However, we now understand a lot more about the wider Stonehenge landscape, especially since 2010 as many new aerial and geophysical surveys have been completed by Birmingham University. They say that under the surface they "*discovered hundreds of new*

features" , "*17 previously unknown ritual monuments*" , "*ritual shrines*" and "*small henges*". The report says that the Stonehenge landscape is a

> "*busy social landscape of ritual and symbolic representation. This is quite unlike the conventional image of a relatively deserted ancient 'sacred landscape' dominated by a central monument standing in 'splendid isolation'. Instead, this new evidence points towards a multiplicity of shrines and ceremonial arenas, some ancient and abandoned, others in contemporary use, in some cases with striking timber or stone structures located amongst a mesh of routes and pathways that Stonehenge was as much entangled with as the other monuments around it*".

In summary to all the above, the Stonehenge landscape is absolutely teeming with over 600 structures which all show that Stonehenge is just one part of the much wider Stonehenge landscape. It would be a great tragedy if the tunnel gets approved, as then significant parts of this uniquely valuable world famous landscape would be seriously and irrevocably damaged.

As just one example, Blick Mead (BM) will be seriously damaged by all the construction to the east of the tunnel. BM predates Stonehenge by 4,500 years and is extremely important for the following reasons:

- It dates from 9,500 years ago, was in continuous use for 3,000 years, and has much evidence of ritual and other activity since then.
- It has a unique 7,000 year old platform of flint cobbles under which were ritually preserved Auroch hoof prints. (This is the platform through which Highways England's [redacted] people bored a large hole!).
- BM has the first dwelling in the Stonehenge landscape (this dwelling is 6,000 years old).
- All of the above dates have been proven by carbon dating. Many other items have also been carbon dated and it is the sequence of various dates which is so vital to the understanding of BM.
- A total of 70,000 pieces of worked flint have been found at BM.

- Also found were 2,420 pieces of animal bone and 126kg of burnt flint which indicates that extravagant feasts were held.
- As a result of all the above, BM won Current Archaeology's Research Project of the Year award in 2018.

Sites as old and rich as BM are extremely rare, so it would be an absolute tragedy if it were to be damaged by the tunnel project. The actual dig site is only about the site of a tennis court and yet it has already revealed so much. There is a lot of archaeological potential on the other side of the A303 and that too would be damaged. If BM isn't damaged by the tunnel and road project, then further excavations will reveal so much more. It is by far the best site in Britain to help us understand the fascinating story of how hunter-gatherers gradually evolved into the settled communities who built awesome areas like the wider Stonehenge landscape.

BM is to the east of the eastern tunnel portal but specifically what is planned near to BM is an approximately 30 foot tall, four-lane dual carriageway flyover with deep reinforcing pillars, plus two extra lanes feeding in from a huge roundabout (which has the flyover above it). That is a total of six lanes, which then merge into four exactly by BM. It is obvious, indeed just common sense that the massive amount of work and vehicle movements etc needed to construct all this, will physically damage BM as the actual dig site is less than 20 metres from the current A303. Furthermore, the long-term effect of all this massive concrete structure and tarmac and etc will be that BM will gradually dry out. It is a scientific fact that if organic matter (such as at BM where it has remained permanently damp for 10,000 years as it is a spring) dries out, then carbon dating will no longer be possible. But despite this fact, English Heritage, Historic England, National Trust and Highways England all maintain the completely false claim that BM won't be damaged.

I think the reality is that they know BM will be damaged but just don't want to admit it as that would upset their selfish scheme. The only thing I say in their defence is that this scheme got underway many years before BM's significance was really understood. But the point is that we all now know about BM…….and we simply must not let it be damaged.

If BM is damaged, then this would be a tragedy for British history as

BM will give us a much better understanding of the fascinating story of how hunter-gatherers gradually evolved into the settled communities who built the wider Stonehenge landscape and then went on to become modern humans.

As well as BM being damaged, the massive western tunnel portal will seriously damage the burial grounds in that area. These burial grounds all predate Stonehenge by hundreds of years. World famous archaeologist Mike Parker Pearson's written submission to the tunnel Examining Authority says. "*The proposed work will damage the World Heritage Site, especially beyond the western portal to the western boundary of the WHS where a substantial area would be rendered archaeologically 'sterile'. This will destroy a major block of land within the WHS and degrade its Outstanding Universal Value and is contrary to the recommendations of UNESCO and other international and national parties. The road line would cut through the densest concentration in Britain of remains of Neolithic long barrows (burial mounds from c.3800-3300 BC) known in Britain. The long barrows' distribution may have a bearing on why Stonehenge was located where it is. Important remains relating to the period before Stonehenge, and potentially to its choice of location, would be destroyed by the proposed work. The proposal should be rejected.*"

Similarly, world famous Paul Garwood (Senior Lecturer in Archaeology at Birmingham University) written submission says "*The current A303 scheme would have a major detrimental impact on the setting and sensory qualities of the barrow group, diminishing one of the most spectacular heritage assets within the WHS. The new carriageways to the south would break up the Stonehenge landscape in a more extreme manner than the current road, while the massive new road intersection with groundworks just 100m from the long barrow, and new roundabouts and slip roads 250m away, would be even more intrusive. Such construction work would be an act of heritage despoliation, both materially and visually, that archaeological 'mitigation' and landscaping cannot compensate for.*"

World famous archaeologist Julian Richards says on You Tube, the western end of the tunnel will come out "*right into the heart of an unspoilt and incredibly significant area*" and "*completely obliterate the setting of the 'Lake' barrows*" which would be a "*complete disaster*"

so he objects "*really strongly*" and says "*future generations will say, what have you done to this absolutely incredible landscape!*"

I make the point that there are three organisations who should be agreeing with what Julian Richards, Paul Garwood, Mike Parker Pearson and I have all said above. They are English Heritage, Historic England and National Trust. They normally behave ethically but in this case they most certainly are not. They are completely deceiving the public by trying to claim that the tunnel project is a "*historical improvement*". This claim is just a smokescreen to hide the reality, which is that they are only focused on their little empire of land which they own around Stonehenge itself. And they are trying their utmost to remove from their empire, all the ordinary decent people driving past enjoying the view of the stones for free. Their self-centred craving to remove their view of all the people driving past in all their vehicles etc is almost the very definition of NIMBYism. And it will be the general public who will pay the approximately £2 billion cost and yet those three organisations (who will benefit enormously) won't pay any of it. Furthermore, that £2 billion cost is likely to rise significantly, especially as hydrogeological reports show enormous problems with tunnelling through the unstable and unpredictable phosphatic chalk. In summary, it's a disgrace that those three organisations are willing to allow serious damage to BM and the western burial grounds to further their selfish agenda and at great cost to the public……and not just financial.

I also make the point that it is only really the very established and secure (career wise) archaeologists who are opposing the tunnel which those three organisations are so desperate for. I say this as I have been told that less secure archaeologists are afraid of opposing the tunnel and those powerful organisations, as they are then likely to be blacklisted by them which will affect their careers. Additionally, those three organisations own a lot of the land around Stonehenge and have the power to decide who does archaeological work on it…….and more to the point, who doesn't! I add that it is common knowledge that English Heritage [redacted]. Despite all this bullying, a consortium of 22 world class archaeologists have stood up to be counted and written a solid and convincing body of evidence against the tunnel.

I ask you to please judge for yourself the honesty and integrity of those three organisations by Googleing each one's name, and then Blick Mead. You will find that they only give a tiny amount of information about it, despite it being a very significant site just 2 km from Stonehenge and clearly related to it historically. I leave you to draw your own conclusions but mine is that those three organisations don't want the general public to find out how important BM is and then think that it shouldn't be damaged by the tunnel. I think they are being completely dishonest by misleading people in this way. It's a very far cry from all the sanctimonious and insincere claims on their websites about how much they care for England's Heritage.

In summary to all the above, please don't fall for this massive confidence trick being cleverly and cynically peddled by those three organisations. They are deceiving people in order to further their selfish interests and this will result in serious and permanent damage to significant parts of the wider Stonehenge landscape.

I also make the point that it is not just Blick Mead and the western burial grounds that will be damaged. Also at risk is all the unknown archaeology (of which there is likely to be a lot) that is in the way of this tunnel project as Highways England and their contractors just cannot be trusted. For example the tragic damage they did to BM when they bored a big hole through the 7,000-year-old platform of flint cobbles, under which were ritually preserved Auroch hoof prints. Also, they keep trying to maintain the fiction that BM won't be damaged by the project when it is a scientific fact that BM will dry out and this will destroy the carbon dating opportunities. I add that Highways England at the public enquiry made a variety of claims that they will preserve all the archaeology and these claims were seen as being very questionable by various leading archaeologists. Also, archaeologists at the enquiry requested (if the tunnel is approved against their wishes) "*the sieve-rate of 100%*" in certain areas of high archaeological potential as this is the optimum standard. However, Highways England refused to agree to that "*on cost grounds*". In other words……they are not willing to do what the archaeologists say is required to do a proper job, they just want to do it cheaply. They of course assure everyone that they will do a great job etc. But I can assure you there are a lot of people who don't

believe them and think they (and their contractors) cannot be trusted with the archaeology that is very likely to be in the way of this massive construction ploughing through the wider Stonehenge landscape.

I know from personal experience that there can be traffic delays at Stonehenge but I use the time to slow down from the trivia of modern life and admire the magnificent circle of stones. As I drive past, I think about how people evolved from being hunter-gatherers at pioneering places like Blick Mead and on to the fascinating culture of people who built the wider Stonehenge landscape. I pay my respects to those good people, whose shoulders we are all standing on, and I very much hope that the absolutely awesome landscape they created will be respected for the rest of the foreseeable future.

There are many other reasons that other people will give to ask you to cancel this permanently damaging tunnel and road project. But I have just focused on the above, as it is all very dear to my heart. I am not an archaeologist, I am just an ordinary person, and yet even I can see how valuable and meaningful the wider Stonehenge landscape is. A few years ago I retired after [redacted] work on 999 emergency ambulances for London Ambulance Service and I think that humbling experience has given me the judgement to know what is genuinely valuable in the world. I think that the wider Stonehenge landscape (which very deservedly is a UNESCO World Heritage Site) plus the rare and absolutely priceless chance to understand how hunter-gatherers evolved into modern humanity, are excellent examples of those truly valuable things that we should all treasure……..and protect!

I end by saying that I think history, and humanity, will judge you badly if you let this very damaging and dishonest scheme go ahead. Please, would you do the decent thing and cancel it.

I would be very grateful if you would please reply to me on these important matters.

Yours very sincerely,

Paul Gossage.

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From: [redacted]
To: [redacted]
Subject: FILED: FW: A 303 Stonehenge.
Date: 15 April 2020 14:21:57

Hello
FYI/Action
Regards

Anne

Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | [redacted]
Please ring my desk phone first

From: POCorrespondence
Sent: 23 March 2020 12:42
To: TOtransfers [redacted]
Subject: FW: A 303 Stonehenge.

TO please

Dear Prime Minister of Great Britain,
Dear Chancellor of the Ministry of Transport!

I would like to ask you urgently not to approve the funds for the tunnel project at Stonehenge.

Please don't forget that Stonehenge has been the religious, cultural, astronomical and scientific center of Britain for thousands of years. It enabled your sedentary ancestors to calculate the annual cycle as the basis of the calendar and was therefore already known to the classic Mediterranean cultures. Therefore it is rightly a world cultural heritage.

There were streets there as early as the Bronze Age because Stonehenge was a place of pilgrimage not only for all British people today, but also for pilgrims and pilgrims from the continent. Roads do not constitute an unauthorized interference in the area of Stonehenge - the large construction project now planned, however, does. It does more harm than good.

I would like to heartily ask you - also in the name of many culturally interested people in Germany - not to implement the planned construction project. On the other hand, I sincerely ask you to better use the funds earmarked for the construction project for further archaeological, cultural and astronomical research into Stonehenge. In addition, I think it makes sense to continue restoring Stonehenge in order to eliminate the destruction that has occurred over many centuries. The cultural and religious sanctuary, which is culturally important beyond Britain's borders, is worth re-establishing in its original splendor.

Yours faithfully and best regards,

Hans-Joachim Arnold, [redacted]
[redacted] Berlin [redacted]

Jessica Hall | Private Office Corporate and Reporting Manager, Private Office, Department for Transport
5/11 | [redacted]

From: TransportSecretary
Sent: 23 March 2020 12:12
To: POCorrespondence [redacted]
Subject: FW: A 303 Stonehenge.

Sylvia Hodgson | Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

The Secretary of State's box closes at 2pm Monday – Thursday, when parliament is sitting.
To contact the Secretary of State's office, please e-mail transportsecretary@dft.gov.uk
Find out more information about the Secretary of State, the Secretary of State's office and their responsibilities, templates and guidance,

parliamentary recess and duty rotas.

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From: [redacted]

Sent: 23 March 2020 12:09

To: [redacted] TransportSecretary [redacted]

Subject: A 303 Stonehenge.

Sehr geehrter Herr Prime Minister von Gross Britannien,
sehr geehrter Herr Kanzler des Transport-Ministeriums!

Hiermit möchte ich Sie dringend bitten, die Gelder für das Tunnelprojekt bei Stonehenge nicht zu genehmigen.

Bitte vergessen Sie nicht, dass Stonehenge über Jahrtausende hindurch das religiöse, kulturelle, astronomische und wissenschaftliche Zentrum ganz Britanniens war. Es ermöglichte Ihren sesshaft gewordenen Urahnen die Berechnung des Jahreskreises als Grundlage des Kalenders und war daher auch schon den klassischen Mittelmeer-Kulturen bekannt. Daher ist es auch mit Recht ein Welt-Kulturerbe.

Schon in der Bronzezeit gab es dort Strassen, weil Stonehenge ein Wallfahrtsziel nicht nur für alle heutigen Briten, sondern auch für Pilger und Wallfahrer vom Kontinent war. Strassen stellen keinen unzulässigen Eingriff in das Gebiet von Stonehenge dar - das jetzt geplante grosse Bauprojekt dagegen schon. Es verursacht mehr Schaden als Nutzen.

Ich möchte Sie - auch im Namen vieler kultur-interessierter Menschen in Deutschland - von Herzen bitten, das geplante Bauprojekt deshalb nicht zu verwirklichen. Dagegen bitte ich Sie herzlich, die für das Bauprojekt eingeplanten Gelder besser für die weitere archäologische, kulturelle und astronomische Erforschung von Stonehenge einzusetzen.
Ausserdem halte ich es für sinnvoll, Stonehenge weiter zu restaurieren, um die über viele Jahrhunderte angerichteten Zerstörungen zu beseitigen. Das kulturell über Britanniens Grenzen hinaus wichtige kulturelle und religiöse Heiligtum ist es wert, im ursprünglichen Glanz wieder zu erstehen.

Hochachtungsvoll und mit besten Grüssen,

Hans-Joachim Arnold, [redacted]
[redacted] Berlin [redacted]

This email has originated from external sources and has been scanned by DfT's email scanning service.

From: DFT Ministers
To: Adesuwa Ogieriakhi
Subject: FW: Brandon Lewis MP - Ms Smith - Stonehenge A303 Expansion Scheme
Date: 25 March 2020 12:57:35

Mc please

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [redacted]

From: SHERMAN, Tom [mailto:tom.sherman@parliament.uk]
Sent: 25 March 2020 11:49
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: Brandon Lewis MP - Ms Smith - Stonehenge A303 Expansion Scheme

Dear Minister,

Please see the below email from a constituent of Mr Lewis.

Please could the Department for Transport comment on the concerns raised?

Thank you for your help on this matter.

Kind regards,

Tom Sherman

Caseworker
Office of The Rt Hon. Brandon Lewis CBE MP
Member of Parliament for Great Yarmouth
20 Church Plain, Great Yarmouth, Norfolk, NR30 1NE
01493 854 550

Please note that following the advice of the Government, I am now working remotely from the office.

For all the latest news and views from Brandon Lewis sign up to his regular e-newsletter here.

In full compliance with General Data Protection Regulations, Brandon Lewis MP as Data Controller reserves the right to hold a constituent's data as long as deemed necessary so that he can best represent his constituents as the MP for Great Yarmouth. As such, your data may be used within reasonable expectations of your request with third parties strictly for casework purposes.

From: A J Smith <[redacted]
Sent: 20 March 2020 17:46
To: LEWIS, Brandon <brandon.lewis.mp@parliament.uk>
Cc: [redacted]
Subject: Stonehenge A303 expansion scheme

Dear Brandon Lewis,

Thank you for your reply to my email asking you to oppose the government's plans to construct a tunnel scheme at the UNESCO site at Stonehenge, an iconic site of historic and cultural importance. I do urge you to continue to read my reply rather than hand it to one of your workers to answer in such an impersonal way. As one of your constituents I hope you will read my thoughts and respond accordingly.

Only three of eight schemes proposed to achieve the ambition of an Expressway to the South West have been brought forward to date, of which the A303 Stonehenge scheme is one. That scheme has already given rise to

serious problems, not least is it's low to poor value for money. Giving good value for money is something I know is close to your heart, bearing in mind the projects you have supported in your constituency. These problems, along with rising costs and only partial corridor upgrade, are highlighted in the Reports of the National Audit Office (20 May 2019) and the Public Accounts Committee (3 July 2019).
On the matter of economic growth - which again is one of your priorities for Great Yarmouth, I think you will find that there is strong evidence to show that predicted economic growth in the South West as a result of road widening was based in part on biased surveys; while aims for economic growth from road widening generally are unrealistic. See, for example, CPRE's March 2017 publication - link attached.
https://www.cpre.org.uk/resources/the-end-of-the-road-challenging-the-road-building-consensus/
Concerning the point of congestion which when you were Minister for communities you will have had much experience I am sure it will have not passed your notice that the A303 Stonehenge scheme, as only part of an incomplete and incompletely funded tranche of road improvements, would not reduce congestion on the A303. It would simply move congestion episodes further to the South West. Online congestion maps show that intermittent A303 congestion, mainly related to holiday traffic, is insignificant compared with regular daily congestion elsewhere in the South West, e.g., Salisbury, Bristol and Devizes. Rat-running would become a more serious problem with the tunnel in place, owing to necessary closures and drivers who would divert, preferring not to use the tunnel. I cannot help but think of the recent congestion along Suffolk Road and the A47 since Southtown Road has been made one way, but obviously on a much, much larger scale.

There is no case for the scheme on environmental grounds.
It would permanently desecrate large tracts of the exceptional archaeological landscape of the World Heritage Site (WHS).Road construction and operation would impact adversely on the nesting and feeding habits of Annex 1 protected species Stone Curlew and Great Bustard, and there is a strong likelihood of contamination of the River Avon Special Area of Conservation. There are serious questions about the Government's commitments to carbon emission reduction in relation to this and other infrastructure schemes. If the government that you fully support is truly committed to a green agenda and such ambitious reductions in carbon emissions how can this scheme be considered at all ?
The tunnel would destroy archaeological remains and key interrelationships between monuments in their landscape setting. The scheme is condemned by UNESCO in its present form and, if implemented, might lead to loss of World Heritage status. Think of the loss of livelihood our friends in this area would lose with reduced tourism over such a long time, maybe forever.
The noise of traffic would still be heard at Stonehenge while both noise and sight of traffic would blight the wider WHS and its setting. Substantial lengths of four-lane highway in deep cuttings would entirely separate north and south over almost half of the WHS. Most of the southern part of the WHS is privately-owned farmland, accessible only via byways: the situation existing at present would not change.
So again I am writing to ask you to reconsider the situation and bring your considerable influence to this terrible state of affairs.
We get one life here on this Earth - it would be wonderful to think we had preserved a special and precious site for our grandchildren to enjoy and be proud of.
I wait for your reply.
Alison Smith
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Department for Transport

From the Secretary of State
The Rt. Hon. Grant Shapps

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: grant.shapps@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/283993

Rt Hon Brandon Lewis CBE MP
House of Commons
London
SW1A 0AA

7 April

Dear Brandon,

Thank you for your email of 25 March on behalf of your constituent, Ms Alison Smith, about the A303 Amesbury to Berwick Down ("A303 Stonehenge") Development Consent Order planning application.

As you may be aware, the Examining Authority's Report and recommendation on the application is currently under consideration. In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application. However, I can assure you that your constituent's concerns will be taken into account in the decision on the application in due course.

Please extend my gratitude to Ms Smith for taking the time to write in with her concerns.

Yours ever,

[redacted]

Rt Hon Grant Shapps MP

SECRETARY OF STATE FOR TRANSPORT

From: [redacted]
To:
Subject: Tony Mills No.67 Late Representation
Date: 04 May 2020 14:12:18

-----Original Message-----
From [redacted]
Sent: 25 March 2020 13:14
To: TOtransfers [redacted]
Subject: Forwarding - Stonehenge tunnel

Please find below a Treat Official e-mail received via the 10 Downing Street website for your department to respond to.----------From: "Tony Mills" [redacted] Address: [redacted] Date Sent: 12 Mar 20 12:09Subject: Stonehenge tunnelSir, I cannot tell you how disappointed I am to learn that the proposed tunnel has been given a green light.
This is a huge waste of public funds and a far more cost effective solution to congestion on the A303 would be conventional duelling.
I sincerely hope this decision can be reviewed and reversed as I am sure there are far more worthy projects that would benefit from financial support.
I spent my first 40 years living near Stonehenge so feel I have a valid reason for commenting.
Yours,
Tony Mills.

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FROM THE DEPUTY PRESIDENT

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Zone 1/18, Great Minster House
33 Horseferry Road
London SW1P 4DR

Our ref: SR/sw/1049DP
Email: Louise.staples@nfu.org.uk
Direct line:

Date: 26th March 2020

Sent only by e-mail to:
Rob.Pridham@dft.gov.uk
A303Stonehenge@planninginspectorate.gov.uk
TRANSPORTINFRASTRUCTURE@dft.gov.uk

Dear Sir

Application by Highways England for an Order Granting Development Consent for the A303 Stonehenge project

The NFU would like to bring to your attention wording that has been included by Highways England (HE) in the draft DCO that has been submitted for approval at the end of the examination period for an order granting a DCO for the A303 Stonehenge Project by Highways England.

Within the draft DCO, Article 15 covers "Authority to Survey and Investigate the Land". The NFU did raise concerns that it had in regard to particular wording that had been included under this article which is over and above what is normally included in a DCO under 'Authority to Survey and Investigate Land'.

The following wording has been included:

- At 15 (1) (b) it is stated that '*the undertaker where reasonable necessary may enter any land which is adjacent to, but outside the Order limits'.*

After checking the wording of other DCOs, the NFU believes that it is not usual drafting practice for the DCO to include the above wording, which allows for the surveys to take place on land which is adjacent to, but outside, Order Limits under the article covering 'Authority to Survey and Investigate Land'. The NFU asked why it was necessary for any surveys to take place outside Order Limits, and in particular what ecological receptors on the A303 Stonehenge scheme necessitated this wording. HE confirmed that non-intrusive surveys may be necessary to take account of the presence of protected species that could potentially be disturbed. It is not at all clear to the NFU why protected species would be disturbed any more on this scheme than other schemes which have applied for a DCO.

Further under Article 2: Interpretation, there is no definition of the word "adjacent". The NFU has asked HE to clarify what it means by "adjacent", and HE confirmed that the definition must take its ordinary meaning, as this is how it has been interpreted within previous referenced submissions by HE. The NFU has read all previous referenced submissions and has not been able to find anywhere where HE has defined the word "adjacent" to the Examiners.

The Collins dictionary defines 'adjacent' as "being near or close, esp. having a common boundary; contiguous." Considering this definition, the NFU would like to see wording in the DCO that state that any surveys which are to take place, if they are proven to be reasonably necessary, outside Order limits are within 10m of the Order Limits boundary.

Further, in the article at 15 (1) (b) (iii) it is stated:

- *that without limitation on the scope of sub-paragraph (i) that the undertaker may investigate the nature of the surface layer, subsoil and groundwater and remove soil and water samples and* ***discharge water from sampling operations on to the land*****.**

The wording highlighted in bold above is not normally included in the article covering surveys and investigation in a DCO, and as Article 15 is currently drafted, the discharge of water from sampling operations onto land could take place both within and outside the Order Limits. It is the discharging of water on to land that is of the greatest concern to the NFU.

The NFU sees no reason why HE should be allowed to discharge water from sampling operations onto land both within and outside of the Order Limits for this scheme. The NFU would like this wording to be deleted.

HE confirmed that powers are being sought because it is good practice to remove the water that is in the borehole and allow the borehole to refill from the aquifer that is being monitored prior to taking a sample of groundwater. It has been stated to us that typically three well volumes would be removed, and for a borehole that is 50m deep where the water is 15 metres below ground level this would be 200 litres of water. To put this into context, this is the equivalent of 2 mm of rain falling over an area of 10m x 10m.

If it is necessary and appropriate to allow HE to discharge water onto land, then the NFU believes that it is critical that the maximum amount of water permitted is clearly stated, and if this is as the example given above, then it should be stated that the maximum amount of water to be discharged onto land is 200 litres per borehole. Further, the DCO would need to state how many times this would be carried out per borehole.

It is also not clear whether the DCO powers will cover the boreholes which are already in situ. The boreholes in situ are currently tested every quarter. These boreholes are not situated in locations which could be considered as adjacent to the Order limits.

The NFU asks the Secretary of State not to approve the DCO until the issues above have been considered and addressed.

Yours faithfully

[redacted]

Stuart Roberts
Deputy President

South Bank
High Street, Fovant
Salisbury
Wilts. SP3 5JL
Tel: 01722 714641
Mobile: [redacted]
email: info@howardsmithlandagency.co.uk

HOWARD SMITH M.R.I.C.S.
CHARTERED VALUATION SURVEYOR

Rt.Hon Grant Shapps MP
Department of Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

27th March 2020

Dear Sir,

A303 STONEHENGE ROAD IMPROVEMENT SCHEME

I write on behalf of my client Mr. Charles Rowland of Ratfyn Farm Amesbury Wiltshire who is the tenant of [redacted] who own Ratfyn Farm which extends to the North and South of the A303 and is affected by the DCO Application over which you are presiding.

At initial meetings in 2016 with Highways England and reinforced throughout the consultation period and at the Public Examination by the Planning Inspectors, my client and I and his landlords have stressed the importance to his business of maintaining the same number of access points as exist pre scheme. This is vital as the land referred to as Earls Down Farm, forming a part of the Ratfyn Farm Agricultural Holdings Act Tenancy is one field of 303 acres. This is cropped with several different crops to reduce over exposure to market forces and balances risk. Currently Earls Down Farm has 5 access points which allow the variety of cropping to be undertaken without established crops being driven over to grow a different crop. The land is farmed to its maximum capacity and potential crop losses are minimised.

The DCO proposals to replace a proportion of the existing Allington Track with a new link road between Equinox Drive and Allington Track will remove 2 access points. The importance of being able to use PMA42 without restriction has been stressed to the project team throughout and which led to this being considered at a supplementary Issue Specific Hearing and subject to a separate consultation process.

An adjoining land owner raised an objection and without consulting myself, my client or the landlords and at an unknown or unrevealed management level decided to withdraw the proposals for PMA42 ,but crucially without putting forward any alternatives as to how access would be maintained at this point . Highways England have been asked for the reasoning behind this but no reasons have been given so the conclusion is that the easiest option was chosen to avoid upsetting the adjoining landowner.

Discussions have been held with Highways England to find an alternative to meet the clients needs and we thought on the 11th February at a meeting attended by Highways England a

Howard Smith M.R.I.C.S is the trading name of Howard Smith Fovant Limited registered in England and Wales under Company number 8915642 and whose registered office is South Bank Fovant Salisbury SP3 5JL.
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solution had been found but to date the provision of a cross sectional plan is beyond their capabilities.

My client and I are therefore of the opinion that you do not have sufficient information to reach a decision on the DCO as presented and grant consent for the scheme in the clear knowledge that this is an unresolved issue from the examination process and request you defer your decision pending the resolution of this objection.

This objection is also submitted to support the landlords objection which has also been filed.

Yours faithfully,

[redacted]

Howard Smith
Chartered Valuation Surveyor

Helen Hayes MP

HOUSE OF COMMONS
LONDON SW1A 0AA

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Our Ref: ZA29931

29 March 2020

Dear Secretary of State,

Re Mr Hayde Sacerdote, [redacted]

I have recently been contacted by my constituent, Mr Hayde Sacerdote, regarding the proposed A303 scheme to build a tunnel under Stonehenge.

Mr Sacerdote is extremely concerned about the risk these proposals present for Stonehenge. He tells me that he is concerned that the scheme will damage the site, and his concerns are also shared by UNESCO which opposes the scheme. He is also concerned that the scheme would increase carbon emissions, and that we should be working to encourage visitors to make journeys by public transport instead of by car wherever possible.

My constituent believes the scheme will be poor value for money, and that there are significant risks of overspend due to the need to tunnel through chalk and unpredictable groundwater conditions.

I would be very grateful if you could set out what the Government is doing to address these concerns, and take into consideration my constituent's objections when reviewing this scheme.

I look forward to hearing from you.

Helen Hayes

Helen Hayes MP

Dulwich and West Norwood
helen.hayes.mp@parliament.uk
helenhayes.org.uk

Laws & Fiennes

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Oxfordshire | OX15 5EF

t: (01295) 256870

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR

30 March 2020
Linc/AFH

Dear Minister,

A303 Stonehenge Road Improvement Scheme

I write on behalf of Lincoln College, Oxford. The College owns land to the north and south of the A303 at Amesbury that is affected by this scheme.

The scheme affects land to the south of the A303 known as Earl's Farm Down. The land is let to Mr Charlie Rowland. I understand Mr Rowland is making a similar representation.

Earl's Farm Down comprises approximately 303 acres in a single enclosure. The block is normally cropped as several separate crops to diversify Mr Rowland's farming operations and reduce risk. This makes it necessary to have several accesses. Without them, tracks would need to be laid to avoid trafficking machinery over drilled crops. The block forms a shallow valley and parts lie wet in winter. With insufficient accesses, hard tracks would be needed to prevent soil compaction.

The block currently benefits from five points of access. HE's proposals to create a new link road from Equinox Drive to Allington Track result in the removal of two of these accesses on the western boundary. We are in favour of the proposed link road and engaged with HE to find a solution to the lost accesses.

Over meetings and correspondence spanning several months, two solutions were presented to HE: building a network of tracks across Earl's Farm Down to allow it to be farmed with fewer accesses, or reinstating an access on the western boundary of Earl's Farm Down. Mr Rowland was prepared to forfeit one of his accesses on the western boundary to find a solution.

HE preferred the latter option and an agreement was reached for a new private means of access, referred to as PMA 42.

RICS CAAV

Partners:
Neil S Holiday FRICS and Helen Gibbs MRICS FAAV

Consultant:
Charles J D Bates MRICS

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Following an objection from a neighbouring landowner, HE decided to delete PMA 42 from its proposals, but did not provide an alternative. This decision was made with no consultation of Lincoln College or Mr Rowland. Mr Rowland's agent, Howard Smith, was notified that the decision had been made to delete the access. Lincoln College and I received no notification at all. The substance of the neighbouring landowner's objection has never been justified. It appears HE took the decision as an easy option to overcome an objection.

The issue was raised with HE and they have attempted to find alternative accesses to meet Mr Rowland's needs. Various drawings have been produced but no final solution has been agreed.

I am concerned that consent for the scheme will be granted without this issue being properly resolved. Various attempts have been made to engage with HE, but more recently they have not returned calls or emails. The issue is fundamental to Lincoln College and Mr Rowland.

As the landlord's agent, my reason for submitting this representation is twofold: to support our tenant, and to protect the long term rental and capital value of the holding by ensuring its continuing practical farmability.

Yours faithfully,

Alistair Falconer Hall
e: alistairfalconerhall@lawsandfiennes.co.uk
m: [redacted]

Partners:
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From: Glen Davis [redacted]
Sent: 02 April 2020 06:33
To: public.enquiries@hmtreasury.gsi.gov.uk
Cc: TransportSecretary <TransportSecretary@dft.gov.uk>; DEAN, Sally <DEANS@parliament.uk>
Subject: Subject: A303 Stonehenge
Importance: High

Dear Chancellor,

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme:

- **It is poor value for money and high risk**. Highways England estimates only 21 pence of benefit for each £1 invested, if the highly dodgy heritage survey is discounted. Cost overruns are likely due to tunnelling through poor quality chalk and unpredictable groundwater conditions.
- **UNESCO opposes the scheme which would irreparably damage The World Heritage Site** and which the UK Government has pledged to protect for future generations.
- **The scheme would increase carbon emissions** at a time when the Government needs to show international leadership on climate change ahead of COP26 in Glasgow.

Yours sincerely,

Glen Davis
[redacted]

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From: [redacted]
To: A303 Stonehenge
Subject: Sawkill v Highways England Company Ltd [2020] EWHC 801 (Admin) (03 April 2020)
Date: 08 April 2020 11:09:51
Attachments: Planning - Stonehenge.pdf

For the attention of Karl Jonas Johansson, please

Dear Mr Johansson,

We learned of the above Judgement (https://www.bailii.org/cgi-bin/format.cgi?doc=/ew/cases/EWHC/Admin/2020/801.html&query=(CO/3310/2019)) via an article in *Planning Resource* magazine (attached).

It is of interest to note that Planning and infrastructure lawyer Angus Walker, a partner at BDB Pitmans, said to the reporter: "Meanwhile, the decision on the tunnel project, due yesterday, has been delayed along with all other recent decisions." We wonder what knowledge he has about the Secretary of State's decision that the public has not so far been given.

Mr Walker's statement is of interest in relation to his recent blog: https://www.bdbpitmans.com/blogs/planning-act-2008/858-further-dco-delays-during-covid-19-pandemic-time-for-action/ in which he suggests that Mr Sawkill intends to appeal which would create further delay in obtaining data presumably vital to the road Scheme. In any event, we hope that interested parties to the Scheme Examination would be given an opportunity to comment on the results of the survey once it has been undertaken and before the DCO is granted.

With all good wishes -

Kate Fielden
Hon Secretary to the Stonehenge Alliance

Stonehenge road tunnel survives High Court challenge over survey works

6 April 2020 by Court reporter

A bid to challenge a minister's permission for survey works to be carried out in relation to plans for a new road tunnel near Stonehenge, on the grounds that a government agency used the wrong legal powers to gain access to the land in question, has been dismissed by a High Court judge.

The Royal Courts of Justice in London. Pic: Getty Images

Highways England Company Limited (HECL) is developing proposals to replace the A303 single carriageway passing Stonehenge - a notorious traffic blackspot - with a dual carriageway and placing a section of it within a 1.8-mile tunnel close to the world heritage site.

An application for a development consent order (DCO) was submitted to the Planning Inspectorate in October 2018.

The court heard that public authorities promoting Nationally Significant Infrastructure Projects (NSIPs) have the power to enter private land to carry out necessary 'surveys'.

In order to design the tunnel, Highways England needs to undertake major pumping works on Sawkill's land.

This will include the construction of monitoring boreholes and the pumping of water from a well which will have to be discharged onto the farmer's fields.

The court heard that Highways England in July 2017 applied to the secretary of state for housing, communities and local government for authorisation under section 53 of the Planning Act 2008 to enter Sawkill's land to carry out the required works.

Following the advice of the Planning Inspectorate, the secretary of state granted the authorisation, subject to conditions which were designed to protect Sawkill's interests.

He found that access to the farmer's land was "genuinely required".

However, Sawkill claimed the operations would result in his land being inundated by about 45 million litres of groundwater, causing serious damage. That figure is disputed by Highways England.

However, the court heard that, during early works on the site in March 2018, water was discharged onto land where Sawkill was growing an arable crop, which was said only to have escaped serious damage because of the drought conditions that were then prevailing.

Following further, unsuccessful, negotiations between Highways England and Sawkill, in February 2019, the government agency gave notice that it intended to exercise its powers under section 172 of the Housing and Planning Act 2016 to enter the land and complete the works.

Challenging that decision, Sawkill's lawyers argued that, having chosen to take the section 53 route to authorisation, Highways England could not change its mind and instead rely on its broader power under section 172.

approval, that did not apply to section 172.

In finding against Sawkill, however, Mr Justice Dove ruled that section 53 and section 172 are "overlapping" provisions and that Highways England was entitled to take either route to its objective of gaining access to the farmer's land so that the works could be carried out.

As strategic highway authority for the A303 trunk road, Highways England lawfully chose to exercise the power of an acquiring authority under Section 172 to "enter and survey" private land in order to pave the way for the nationally significant infrastructure projects.

The judge found "considerable force" in Sawkill's argument that the works proposed by Highways England would exceed the bounds of a legitimate survey and amount to "effective temporary dispossession and expropriation" of his land in a manner than was likely to gravely harm his interests.

He accepted that the availability of compensation for any damage caused to Sawkill's land had "little or no bearing" to the substance of the farmer's complaint that the proposed works went far beyond a mere "survey."

But the judge concluded: "Whilst both the creation of the pumping wells and boreholes comprised in the testing of the aquifer which is required by HCEL will involve temporary interruption of Mr Sawkill's enjoyment of his land, as will the discharge of the water pumped out of them which will arise in substantial quantity, I am unable to conclude that this activity is excluded from the definition of survey contemplated by Section 172...

"I am satisfied that HECL is correct to contend that the discharge of groundwater is part and parcel of the pumping tests to be undertaken on Mr Sawkill's land and properly falls within the definition of a survey authorised by Section 172."

Mr Sawkill's judicial review challenge was dismissed.

Planning and infrastructure lawyer Angus Walker, a partner at BDB Pitmans, said: “Highways England saw off a challenge to its Stonehenge tunnel project that it was using the wrong process to force landowners to allow their land to be surveyed, with

"Meanwhile, the decision on the tunnel project, due yesterday, has been delayed along with all other recent decisions."

Sawkill v Highways England Company Limited. Case Number: CO/3310/2019

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Subject: FW: Stonehenge (Case Ref: OB2068)

From: DFT Ministers
Sent: 30 April 2020 10:39
To: Rosemary Apelogun [redacted]
Subject: FW: Stonehenge (Case Ref: OB2068)

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [redacted]

From: Olivia Blake MP [redacted]
Sent: 30 April 2020 10:14
To: DFT Ministers [redacted] TransportSecretary [redacted]
Cc: [redacted]
Subject: FW: Stonehenge (Case Ref: OB2068)

Dear The Rt Hon Grant Shapps MP,

I write to raise the concerns of my constituent, Theresa Thomas, regarding the planned Stonehenge road tunnel on the A303 between Amesbury and Berwick Down.

I am aware that serious concerns and objections have been raised about the project, not least by the archaeological community. I have also seen that the UNESCO World Heritage Committee has warned the proposed tunnel could have an adverse impact on the outstanding universal value of the site.

I appreciate the importance of the Stonehenge site, not only for its geography but for its richness and depth. I think we must consider how we preserve the site, our heritage, at every stage in this process.

I have forwarded the concerns of my constituent below, and hope that you will take her views into consideration throughout this process. I would be most grateful if you could let me have your comments in a form that I can forward to my constituent.

Yours sincerely,

Olivia Blake MP

_____
From: Theresa Thomas2
Sent: 10 February 2020 07:41
To: [redacted] BLAKE, Olivia
Subject: Stonehenge

Dear Chancellor,

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme:

It is poor value for money and high risk. Highways England estimates only 21 pence of benefit for each £1 invested, if the highly dodgy heritage survey is discounted. Cost overruns are likely due to tunnelling through poor quality chalk and unpredictable groundwater conditions.

UNESCO opposes the scheme which would irreparably damage The World Heritage Site and which the UK Government has pledged to protect for future generations.

The scheme would increase carbon emissions at a time when the Government needs to show international leadership on climate change ahead of COP26 in Glasgow.

Yours sincerely,
Theresa Thomas

Sent from my Sony Xperia™ smartphone

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Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/288182
Your Ref: OB2068

Olivia Blake MP
House of Commons
London
SW1A 0AA

28 May 2020

Dear Olivia,

Thank you for your email addressed to the Secretary of State of 30 April 2020, enclosing correspondence from your constituent Ms Theresa Thomas about the A303 Amesbury to Berwick Down ("A303 Stonehenge") Development Consent Order planning application. I am replying as the Minister responsible for roads and motoring.

As you may be aware, the Secretary of State is currently considering the Examining Authority's Report and recommendation on the application and the deadline for a decision has been extended until 17 July 2020 to enable further work to be carried out before it is determined. In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application. However, I can assure you that your constituent's concerns will be taken into account in the decision on the application in due course.

Please extend my gratitude to Ms Thomas for taking the time to write in with her concerns.

[redacted]

BARONESS VERE OF NORBITON

From:	Neil Redfern
To:	A303 Stonehenge; TRANSPORTINFRASTRUCTURE@dft.gov.uk
Subject:	Highways England's Application for a Development Consent Order for the A303 between Amesbury and Berwick Down.
Date:	27 May 2020 16:44:02
Attachments:	CBA Request for clarification and comments on Sec of St questions and published responses 27 May 2020.pdf

Planning Act 2008 and The Infrastructure Planning (Examination Procedure) Rules 2010
Highways England's Application for a Development Consent Order for the A303 between Amesbury and Berwick Down.

For the Attention of Secretary of State for Transport,

Please see the attached letter that follows from the Planning Inspectorate notifying us of their request of 4th May for comments and advice from Historic England in respect of archaeological issues to help inform the decision you are to make on this scheme in the light of the Examination and the Examining Authority's report and recommendations. We are also grateful to the Inspectorate for informing us of the responses received. In sending you this letter we have again conferred with CBA Wessex with whom we presented our evidence to the Examination.

Please do contact me if you have any further questions of clarifications.

Regards

Neil I Redfern
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Council for
British Archaeology

The Rt. Hon. Grant Shapps, MP,
Secretary of State for Transport,
c/o Ms Susan Anderson,
Head of Transport Infrastructure Planning Unit,
Great Minster House,
33 Horseferry Road,
London
SW1P 4DR.

27th May 2020

Sent by email to

The Planning Inspectorate at A303Stonehenge@planninginspectorate.gov.uk
DfT Transport Infrastructure Planning Unit TRANSPORTINFRASTRUCTURE@dft.gov.uk

Dear Secretary of State,

Planning Act 2008 and The Infrastructure Planning (Examination Procedure) Rules 2010

Highways England's Application for a Development Consent Order for the A303 between Amesbury and Berwick Down.

We are grateful to the Planning Inspectorate for notifying us of your request of 4th May for comments and advice from Historic England in respect of archaeological issues to help inform the decision you are to make on this scheme in the light of the Examination and the Examining Authority's report and recommendations. We are also grateful to the Inspectorate for informing us of the responses received. In sending you this letter we have again conferred with CBA Wessex with whom we presented our evidence to the Examination.

We naturally have no knowledge of the Examining Authority's report and recommendations that you have before you to determine this application for a Development Consent Order – but we note that your request relates to issues that represent core strands of our evidence to the Examination. This letter seeks to achieve three things:

- **We seek advice** on issues of equity in how your request is to be dealt with in respect of all the evidence presented to the Examination; and in this context -
- **We briefly comment** on the nature of the responses published; and in the light of this -
- **We provide an index** to where the evidence we have already presented to the Examination directly pertaining to these matters can be found.

REQUEST FOR PROCEDURAL GUIDANCE

We note that s.19 of the *Infrastructure Planning (Examination Procedure) Rules 2010 Procedure* does not cover the procedures for when the decision-maker requests further information or advice, and we would be grateful for clarification. We had assumed that parties to the Examination, whether supporters or objectors,

would not be able to make further representations to further their cause – but we are unclear as to the protocols where further information is requested by the decision-maker in an area central to that case.

We therefore request your guidance in respect of the following:

1. Are we correct in assuming that the process has reached the stage where ALL the evidence presented to the Examination is weighed up – on its merits – against key objectives, policy standards and statutory duties first by the Examining Authority and then, on the basis of their report and recommendations, by the Secretary of State?
2. Would we also be correct in supposing that where the Examining Authority or the Secretary of State requests further information or advice from public bodies acting as the Government's formal advisors in their field of expertise that they too are bound by principles of equity and fairness?
3. Is it incumbent upon them *in this role* to give their advice having weighed up all the pertinent evidence that is before the Examining Authority and the Secretary of State – not just their own (whether in support of or against the scheme)?
4. As between i) providing a view on appropriate procedures, ii) provision of factual information and iii) providing advice, does the principle of considering all the pertinent evidence presented to the Examination on its merits (as is required of the Examining Authority and the Secretary of State) apply to all these aspects of providing advice so far as they are relevant to the actual request?
5. Where such a request is made on a topic that was subject to debate and different views during the Examination on which the Secretary of State *still* requires further guidance after the Examination Authority has reported, is it incumbent upon the statutory body to whom the request is addressed – as a matter of equity – to give reasons for the advice, demonstrating they have given due weight to all relevant evidence, so that the decision-maker can properly fulfil his role under s.116 of the Act?
6. If the scheme were to be approved, and given the 'reflexive approach' that the Secretary of State refers to, would ALL the evidence submitted to the Examination on these matters be taken forward to inform the workshop debates and the deliberations of the Scientific Committee and 'stakeholders'?

We were intending to raise these questions anyway because the questions addressed to Historic England (also involving Wiltshire Council's input and that of others) suggest that the Examining Authority may have taken our evidence and that of others on these matters seriously in reporting to you. In the light of the responses now published, we are doubly concerned that not all the issues raised by these requests relative to harm to the WHS and its surroundings have been addressed, nor is there any clear evidence that all pertinent evidence available to the Examining Authority and Secretary of State, has been considered.

We would therefore welcome your guidance on what the expectations of PINS and the Secretary of State's options are in respect of the standards of equity to be met in this matter, noting the further points below and the content of the evidence we submitted on these matters.

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Patron: HRH The Prince of Wales

RESPONSES PUBLISHED

We note that the Stonehenge Alliance raises similar concerns.

We note Highways England's response and Wiltshire Council's comments, which mostly cover matters of decision-making procedure, and amendments being made to the DAMs and an outline of post-Examination liaison.

Historic England's rather wider ranging response helpfully covers the procedural matters, and while it does refer to their own evidence does not overtly show whether (and if so how) they may have considered the evidence presented to the Examination by a number of other bodies on these matters.

We note in particular that you requested two distinct points of advice:

> *….the comments of Historic England on the proposed amendments to the OEMP and DAMS above…*
> *….and its assessment of the extent to which the amendments might help to minimise the harm to the Stones and surrounding environment of the WHS.*[1]

While Historic England's response clearly comments on the proposed amendments (which we agree are generally helpful), their 'assessment' relative to minimising harm to the WHS seems much more to do with the procedures than any actual outcome in terms of harm to the WHS. Perhaps most obviously they report post-Examination discussions that have

> *"….focused on how a series of technical workshops could be convened at which the Scientific Committee's attendance would be vital. These would structure and facilitate detailed technical discussion regarding topics such as sampling of ploughsoil and tree hollows and also importantly the development of site-specific research questions from the framework included in the Archaeological Research Agenda in the DAMS (Section 4). These workshops would inform the production of the SSWSIs and facilitate the Scientific Committee's direct engagement in ensuring excellence in the design and provision of archaeological assessment, evaluation, mitigation and fieldwork. HMAG are currently discussing with Highways England specific provisions for such workshops in the SSWSIs on a series of agreed themes and outcomes."*

And

> *"Our advice has addressed the need to avoid any risk of confusion which might impede the successful operation of the processes, procedures and consultation mechanisms set out in the OEMP and DAMS designed to minimise the harm to the Stones and surrounding environment of the World Heritage Site (WHS)."*

[1] We are not quite sure what the Secretary of State intends to convey by the phrase *'the Stones and surrounding environment of the* WHS' – no archaeological works related to the Stonehenge monument itself are envisaged, but much of the work referred to would be undertaken elsewhere within the WHS as well as in its surroundings. We have interpreted the phrase to mean areas affected by the scheme, both within and outside the WHS covered by the OEMP and DAMS and related documents, especially with respect to its Outstanding Universal Value.

These comments are in themselves reasonable and procedurally have potential to be beneficial (at least relative to the applicant's original proposals). But these (and other) comments do not make it clear what difference such arrangements would – or even could make in terms of actual harmful **outcomes.** They do not make such an assessment relative to matters such as:

- the actual limitations of what is known or predictable to date (archaeologically and in relation to soils and ground movement);
- basic principles of archaeological research and policy which the CBA and others discussed;
- a clear risk-based approach (e.g. including what proportion of potentially significant archaeological evidence of different kinds might go unrecorded or be missed altogether);
- how different aspects of sampling (ploughzone and tree-throw hollows) need to mesh in with other sampling as a complete approach
- archaeological parameters for any ground movement monitoring regime to be adopted;
- whether the default position would be preservation or archaeological recording if it is not possible to square archaeological requirements with soil handling standards; nor
- what overall reporting and monitoring review of the whole process would be published.

We welcome improvements in clarity and consistency in procedures, and the less rigidly limited approach to sampling originally proposed, and also welcome in principle the greater involvement of 'stakeholders' (whoever they may be). But we are disappointed at the absence of any substantive assessment of whether the proposed amendments would make any difference in terms of actual harm to the WHS and its surrounding environment – especially in respect of archaeological remains that contribute to its OUV.

This does not reflect as clear a risk-based precautionary approach as we believe befits a World Heritage Site.

We also note the Stonehenge Alliance's concerns about the independence of the Scientific Committee. We share some misgivings that the Committee is not constituted to be independent of Highways England as the Authority for the scheme or to be able to speak for itself publicly should it have any concerns.[2] It is

[2]We note that according to the final OEMP (paragraph 1.1.10) and the A303 Scientific Committee website http://www.a303scientificcommittee.org.uk/ that

1. The 'Authority' for the scheme is Highway England (the applicant/developer) which appoints the Heritage Management Advisory Group (HMAG)
2. The members of HMAG were all supporters of the scheme at the Examination, as also applies to the Stakeholder Design Consultation Group (SDCG)
3. HMAG appoints the Scientific Committee and is itself part of it, the balance of the committee being independent experts in academia. It is unclear how additional expertise on specific technical issues may be procured.
4. The Scientific Committee's purpose is to provide advice "At the request of HMAG and Highways England" and it appears that they convene the Committee – which has not met (or has not updated its website) since July 2019.
5. We note that
    a. While the Committee discussed evaluation methods and the website contains a series of evaluation reports from Highways England's contractors, there is no rigorous scientific assessment of their efficacy or predictive value (cf **REP2a-005** Observations …on Archaeological Survey Reports and Draft Mitigation Strategy https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000907-Council%20for%20British%20Archaeology%20-%20Late%20Sub.pdf)

noticeable that although it wished to, the Committee was not enabled to give evidence on technical issues to the Examination.

We have consistently urged a precautionary approach. Dealing with uncertainty and being prepared for the discovery of totally unforeseen new insights (which are often more important than the research questions that can be foreseen) is at the heart of archaeological endeavour. While procedural arrangements for better engagement of specialist research advice are welcome, flexibility to respond in the light of what is found is essential. In our view it remains the case – as we explained in detail to the Examination – that:

- The whole procedure proposed is based on evaluation work that was not scientifically analysed to provide an objective assessment of its limitations or to make any quantitative predictions or estimates of what exists within the areas affected.
- The risk and scale of important evidence not being recovered due to insufficient sampling has not been objectively considered relative to policy tests.
- The approach to sampling is still not sufficiently precautionary, or sufficiently fully integrated to ensure full recovery of sparse, rare or unique evidence that would contribute to current and future understanding of the OUV of the WHS and its surroundings.
- The conflict of soil handling standards versus archaeology remains unresolved, still with no attempt to demonstrate scientifically what is deliverable, and with no clear default position as to options for preservation or recording any archaeology that might be damaged (which itself is not yet well understood).
- There is no requirement to follow rather than just consider independent expert advice, contrary to the heritage-led objective of the scheme.

REQUEST FOR A PRECAUTIONARY APPROACH

In the attached Appendix setting out where we have presented evidence on the issues to which your questions relate, we have provided our own '*comments on the proposed amendments to the OEMP and DAMS'* and our '*assessment of the extent to which the amendments might help to minimise the harm to the Stones and surrounding environment of the WHS'* which we believe is an issue of real-world outcomes not just procedural clarity.

We hope in complementing other responses this may assist your deliberations. Since these are matters for the legally binding DCO, **we request** in particular that

- As a matter of equity, the evidence the CBA presented to the Examination bearing on the amendments proposed is fully taken into account in making your decision;

b. At the last meeting there was a long discussion about sampling strategies and the Committee was seeking additional statistical advice, with a view to making a submission to the Examination Deadline 6. But it appears that no further meeting was held; no statistical reports were obtained; and the sampling discussions were not obviously reflected in Highways England's revisions to the DAMS at that stage; and although the Scientific Committee clearly decided that it wished to make a contribution to the Examination and discussed the logistics, Highways England did not convene another meeting.

- The status, composition and role of the Scientific Committee, including its formal independence and objectivity, is reviewed in the light of all the evidence before the Examination and the concerns voiced at the last meeting of the Committee;
- The post-Examination liaison regarding the involvement of 'stakeholders' is fully published and proposals consulted upon, including which organisations should be regarded as 'stakeholders' other than those identified as such in the OEMP;
- The potential outcomes in terms of real-world harm to the WHS and its surroundings and the very substantial uncertainties that remain are considered in relation to policy, not just the appropriateness of procedures.

As we did in our evidence to the Examination, **we urge** you to take a precautionary approach towards preserving Britain's internationally important archaeology for future generations.

Yours sincerely

[redacted]

Neil I Redfern
Executive Director
Email: neilredfern@archaeologyuk.org
Tel: [redacted]

APPENDIX: THE SECRETARY OF STATE'S REQUESTS –
INDEX OF THE CBA'S EVIDENCE PERTAINING TO THESE ISSUES; COMMENTS AND ASSESSMENT OF HARM TO WHS AND ITS SURROUNDING ENVIRONMENT.

This index is arranged in accordance with your specific questions with notes commenting on your two main requests for

- *Comments on the proposed amendments*; and
- *Assessment of the extent to which the amendments might help to minimise the harm to the Stones and surrounding environment of the WHS*

For each question, we reference where our evidence pertinent to that issue can be found, citing documents in the order they were presented (which in several cases expanded and reinforced key concerns). For convenience we have included paragraph and/or page references with a clickable link (in extremely small print) to these documents as found in the Examination Library.

This includes the implications of how the points raised relate to policy tests and best practice relevant to any assessment of harm to the WHS and its surrounding environment. We have included some comments and an assessment of harm, summarising briefly what we covered in our evidence.

SECRETARY OF STATE REQUEST FOR COMMENT	***CBA EVIDENCE***	***COMMENTS AND ASSESSMENT OF HARM***
1. OEMP, Paragraph 1.1.12 – HEMP		**Comment:** The proposed amendment only addresses textual consistency. **Assessment:** Unfortunately Historic England has not fully assessed whether or not the amendment would in practice materially reduce or increase harm to the WHS and surrounding environment. It seems unlikely to make any substantive difference. **Conclusion:** Greater clarity but no substantive difference.
2. OEMP, PW-LAN1 - ES	**REP2-070** *Deadline 2 Submission - Written Representation* p 21 para 62	**Comment:** The proposed amendment only addresses textual consistency.

Chapter 7, Section 7.8 Retained Vegetation	https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000854-Council%20for%20British%20Archaeology%20-Written%20Representation.pdf	**Assessment:** Unfortunately Historic England has not fully assessed whether or not the amendment would in practice materially reduce or increase harm to the WHS and surrounding environment. It seems unlikely to make any substantive difference. **Conclusion:** Greater clarity but no substantive difference.
3. OEMP, PW-GEO3 - Soils Management Strategy (SMS)	**REP2-070** *Deadline 2 Submission - Written Representation* pp 16-17, paras 45-7 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000854-Council%20for%20British%20Archaeology%20-Written%20Representation.pdf **REP2-075** *Detailed Comments on Policy Framework* paras D.3-D.8; D.10; D14-D15; D.17-D19; D.22 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000847-Council%20for%20British%20Archaeology%20-Appendix%20D%20%E2%80%93%20Detailed%20Comments%20on%20Policy%20Framework.pdf **REP2a-005** *Observations …on Archaeological Survey Reports and Draft Mitigation Strategy* p 2 para 3; p 5 para 10; p 22 paras 71 and 75 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000907-Council%20for%20British%20Archaeology%20-%20Late%20Sub.pdf **REP3-049** *Supplementary Observations Regarding Applicant's Responses to ExA Questions - Cultural Heritage* p 8 para 22 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001030-Council%20for%20British%20Archaeology%20-%20Supplementary%20Observations%20Regarding%20Highways%20England%E2%80%99s%20Responses%20to%20Examination%20Questions-%20SEA%20and%20Alternative%20Route%20Options.pdf **REP6-084** *Response to ExA's 2nd Round of Written Questions* p 5-6 para CH.2.5; p 27 para CH.2.9iii; pp 36-40, para CH.2.9xv; p	**Comment:** The proposed amendment only addresses textual consistency, not the substance of the issues of soils management and archaeology which remains unresolved. **Assessment:** Unfortunately Historic England has not substantively assessed whether or not the amendment would in practice materially reduce or increase harm to the WHS and surrounding environment, or whether or not the amendment would resolve the issues raised by the CBA throughout the Examination. Nor do they comment on the relevant policy context of options to preserve archaeological remains *in situ* or excavate and record them. While the final drafts of the OEMP and DAMS get closer to *identifying* the technical scientific issues of archaeological preservation *in situ* relative to soil handling standards, no actual analysis work has been conducted. It should be noted that the requirement of p.78 para 5.2.17 of *Draft Final DAMS*, Sept 2019 that *…the provisions of the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (DEFRA, 2009) will not override the more detailed, bespoke provisions of this DAMS, nor the documents prepared pursuant to it.*

	46 para Fg.2.37; pp 82-83 para WM2.4; pp 83-85 paras WM.2.8. WM.2.10 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001422-CBA-Late%20D6%20Sub-Response%20to%20Examining%20Authority%E2%80%99s%20Second%20Round%20of%20Written%20Questions.pdf **REP8-036** *Written Summaries of oral submissions at Issue Specific Hearing* pp 7-8 para 3.3iii last two bullet points; p 12 para 5.2v and 5.2vi; p 13 para 5.3 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001590-Council%20for%20British%20Archaeology%20-%20Written%20Summaries%20of%20oral%20submissions%20at%20Issue%20Specific%20Hearings.pdf	applies ONLY to *'Handling, storage and placement of excavated topsoil'*, NOT preservation *in situ* beneath undisturbed topsoil for compounds, temporary roads, areas of fill etc. Paragraphs 5.1.1 to 5.1.2 ff leave matters otherwise ambiguous. As noted in our evidence (REP6-084 p36), Historic England's guidance on this does not recommend temporary burial of topsoil beneath major construction compounds etc., or even present it as a proven, realistic scenario recommending that more research is needed (which hasn't been done). In the absence of any other archaeological standard to override the established DEFRA and BSI soil handling standards for these works, archaeological excavation is the likely default mitigation because it is likely still to be '*consistent with the DAMS and any Heritage Management Plan, Archaeological Method Statement or SSWSI*' and with Historic England's guidance, whereas breaching the DEFRA and BSI soil handling standards would NOT be consistent with the OEMP or the Outline Soils Management Plan (para 1.1.3). Even where the DEFRA and BSI soil handling standards would be overridden, there remains no provision to prevent or limit harm arising from any remedial subsoiling etc by owners after returning the land to agriculture. **Conclusion:** The proposed amendment only addresses textual consistency, not the substance of the still-unresolved inherent incompatibility of current best practice in soil handling on construction sites and archaeological conservation. As explained in our evidence, the areas involved are very extensive and their archaeological potential even outside the WHS clearly contributes to its OUV. The clear risk of significantly greater loss of archaeological remains to the detriment of the WHS OUV highlighted by the CBA would not be resolved by this amendment.

		The options of *in situ* preservation or removal by archaeological recording have to be considered in the light of NPSNN para 156 and Historic Environment PPG 2019 (paragraph 002, Reference ID: 18a-002-20190723 – on which Historic England has stated *"Text has been added to confirm that 'the ability to record evidence of our past should not be a factor' in deciding whether complete or partial loss should be permitted"* https://historicengland.org.uk/content/docs/planning/ppg-historic-environment-he-briefing/)
4. OEMP, MW-G5 – Preparation of a CEMP AND *5. OEMP, MW-G11 – Handover Environmental Management Plan*	**REP8-037** *Observations on Agenda Items not dealt with orally 21/08/2019* p 10-11 paras 57-61 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001591-Council%20for%20British%20Archaeology%20-Written%20Observations%20on%20Agenda%20Items%20not%20Dealt%20with%20Orally%20at%20Hearing%20on%2021%20August.pdf	**Comment:** The proposed amendment only addresses textual consistency. **Assessment:** Unfortunately Historic England has not fully assessed whether or not the amendment would in practice materially reduce or increase harm to the WHS and surrounding environment. It seems unlikely to make any substantive difference. **Conclusion:** Greater clarity but no substantive difference to harm.
6. OEMP, MW-CH8 – Ground Movement Monitoring Strategy **And**	**REP6-084** *Response to ExA's 2nd Round of Written Questions* p 24-27 paras CH.2.9i and CH.2.9ii; pp 69-77 paras Ns.2.7 and Ns.2.8 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001422-CBA-Late%20D6%20Sub-Response%20to%20Examining%20Authority%E2%80%99s%20Second%20Round%20of%20Written%20Questions.pdf	**Comment:** The proposed amendment only addresses textual consistency, not the substance of the issues of soils management and archaeology which remains unresolved. **Assessment:** Unfortunately, Historic England has not substantively assessed whether or not the amendment would in practice materially reduce or increase harm to the WHS and

8. DAMS, para 5.2.8 – Ground movement monitoring stations	**REP8-036** *Written Summaries of oral submissions at Issue Specific Hearing* pp 8-9 para 4.3iv https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001590-Council%20for%20British%20Archaeology%20-Written%20Summaries%20of%20oral%20submissions%20at%20Issue%20Specific%20Hearings.pdf	surrounding environment, or whether or not the amendment would resolve the issues raised by the CBA. The final amendments to the DAMS include at 5.2.9 *"The GMMS will include provisions for baseline monitoring appropriate for collecting data at an appropriate frequency and accuracy in line with* British Tunnelling Society: Monitoring Underground Construction, A best practice guide *and shall be provided through a levelling system comprising a zero-ground disturbance, fully reversible surface mounted installation."* But this does not clarify the archaeological parameters of accuracy and spatial resolution required: the DAMs provisions still only cover the avoidance of damage from the monitoring points, not the avoidance of damage from ground movement, which in terms of harm to the WHS remains an unquantified risk. The actual degree of movement has not been modelled using the best practice guidance cited, and remains extremely uncertain, giving no baseline from which to judge any greater or lesser harm to the WHS. **Conclusion:** Some improvement in textual clarity. No difference in the current unpredictability and uncertainty of outcomes in terms of actual harm to the WHS
7. OEMP, D-LAN4 – Stakeholder Engagement (Countess Flyover)	**REP6-084** *Response to ExA's 2nd Round of Written Questions* p 40-41 paras De.2.2 De.2.4; pp 19-20 para CH.2.8 (Settings of Blickmead, Vespasian's Camp and Amesbury RPG) https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001422-CBA-Late%20D6%20Sub-Response%20to%20Examining%20Authority%E2%80%99s%20Second%20Round%20of%20Written%20Questions.pdf	**Comment:** The proposed amendment only addresses textual consistency. **Assessment:** Unfortunately Historic England has not fully assessed whether or not the amendment would in practice materially reduce or increase harm to the WHS and surrounding environment. The 'Stakeholder' engagement is presumably limited to the group defined in the OEMP. The two ways in which this could make a substantive difference to the harm to the WHS and its surroundings are if as a result of such consultations

		1. the engineering/architectural design reduced the harm to the setting of nearby heritage assets 2. the engineering design avoided impacts on palaeo-environmental deposits and potential for Mesolithic and later archaeology in the vicinity. The provision could be beneficial in somewhat reducing or avoiding harm but is rather unlikely to make a more than marginal difference **Conclusion:** Greater clarity; possibly beneficial but no substantive difference likely.
9. DAMS, paragraph 6.3.16 – Ploughzone Sampling and	**REP2-070** *Deadline 2 Submission - Written Representation* p 15 bullet points 3 & 4 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000854-Council%20for%20British%20Archaeology%20-Written%20Representation.pdf **REP2-075** *Detailed Comments on Policy Framework* paras D.3-D.8; D.10; D14-D15; D.17-D19; D.22 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000847-Council%20for%20British%20Archaeology%20-Appendix%20D%20%E2%80%93%20Detailed%20Comments%20on%20Policy%20Framework.pdf **REP2a-005** *Observations …on Archaeological Survey Reports and Draft Mitigation Strategy* pp 2-3 paras 1-5; pp 9-10 paras 28-31 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000907-Council%20for%20British%20Archaeology%20-%20Late%20Sub.pdf **REP6-084** *Response to ExA's 2nd Round of Written Questions* p 4-5 para CH.2.4; p 5-6 para CH.2.5; pp 30-31 para CH.2.9viii https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001422-CBA-Late%20D6%20Sub-Response%20to%20Examining%20Authority%E2%80%99s%20Second%20Round%20of%20Written%20Questions.pdf	*[Note: these two proposed amendments (9 and 10) are taken together for comment and assessment].* **Comment:** They seek to reinforce the role of the Scientific Committee and to make any divergence from its advice public. **Assessment:** Unfortunately Historic England has not fully assessed whether or not the amendment would in practice materially reduce or increase harm to the WHS and surrounding environment. *Depending on* the advice *and IF* it was followed, it is possible that this could lead to less loss of important but sparse, rare or unique evidence, and that it could lead to identification of areas with significant subsoil remains. This *could* lessen the loss of material contributing to the OUV of the WHS and its surroundings. Taken together with the similar provision for tree hollows this effect could be enhanced (cf CBA evidence stressing the complementary value of ploughzone and tree-throw hollows).

	AS-075 *Tree Holes presentation at Issue Specific Hearing 8* p 8 especially the last two main bullet points https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001512-AS-Council%20for%20British%20Archaeology.pdf [Note: an explanation of the slides in this presentation is to be found in the next item, REP8-036] **REP8-036** *Written Summaries of oral submissions at Issue Specific Hearing p 14 para 5.4 slides 7-8* https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001590-Council%20for%20British%20Archaeology%20-Written%20Summaries%20of%20oral%20submissions%20at%20Issue%20Specific%20Hearings.pdf **REP8-037** *Observations on Agenda Items not dealt with orally 21/08/2019* p 3-5 paras 9 to 23 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001591-Council%20for%20British%20Archaeology%20-Written%20Observations%20on%20Agenda%20Items%20not%20Dealt%20with%20Orally%20at%20Hearing%20on%2021%20August.pdf **REP9-036** *Comments on Deadline 8 Submission [Historic Environment PPG, July 2019]* pp 4-5 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001665-Council%20for%20British%20Archaeology%20-%20Comments%20on%20Deadline%208%20Submissions.pdf	However, these aspects are only two issues in a whole raft of sampling issues *ALL* of which combine to deliver the overall effectiveness of mitigation. By *NOT* applying the same provision to *ALL* aspects of archaeological sampling, the potential effectiveness of these amendments relative to reducing harm to the WHS and its surroundings is considerably less than if it were a general provision. Even so, much depends on what 'clout' the Scientific Committee has and how independent it actually is. The circumstances of its last meeting and absence of any follow up to implement its discussions suggests that this is very far from guaranteeing better outcomes – especially where faced with logistical and other challenges discussed in our evidence responding to the ExA Questions 2 (REP6-084 pp 28-30). **Conclusion:** The actual likely effect of these amendments depends on a complex chain of conditions, all of which contain significant uncertainties. • Procedurally, there would be greater clarity and transparency for the advice given about the aspects of sampling concerned. • The potential for substantive difference in terms of harm to WHS and surroundings is significantly limited by restricting the provision to only two aspects of archaeological works. • The 'clout' of the Scientific Committee is less clear than it might be in terms of remit, composition and role and its degree of independence. • Much depends on what regard Highways England would have to its non-binding advice (whether public or not) – for which the indications of what happened in relation to the Committee's last meeting are at best ambiguous.
10.DAMS, paragraph 6.3.51 – Tree Hollows	**REP2-075** *Detailed Comments on Policy Framework* https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000847-Council%20for%20British%20Archaeology%20-Appendix%20D%20%E2%80%93%20Detailed%20Comments%20on%20Policy%20Framework.pdf **REP2a-005** *Observations …on Archaeological Survey Reports and Draft Mitigation Strategy* pp 8-9 paras 24-26 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000907-Council%20for%20British%20Archaeology%20-%20Late%20Sub.pdf	

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	REP6-084 *Response to ExA's 2nd Round of Written Questions* p 8-9 para CH.2.5; pp 31-35 para CH.2.9ix https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001422-CBA-Late%20D6%20Sub-Response%20to%20Examining%20Authority%E2%80%99s%20Second%20Round%20of%20Written%20Questions.pdf **AS-075** *Tree Holes presentation at Issue Specific Hearing 8* ALL especially summary p 8 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001512-AS-Council%20for%20British%20Archaeology.pdf [Note: an explanation of the slides in this presentation is to be found in the next item, REP8-036] **REP8-036** *Written Summaries of oral submissions at Issue Specific Hearing* pp 13-14 para 5.4 slides 1 to 8 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001590-Council%20for%20British%20Archaeology%20-%20Written%20Summaries%20of%20oral%20submissions%20at%20Issue%20Specific%20Hearings.pdf **REP8-037** *Observations on Agenda Items not dealt with orally 21/08/2019* pp 7-8 paras 34 to 44 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001591-Council%20for%20British%20Archaeology%20-%20Written%20Observations%20on%20Agenda%20Items%20not%20Dealt%20with%20Orally%20at%20Hearing%20on%2021%20August.pdf **REP9-036** *Comments on Deadline 8 Submission [Historic Environment PPG, July 2019]* pp 4-5 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001665-Council%20for%20British%20Archaeology%20-%20Comments%20on%20Deadline%208%20Submissions.pdf	• A great deal depends on pressures of conducting large-scale archaeological works on major infrastructures projects that relate to procurement, project planning, responding to unforeseen problems as explained in our evidence. • A fundamental condition for implementing the 'reflexive' approach proposed and which has not been demonstrated is in timetabling for the most time-consuming level of response not the least – there is no evidence that this has been examined. *Overall* the effect of these amendments in terms of harm to the WHS and its surrounding environment is in principle potentially beneficial, but only partially so and even then extremely uncertain.

From:	Kate Fielden
To:	A303 Stonehenge
Cc:	TRANSPORTINFRASTRUCTURE@dft.gov.uk
Subject:	A303 Stonehenge
Date:	28 May 2020 09:41:45
Attachments:	Stonehenge Alliance comments 28.5.20 on responses to SoS"s queries of 4.5.20 etc..pdf EIR 100537 Fielden.pdf

Dear K-J Johannsen,

I attach a letter on behalf of the Stonehenge Alliance containing our comments on responses to the Secretary of State's request on 4 May 2020 for comments and information. I was advised by Mr Pridham, of the DfT, to copy our letter to the Department. I also attach a pdf of a letter from Derek Parody (Highways England) to the Stonehenge Alliance of 17.12.19, to which we refer in our letter to the Secretary of State.

With all good wishes -

Kate Fielden
Hon Sec to the Stonehenge Alliance

THE STONEHENGE ALLIANCE
Chairman, George McDonic, MBE, BL, DIPLTP, FRTPI, DPA, FFB

From the Hon. Secretary, Dr Kate Fielden
[redacted]

The Rt. Hon. Grant Shapps, MP,
Secretary of State for Transport,
C/O Ms Susan Anderson,
Head of Transport Infrastructure Planning Unit,
Great Minster House,
33 Horseferry Road,
London SW1P 4DR.

Sent by email on 28 May 2020 to:
TRANSPORTINFRASTRUCTURE@dft.gov.uk and
A303Stonehenge@planninginspectorate.gov.uk

Dear Secretary of State,

A303 Stonehenge

We are grateful for the opportunity to comment on responses to your request for comments and further information on various issues in a letter of 4 May 2020 addressed to Highways England, Historic England and Natural England.[1] Our comments on responses to two of these issues are set out below.

We also raise a matter of continuing concern to us in respect of missing information we believe to be crucial to understanding the practicalities and consequences for archaeology and the environment of tunnelling within the World Heritage Site.

Our comments on responses

6. OEMP, MW-CH8 – Ground Movement Monitoring Strategy and
8. DAMS, para 5.2.8 – Ground movement monitoring stations
We note that Highways England, in its response, refers to its record of these matters discussed at the Examination.[2] We referred to the same record in our letter to you of 16 May 2020, where the applicant concurred with the fact that:

[1] Email to Kate Fielden of 22.5.20 from Rob Pridham, DfT, copied to Roh Hathlia and Susan Anderson.

[2] Exam. Doc. REP8-016, Highways England, Written summary of oral submissions put at cultural heritage, landscape and visual effects and design hearing on 21 August 2019 (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001598-Highways%20England-8.52.1%20Written%20summary%20of%20ISH%208%20held%20on%20CH,%20LV%20and%20design.pdf), Section 4.3iv.

"*. . . the submissions made by parties (Historic England, Stonehenge Alliance, ICOMOS UK) in relation to the appropriate method for monitoring settlement and impacts on archaeology indicated agreement in terms of there being no standard criteria for protecting heritage assets from settlement or vibration, due to the unique and varying sensitivity of such assets*."

And went on to say there was similar agreement that:

"*. . . there is no standard threshold for construction vibration levels significantly affecting archaeological earthworks, such as burial mounds, and buried assets, due to the unique and varying sensitivity of such assets."* And that

"*. . . there is no standard threshold for tunnelling induced ground movements affecting archaeological earthworks such as burial mounds and buried assets due to the unique and varying sensitivity of such assets*."

Historic England's concerns on this issue, as expressed in its record of the Examination hearing on 21 August 2019,[3] appears to concentrate on the impact of ground movement on Scheduled monuments (the locations and nature of which are generally known) and the perception of certain kinds of Scheduled monument as 'buildings'. The locations and nature of unknown archaeological remains that might be affected by vibration or ground movement may possibly be covered by Historic England's statement:

"*. . . we remain in discussion about the information collected as part of Highways England's assessment to date and how that might be helpful to us as a statutory consultee and the Government's adviser on the historic environment to assist in answering the difficult question surrounding the identification of the appropriate triggers on a case by case basis with respect to the sensitive cultural assets that the Scheme has potential to affect*.[4]

In responding to the Secretary of State's request for comments and further information on this topic, Historic England expressed a wish to be involved in approving trigger levels and correctly pointed to the requirement for understanding the differing nature of archaeological remains that might be affected:

"*Identifying the trigger levels requires an understanding of the impact of settlement on archaeological structures, remains and deposits . . .".*[5]

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[3] Exam. Doc. REP8-041, Written summaries of oral submissions put at hearings held between 21 - 22 August and 29 - 30 August on behalf of the HBMCE (Historic England): https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001637-Historic%20England-Written%20Summaries%20of%20oral%20submissions%20at%20Issue%20Specific%20Hearings.pdf, pp.8–9; *and* Exam. Doc. REP9-038: Submissions at deadline 9 (25 September 2019) on behalf of the HBMCE (Historic England): https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001719-Historic%20England-Resposne%20to%20Deadline%209.pdf, paras. 3.2.36 and 3.2.37.

[4] Exam. Doc. REP8-041, para. 3.9 (*see* Note 3, above, for link).

[5] Dr Helen Woodhouse to Susan Anderson, 18.2.20: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001947-Historic%20England%20-%20Response%20to%20SoS%20Consultation%201.pdf.

Historic England has not, however, indicated to you that they now possess the relevant "understanding" and expertise to agree such trigger levels for known or unidentified archaeological remains. Nor, as we pointed out in our response to you of 16.5.20, is the unstable geology of the WHS – which is obviously relevant – fully understood.

Wiltshire Council does not refer to discussion on this issue in its record of oral submissions on ground movement.[6] In responding to the Secretary of State's request for comments and information, however,

"*The Council considers ground movement monitoring for archaeological assets as quite a specialist area, due to monitoring normally being undertaken to minimise the effect on buildings or people, which would obviously be subject to different trigger levels due to the nature of their construction or impact. Wiltshire Council is therefore intending to appoint a specialist contractor to advise the Council on the appropriate trigger levels for heritage assets and corresponding monitoring regime. This advice would be reflected within the Council's consultation response on the GMMS and form a key consideration during its approval of the relevant sections within the Heritage Management Plans.*"[7]

It is clear from the above notes and responses that there has been no advance in knowledge since the Examination on the accurate setting of trigger levels for ground movement that could affect archaeological remains other than buildings. Wiltshire Council intends to appoint a specialist contractor to advise but we question whether such a specialist exists and whether he/she could be supplied with all the relevant data about the geology and unknown archaeology. We would therefore again refer you, please, to our views expressed on this matter in our letter to you of 16 May 2020.
It was pointed out at the Examination that this World Heritage Site of outstanding international archaeological importance is not the place to test what trigger levels would be sufficiently accurate to ensure no damage.

<u>Comments concerning the Scientific Committee</u> under
9. DAMS, paragraph 6.3.16 – Ploughzone Sampling and
10. DAMS, paragraph 6.3.51 – Tree Hollows

In its letter to the Secretary of State, the Applicant says that:

[6] Wiltshire Council (A303-AFP022) Written summaries of oral submissions put at the Issue Specific Hearings held in August 2019: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001628-Wiltshire%20Council%20-%20Written%20Summaries%20of%20oral%20submissions%20at%20Issue%20Specific%20Hearings.pdf, pp.2-5.

[7] Parvis Khansari to Susan Anderson, 18.5.20: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001946-Wiltshire%20Council%20-%20Response%20to%20SoS%20Consultation%201.pdf.

"The Scientific Committee consists of independent experts and is not required to provide a consensus view, but rather to capture the full range of expertise and advice of the Committee's membership."[8]

Historic England, in its letter, implies that the Scientific Committee is independent of HMAG, and, like the Applicant, neglects to explain that HMAG representatives are members of the Scientific Committee. Wiltshire Council admits that the Scientific Committee includes HMAG members. All three respondees point to the difficulties arising from differing advice where consensus is not sought.

It is significant, however, that opposition to the scheme and cogent objections to specific elements of it were raised at the Examination by leading specialists who are independent members of the Scientific Committee.

Continuing concern about missing information

There is a matter of considerable importance in respect of information withheld and missing from scrutiny both at and following the A303 Stonehenge Examination.

Dr George Reeves,[9] geologist and hydrogeologist speaking for the Alliance, repeatedly drew attention to key missing data during the Examination.[10] After the Examination and following a Freedom of Information request, some data was released to us later by Highways England but this was incomplete.[11] Although we were informed that some additional information

[8] Derek Parody to Susan Anderson, 18.5.20: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001948-Highways%20England%20-%20Cover%20Letter.pdf.

[9] Dr. George M Reeves CGeol PhD MSc BSc FGS

[10] For example (and finally), G.M. Reeves, Deadline 9 Submission - Response to Highways England Deadline 8 Documents by Dr George Reeves for the Stonehenge Alliance https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001706-Stonehenge%20Alliance%20-%20Response%20to%20Highways%20England%20Deadline%208%20Documents%20by%20Dr%20George%20Reeves.pdf.

[11] 11. Letter to Dr Fielden from Derek Parody, Highways England, 17.12.19. In respect of the following information we had requested on 7.10.19, via FoI:

> "All original ground investigation data (drilling records, borehole logs, geophysical logs, unpublished groundwater testing data) which support the published "Groundwater Reports". The first drafts of these reports that were made available contained little if any of the original field and supporting data; the only versions of these reports, now on the A303 Stonehenge Examination website were reissued to the Examination on 4th June 2019 as "Tracked Changed" documents. Much basic field investigation data has still not been made available relevant to the work reported in these documents"

Mr Parody stated in his letter that

would be released to us once it had been made available to the bidders for construction of the Scheme, we have not received it yet.

Some relevant information, most notably on groundwater pumping tests, was added to the Examination documents during the Examination.[12] These tests were undertaken during the summer months of 2018 and, despite generally dry conditions, indicate that high volumes of groundwater were encountered. Pumping tests at the same boreholes were to be undertaken during the winter months but these were delayed by legal proceedings and have not yet been done.[13] The data from these not-yet-undertaken groundwater pumping tests are crucial to the understanding of the potential need for dewatering during tunnel construction in conditions where seasonal fluctuations in groundwater level are known to be up to 15m; this is especially significant for cross-passage construction where grouting to affect the permeability in the bedrock is impractical.

It was only as a result of the aforementioned Freedom of Information request by Stonehenge Alliance that much (but it is suspected not all) of the detailed supporting Site Information data obtained by Structural Soils (in Autumn 2018) and by Geotechnics Ltd. (during 2019), was released to us at the end of December 2019. This information, in part, provides the necessary detailed geological, geotechnical, hydrogeological and geophysical data upon which these pumping test results and consequent groundwater modelling reports by Highways Agency consultants, were based.

It is obviously imperative to thoroughly test and therefore to be able to predict expected groundwater inflows especially along the eastern portion of the proposed tunnel route: i.e., from Stonehenge Bottom to the eastern portal. This work has not yet been completed.

> "Releasing the requested information before the shortlisted contractors have received an Invitation to Participate in Dialogue could compromise the competitiveness and effectiveness of the procurement process and result in increased cost to the taxpayer." *and* "The information will be made available at the same time that it is released to bidders."

[12] E.g., additional submission accepted at the discretion of the ExA - Stonehenge Area Pumping Test 2018 Interpretative Report, by AECOM, Mace, WSP and dated April 2019 and published on 10.4.19: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000571-AS%20-%20Highways%20England%20-%20Stonehenge%20Area%20Pumping%20Test%202018%20Interpretative%20Report.pdf; and Deadline 3 Submission - 8.22 – Stonehenge Area Pumping Test 2018 Interpretative Report: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000986-Highways%20England%20-%208.22%20%E2%80%93%20Stonehenge%20Area%20Pumping%20Test%202018%20Interpretative%20Report.pdf.
A 'Working draft' was published at the same time: AECOM, Mace, WSP, Stage 4 – Implications of 2018 Ground Investigations to the Groundwater Risk Assessment, Working Draft: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000572-AS%20-%20Highways%20England%20-%20Stage%204%20%E2%80%93%20Implications%20of%202018%20Ground%20investigations%20to%20the%20groundwater%20risk%20assessment.pdf.

[13] John Philip Sawkill v. Highways England Company Ltd., QBD, Case No: CO/3310/2019: https://www.bailii.org/cgi-bin/format.cgi?doc=/ew/cases/EWHC/Admin/2020/801.html&query=(CO/3310/2019).

Groundwater control, dewatering and/or grouting will also influence the groundwater regime further east as far as the Amesbury Abbey/Blick Mead spring discharge system. This evaluation work has not yet been carried out in any detailed or thorough manner.

Furthermore, the 2018 pumping tests undertaken confirmed incidence of horizontal and vertical fractures and fissures in the bedrock which have obvious implications, as we have already raised, during the Examination and elsewhere, with impacts on archaeology from settlement,[14] along with effects on present abstractors and their groundwater supplies.

Dr Reeves is therefore of the opinion that without the winter session of pumping tests data, it is not possible for Interested parties such as ourselves (or potential tenderers) to comment fully on the implications of the proposed tunnelling in terms of its impacts on domestic and commercial boreholes, archaeology, and contamination of the River Avon SAC. Nor, indeed, would it be possible for bidding contractors to fully ascertain the implications for tunnel engineering.

We wrote to the Inspectorate about this matter on 8 April 2020 and were advised that our email had been forwarded to the Department for Transport. We hope that you will wish to delay any decision on the A303 Stonehenge Scheme until such time as the planned winter session of pumping tests has been undertaken and Interested Parties have been allowed the opportunity to comment on them.

The major significance of the absence and/or unavailability of groundwater data, as outlined above, will be to:

(i) prevent any tendering contractors from providing an accurate, realistic quotation for the project; *and*
(ii) result in a wholly inadequate, unrealistic and highly optimistic timetable for completion of the proposed project.

We therefore draw to your attention, and again, inter alia to that of the Planning Inspectorate Panel, that a significant amount of highly relevant groundwater information was not only unavailable at the 2019 Examination, but is still not yet available to Highways England and consequently cannot be properly assessed in the tendering process for this proposed major infrastructure project.

Yours sincerely,

[redacted]

(Dr) Kate Fielden
Hon Secretary to the Stonehenge Alliance

[14] Response to Secretary of State Consultation 1: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001944-Stonehenge%20Alliance%20-%20Response%20to%20SoS%20Consultation%201.pdf.

Our ref: 100,537

Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6HA

17 December 2019

Dear Dr Fielden

Environmental Information Regulations request: A303 Stonehenge

Thank you for your information request of 19 November relating to the A303 Stonehenge scheme. As your request concerns the proposals for a new road scheme I have dealt with it under the terms of the Environmental Information Regulations 2004.

You have requested:
1) All drill logs, drilling data, groundwater measurements and test data from all boreholes drilled for the project, subsequent to the last release of information in the December 2017 Final Report from Structural Soils (Report No. 731823; Vs.3). This report was released via the British Geological Survey Secure Database in March 2018 and is the last complete record that I have been given of such data by Highways England

We are going to send you by post a USB stick with ground investigation reports containing drilling and testing geological, geotechnical and hydrogeological data from continuing field and drilling investigations up to July 2019. Due to the large volume of data I am afraid we are unable to send this information via email.

Subsequent data has been dealt with under point 3 below.

2) All original ground investigation data (drilling records, borehole logs, geophysical logs, unpublished groundwater testing data) which support the published "Groundwater Reports". The first drafts of these reports that were made available contained little if any of the original field and supporting data; the only versions of these reports, now on the A303 Stonehenge Examination website were reissued to the Examination on 4th June 2019 as "Tracked Changed" documents. Much basic field investigation data has still not been made available relevant to the work reported in these documents

This information is held by Highways England however it is being withheld as it falls under the exception in regulation 12(5)(e) of the Environmental Information Regulations regarding confidentiality of commercial or industrial information. This is because the data will be provided to bidders when they accept the 'Invitation To Participate in Dialogue' and it would therefore be damaging to the procurement process for this data to be released ahead of the start of this process.

In applying this exception we have balanced the public interest in withholding the information against the public interest in disclosure. The key public interest factor in favour of disclosure was that it could support organisational openness and transparency.

The key public interest factor against disclosure ahead of this was that the scheme is following OJEU procurement procedures and the initial pre-selection process has not yet been finalised. Releasing the requested information before the shortlisted contractors have received an Invitation to Participate in Dialogue could compromise the competitiveness and effectiveness of the procurement process and result in increased cost to the taxpayer.

The information will be made available at the same time that it is released to bidders.

3) All drilling and testing geological, geotechnical and hydrogeological data from continuing field and drilling investigations commenced in May/June this year, up to and subsequent to the announced Project Tender date of 15th July 2019

As the data we currently hold is incomplete, the information you have requested is being withheld in reliance on the exemption in regulation(s) 12(4)(d) of the Environmental Information Regulations 2004.

In applying this exemption we have had to balance the public interest in withholding the information against the public interest in disclosure. The key public interest factors in favour of disclosure included that it could support organisational transparency and that it could provide a better public understanding of the geology and hydrology of the local area.

However, the key public interest factors against disclosure were that, incomplete, unprocessed and unvalidated data is not in a format that could be readily understood or interpreted accurately by the public, and that the data could therefore be misinterpreted, which in turn could create confusion when the full validated set of data is published in the future.

We will be publishing this data once it is complete and has been processed and validated.

If you are unhappy with the way we have handled your request you may ask for an internal review. Our internal review process is available at:

https://www.gov.uk/government/organisations/highways-england/about/complaints-procedure.

If you require a print copy, please phone the Information Line on 0300 123 5000 or email info@highwaysengland.co.uk. You should contact me if you wish to complain.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at:

Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

If you have any queries about this letter, please contact me. Please remember to quote reference number 100,500 in any future communications.

Yours sincerely

[redacted]

Derek Parody
Project Director for A303 Stonehenge
Major Projects Complex Infrastructure Programme

From: [redacted]
To:
Subject: FW: New submission from Make a Freedom of Information request
Date: 15 June 2020 10:51:03

Dear team

Can the email below be logged as a TO please and allocated as appropriate.

Many thanks

Deepak

Deepak Patel | Information Rights Adviser, Information Rights (Data Protection and FOI) Team, Group Assurance, Department for Transport
LG.5 | [redacted]

From: FOI-Advice-Team-DFT@forms.dft.gov.uk [mailto:FOI-Advice-Team-DFT@forms.dft.gov.uk]
Sent: 14 June 2020 10:40
To: FOI-ADVICE-TEAM-DFT <FOI-ADVICE-TEAM-DFT@dft.gov.uk>
Subject: New submission from Make a Freedom of Information request

Your contact details
Title
Rev.
Your name
Olteanu Cosmin
Your address
[redacted]
Your email address
[redacted]
Telephone no.
[redacted]
Your request
The organisation you are asking to provide this information:
Department for Transport
Subject of request
Road transport
Your request

The Secretariat of the Association THE NEW PAGAN DAWN
No. A/5/14.06.2020

TO,
Department for Transport
Great Minister House, 33 Horseferry Road, London, SW1P 4DR
(+44) 0300 330 3000
https://www.royal.uk/contact-us

We, the Romanian non-profit organization The New Pagan Dawn, along with our chairman OTEANU COSMIN, with NPC 5000825045361, legitimated cu ID series ZC, nr. 338949, would like to make a formal complaint regarding the building of the Stonehenge Tunnel. We believe that the tunnel may affect the structure of the heritage. We think that if the tunnel would be too close to ground level it could cause the heritage to collapse, and if the entry and the exit to the tunnel is too close it could cause damage to the view provided by the well know heritage.
Petition
We come in help to the British Heritage Association, which had tried multiple times to stop the building of the tunnel.

We found out about the issue from different articles such https://www.dailymail.co.uk/news/article-8051815/2bn-Stonehenge-tunnel-plan-scrapped-spiraling-costs.html and https://en.wikipedia.org/wiki/Stonehenge_road_tunnel and we are concerned about the fact that the view will be affected by the modifications.
Tens of thousands of vehicles drive past Stonehenge on the A303 and A344 every day. But hope that the length of the road is taken in consideration enough to be safe to build and to keep the view. But the place is like a monastery for many groups such as Druids. We are concerned that they will lose their possibility to pray if anything happens to the national heritage.
We want to show out fears on losing such an important symbol. We think that everyone, when sees Stonehenge, sees England. Apart from the religious differences and apart from our cultural choices, Stonehenge is for both of high interest.
Also, please let us know how to resolve this petition, as well as no. for registration related to this request to the email address secretariat@thenewpagandawn.social . We are hoping that your decision will be wise and that the construction of the roads underneath the Stonehenge will not happen or will not affect it's structure in any way.

Please select your preferred method of receiving a response:

Email

This email has originated from external sources and has been scanned by DfT's email scanning service.

From:	Neil Redfern
To:	A303 Stonehenge; TRANSPORTINFRASTRUCTURE@dft.gov.uk
Subject:	FW: Highways England's Application for a Development Consent Order for the A303 between Amesbury and Berwick Down.
Date:	19 June 2020 11:31:21
Attachments:	CBA Request for clarification and comments on Sec of St questions and published responses 27 May 2020.pdf

Dear Sirs,

Planning Act 2008 and The Infrastructure Planning (Examination Procedure) Rules 2010
Highways England's Application for a Development Consent Order for the A303 between Amesbury and Berwick Down.

I note that our representations (previously submitted on 27th May 2020 and attached here) regarding the Secretary of State's questions have not been published on the PINs website for the case. The whole procedural position vis-à-vis whether and how we might comment was not made as clear as it might have been, especially in the absence of anything on this either in the announcement publishing the questions or in the *Infrastructure Planning (Examination Procedure) Rules 2010 Procedure*.

When we became aware of other parties' comments and your advice to the Stonehenge Alliance of 22nd May (which they made us aware of) saying that any further comments should be sent to PINs and DfT *"as soon as possible,"* we duly raised a series of procedural questions as well as highlighting where our evidence was relevant and commenting on the Secretary of State's question about what differences in harm to the WHS might arise from his proposed changes to the draft DCO.

We are now entirely unclear what the position is. Please would you confirm:

1 When we can expect a response to our six questions and other comments on the procedural matters?

2 Whether or not the Secretary of State will take into account the evidence that we previously submitted during the examination that is relevant to his questions and which we indexed for his benefit?

3 Whether the Secretary of State will take into account our further comments on whether the proposed changes to the DCO will have any effect on harm to the WHS, both given the procedural matters raised and the content of other responses to the questions raised?

With thanks
Yours sincerely,

Neil I Redfern
Executive Director | Council For British Archaeology | 92 Micklegate | York | YO1 6JX
Email: neilredfern@archaeologyuk.org
Mobile: [redacted]
www.archaeologyuk.org

From: Neil Redfern
Sent: 27 May 2020 16:44
To: A303 Stonehenge <A303Stonehenge@planninginspectorate.gov.uk>; TRANSPORTINFRASTRUCTURE@dft.gov.uk
Subject: Highways England's Application for a Development Consent Order for the A303 between Amesbury and Berwick Down.

Planning Act 2008 and The Infrastructure Planning (Examination Procedure) Rules 2010
Highways England's Application for a Development Consent Order for the A303 between Amesbury and Berwick Down.

For the Attention of Secretary of State for Transport,

Please see the attached letter that follows from the Planning Inspectorate notifying us of their request of 4th May for comments and advice from Historic England in respect of archaeological issues to help inform the decision you are to make on this scheme in the light of the Examination and the Examining Authority's report and recommendations. We are also grateful to the Inspectorate for informing us of the responses received. In sending you this letter we have again conferred with CBA Wessex with whom we presented our evidence to the Examination.

Please do contact me if you have any further questions of clarifications.

Regards

Neil I Redfern
Executive Director | Council For British Archaeology | 92 Micklegate | York | YO1 6JX
Email: neilredfern@archaeologyuk.org
Mobile: [redacted]
www.archaeologyuk.org

Council for
British Archaeology

The Rt. Hon. Grant Shapps, MP,
Secretary of State for Transport,
c/o Ms Susan Anderson,
Head of Transport Infrastructure Planning Unit,
Great Minster House,
33 Horseferry Road,
London
SW1P 4DR.

27th May 2020

Sent by email to

The Planning Inspectorate at A303Stonehenge@planninginspectorate.gov.uk
DfT Transport Infrastructure Planning Unit TRANSPORTINFRASTRUCTURE@dft.gov.uk

Dear Secretary of State,

Planning Act 2008 and The Infrastructure Planning (Examination Procedure) Rules 2010

Highways England's Application for a Development Consent Order for the A303 between Amesbury and Berwick Down.

We are grateful to the Planning Inspectorate for notifying us of your request of 4th May for comments and advice from Historic England in respect of archaeological issues to help inform the decision you are to make on this scheme in the light of the Examination and the Examining Authority's report and recommendations. We are also grateful to the Inspectorate for informing us of the responses received. In sending you this letter we have again conferred with CBA Wessex with whom we presented our evidence to the Examination.

We naturally have no knowledge of the Examining Authority's report and recommendations that you have before you to determine this application for a Development Consent Order – but we note that your request relates to issues that represent core strands of our evidence to the Examination. This letter seeks to achieve three things:

- **We seek advice** on issues of equity in how your request is to be dealt with in respect of all the evidence presented to the Examination; and in this context -
- **We briefly comment** on the nature of the responses published; and in the light of this -
- **We provide an index** to where the evidence we have already presented to the Examination directly pertaining to these matters can be found.

REQUEST FOR PROCEDURAL GUIDANCE

We note that s.19 of the *Infrastructure Planning (Examination Procedure) Rules 2010 Procedure* does not cover the procedures for when the decision-maker requests further information or advice, and we would be grateful for clarification. We had assumed that parties to the Examination, whether supporters or objectors,

would not be able to make further representations to further their cause – but we are unclear as to the protocols where further information is requested by the decision-maker in an area central to that case.

We therefore request your guidance in respect of the following:

1. Are we correct in assuming that the process has reached the stage where ALL the evidence presented to the Examination is weighed up – on its merits – against key objectives, policy standards and statutory duties first by the Examining Authority and then, on the basis of their report and recommendations, by the Secretary of State?
2. Would we also be correct in supposing that where the Examining Authority or the Secretary of State requests further information or advice from public bodies acting as the Government's formal advisors in their field of expertise that they too are bound by principles of equity and fairness?
3. Is it incumbent upon them *in this role* to give their advice having weighed up all the pertinent evidence that is before the Examining Authority and the Secretary of State – not just their own (whether in support of or against the scheme)?
4. As between i) providing a view on appropriate procedures, ii) provision of factual information and iii) providing advice, does the principle of considering all the pertinent evidence presented to the Examination on its merits (as is required of the Examining Authority and the Secretary of State) apply to all these aspects of providing advice so far as they are relevant to the actual request?
5. Where such a request is made on a topic that was subject to debate and different views during the Examination on which the Secretary of State *still* requires further guidance after the Examination Authority has reported, is it incumbent upon the statutory body to whom the request is addressed – as a matter of equity – to give reasons for the advice, demonstrating they have given due weight to all relevant evidence, so that the decision-maker can properly fulfil his role under s.116 of the Act?
6. If the scheme were to be approved, and given the 'reflexive approach' that the Secretary of State refers to, would ALL the evidence submitted to the Examination on these matters be taken forward to inform the workshop debates and the deliberations of the Scientific Committee and 'stakeholders'?

We were intending to raise these questions anyway because the questions addressed to Historic England (also involving Wiltshire Council's input and that of others) suggest that the Examining Authority may have taken our evidence and that of others on these matters seriously in reporting to you. In the light of the responses now published, we are doubly concerned that not all the issues raised by these requests relative to harm to the WHS and its surroundings have been addressed, nor is there any clear evidence that all pertinent evidence available to the Examining Authority and Secretary of State, has been considered.

We would therefore welcome your guidance on what the expectations of PINS and the Secretary of State's options are in respect of the standards of equity to be met in this matter, noting the further points below and the content of the evidence we submitted on these matters.

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Patron: HRH The Prince of Wales

RESPONSES PUBLISHED

We note that the Stonehenge Alliance raises similar concerns.

We note Highways England's response and Wiltshire Council's comments, which mostly cover matters of decision-making procedure, and amendments being made to the DAMs and an outline of post-Examination liaison.

Historic England's rather wider ranging response helpfully covers the procedural matters, and while it does refer to their own evidence does not overtly show whether (and if so how) they may have considered the evidence presented to the Examination by a number of other bodies on these matters.

We note in particular that you requested two distinct points of advice:

> *….the comments of Historic England on the proposed amendments to the OEMP and DAMS above…*
> *….and its assessment of the extent to which the amendments might help to minimise the harm to the Stones and surrounding environment of the WHS.*[1]

While Historic England's response clearly comments on the proposed amendments (which we agree are generally helpful), their 'assessment' relative to minimising harm to the WHS seems much more to do with the procedures than any actual outcome in terms of harm to the WHS. Perhaps most obviously they report post-Examination discussions that have

> *"….focused on how a series of technical workshops could be convened at which the Scientific Committee's attendance would be vital. These would structure and facilitate detailed technical discussion regarding topics such as sampling of ploughsoil and tree hollows and also importantly the development of site-specific research questions from the framework included in the Archaeological Research Agenda in the DAMS (Section 4). These workshops would inform the production of the SSWSIs and facilitate the Scientific Committee's direct engagement in ensuring excellence in the design and provision of archaeological assessment, evaluation, mitigation and fieldwork. HMAG are currently discussing with Highways England specific provisions for such workshops in the SSWSIs on a series of agreed themes and outcomes."*

And

> *"Our advice has addressed the need to avoid any risk of confusion which might impede the successful operation of the processes, procedures and consultation mechanisms set out in the OEMP and DAMS designed to minimise the harm to the Stones and surrounding environment of the World Heritage Site (WHS)."*

[1] We are not quite sure what the Secretary of State intends to convey by the phrase *'the Stones and surrounding environment of the* WHS' – no archaeological works related to the Stonehenge monument itself are envisaged, but much of the work referred to would be undertaken elsewhere within the WHS as well as in its surroundings. We have interpreted the phrase to mean areas affected by the scheme, both within and outside the WHS covered by the OEMP and DAMS and related documents, especially with respect to its Outstanding Universal Value.

These comments are in themselves reasonable and procedurally have potential to be beneficial (at least relative to the applicant's original proposals). But these (and other) comments do not make it clear what difference such arrangements would – or even could make in terms of actual harmful **outcomes.** They do not make such an assessment relative to matters such as:

- the actual limitations of what is known or predictable to date (archaeologically and in relation to soils and ground movement);
- basic principles of archaeological research and policy which the CBA and others discussed;
- a clear risk-based approach (e.g. including what proportion of potentially significant archaeological evidence of different kinds might go unrecorded or be missed altogether);
- how different aspects of sampling (ploughzone and tree-throw hollows) need to mesh in with other sampling as a complete approach
- archaeological parameters for any ground movement monitoring regime to be adopted;
- whether the default position would be preservation or archaeological recording if it is not possible to square archaeological requirements with soil handling standards; nor
- what overall reporting and monitoring review of the whole process would be published.

We welcome improvements in clarity and consistency in procedures, and the less rigidly limited approach to sampling originally proposed, and also welcome in principle the greater involvement of 'stakeholders' (whoever they may be). But we are disappointed at the absence of any substantive assessment of whether the proposed amendments would make any difference in terms of actual harm to the WHS and its surrounding environment – especially in respect of archaeological remains that contribute to its OUV.

This does not reflect as clear a risk-based precautionary approach as we believe befits a World Heritage Site.

We also note the Stonehenge Alliance's concerns about the independence of the Scientific Committee. We share some misgivings that the Committee is not constituted to be independent of Highways England as the Authority for the scheme or to be able to speak for itself publicly should it have any concerns.[2] It is

[2]We note that according to the final OEMP (paragraph 1.1.10) and the A303 Scientific Committee website http://www.a303scientificcommittee.org.uk/ that

1. The 'Authority' for the scheme is Highway England (the applicant/developer) which appoints the Heritage Management Advisory Group (HMAG)
2. The members of HMAG were all supporters of the scheme at the Examination, as also applies to the Stakeholder Design Consultation Group (SDCG)
3. HMAG appoints the Scientific Committee and is itself part of it, the balance of the committee being independent experts in academia. It is unclear how additional expertise on specific technical issues may be procured.
4. The Scientific Committee's purpose is to provide advice "At the request of HMAG and Highways England" and it appears that they convene the Committee – which has not met (or has not updated its website) since July 2019.
5. We note that
    a. While the Committee discussed evaluation methods and the website contains a series of evaluation reports from Highways England's contractors, there is no rigorous scientific assessment of their efficacy or predictive value (cf **REP2a-005** Observations …on Archaeological Survey Reports and Draft Mitigation Strategy https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000907-Council%20for%20British%20Archaeology%20-%20Late%20Sub.pdf)

noticeable that although it wished to, the Committee was not enabled to give evidence on technical issues to the Examination.

We have consistently urged a precautionary approach. Dealing with uncertainty and being prepared for the discovery of totally unforeseen new insights (which are often more important than the research questions that can be foreseen) is at the heart of archaeological endeavour. While procedural arrangements for better engagement of specialist research advice are welcome, flexibility to respond in the light of what is found is essential. In our view it remains the case – as we explained in detail to the Examination – that:

- The whole procedure proposed is based on evaluation work that was not scientifically analysed to provide an objective assessment of its limitations or to make any quantitative predictions or estimates of what exists within the areas affected.
- The risk and scale of important evidence not being recovered due to insufficient sampling has not been objectively considered relative to policy tests.
- The approach to sampling is still not sufficiently precautionary, or sufficiently fully integrated to ensure full recovery of sparse, rare or unique evidence that would contribute to current and future understanding of the OUV of the WHS and its surroundings.
- The conflict of soil handling standards versus archaeology remains unresolved, still with no attempt to demonstrate scientifically what is deliverable, and with no clear default position as to options for preservation or recording any archaeology that might be damaged (which itself is not yet well understood).
- There is no requirement to follow rather than just consider independent expert advice, contrary to the heritage-led objective of the scheme.

REQUEST FOR A PRECAUTIONARY APPROACH

In the attached Appendix setting out where we have presented evidence on the issues to which your questions relate, we have provided our own '*comments on the proposed amendments to the OEMP and DAMS'* and our '*assessment of the extent to which the amendments might help to minimise the harm to the Stones and surrounding environment of the WHS'* which we believe is an issue of real-world outcomes not just procedural clarity.

We hope in complementing other responses this may assist your deliberations. Since these are matters for the legally binding DCO, **we request** in particular that

- As a matter of equity, the evidence the CBA presented to the Examination bearing on the amendments proposed is fully taken into account in making your decision;

b. At the last meeting there was a long discussion about sampling strategies and the Committee was seeking additional statistical advice, with a view to making a submission to the Examination Deadline 6. But it appears that no further meeting was held; no statistical reports were obtained; and the sampling discussions were not obviously reflected in Highways England's revisions to the DAMS at that stage; and although the Scientific Committee clearly decided that it wished to make a contribution to the Examination and discussed the logistics, Highways England did not convene another meeting.

- The status, composition and role of the Scientific Committee, including its formal independence and objectivity, is reviewed in the light of all the evidence before the Examination and the concerns voiced at the last meeting of the Committee;
- The post-Examination liaison regarding the involvement of 'stakeholders' is fully published and proposals consulted upon, including which organisations should be regarded as 'stakeholders' other than those identified as such in the OEMP;
- The potential outcomes in terms of real-world harm to the WHS and its surroundings and the very substantial uncertainties that remain are considered in relation to policy, not just the appropriateness of procedures.

As we did in our evidence to the Examination, **we urge** you to take a precautionary approach towards preserving Britain's internationally important archaeology for future generations.

Yours sincerely

[redacted]

Neil I Redfern
Executive Director
Email: neilredfern@archaeologyuk.org
Tel: [redacted]

APPENDIX: THE SECRETARY OF STATE'S REQUESTS –
INDEX OF THE CBA'S EVIDENCE PERTAINING TO THESE ISSUES; COMMENTS AND ASSESSMENT OF HARM TO WHS AND ITS SURROUNDING ENVIRONMENT.

This index is arranged in accordance with your specific questions with notes commenting on your two main requests for

- *Comments on the proposed amendments*; and
- *Assessment of the extent to which the amendments might help to minimise the harm to the Stones and surrounding environment of the WHS*

For each question, we reference where our evidence pertinent to that issue can be found, citing documents in the order they were presented (which in several cases expanded and reinforced key concerns). For convenience we have included paragraph and/or page references with a clickable link (in extremely small print) to these documents as found in the Examination Library.

This includes the implications of how the points raised relate to policy tests and best practice relevant to any assessment of harm to the WHS and its surrounding environment. We have included some comments and an assessment of harm, summarising briefly what we covered in our evidence.

SECRETARY OF STATE REQUEST FOR COMMENT	***CBA EVIDENCE***	***COMMENTS AND ASSESSMENT OF HARM***
1. OEMP, Paragraph 1.1.12 – HEMP		**Comment:** The proposed amendment only addresses textual consistency. **Assessment:** Unfortunately Historic England has not fully assessed whether or not the amendment would in practice materially reduce or increase harm to the WHS and surrounding environment. It seems unlikely to make any substantive difference. **Conclusion:** Greater clarity but no substantive difference.
2. OEMP, PW-LAN1 - ES	**REP2-070** *Deadline 2 Submission - Written Representation* p 21 para 62	**Comment:** The proposed amendment only addresses textual consistency.

Chapter 7, Section 7.8 Retained Vegetation	https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000854-Council%20for%20British%20Archaeology%20-Written%20Representation.pdf	**Assessment:** Unfortunately Historic England has not fully assessed whether or not the amendment would in practice materially reduce or increase harm to the WHS and surrounding environment. It seems unlikely to make any substantive difference. **Conclusion:** Greater clarity but no substantive difference.
3. OEMP, PW-GEO3 - Soils Management Strategy (SMS)	**REP2-070** *Deadline 2 Submission - Written Representation* pp 16-17, paras 45-7 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000854-Council%20for%20British%20Archaeology%20-Written%20Representation.pdf **REP2-075** *Detailed Comments on Policy Framework* paras D.3-D.8; D.10; D14-D15; D.17-D19; D.22 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000847-Council%20for%20British%20Archaeology%20-Appendix%20D%20%E2%80%93%20Detailed%20Comments%20on%20Policy%20Framework.pdf **REP2a-005** *Observations …on Archaeological Survey Reports and Draft Mitigation Strategy* p 2 para 3; p 5 para 10; p 22 paras 71 and 75 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000907-Council%20for%20British%20Archaeology%20-%20Late%20Sub.pdf **REP3-049** *Supplementary Observations Regarding Applicant's Responses to ExA Questions - Cultural Heritage* p 8 para 22 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001030-Council%20for%20British%20Archaeology%20-%20Supplementary%20Observations%20Regarding%20Highways%20England%E2%80%99s%20Responses%20to%20Examination%20Questions-%20SEA%20and%20Alternative%20Route%20Options.pdf **REP6-084** *Response to ExA's 2nd Round of Written Questions* p 5-6 para CH.2.5; p 27 para CH.2.9iii; pp 36-40, para CH.2.9xv; p	**Comment:** The proposed amendment only addresses textual consistency, not the substance of the issues of soils management and archaeology which remains unresolved. **Assessment:** Unfortunately Historic England has not substantively assessed whether or not the amendment would in practice materially reduce or increase harm to the WHS and surrounding environment, or whether or not the amendment would resolve the issues raised by the CBA throughout the Examination. Nor do they comment on the relevant policy context of options to preserve archaeological remains *in situ* or excavate and record them. While the final drafts of the OEMP and DAMS get closer to *identifying* the technical scientific issues of archaeological preservation *in situ* relative to soil handling standards, no actual analysis work has been conducted. It should be noted that the requirement of p.78 para 5.2.17 of *Draft Final DAMS*, Sept 2019 that *…the provisions of the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (DEFRA, 2009) will not override the more detailed, bespoke provisions of this DAMS, nor the documents prepared pursuant to it.*

	46 para Fg.2.37; pp 82-83 para WM2.4; pp 83-85 paras WM.2.8. WM.2.10 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001422-CBA-Late%20D6%20Sub-Response%20to%20Examining%20Authority%E2%80%99s%20Second%20Round%20of%20Written%20Questions.pdf **REP8-036** *Written Summaries of oral submissions at Issue Specific Hearing* pp 7-8 para 3.3iii last two bullet points; p 12 para 5.2v and 5.2vi; p 13 para 5.3 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001590-Council%20for%20British%20Archaeology%20-%20Written%20Summaries%20of%20oral%20submissions%20at%20Issue%20Specific%20Hearings.pdf	applies ONLY to *'Handling, storage and placement of excavated topsoil'*, NOT preservation *in situ* beneath undisturbed topsoil for compounds, temporary roads, areas of fill etc. Paragraphs 5.1.1 to 5.1.2 ff leave matters otherwise ambiguous. As noted in our evidence (REP6-084 p36), Historic England's guidance on this does not recommend temporary burial of topsoil beneath major construction compounds etc., or even present it as a proven, realistic scenario recommending that more research is needed (which hasn't been done). In the absence of any other archaeological standard to override the established DEFRA and BSI soil handling standards for these works, archaeological excavation is the likely default mitigation because it is likely still to be '*consistent with the DAMS and any Heritage Management Plan, Archaeological Method Statement or SSWSI*' and with Historic England's guidance, whereas breaching the DEFRA and BSI soil handling standards would NOT be consistent with the OEMP or the Outline Soils Management Plan (para 1.1.3). Even where the DEFRA and BSI soil handling standards would be overridden, there remains no provision to prevent or limit harm arising from any remedial subsoiling etc by owners after returning the land to agriculture. **Conclusion:** The proposed amendment only addresses textual consistency, not the substance of the still-unresolved inherent incompatibility of current best practice in soil handling on construction sites and archaeological conservation. As explained in our evidence, the areas involved are very extensive and their archaeological potential even outside the WHS clearly contributes to its OUV. The clear risk of significantly greater loss of archaeological remains to the detriment of the WHS OUV highlighted by the CBA would not be resolved by this amendment.

		The options of *in situ* preservation or removal by archaeological recording have to be considered in the light of NPSNN para 156 and Historic Environment PPG 2019 (paragraph 002, Reference ID: 18a-002-20190723 – on which Historic England has stated *"Text has been added to confirm that 'the ability to record evidence of our past should not be a factor' in deciding whether complete or partial loss should be permitted"* https://historicengland.org.uk/content/docs/planning/ppg-historic-environment-he-briefing/)
4. OEMP, MW-G5 – Preparation of a CEMP AND *5. OEMP, MW-G11 – Handover Environmental Management Plan*	**REP8-037** *Observations on Agenda Items not dealt with orally 21/08/2019* p 10-11 paras 57-61 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001591-Council%20for%20British%20Archaeology%20-Written%20Observations%20on%20Agenda%20Items%20not%20Dealt%20with%20Orally%20at%20Hearing%20on%2021%20August.pdf	**Comment:** The proposed amendment only addresses textual consistency. **Assessment:** Unfortunately Historic England has not fully assessed whether or not the amendment would in practice materially reduce or increase harm to the WHS and surrounding environment. It seems unlikely to make any substantive difference. **Conclusion:** Greater clarity but no substantive difference to harm.
6. OEMP, MW-CH8 – Ground Movement Monitoring Strategy **And**	**REP6-084** *Response to ExA's 2nd Round of Written Questions* p 24-27 paras CH.2.9i and CH.2.9ii; pp 69-77 paras Ns.2.7 and Ns.2.8 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001422-CBA-Late%20D6%20Sub-Response%20to%20Examining%20Authority%E2%80%99s%20Second%20Round%20of%20Written%20Questions.pdf	**Comment:** The proposed amendment only addresses textual consistency, not the substance of the issues of soils management and archaeology which remains unresolved. **Assessment:** Unfortunately, Historic England has not substantively assessed whether or not the amendment would in practice materially reduce or increase harm to the WHS and

8. DAMS, para 5.2.8 – Ground movement monitoring stations	**REP8-036** *Written Summaries of oral submissions at Issue Specific Hearing* pp 8-9 para 4.3iv https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001590-Council%20for%20British%20Archaeology%20-Written%20Summaries%20of%20oral%20submissions%20at%20Issue%20Specific%20Hearings.pdf	surrounding environment, or whether or not the amendment would resolve the issues raised by the CBA. The final amendments to the DAMS include at 5.2.9 *"The GMMS will include provisions for baseline monitoring appropriate for collecting data at an appropriate frequency and accuracy in line with* British Tunnelling Society: Monitoring Underground Construction, A best practice guide *and shall be provided through a levelling system comprising a zero-ground disturbance, fully reversible surface mounted installation."* But this does not clarify the archaeological parameters of accuracy and spatial resolution required: the DAMs provisions still only cover the avoidance of damage from the monitoring points, not the avoidance of damage from ground movement, which in terms of harm to the WHS remains an unquantified risk. The actual degree of movement has not been modelled using the best practice guidance cited, and remains extremely uncertain, giving no baseline from which to judge any greater or lesser harm to the WHS. **Conclusion:** Some improvement in textual clarity. No difference in the current unpredictability and uncertainty of outcomes in terms of actual harm to the WHS
7. OEMP, D-LAN4 – Stakeholder Engagement (Countess Flyover)	**REP6-084** *Response to ExA's 2nd Round of Written Questions* p 40-41 paras De.2.2 De.2.4; pp 19-20 para CH.2.8 (Settings of Blickmead, Vespasian's Camp and Amesbury RPG) https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001422-CBA-Late%20D6%20Sub-Response%20to%20Examining%20Authority%E2%80%99s%20Second%20Round%20of%20Written%20Questions.pdf	**Comment:** The proposed amendment only addresses textual consistency. **Assessment:** Unfortunately Historic England has not fully assessed whether or not the amendment would in practice materially reduce or increase harm to the WHS and surrounding environment. The 'Stakeholder' engagement is presumably limited to the group defined in the OEMP. The two ways in which this could make a substantive difference to the harm to the WHS and its surroundings are if as a result of such consultations

		1. the engineering/architectural design reduced the harm to the setting of nearby heritage assets 2. the engineering design avoided impacts on palaeo-environmental deposits and potential for Mesolithic and later archaeology in the vicinity. The provision could be beneficial in somewhat reducing or avoiding harm but is rather unlikely to make a more than marginal difference **Conclusion:** Greater clarity; possibly beneficial but no substantive difference likely.
9. DAMS, paragraph 6.3.16 – Ploughzone Sampling and	**REP2-070** *Deadline 2 Submission - Written Representation* p 15 bullet points 3 & 4 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000854-Council%20for%20British%20Archaeology%20-Written%20Representation.pdf **REP2-075** *Detailed Comments on Policy Framework* paras D.3-D.8; D.10; D14-D15; D.17-D19; D.22 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000847-Council%20for%20British%20Archaeology%20-Appendix%20D%20%E2%80%93%20Detailed%20Comments%20on%20Policy%20Framework.pdf **REP2a-005** *Observations …on Archaeological Survey Reports and Draft Mitigation Strategy* pp 2-3 paras 1-5; pp 9-10 paras 28-31 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000907-Council%20for%20British%20Archaeology%20-%20Late%20Sub.pdf **REP6-084** *Response to ExA's 2nd Round of Written Questions* p 4-5 para CH.2.4; p 5-6 para CH.2.5; pp 30-31 para CH.2.9viii https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001422-CBA-Late%20D6%20Sub-Response%20to%20Examining%20Authority%E2%80%99s%20Second%20Round%20of%20Written%20Questions.pdf	*[Note: these two proposed amendments (9 and 10) are taken together for comment and assessment].* **Comment:** They seek to reinforce the role of the Scientific Committee and to make any divergence from its advice public. **Assessment:** Unfortunately Historic England has not fully assessed whether or not the amendment would in practice materially reduce or increase harm to the WHS and surrounding environment. *Depending on* the advice *and IF* it was followed, it is possible that this could lead to less loss of important but sparse, rare or unique evidence, and that it could lead to identification of areas with significant subsoil remains. This *could* lessen the loss of material contributing to the OUV of the WHS and its surroundings. Taken together with the similar provision for tree hollows this effect could be enhanced (cf CBA evidence stressing the complementary value of ploughzone and tree-throw hollows).

	AS-075 *Tree Holes presentation at Issue Specific Hearing 8* p 8 especially the last two main bullet points https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001512-AS-Council%20for%20British%20Archaeology.pdf [Note: an explanation of the slides in this presentation is to be found in the next item, REP8-036] **REP8-036** *Written Summaries of oral submissions at Issue Specific Hearing p 14 para 5.4 slides 7-8* https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001590-Council%20for%20British%20Archaeology%20-Written%20Summaries%20of%20oral%20submissions%20at%20Issue%20Specific%20Hearings.pdf **REP8-037** *Observations on Agenda Items not dealt with orally 21/08/2019* p 3-5 paras 9 to 23 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001591-Council%20for%20British%20Archaeology%20-Written%20Observations%20on%20Agenda%20Items%20not%20Dealt%20with%20Orally%20at%20Hearing%20on%2021%20August.pdf **REP9-036** *Comments on Deadline 8 Submission [Historic Environment PPG, July 2019]* pp 4-5 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001665-Council%20for%20British%20Archaeology%20-%20Comments%20on%20Deadline%208%20Submissions.pdf	However, these aspects are only two issues in a whole raft of sampling issues *ALL* of which combine to deliver the overall effectiveness of mitigation. By *NOT* applying the same provision to *ALL* aspects of archaeological sampling, the potential effectiveness of these amendments relative to reducing harm to the WHS and its surroundings is considerably less than if it were a general provision. Even so, much depends on what 'clout' the Scientific Committee has and how independent it actually is. The circumstances of its last meeting and absence of any follow up to implement its discussions suggests that this is very far from guaranteeing better outcomes – especially where faced with logistical and other challenges discussed in our evidence responding to the ExA Questions 2 (REP6-084 pp 28-30). **Conclusion:** The actual likely effect of these amendments depends on a complex chain of conditions, all of which contain significant uncertainties. • Procedurally, there would be greater clarity and transparency for the advice given about the aspects of sampling concerned. • The potential for substantive difference in terms of harm to WHS and surroundings is significantly limited by restricting the provision to only two aspects of archaeological works. • The 'clout' of the Scientific Committee is less clear than it might be in terms of remit, composition and role and its degree of independence. • Much depends on what regard Highways England would have to its non-binding advice (whether public or not) – for which the indications of what happened in relation to the Committee's last meeting are at best ambiguous.
10.DAMS, paragraph 6.3.51 – Tree Hollows	**REP2-075** *Detailed Comments on Policy Framework* https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000847-Council%20for%20British%20Archaeology%20-Appendix%20D%20%E2%80%93%20Detailed%20Comments%20on%20Policy%20Framework.pdf **REP2a-005** *Observations …on Archaeological Survey Reports and Draft Mitigation Strategy* pp 8-9 paras 24-26 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000907-Council%20for%20British%20Archaeology%20-%20Late%20Sub.pdf	

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	REP6-084 *Response to ExA's 2nd Round of Written Questions* p 8-9 para CH.2.5; pp 31-35 para CH.2.9ix https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001422-CBA-Late%20D6%20Sub-Response%20to%20Examining%20Authority%E2%80%99s%20Second%20Round%20of%20Written%20Questions.pdf **AS-075** *Tree Holes presentation at Issue Specific Hearing 8* ALL especially summary p 8 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001512-AS-Council%20for%20British%20Archaeology.pdf [Note: an explanation of the slides in this presentation is to be found in the next item, REP8-036] **REP8-036** *Written Summaries of oral submissions at Issue Specific Hearing* pp 13-14 para 5.4 slides 1 to 8 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001590-Council%20for%20British%20Archaeology%20-%20Written%20Summaries%20of%20oral%20submissions%20at%20Issue%20Specific%20Hearings.pdf **REP8-037** *Observations on Agenda Items not dealt with orally 21/08/2019* pp 7-8 paras 34 to 44 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001591-Council%20for%20British%20Archaeology%20-%20Written%20Observations%20on%20Agenda%20Items%20not%20Dealt%20with%20Orally%20at%20Hearing%20on%2021%20August.pdf **REP9-036** *Comments on Deadline 8 Submission [Historic Environment PPG, July 2019]* pp 4-5 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001665-Council%20for%20British%20Archaeology%20-%20Comments%20on%20Deadline%208%20Submissions.pdf	• A great deal depends on pressures of conducting large-scale archaeological works on major infrastructures projects that relate to procurement, project planning, responding to unforeseen problems as explained in our evidence. • A fundamental condition for implementing the 'reflexive' approach proposed and which has not been demonstrated is in timetabling for the most time-consuming level of response not the least – there is no evidence that this has been examined. *Overall* the effect of these amendments in terms of harm to the WHS and its surrounding environment is in principle potentially beneficial, but only partially so and even then extremely uncertain.

From:
To: [redacted]
Subject: RE: Your forthcoming decision
Attachments: image001.png

Dear Mr Burns,

Thank you for your email to the Secretary of State of 22 June 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
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94-98 Petty France
Westminster, London, SW1H 9EA
07866013025
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From: Jon Burns [redacted]
Sent: 22 June 2020 21:47
To: SHAPPS, Grant [redacted]
Subject: Your forthcoming decision

Dear Sir,

In the light of this recent discovery (see below) which highlights how little is known about our ancient landscape would you please take this into account when making a decision about the Stonehenge Tunnel project.

I trust that as an intelligent man you will understand the potential importance of this to your nation and its standing in the world, this could potentially lead to startling cultural and historical discoveries regarding our ancient past bringing huge economic benefits in the future.

I personally beg you not to allow the scheme to go ahead as it will inevitably and irreperably damage the landscape and, as English Heritage themselves have admitted will destroy thousands ofartefacts of potentially great importance.

In addition the scheme represents terrible value fir minet for the taxpayer.

I thank you in advance for your very careful consideration of this critical matter.

At the very least we should niw pause to xonsider the implications of the recent discoveries and the schemes potential impact.

We have a unique landscape here with massive global appeal (50M+ watched the sunrise live at Stonehenge this year)

"The largest prehistoric structure ever found in Britain" has been discovered within the Stonehenge World Heritage Site, at Durrington Walls. This amazing new find raises questions about potential for unknown discoveries along the proposed tunnel route which could be lost or damaged by the proposed A303 engineering works.

https://www.theguardian.com/science/2020/jun/22/vast-neolithic-circle-of-deep-shafts-found-near-stonehenge

Kind regards,

Jon Burns

PS a response to this email would be very much appreciated!!

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From: [redacted]
To:
Subject: Late Representation from the Consortium of Archaeologists and the Blick Mead Project Team
Date: 04 November 2020 09:19:36
Attachments: Submissions on New Evidence on behalf of the Consortium - PJG cmmnts (002) VH amends.pdf
Garwood statement on the implications of the Durrington pits for the A303 scheme.pdf
Importance: High

From: Bush, Mark [redacted]
Sent: 25 June 2020 16:38
To: Rob Pridham [redacted]
Cc: 'Victoria Hutton' [redacted]
Subject: RE: A303 Stonehenge Tunnel scheme - late representation
Importance: High

Dear Mr Pridham,

Further to my email below, please see attached the late representation made on behalf of the Consortium of Archaeologists and the Blick Mead Project Team, along with the accompanying statement of Dr Paul Garwood.

We would be grateful if you would bring these submissions concerning the recent discoveries in the Stonehenge WHS to the attention of the Secretary of State, as they will have an important bearing on his decision.

Yours sincerely,

Mark Bush
On behalf of the Consortium of Archaeologists and the Blick Mead Project Team

---

From: Bush, Mark
Sent: 24 June 2020 12:46
To: 'Rob.Pridham@dft.gov.uk' [redacted]
Cc: 'Victoria Hutton' [redacted]
Subject: A303 Stonehenge Tunnel scheme - late representation
Importance: High

Dear Mr Pridham,

Your name has been passed to me by Stonehenge Alliance as the relevant contact at the DfT regarding the above scheme, upon which the Secretary of State's decision is expected imminently.

I am contacting you as a matter of urgency on behalf of the Consortium of Archaeologists and the Blick Mead Project Team, further to our participation in the Public Examination process last year. We have been aware of the recent further consultation raised by the Secretary of State concerning the scheme, and responses from Highways England and several interested parties. We were content to stand behind the responses on the CBA and Stonehenge Alliance in that process.

However, you will be aware I am sure of the very recent announcement this week of the discovery of an unprecedented monumental array of massive pits encircling Durrington Walls henge, and other huge pits distributed widely across the Stonehenge WHS. The new findings have significant implications for the Secretary of State's decision, and, given the direct involvement of some members of the Consortium in this discovery, we feel it is important to submit short representations on the point either later today or tomorrow, as soon as they can be finalised, in order that the Secretary of State is fully informed.

Your sincerely,

Mark Bush
On behalf of the Consortium of Archaeologists and the Blick Mead Project Team

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Re: Discovery of 'A Massive, Late Neolithic Pit Structure associated with Durrington Walls Henge'

SUBMISSIONS ON BEHALF

OF THE CONSORTIUM OF ARCHAEOLOGISTS

AND THE BLICK MEAD PROJECT TEAM

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1. These brief submissions are written on behalf of the Consortium of Archaeologists and Blick Mead Project Team. They concern the recent discovery of 'A Massive, Late Neolithic Pit Structure associated with Durrington Walls Henge' within the Stonehenge World Heritage Site ('the WHS').[1] Appended to these submissions is a statement from Paul Garwood, Senior Lecturer in Archaeology, and one of the team that has published the recent discovery together with a PDF of the report into the recent discovery.

2. The recent discovery has significant implications for the decision over whether to grant development consent for the proposed tunnel through the WHS. In short:
    a. the discovery undermines the heritage assessments conducted by Highways England ('HE') in that:
        i. the discovery of the pits and demonstration that they are not natural features means that the conclusion that similar features found by HE in the vicinity, and along the line of the road corridor tunnel (some of which are proposed to be destroyed) are merely natural sinkholes is no longer safe;
        ii. the fact that the heritage assessments did not pick up on the significance of these massive features, and similar features throughout the WHS and on the road line, as potential man-made Late Neolithic features, indicates that they are in no way near rigorous enough to assess the full heritage impact of the proposal; and
        iii. the failure to identify the significance of the pits as part of the Environmental Statement ('ES') means that the Secretary of State cannot grant consent without

[1] See PDF attached and https://intarch.ac.uk/journal/issue55/4/

breaching the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the 2017 Regulations).

b. the discovery renders the Detailed Archaeological Mitigation Strategy ('DAMS') profoundly out of date; and

c. the discovery of a major Late Neolithic monumental structure which undoubtedly contributes to the Outstanding Universal Value of the WHS must be assessed as part of the decision over whether to grant development consent. The impact of the proposed scheme on the structure and its setting must be considered together with the impact of the proposed scheme on the WHS as a whole, which now includes a structure that has very considerable significance for understanding the entire landscape.

3. The submission and evidence provided by Paul Garwood on behalf of the Consortium have been prepared in a short time frame in order to ensure that the Secretary of State is apprised of the importance of the recent discovery prior to any decision being taken. The Consortium therefore reserves the right to (a) make further submissions/submit further evidence and/or (b) comment on submissions made by others (including Highways England) on this issue.

The inadequacy of the heritage assessments

4. In our previous submissions to the examination we drew attention to the fact that the proposal represents a breach of the World Heritage Convention ('WHC'). Articles 4 and 5 bear repeating:

Article 4

Each State Party to this Convention recognizes that the duty of ensuring the identification, protection, conservation, presentation and transmission to future generations of the cultural and natural heritage referred to in Articles 1 and 2 and situated on its territory, belongs primarily to that State. It will do all it can to this end, to the utmost of its own resources and, where appropriate, with any international assistance and co-operation, in particular, financial, artistic, scientific and technical, which it may be able to obtain.

Article 5

To ensure that effective and active measures are taken for the protection, conservation and presentation of the cultural and natural heritage situated on its territory, each State Party to this Convention shall endeavor, in so far as possible, and as appropriate for each country:

(a) to adopt a general policy which aims to give the cultural and natural heritage a function in the life of the community and to integrate the protection of that heritage into comprehensive planning programmes;

(b) to set up within its territories, where such services do not exist, one or more services for the protection, conservation and presentation of the cultural and natural heritage with an appropriate staff and possessing the means to discharge their functions;

(c) to develop scientific and technical studies and research and to work out such operating methods as will make the State capable of counteracting the dangers that threaten its cultural or natural heritage;

(d) to take the appropriate legal, scientific, technical, administrative and financial measures necessary for the identification, protection, conservation, presentation and rehabilitation of this heritage; and

(e) to foster the establishment or development of national or regional centres for training in the protection, conservation and presentation of the cultural and natural heritage and to encourage scientific research in this field. (my emphasis)

5. Paragraph 5.127 of the National Policy Statement for National Networks ('the NPS') states that the level of detail in a heritage assessment should be proportionate to the asset's significance. There can be no doubt that the WHS is an asset of the highest significance. The assessment of its significance and any impacts upon it should therefore rely on best available techniques and data. The submissions of the Consortium and particularly those of Prof. Mike Parker Pearson and Paul Garwood made this point at the examination. The Consortium made clear that both the heritage impact assessment and the DAMS proposed by HE are not fit for purpose. The recent discovery by the Hidden Landscapes Project demonstrates this. The fact that the potential significance of the pits, and similar features on and close to the road line, went unrecognized by HE, establishes that the assessment as a whole is sorely lacking. This is in breach of the NPS and also the WHC.

6. It is no answer to this point to state that the pits are removed from the site of the proposed scheme and therefore of no consequence. First, the WHS as a whole is an heritage asset, the impact of the proposal on the whole site must be assessed with the thoroughness which the WHC and NPS demands, this assessment must include all assets within the WHS, their settings and their interrelationships.

7. Second, the discovery of the pits undermines conclusions that HE has reached as to the presence of several possible pits that would be destroyed by the scheme (see Paul Garwood's statement at

para.2). Whilst there is a possibility that these features are natural, this conclusion is undoubtedly called into question in light of the compelling conclusions in the recent Hidden Landscapes study.

8. Regulation 4(2) of the 2017 Regulations prohibits the Secretary of State from making a DCO unless an EIA has been carried out in respect of the application. Regulation 5(1) defines an EIA as including the preparation of an Environmental Statement ('ES'). Regulation 5(2)(d) requires that an EIA 'must identify, describe and assess in an appropriate manner, in light of each individual case, the direct and indirect significant effects of the proposed development on … cultural heritage'. Regulation 14 governs ESs. Under reg.14(3)(b) an ES must 'include the information reasonably required for reaching a reasoned conclusion on the significant effects of the development on the environment taking into account current knowledge and methods of assessment' and reg.14(3)(c) 'be prepared, taking into account the results of any relevant UK environmental assessment, which is reasonably available to the applicant with a view to avoiding duplication of assessment.'

9. The failure of the ES to address the heritage significance of the pits means that it is clearly defective and does not meet the requirements of the 2017 Regulations. As such, pursuant to Regulation 4(2) the Secretary of State cannot make the DCO at present.

10. The discovery of the pits also renders the DAMS out of date. As Paul Garwood sets out at paragraph 2 of his appended statement:

'The possible (unrecognized) presence of massive anthropogenic features within the A303 DCO boundary clearly needs to be evaluated and any mitigation strategy revised accordingly (e.g. there must be provision for 100% excavation of these features given their clear archaeological significance).'

11. Additional to the above issues, the new discovery of a massive, very extensive Late Neolithic monumental structure close to the A303 corridor clearly has great heritage significance in and of itself and also contributes to the heritage significance of the WHS. This must be assessed by the Secretary of State as required by paragraph 5.128 of the NPS and the 2017 Regulations. At present, the Secretary of State has no assessment before him to reach conclusions on this issue. Therefore, the Secretary of State cannot at present reach an evidence based conclusion on the impact of the proposal on the new feature together with the WHS as a whole.

Next Steps

12. As stated above, the Consortium (through Paul Garwood) sets out the fundamental issues which this new discovery presents for the new road and tunnel. Put simply, a grant of consent cannot be entertained on the evidence as persists at present, not least because such a grant would contravene the 2017 Regulations.

13. As stated by Paul Garwood, the discovery of the pits 'must fundamentally reconfigure all current knowledge and understanding of the prehistoric landscape'. In light of this, and the profound impact that this discovery has for understanding the true heritage impact of the scheme, it would be inappropriate for the discovery to be dealt with in an *ad hoc* manner by written representations under rule 19 of the Infrastructure Planning (Examination Procedure) Rules 2010. Such an approach would likely be procedurally unfair to the parties involved. Given the importance of the issue, which undermines a key part of the Environmental Statement and the mitigation strategy, it is clearly in the public interest and that of the parties that the issue is subjected to examination by the examination authority adopting a procedure which ensures that all parties are consulted upon and able to make representations/submit evidence. In the event that the Secretary of State is minded to approve the scheme, then the Consortium respectfully requests that the Secretary of State re-opens the examination in order to ensure that the impacts of the discovery are fully understood.

Victoria Hutton

[redacted]

The implications of the Durrington pits monumental structure and other pit discoveries in the Stonehenge landscape for the A303 road scheme

Paul Garwood

Senior Lecturer in Archaeology
University of Birmingham

The discovery of an unprecedented monumental array of massive pits encircling Durrington Walls henge, and other huge pits distributed widely across the Stonehenge WHS (announced on 22nd June, and published in *Internet Archaeology* 55; Gaffney *et al.* 2020), has major implications for the A303 road scheme in general and the Detailed Archaeological Mitigation Strategy (DAMS) in particular.

1. The newly discovered monumental array of massive pits (each c.20 m in diameter and, where core-sampled, c.5-6 m deep) forms an incomplete sub-circular arrangement c.2.2 km in diameter with Durrington Walls at the centre (Figure 1). This must fundamentally reconfigure all current knowledge and understanding of the prehistoric landscape. Dating evidence indicates they are probably contemporary with the period of use of both Stonehenge and Durrington Walls, and thus part of the Late Neolithic ceremonial landscape. The southernmost pits are only 200 m from the northern edge of the A303 DCO corridor (Eastern Portal approach, to the north of Vespasian's Camp). Potential relationships between the pits and other features around the circumference of the pit circuit in this sector, including the area of the A303 corridor, clearly need to be taken full account of before final decisions on the proposed scheme are made. Furthermore, any future development of the A303 within the eastern part of the WHS will impact upon the landscape setting of this new extraordinary Neolithic monument complex, the extensive scale and unique character of which add significantly to the OUV of the WHS.

2. The identification of numerous other exceptionally large pits in the wider landscape (also by the *Stonehenge Hidden Landscapes Project* team; cf. Gaffney *et al.* 2020, fig.9) highlights the widespread presence of these little understood but highly significant features for understanding Stonehenge and its setting (Figure 2). Those mapped so far include one within the Western Portal approach, just to the east of Winterbourne Stoke Crossroads (sampled during the evaluation stage but not recognized as a possible man-made feature: Highways England 2019a; Trench 241, feature 24105). The surface fill of a similar 'natural' feature was recorded just to the northeast, within the line of the proposed road cutting (also in Trench 241). A similar larger feature has also been recorded in the Crossroads Junction area just to the west of the WHS boundary (sampled by coring during the evaluation stage: Highways England 2019b; Trench 448, feature 44807), and another in the Eastern portal approach area (Highways England 2019c; Trench 512, feature 51224). These features may prove to be natural but this cannot be presumed: two of those already investigated contained artefacts in their upper fills (F24105, F44807), while the massive Durrington pits and the famous Wilsford shaft site (just east of F24105) highlight the possibility that they are man-made. The possible (unrecognized) presence of massive anthropogenic features within the A303 DCO boundary clearly needs to be evaluated, and any mitigation strategy revised accordingly (e.g. there must be provision for 100% excavation of these features given their clear archaeological significance).

3. The cultural significance of natural hollows in the Stonehenge landscape, and the potential for significant archaeological evidence within sedimentary deposits in valley contexts within the WHS are highlighted again by the new discoveries. The frequent occurrence of cultural evidence in natural

features, and the close similarity of the massive pit features and many natural solution hollows (in terms of their overall size and original surface appearance as deep hollows) may well be no coincidence. It is possible that the Durrington pits were inspired by natural sinkholes that were already being used for cultural purposes, and that both site categories encompassed wider and hitherto uninvestigated patterns of prehistoric activity across the landscape. Archaeological evaluations commissioned by Highways England have noted but largely dismissed the archaeological potential of these features, recommending minimal future sampling in the DAMS (cf. Garwood 2019, sctn. 4.4): this suggests a profound misunderstanding of the extensive nature of human agency across the cultural landscape, and some crude perceptions of relative archaeological significance. Instead, both natural features and sediments (including buried soil horizons of the kind identified in the Eastern Portal approach; Highways England 2019c; Trench 504, layer 50405) require 100% excavation to ensure a comprehensive understanding of the cultural evidence.

4. The new discoveries around Durrington Walls henge (based on combined geophysical survey and borehole sampling), and the A303 comparative data outlined in point (2), raise serious concerns over the quality of the A303 archaeological evaluation process (in addition to the highly critical assessments already communicated to the Examination Authority: e.g. Council for British Archaeology 2019, part 5; Garwood 2019; Parker Pearson 2019). In particular, it is evident that there is very little correspondence between sub-surface features identified in A303 geophysical surveys and those revealed through evaluation trenches in the Western Portal approach (Highways England 2019a; Part 2 – Figures), the Longbarrow Junction area (Highways England 2019b; Part 2 – Figures), and the Eastern Portal approach (Highways England 2019c; Part 2 – Figures). Moreover, the interpretation of the geophysical data suggested very low numbers of features, yet the evaluation trenches revealed a multiplicity of features of various forms and sizes. It is especially striking that the large pit/solution feature 24105 in the highly sensitive Western Portal approach corridor appears to have been undetected by geophysical survey. There seems no reason, therefore, to have a high degree of confidence in the geophysical survey work undertaken so far as a basis for Archaeological Mitigation Strategy decision-making.

5. The very high-resolution multi-sensor geophysical mapping (combining several techniques) and the highly significant results produced by targeted coring and excavation achieved by recent field research projects, such as *Stonehenge Hidden Landscapes* (Gaffney *et al.* 2018, 2020) and the *Stonehenge Landscapes EMI Project*, suggest research-quality methodologies are needed for all archaeological purposes in and around the WHS (as befits its WHS status, and in order to sustain its OUV characteristics). The same point was raised on several occasions during the Examination hearings (e.g. with respect to plough zone sampling, the investigation of 'natural' features and sediments, and sampling levels in general). In this light, neither the A303 evaluation process nor the DAMS are fit for purpose in a World Heritage Site environment.

25/6/20

References

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Gaffney, V., Neubauer, W., Garwood, P., Gaffney, C., Löcker, K., Bates, R., De Smedt, P., Baldwin, E., Chapman, H., Hinterleitner, A., Wallner, M., Nau, E., Filzwieser, R., Kainz, J., Trausmuth, T., Schneidhofer, P., Zotti, G., Lugmayer, A. ,Trinks, I. and Corkum, A. 2018: Durrington Walls and the Stonehenge Hidden Landscape Project 2010-2016, *Archaeological Prospection* 25 (3), 1-15. (https://onlinelibrary.wiley.com/doi/10.1002/arp.1599)

Gaffney, V., Baldwin, E., Bates, M., Bates, C.R., Gaffney, C., Hamilton, D., Kinnaird, T., Neubauer, W., Yorston, R., Allaby, R., Chapman, H., Garwood, P., Löcker, K., Sparrow, T., Trinks, I. and Wallner, M., 2020: A massive, Late Neolithic pit structure associated with Durrington Walls Henge, *Internet Archaeology* 55. (https://intarch.ac.uk/journal/issue55/4/index.html)

Garwood, P. 2019: *Comments on the Draft Detailed Archaeological Mitigation Strategy (dDAMS)*. [Highways England 2019: Applic Doc. Ref. 8.11 (Rev.2)]. ExA Deadline 7 submission, 12/8/19. (TR010025 – A303 Stonehenge report REP7-054)

Highways England 2019a: *A303 Amesbury to Berwick Down. Archaeological evaluation report: Western Portal and approach.* (HE551506-AMW-HER-Z2_ML_M00_Z-RP-LH-0001).
Part 1: Text (TR010025 – A303 Stonehenge report REP1-045)
Part 2: Figures (TR010025 – A303 Stonehenge report REP1-046)

Highways England 2019b: *A303 Amesbury to Berwick Down. Ploughzone artefact sampling and trial trench evaluation: Longbarrow Junction.* (HE551506-AMW-EHR-Z2_JN_L00_Z-RO-LH-0001).
Part 1: Text (TR010025 – A303 Stonehenge report REP1-042)
Part 2: Figures (TR010025 – A303 Stonehenge report REP1-043)

Highways England 2019c: *A303 Amesbury to Berwick Down. Archaeological evaluation report: Eastern Portal.* (HE551506-AMW-HER-Z4-GN_000_Z-RP-LH-0001).
Part 1: Text (TR010025 – A303 Stonehenge report REP1-047)
Part 2: Figures (TR010025 – A303 Stonehenge report REP1-048)

Parker Pearson, M., 2019: *Professor Parker-Pearson's Presentation Given at Issue Specific Hearing 8* [uploaded to the A303 Examination website by the Consortium of Archaeologists & Blick Mead Project Team, 9/9/19]. (TR010025 – A303 Stonehenge report REP7-052)

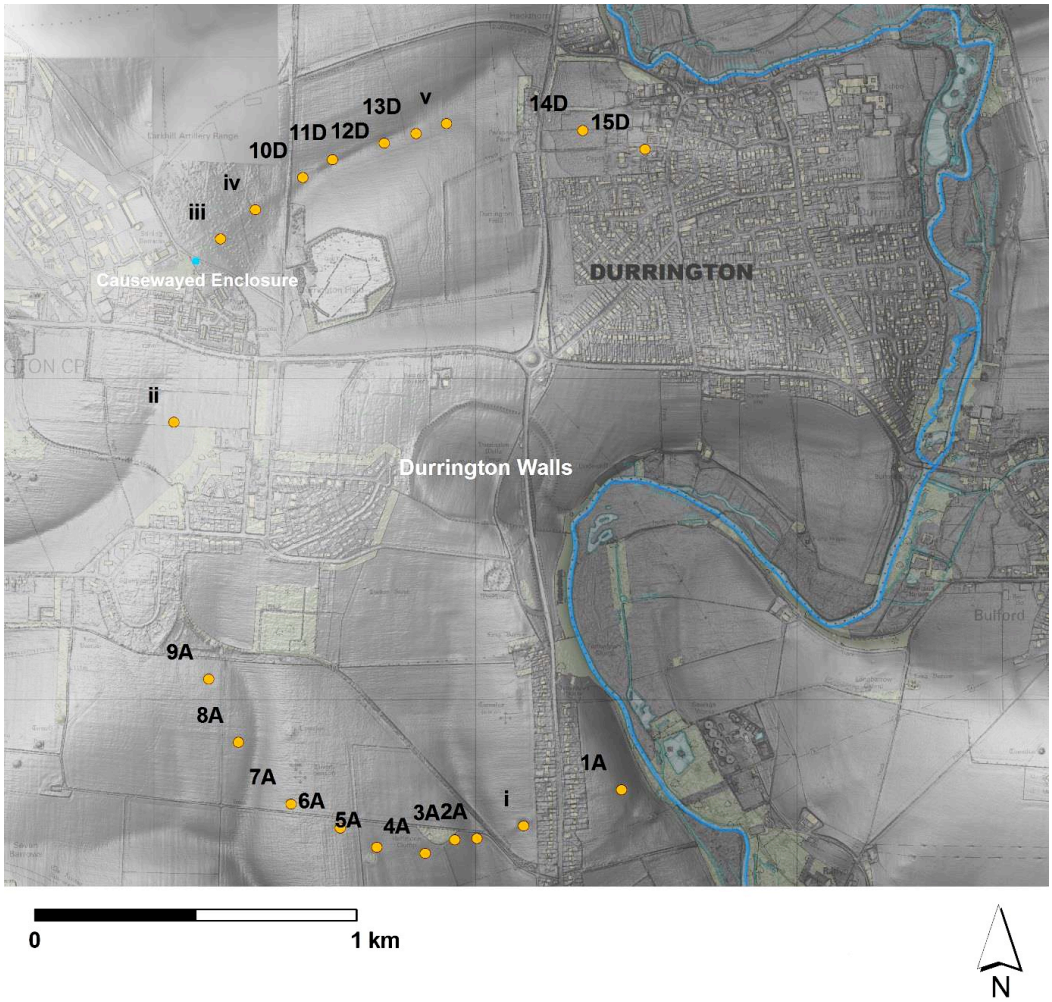

Figure 1: The monumental array of massive pits encircling Durrington Walls henge (the A303 corridor runs east-west just south of Pits 3A and 4A) (Gaffney *et al.* 2020, fig.8).

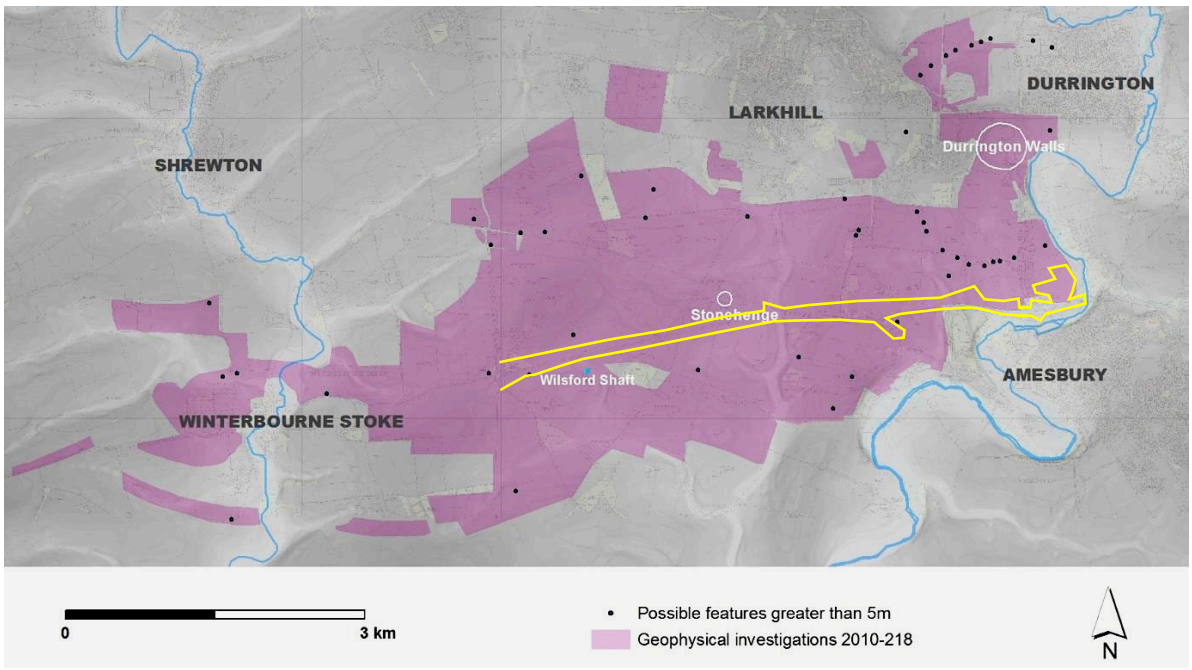

Figure 2: Locations of definite, probable and potential massive pits (over 5m diameter) mapped (to 2020) across the WHS and its environs, based mainly on geophysical survey data (Gaffney *et al.* 2020, fig.9; area of the A303 scheme DCO within the WHS area added in yellow).

THE STONEHENGE ALLIANCE
Chairman, George McDonic, MBE, BL, DIPLTP, FRTPI, DPA, FFB

From the Hon. Secretary, Dr Kate Fielden
[redacted]

The Rt. Hon. Grant Shapps, MP,
Secretary of State for Transport,
C/O Ms Susan Anderson,
Head of Transport Infrastructure Planning Unit,
Great Minster House,
33 Horseferry Road,
London SW1P 4DR.

Sent by email on 26 June 2020 to:
TRANSPORTINFRASTRUCTURE@dft.gov.uk and
A303Stonehenge@planninginspectorate.gov.uk

Dear Secretary of State,

A303 Stonehenge

I wrote to you on 28 May with our comments on responses to your request for comments and further information on various issues in your letter of 4 May 2020 addressed to Highways England, Historic England and Natural England.
Since then significant new issues have arisen which we hope you will wish to take into account in making your decision on the A303 Stonehenge Scheme.

1. **A major new archaeological discovery within the WHS** [1]
The nature and scale of a partial ring of substantial Neolithic pits, apparently centred around Durrington Walls henge, point only too clearly to the potential number and significance of other archaeological sites in the WHS landscape which remain hidden or unidentified. Some may already appear on survey plots that await detailed analysis. Pit-like features may be natural or man-made or a combination of both. Others, like the new find, may have been partially damaged by development and might not be fully understood. The new findings, in our view, require revision of the Heritage Impact Assessment (HIA) undertaken by Highways England.
Such is the scale and configuration of the new feature that, should a similar pit formation straddle the trace of the Expressway route, it would not have been identified in the archaeological evaluation undertaken for Highways England; while a single pit or element of it, if present, would not have been recognized for what it was.
This raises further questions about the adequacy of the Detailed Archaeological Mitigation Strategy (DAMS) and the incomplete archaeological record obtained by only partial evaluation.

2. Recent advice arising from consideration of the implications of Coronavirus
2.1. The May 2020 **Institute of Civil Engineers**' Green Paper and Report, *Covid-19 and the new normal for infrastructure systems,* [2] raises pertinent issues and questions concerning changes in infrastructure demands following Covid-19, coupled with the urgent need for net-zero carbon emissions by 2050. New methods of connectivity including digital working, a significant demand for multi-modal transport networks and public expectation that climate change will be fully addressed – along with scientific advice in decision-making and political will to address unprecedented challenges are all highlighted. "*A rapid review of major transport programmes to assess what needs to be rephased*" is recommended but the outcome of any such review is unknown.

2.2. The **Office of Rail and Road** has also called on Highways England and the Department for Transport jointly with the ORR to take stock of the roads investment strategy for the remainder of the road period and beyond. [3] This involves RIS2 projects, including the A303 Stonehenge Scheme.

2.3. The Executive Summary of the **Committee on Climate Change**'s *Reducing UK emissions: 2020 Progress Report to Parliament* (25.6.20) [4] says that, in terms of net zero carbon emissions, "*we are not making adequate progress in preparing for climate change"*; and, on p.142, it states that *"Overall, the Committee recommends that investments in low-carbon and climate adaptation infrastructure must be at the heart of measures to restore economic growth following COVID-19*." The report places emphasis on home working, stating that "*higher investment in resilient digital technology including 5G and fibre broadband should therefore be prioritised over strengthening the roads network*" (p.152 and, similarly, on pp. 145 and 179).

3. Transport Action Network's legal challenge to RIS2

We are aware that the legal challenge now under way may take some time before being heard in Court and, possibly, challenged on Appeal. In view of the unknown outcome of this action, it therefore appears to us that it might be helpful to allow more time before any decision is made to proceed with the A303 Stonehenge Scheme.

In conclusion

We would suggest that the new issues that have arisen since completion of the A303 Stonehenge Examination are of such relevance that they should be subject of changes to the EIA, HIA and the DAMS, along with re-opening of the Examination to allow open discussion by interested parties and reconsideration of the evidence before a decision on the Scheme is made. These issues include:

- reassessing the HIA in the light of the new archaeological findings and the significance of the WHS;
- proper protection of the WHS and its archaeology in view of their potential for future understanding;
- the need for thorough reassessment of the future of RIS2 and the A303 Scheme following Covid-19; and
- the advisability of awaiting the outcome of the legal challenge to RIS2.

Yours sincerely,

Kate Fielden (Dr)
Hon. Secretary

Notes

1. V. Gaffney *et al.*, "A massive, Late Neolithic Pit Structure associated with Durrington Walls Henge", *Internet Archaeology* 55; 2020, https://intarch.ac.uk/journal/issue55/4/index.html
2. Chris Richards, *Covid-19 and the new normal for infrastructure systems,* https://www.ice.org.uk/news-and-insight/policy/covid-19-and-the-new-normal-for-infrastructure Green Paper and Report, Institution of Civil Engineers, May 2020
3. Rob Horgan, "Regulator calls for stocktake of £27bn roads plan to assess impact of Covid-19", *New Civil Engineer*, 12 June 2020. https://www.newcivilengineer.com/latest/regulator-calls-for-stocktake-of-27bn-roads-plan-to-assess-impact-of-covid-19-12-06-2020/
4. Committee on Climate Change**,** *Reducing UK emissions: 2020 Progress Report to Parliament*, 25 June 2020.

https://www.theccc.org.uk/publication/reducing-uk-emissions-2020-progress-report-to-parliament/

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: FILED: A303 Stonehenge
Date: 26 June 2020 10:56:47
Attachments: Stonehenge Alliance letter to DfT 26 June 2020 .docx
Importance: High

For the attention of The Rt. Hon. Grant Shapps, MP, Secretary of State for Transport, please

C/O Ms Susan Anderson and Mr Rob Pridham

Dear Ms Anderson and Mr Pridham,

I would be grateful if you should, please, ensure that the attached letter is forwarded to the Secretary of State.

Please would you also send me acknowledgement of receipt of my letter?

Yours sincerely,

Kate Fielden
Hon Secretary to the Stonehenge Alliance

This email has originated from external sources and has been scanned by DfT's email scanning service.

THE STONEHENGE ALLIANCE
Chairman, George McDonic, MBE, BL, DIPLTP, FRTPI, DPA, FFB

From the Hon. Secretary, Dr Kate Fielden
[redacted]

The Rt. Hon. Grant Shapps, MP,
Secretary of State for Transport,
C/O Ms Susan Anderson,
Head of Transport Infrastructure Planning Unit,
Great Minster House,
33 Horseferry Road,
London SW1P 4DR.

Sent by email on 26 June 2020 to:
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A303Stonehenge@planninginspectorate.gov.uk

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We would suggest that the new issues that have arisen since completion of the A303 Stonehenge Examination are of such relevance that they should be subject of changes to the EIA, HIA and the DAMS, along with re-opening of the Examination to allow open discussion by interested parties and reconsideration of the evidence before a decision on the Scheme is made. These issues include:

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Kate Fielden (Dr)
Hon. Secretary

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2. Chris Richards, *Covid-19 and the new normal for infrastructure systems,* https://www.ice.org.uk/news-and-insight/policy/covid-19-and-the-new-normal-for-infrastructure Green Paper and Report, Institution of Civil Engineers, May 2020
3. Rob Horgan, "Regulator calls for stocktake of £27bn roads plan to assess impact of Covid-19", *New Civil Engineer*, 12 June 2020. https://www.newcivilengineer.com/latest/regulator-calls-for-stocktake-of-27bn-roads-plan-to-assess-impact-of-covid-19-12-06-2020/
4. Committee on Climate Change**,** *Reducing UK emissions: 2020 Progress Report to Parliament*, 25 June 2020.

https://www.theccc.org.uk/publication/reducing-uk-emissions-2020-progress-report-to-parliament/

From: [redacted]
To:
Subject: RE: Stonehenge
Attachments: image001.png

Dear Mr Dipper,

Thank you for your email to the Secretary of State of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
Follow us on twitter @transportgovuk
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: TransportSecretary
Sent: 15 July 2020 20:11
To: POCorrespondence [redacted]
Subject: FW: Stonehenge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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To contact the Secretary of State's office, please e-mail transportsecretary@dft.gov.uk
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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:04
To: TransportSecretary [redacted]
Subject: FW: Stonehenge

From: Andrew Dipper [redacted]
Sent: 10 July 2020 20:52
To: SHAPPS, Grant [redacted]
Subject: Stonehenge

Dear Sir, I have been following the plans to build a bypass tunnel near to Stonehenge and tunnel safety should be a major concern, Lorries carrying gasoline and other dangerous chemicals should probably not be allowed in the tunnel.. For this reason the tunnel may not be very effective since these loads will need to be diverted onto local roads. I hope you will look into this matter and consider the problem of dangerous and prohibited goods before you make a final decision on a tunnel which is an expensive solution to the problem which may create further intractable problems in the future.

Thank you for your consideration

Sincerely

Andrew Dipper

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From: [redacted]
To:
Subject: RE: A303 Stonehenge
Attachments: image001.png

Dear Mr Willett,

Thank you for your email to the Secretary of State of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
Follow us on twitter @transportgovuk
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: TransportSecretary
Sent: 15 July 2020 19:52
To: POCorrespondence [redacted]
Subject: FW: A303 Stonehenge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

The Secretary of State's box closes at 2pm Monday – Thursday, when parliament is sitting.
To contact the Secretary of State's office, please e-mail transportsecretary@dft.gov.uk
Find out more information about the Secretary of State, the Secretary of State's office and their responsibilities, templates and guidance, parliamentary recess and duty rotas.
Please note that all e-mails and their attachments sent by a Private Secretary on behalf of a Minister relating to a decision or comment made by a Minister, or note of a Ministerial meeting, should be filed appropriately by the recipient. DfT Private Office does not keep official records of such e-mails or documents attached to, or forwarded with, them.

From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:03
To: TransportSecretary [redacted]
Subject: FW: A303 Stonehenge

From: mark willett [redacted]
Sent: 10 July 2020 23:53
To: SHAPPS, Grant [redacted]
Subject: A303 Stonehenge

Dear Sir,

I am writing to urge you not to proceed with the above road plan in view of the damage it will cause to this iconic site, especially in view of recent discoveries made in the area.

Unesco has warned that if the plans are put into action this site will lose World Heritage Status, which would harm tourism in this country and damage our international reputation.We have to show we value such irreplaceable sites .

A number of important archeologists oppose this plan and they really must be listened to especially as the world is watching and we must not make ourselves a laughing stock.

At a time of crisis like this I am sure also that money can be better used than on such a project, the value of which is dubious.

If you damage this world respected site I feel you will be showing a lack of pride in our heritage and damaging the reputation of your government and party.

The world is watching and we need someone wih the courage to protect our unique heritage,

Thank you,

Yours sincerely,

Mark R. Willett

[redacted]

UK Parliament Disclaimer: this e-mail is confidential to the intended recipient. If you have received it in error, please notify the sender and delete it from your system. Any unauthorised use, disclosure, or copying is not permitted. This e-mail has been checked for viruses, but no liability is accepted for any damage caused by any virus transmitted by this e-mail. This e-mail address is not secure, is not encrypted and should not be used for sensitive data.

This email has originated from external sources and has been scanned by DfT's email scanning service.

From: [redacted]
To:
Subject: RE: Proposed Stonehenge tunnel

Dear Mrs Lobb,

Thank you for your email to the Secretary of State of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport
3rd Floor East Wing | [redacted]
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

-----Original Message-----
From: TransportSecretary
Sent: 15 July 2020 19:52
To: POCorrespondence [redacted]
Subject: FW: Proposed Stonehenge tunnel

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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Find out more information about the Secretary of State, the Secretary of State's office and their responsibilities, templates and guidance, parliamentary recess and duty rotas.

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-----Original Message-----
From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:03
To: TransportSecretary [redacted]
Subject: FW: Proposed Stonehenge tunnel

-----Original Message-----

From: Sue Lobb [redacted]
Sent: 10 July 2020 23:10
To: SHAPPS, Grant [redacted]
Subject: Proposed Stonehenge tunnel

Last month archaeologists discovered huge 4000 year old shafts centred on Durrington Walls near to Stonehenge. This major find could change our understanding of our Neolithic ancestors and their astonishing skills. That such a significant feature should only now be found begs the question "How much more remains hidden within this extraordinary landscape? "

In spite of this amazing evidence, will you decide to permanently disfigure the World Heritage Site and compromise further discoveries by giving a green light to one of Britain's most expensive and controversial road schemes? Or will you listen to UNESCO's objection based on the Government's commitment to conserving this unique archaeological landscape and save £2b that could be better spent for a country devastated by the coronavirus pandemic?

Please read this and listen and help. This means so much. It is our history. Please do not go ahead.

Yours truly

Mrs Sue Lobb

Sent from my iPad

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From: [redacted]
To:
Subject: RE: A303 Stonehenge scheme must be placed on hold
Attachments: image001.png

Dear Mr Lehmann,

Thank you for your email to the Secretary of State of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: TransportSecretary
Sent: 15 July 2020 19:52
To: POCorrespondence[redacted]
Subject: FW: A303 Stonehenge scheme must be placed on hold

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:03
To: TransportSecretary [redacted]
Subject: FW: A303 Stonehenge scheme must be placed on hold

From: Lukas Lehmann [redacted]
Sent: 10 July 2020 23:17
To: SHAPPS, Grant [redacted]
Subject: A303 Stonehenge scheme must be placed on hold

To The Rt Hon Grant Shapps MP,
Secretary of State for Transport,

Please place the A303 Stonehenge scheme on hold. Alternative schemes are possible that would not be damaging to the World Heritage wise as advised by UNESCO and the large majority of consultation respondents and the scheme is no longer a priority for the region.

Do not waste precious resources and our national heritage at a time when our focus should be on overcoming this crisis, the nearing climate crisis and of course the future relations of our country to the world. This scheme will damage one of our true national icons and reduces us in the eyes of the world just as we are seeking a new place in it.

Most respectfully yours,

Lukas Lehmann
[redacted]

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From: [redacted]
To:
Subject: RE: A303 Stonehenge
Attachments: image001.png

Dear Mr Simpson,

Thank you for your email to the Secretary of State of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: TransportSecretary
Sent: 15 July 2020 19:52
To: POCorrespondence [redacted]
Subject: FW: A303 Stonehenge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:03
To: TransportSecretary [redacted]
Subject: FW: A303 Stonehenge

From: KEN SIMPSON [redacted]
Sent: 10 July 2020 22:56
To: SHAPPS, Grant [redacted]
Subject: A303 Stonehenge

Even before the COVID-19 problem I was opposed to the hugely wasteful and destructive proposal to re-route the A303 past Stonehenge, but it would be particularly ludicrous for the Government to continue with this £2 billion road scheme now that the country has been paying the wages of millions of people for the last three months and is burdened with a staggering debt. During the 'lock down' I found the significant reduction in the use of motor vehicles was particularly refreshing. Who would not embrace a reduction in air pollution or road accidents, or indeed a decrease in the number of wild animals killed on the roads? We should not be encouraging people to make more motor vehicle journeys at greater speed by building new roads. [redacted] As an independent nation we need to move away from factory farming, and indeed meat and dairy production. It requires a lot more land to grow crops to feed animals for human consumption than to simply grow crops for people to eat. If this virus fails to change the way our Government operates with regard to the environment, then I cannot imagine what immense catastrophe it would take for this to happen.

Yours, etc.
Mr K. Simpson
[redacted]

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From: [redacted]
To:
Subject: RE: Stonehenge Tunnel
Attachments: image001.png

Dear Mr Matzliach,

Thank you for your email to the Secretary of State of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 19:52
To: POCorrespondence [redacted]
Subject: FW: Stonehenge Tunnel

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:03
To: TransportSecretary [redacted]
Subject: FW: Stonehenge Tunnel

From: Chris Matzliach [redacted]
Sent: 10 July 2020 23:08
To: SHAPPS, Grant [redacted]
Subject: Stonehenge Tunnel

Dear Mr Shapps
I am writing to ask you to not destroy 5,000yrs of history by allowing the tunnel to be built under this monumental world heritage site. There is so much more to discover at this site and in the surrounding area. We need to preserve the stones and everything that surrounds them for future generations. Please consider carefully the sheer enormity of this decision and the impact it will have on our cultural heritage.
Thank you
Yours sincerely
Cris Matzliach

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From: [redacted]
To:
Subject: RE: Stonehenge

Dear Ms Portess,

Thank you for your email to the Secretary of State of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport
3rd Floor East Wing | [redacted] |
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

-----Original Message-----
From: Ellen Portess [redacted]
Sent: 10 July 2020 22:18
To: SHAPPS, Grant [redacted]
Subject: Stonehenge

Dear Mr Shapps,
I hear you are about to decide the fate of this wonderful irreplaceable historic English site.

I know that a better road needs to be provided to serve transport to the South West. And that plans are in place to build such a transport route.

BUT that route runs smack against Stonehenge's foundations and all other newly-discovered and as yet undiscovered ancient remains which are begging to be inspected, dated and classified. UNESCO believes it to be a World Heritage Site and it is indeed a Wonder of our World.

Stonehenge is a very special historical place and needs preserving at all costs, underneath as well as all around it. It would be a mistake of enormous magnitude if this Conservative government were to sacrifice it on the altar of modernity and modern convenience. It is worth much more than that. It is our priceless heirloom. Please leave it and what is slumbering beneath it in peace.

Your country would be so grateful for your decision to scrap this road design and aim for something better suited to our great Stonehenge.

Many thanks for considering this plea on behalf of Stonehenge and what it means to all of us.

Ellen Portess
[redacted]

Sent from my iPhone
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From: [redacted]
To:
Subject: RE: Stonehenge
Attachments: image001.png

Dear Mr Shorter,

Thank you for your email to the Secretary of State of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 19:51
To: POCorrespondence [redacted]
Subject: FW: Stonehenge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:03
To: TransportSecretary [redacted]
Subject: FW: Stonehenge

From: Paul Shorter [redacted]
Sent: 10 July 2020 21:52
To: SHAPPS, Grant [redacted]
Subject: Stonehenge

I would urge you strongly to protect Stonehenge, our most iconic pre- landmark by rejecting the projected road schemes which have been the subject of searing criticism at the recent enquiry, and which will indubitably damage the surrounding rich archaeological heritage
This world heritage site must be saved from such appalling vandalism for future generations.

Yours sincerely

Paul Shorter [redacted]

Sent from Mail for Windows 10
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From: [redacted]
To:
Subject: RE: Stonehenge
Attachments: image001.png

Dear Mr Newman,

Thank you for your email to the Secretary of State of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 19:51
To: POCorrespondence [redacted]
Subject: FW: Stonehenge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:04
To: TransportSecretary [redacted]
Subject: FW: Stonehenge

From: Miles Newman [redacted]
Sent: 10 July 2020 21:25
To: SHAPPS, Grant [redacted]
Subject: Stonehenge

Dear Mr Shapps,

Please do your utmost to avoid the total wrongness and terrible worldwide embarrassment of any further vehicular intrusion into Stonehenge (one of), the most important prehistoric sites in the world.

Thank you,

Miles Newman
[redacted]
Lancaster UK

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From: [redacted]
To:
Subject: RE: Save irreplacable historic
Attachments: image001.png

Dear Ms Garb,

Thank you for your email to the Secretary of State of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
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Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 19:51
To: POCorrespondence [redacted]
Subject: FW: Save irreplacable historic

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:04
To: TransportSecretary [redacted]
Subject: FW: Save irreplacable historic

From: Ellen Garb [redacted]
Sent: 10 July 2020 21:05
To: SHAPPS, Grant [redacted]
Subject: Save irreplacable historic

Stonehenge is a world treasure. Please do not damage it by temporal expediency.

Many thanks.
E. Garb
[redacted] Wisconsin
USA
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From: [redacted]
To:
Subject: RE: Stonehenge tunnel plans
Attachments: image001.png

Dear Ms Oakes,

Thank you for your email to the Secretary of State of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
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Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 19:50
To: POCorrespondence [redacted]
Subject: FW: Stonehenge tunnel plans

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:04
To: TransportSecretary [redacted]
Subject: FW: Stonehenge tunnel plans

From: fleur oakes [redacted]
Sent: 10 July 2020 20:43
To: SHAPPS, Grant [redacted]
Subject: Stonehenge tunnel plans

Dear Grant Shapps,
I am writing with great concern about next weeks decision making about the Stonehenge tunnel plans. There are many deeply worrying aspects to this scheme among them the governments u-turn regarding the protection of a world heritage site, the disregard of UNESCO advice and the lack of national publicity for this plan. It has been handled and regarded as if it were an average road tunnel project not the jaw dropping insult to the nations heritage that it actually is. A full briefing can be found here http://stonehengealliance.org.uk/a303-stonehenge-references/mp-briefing/.
thankyou for your patience in reading this,
regards,
Fleur Oakes,
[redacted]

Artist in Residence at Imperial College London (Centre for Performance Science)
Research Fellow at V&A Research Institute

http://fleuroakes.com/
http://threadmanagement.blogspot.co.uk/
http://theglasspingle.blogspot.co.uk/
http://themuseumforobjectsofvertu.blogspot.co.uk/
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From: [redacted]
To: [redacted]
Subject: RE: Stonehenge Scheme
Attachments: image001.png

Dear Ms Sharp,

Thank you for your email to the Secretary of State of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
Follow us on twitter @transportgovuk
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: TransportSecretary
Sent: 15 July 2020 19:50
To: POCorrespondence[redacted]
Subject: FW: Stonehenge Scheme

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant[redacted]
Sent: 14 July 2020 15:04
To: TransportSecretary[redacted]
Subject: FW: Stonehenge Scheme

From: Caroline Sharp[redacted]
Sent: 10 July 2020 21:18
To: SHAPPS, Grant <[redacted]
Subject: Stonehenge Scheme

Dear Mr Shapps

Please consider the briefing attached if you have not already done so, it contains vital information as to why this project should not go ahead.
I live in Wiltshire so this is my county andi know many of us are against this scheme and have been working hard to present strong arguments to persuade ministers not to go ahead. Please consider our views and those of UNESCO, especially the fact that in all likelihood Stonehenge will lose World Heritage Status and many unexplored ancient sites will be destroyed if this scheme goes ahead Also that building bigger road systems has been shown to simply increase traffic rather than ease congestion.
Please consider alternative that will not damage this site for current and future generations and hide away the StoneS from the millions who see them as they pass by, me being one of them in a regular basic. They are out Stones and should be visible to us all without having to pay.
Thank you
Caroline Sharp
[redacted]

MPs' Briefing

A303 Stonehenge Scheme MP briefing paper – DOWNLOAD HERE

- **For a summary of our case against the Stonehenge tunnel please link here.**
- For further information please contact stand.up.for.stonehenge@gmail.com

Prepared by the Stonehenge Alliance [1], 6 July 2020

1. Introduction

The A303 Stonehenge Scheme Examination has been undertaken and the Examining Authority's Report was submitted to the Secretary of State for Transport on 2 January 2020. His decision on the Scheme is awaited.The Scheme would upgrade the A303 to Expressway

standard with a short c.3km tunnel with twin portals in deep dual-carriageway cuttings, all within the World Heritage Site (WHS), and two grade separated junctions on its boundaries. ***See images of Highways England's proposal here.***[2]

The Chancellor indicated in his Budget speech on 11 March 2020 that Her Majesty's Government continues to support the scheme.

Image removed by sender.

2. HMG's position

HMG is a signatory to the 1972 World Heritage Convention [3] and thus committed to protecting the whole World Heritage Site (WHS). Article 4 of the Convention reads:

> *"Each State Party to this Convention recognizes that the duty of ensuring the identification, protection, conservation, presentation and transmission to future generations of the cultural and natural heritage referred to in Articles 1 and 2 and situated on its territory [i.e., its designated World Heritage Sites], belongs primarily to that State. It will do all it can to this end, to the utmost of its own resources and, where appropriate, with any international assistance and co-operation, in particular, financial, artistic, scientific and technical, which it may be able to obtain."*

- A World Heritage Site is designated for its outstanding universal value to mankind.
- The World Heritage Convention applies to the whole WHS.
- Protecting a WHS also protects its outstanding universal value: the two are inseparable.
- Government planning policy demands protection of a WHS *and its setting*.

3. UNESCO's position

HMG has invited three joint UNESCO World Heritage Centre/International Council on Monuments and Sites (ICOMOS) specialist missions (in 2015, 2017 and 2018) to see and advise on the A303 Stonehenge proposals. The 2018 Advisory Mission's report [4] recommends exploration of bypass and longer tunnel options, saying the road scheme

"should not proceed in its current form". UNESCO's World Heritage Committee Decisions in 2018 and 2019 [5] reiterate that advice.

Ignoring UNESCO's advice could lead to loss of World Heritage status: international disgrace.

4. Archaeological damage that would arise from the A303 scheme

- Around 26 sq. km (10 sq. miles) at Stonehenge, together with a similar area at Avebury, was designated a WHS in 1986 for its remarkable Neolithic and Bronze Age remains. These *designed*landscapes, with interrelated monuments and sites, include avenues and other features linked to the topography and water. Deep dual-carriageway cuttings and tunnel entrances would destroy archaeology and the integrity of the WHS.
- The A303 Preferred Route is strongly objected to by 22 archaeologists, [6] leading specialists in the archaeology of the WHS. Their views were reiterated at the Examination of the Scheme.
- The integrity of the famous Blick Mead Mesolithic site, beside and possibly under the present A303, would be severely compromised by a massive flyover.

5. Consultation

The non-statutory consultation (2017) on route options was deeply flawed in offering a short (2.9km) tunnel under only part of the WHS, with bypass options to the west for Winterbourne Stoke village, i.e., a single option for the WHS, damaging to both the Site and its setting.

- Lack of information on options discarded by Highways England (including a WHS bypass), precluded informed judgement and comparison with the option chosen.
- The scheme was mainly advertised and exhibited locally by Highways England. Only one exhibition was held outside Wiltshire, at the Society of Antiquaries in London.
- Seventy-seven per cent of c.9,000 respondees to this consultation objected to the short tunnel within the WHS, irrespective of the Winterbourne Stoke bypass options.

The 2018 Statutory (February–April) and supplementary (July–August) consultations on the Preferred Route were similarly highly unsatisfactory.

- Exhibitions and publicity were largely restricted to local media and venues, with a single afternoon exhibition outside Wiltshire at the Society of Antiquaries in London.
- Information was (and still is) lacking in key areas, such as archaeology, the natural environment and hydrogeology, making fully informed judgements impossible.
- Misinformation in scheme documentation and media statements by scheme promoters continued and gave the impression that the WHS and its OUV would be protected.
- Outright objections to the scheme, including those made via Stonehenge Alliance and Friends of the Earth websites (reaching a wider group, including people from abroad) have substantially increased since the first consultation.

6. Cost and value for money

- Capital cost was set by HMG in September 2017 at an upper limit of £1.6bn. (Estimated cost was £1.3bn in December 2014). Annual tunnel maintenance costs would be c.£7m. The cost has now risen to around £2bn.
- The Scheme is to be paid for by the Public Purse. May 2019 National Audit Office and July 2019 Public Accounts Committee reports [7] have cast serious doubts on the Scheme's value for money.
- Economic assessment conclusions in the September 2017 Scheme Assessment Report [8] include:

> *"10.5.12. Based on those impacts that can be quantified, the Scheme is likely to lie within the low-medium value for money category of schemes."*
>
> *"10.7.1. A conventional approach to appraisal, which focuses on the traffic related benefits delivered to users of the road network, would suggest that the scheme has low value for money. However, this fails to capture the full range of benefits of the scheme*

> *and doesn't include the value of removing the current road from Stonehenge WHS which is a key benefit of the new scheme."*
>
> *Important note: the scheme would notremove the road from the WHS.*
>
> *The Whitehall Monitor 2018 [9] (Fig. 6.5 et seq.) gives a red delivery confidence rating for the A303 Stonehenge scheme in 2017: i.e., successful delivery appears to be unachievable.*

7. Who stands to gain? (supporters of the Government's scheme)

- ***Historic England*** answers to the DCMS and is governed by the Historic England Commission which has overall responsibility for English Heritage Trust's collections. Historic England Commissioners are among the Trustees of English Heritage Trust of which Historic England is the sole member.
- ***English Heritage Trust****,* manager of Stonehenge visitor-centre, is likely to follow HMG's lead. The Trust would benefit from an enhanced setting to the henge and an increase in paying visitors, since motorists' view of the Stones from the A303 would be lost.
- ***The National Trust*** owns land around Stonehenge from which the A303 would be removed into a tunnel. The Trust might also gain financially if it were to develop its own visitor-centre and charge to see the view of the Stones from the road lost to motorists in future. ***The support of the NT for the scheme is instrumental****.*
- ***Local* people** hope to be rid of traffic congestion and rat-running. Any traffic flow improvement would be temporary, since road widening is known to induce more traffic: see, e.g., a 2017 CPRE publication [10] which also demonstrates that widened roads rarely bring hoped-for economic benefits and increased housing to a region. Congestion is a national problem and Stonehenge is but one of numerous bottlenecks. Congestion maps reveal lengthier and more frequent congestion in other parts of the country.

8. Who stands to lose from the scheme?

- ***Present and future generations****,* who, under the terms of the WH Convention, are promised permanent protection of the WHS
- ***The many millions of A303 travellers***, who value the view of the Stones from the road
- ***Those who would like to see the henge in future***and would (mostly) be obliged to pay
- ***Our nation***, whose pride in and understanding of an iconic and fundamental part of its heritage would be irretrievably lost. *Note*: October 2018 was the centenary of the gift of Stonehenge to the nation by Sir Cecil Chubb.
- ***Those concerned about the wildlife of the WHS***, including the Great Bustard Group, and the RSPB whose WHS bird sanctuary hosts protected Stone Curlews.
- ***Our Government***, whose Convention promise would be broken and, being responsible for an incalculable loss to the world, would be subject to international censure.

9. What should be done?

- Place the A303 Stonehenge scheme on hold. Seek alternative options not damaging to the WHS, as advised by UNESCO and the large majority of consultation respondees.
- The climate emergency declared by the Government and its commitment to net zero carbon emissions by 2050 will be accompanied by substantial changes predicted in car journeys and use over the next 10-20 years. Implementing interim traffic management measures at Stonehenge should therefore be considered.
- Road widening might not be necessary within 50 years – a small fraction of the period of human use of the WHS.
- Find better ways of spending £2bn. In terms of transport alone, the South West would benefit from a rail investment programme such as that outlined by the Peninsula Rail Task Force [11], whilst smart measures to discourage road use at busy times, improve traffic flow and prevent rat running could be implemented straight away at relatively little cost provided the local Highway Authority (Wiltshire Council) and Highways England were properly resourced to work together.
- The South West would also benefit from improved bus provision: this is an area where

connectivity, especially for rural communities, is lacking. Urgent road repairs are also needed now.

- HMG should introduce statutory protection for UK World Heritage Sites, so that these highly-regarded places receive the safeguarding they need if they are to survive intact. This would not mean that no development should be allowed but that new development should not damage a WH Site's intrinsic qualities and integrity.

NOTES AND REFERENCES

1. The Stonehenge Alliance is supported by: Ancient Sacred Landscape Network, Campaign for Better Transport, Campaign to Protect Rural England, Friends of the Earth, RESCUE: The British Archaeological Trust and many individuals in the UK and abroad. http://stonehengealliance.org.uk/
2. For Highways England's images of A303 Preferred Route, see http://stonehengealliance.org.uk/a303-stonehenge-scheme-images/.
3. *Convention Concerning the Protection of the World 2Cultural and Natural Heritage*, UNESCO, 1972. https://whc.unesco.org/archive/convention-en.pdf
4. *Final Report on the joint World Heritage Centre / ICOMOS Advisory mission to Stonehenge, Avebury and Associated Sites 5 – 7 March 2018*, UNESCO World Heritage Centre and ICOMOS, June 2018. https://whc.unesco.org/en/documents/168265/
5. Decision: 42 COM 7B.32: Stonehenge, Avebury and Associated Sites (United Kingdom of Great Britain and Northern Ireland), UNESCO World Heritage Centre, 2018. https://whc.unesco.org/en/decisions/7261/; and 2019: https://whc.unesco.org/en/decisions/7543
6. "A303 Stonehenge consultation feedback from a consortium of Stonehenge experts". Response to Preferred Route consultation, 23 April 2018. http://stonehengealliance.org.uk/wp-content/uploads/2018/06/Consultation-letter-from-Stonehenge-archaeologists-23-April-2018.pdf
7. National Audit Office Report "Improving the A303 between Amesbury and Berwick Down" (May 2019): https://www.nao.org.uk/wp-content/uploads/2019/05/Improving-the-A303-between-Amesbury-and-Berwick-Down.pdf; and Public Accounts Committee Report "Transport Infrastructure in the South West" (July 2019) https://publications.parliament.uk/pa/cm201719/cmselect/cmpubacc/1753/175302.htm
8. Highways England, *A303 Stonehenge Amesbury to Berwick Down Scheme Assessment Report,* Vol. 1, September 2017. https://highwaysengland.citizenspace.com/cip/a303-stonehenge/results/sar-volume-1.pdf
9. Institute for Government, *Whitehall Monitor 2018*: "Delivering Major Projects", Fig.6.5 and following text. https://www.instituteforgovernment.org.uk/publication/whitehall-monitor-2018/delivering-major-projects
10. Campaign to Protect Rural England, *The end of the road? Challenging the road-building consensus*, March 2017. https://www.cpre.org.uk/resources/transport/roads/item/4543-the-end-of-the-road-challenging-the-road-building-consensus
11. Peninsular Rail Task Force, *Closing the gap The South West Peninsula strategic rail blueprint*, November 2016. https://peninsularailtaskforce.files.wordpress.com/2016/11/prtf-closing-the-gap.pdf

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From: [redacted]
To: [redacted]
Subject: RE: Stone Henge
Attachments: image001.png

Dear Ms Bowers-Wildblood,

Thank you for your email to the Secretary of State of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 19:50
To: POCorrespondence [redacted]
Subject: FW: Stone Henge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:04
To: TransportSecretary [redacted]
Subject: FW: Stone Henge

From: Lucy Wildblood [redacted]
Sent: 10 July 2020 20:42
To: SHAPPS, Grant [redacted]
Subject: Stone Henge

Hello there,

I am emailing you to ask you to place the preservation of the UNESCO world heritage site at Stonehenge above the importance of transportation and commuters.

I grew up in Somerset and I see the site at stone henge as part of my heritage. As I am sure that you are aware another circle was recently found. It is so important for us all to preserve the integrity of the entire area for future generations.

Please don't let your name be the one to sign off on this.

Thank you for your time,

Lucy Bowers-Wildblood
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From:
To: [redacted]
Subject: RE: re A303 decision
Attachments: image001.png

Dear Mr Horton,

Thank you for your email to the Secretary of State of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
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From: Robin horton [redacted]
Sent: 10 July 2020 21:35
To: SHAPPS, Grant [redacted]
Subject: re A303 decision

Dear Grant

You are taking this decision this coming week. We are all acutely aware of the need to improve the road connections to the south west but there is a difference between the right solution to a problem and something that is wrong on so many levels. Please defer this approval and explore other alternative to the current proposal please

Many Thanks

Robin Horton

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From: [redacted]
To: [redacted]
Subject: RE: A303 tunnel and improvement.
Attachments: image001.png

Dear Mr Wilson Bright,

Thank you for your email to the Secretary of State of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,

Fergus O'Dowd

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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Jon Bright [redacted]
Sent: 10 July 2020 22:14
To: SHAPPS, Grant [redacted]
Subject: A303 tunnel and improvement.

Dont do it Grant. Although destroying prehistoric archaeology may not bother you the world-wide condemnation will.

Thanks for reading

J Wilson Bright

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From: [redacted]
To:
Subject: RE: Stonehenge
Attachments: image001.png

Dear Mr Lewis,

Thank you for your email to the Secretary of State and Laurence Robertson MP of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,

Fergus O'Dowd

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Mr Fergus O'Dowd
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Westminster, London, SW1H 9EA

[redacted]

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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Harry Lewis [redacted]
Sent: 10 July 2020 20:08
To: ROBERTSON, Laurence [redacted]
SHAPPS, Grant [redacted]
Subject: Stonehenge

Greetings Both

You might have read last month about the discovery by archaeologies of huge 4,000 year old shafts centred on Durrington Walls near Stonehenge. This major find could change our understanding of our neolithic ancestors and their astonishing skills. that such a significant feature should only now be found begs the question "How much more remains hidden within this extraordinary landscape?" Please see the attached briefing

H. Lewis

_____

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From: [redacted]
To:
Subject: RE: Road Works

Dear Mr Lee,

Thank you for your email to the Secretary of State of 10 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport
3rd Floor East Wing [redacted] |
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

-----Original Message-----
From: jason lee [redacted]
Sent: 10 July 2020 21:00
To: SHAPPS, Grant [redacted]
Subject: Road Works

Hello Mr Shapps.

Although I'm not a constituent of London town council.I would like you to carefully consider the possibility of ruining our political landscape completly.Continuing down this avenue of a Stonehenge by pass would professionally suit,the Salisbury interchange to Bath and avoid any conflict of interest with One of our Lions of Longleat which of course Stonehenge was before it was donated to the national trust til sponsored by UNESCO and Encouraging us to build English Heritage as a second safety shield to protect our Ancient Heritage from [redacted] who just want to damage it for fun and personal vendetta.

Regards Jason Lee

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From: [redacted]
To:
Subject: RE: Stonehenge
Attachments: image001.png

Dear Ms Shepherd-Cross,

Thank you for your email to the Secretary of State and Simon Baynes MP of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
Follow us on twitter @transportgovuk
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Sue Shepherd-Cross [redacted]
Sent: 11 July 2020 11:13
To: SHAPPS, Grant [redacted]
Subject: Fwd: Stonehenge

Sent from my iPad

Begin forwarded message:

From: Sue Shepherd-Cross [redacted]
Date: 11 July 2020 at 11:06:44 BST
To: [redacted]
Subject: Stonehenge

Dear Mr Shaps,

I have written to Mr Baynes, as you can see.

I voted him in . Which means I voted for you too....and Boris.

Please don't make what amounts to a big mistake and give this

project the go ahead, listen to the Stonehenge Alliance.

It's a time to spend money wisely , supporting this project would be folly for so many reasons.

Yours sincerely,

Sue Shepherd-Cross.

Sent from my iPad

Begin forwarded message:

From: Sue Shepherd-Cross [redacted]
Date: 11 July 2020 at 10:59:29 BST
To: [redacted]
Subject: **Stonehenge.**

Dear Mr Baynes,

I voted for you.

Please do something for me.

I have lived in Wiltshire for over 40 years . I lived half way between Stonehenge and Avebury.....on another ancient sight. I have watched the damage that even Archaeologists do....with the best intentions. The damage that this proposed scheme will cause is beyond measure. The findings at Durrington Walls recently are significant . The surrounding areas of these sights is very important to our understanding

of what they were used for .

Whether you recognise them as Sacred or merely historic. The reason that Stonehenge (like Avebury) attracts so many visitors is that these are sights which are striking visually.....but what is even more significant is what is underneath the ground.....

Marden Henge is an example of this....very little to see now but significant finds over recent years underground. The ability to ' see' underground without digging has made huge leaps forward in recent years , we will see so much more in time without causing damage.

I feel strongly with regards to this .

Today we are facing a major financial crisis because of Covid 19. Individually and collectively.

Funding this project makes no sense particularly at this time. Essentially I feel .....ever.

We have the capacity to make good decisions , you now hold

influence , please use it to stop this happening. I voted you in . Please do this for me and those that follow us.

My best wishes,

Sue Shepherd-Cross

[redacted]

Sent from my iPad

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From: [redacted]
To:
Subject: RE: Transport Secretary to seal fate of Stonehenge WHS next week
Attachments: image001.png

Dear Ms Combe,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
Follow us on twitter @transportgovuk
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: TransportSecretary
Sent: 15 July 2020 19:54
To: POCorrespondence [redacted]
Subject: FW: Transport Secretary to seal fate of Stonehenge WHS next week

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:01
To: TransportSecretary [redacted]
Subject: FW: Transport Secretary to seal fate of Stonehenge WHS next week

From: Jenny Combe [redacted]
Sent: 11 July 2020 11:06
To: SHAPPS, Grant [redacted]
Subject: Fw: Transport Secretary to seal fate of Stonehenge WHS next week

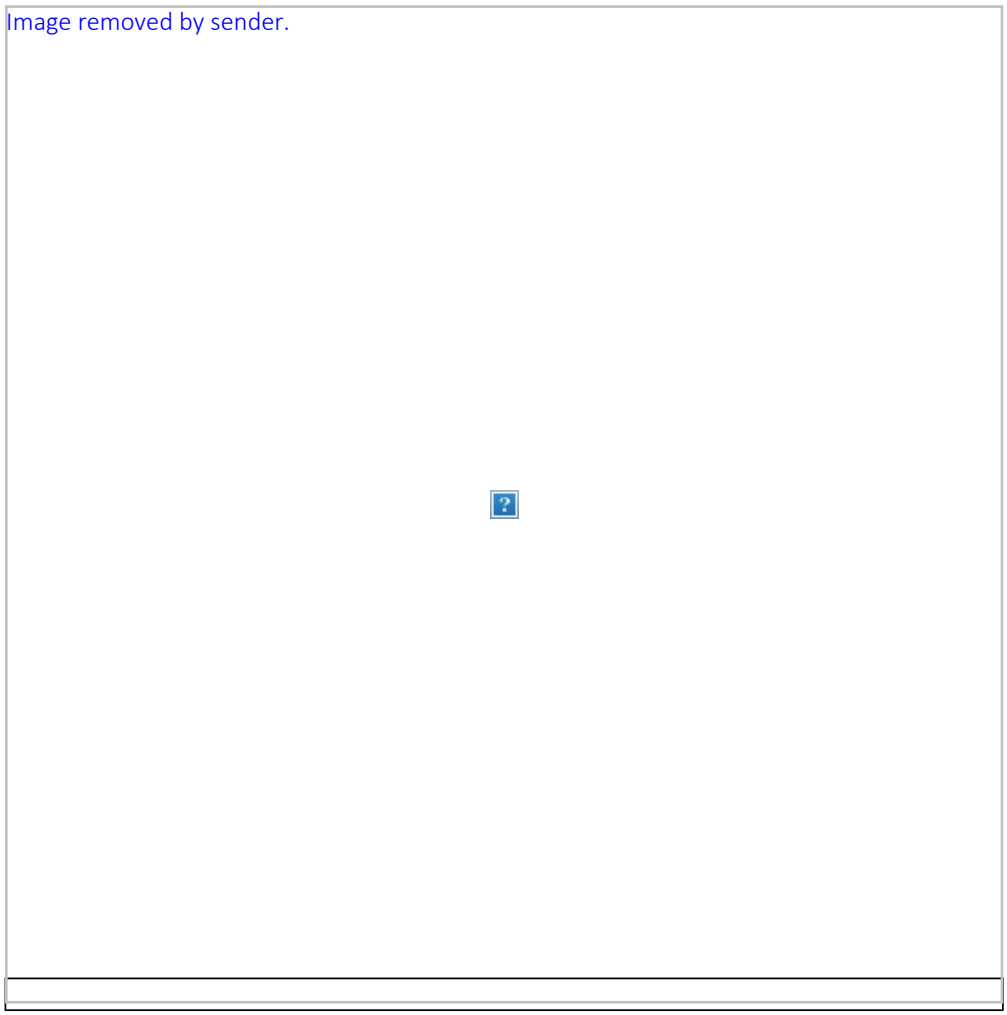
Sent: Friday, July 10, 2020 at 7:53 PM
From: "Stonehenge Alliance" [redacted]
To: [redacted]
Subject: Transport Secretary to seal fate of Stonehenge WHS next week

Image removed by sender.

Dear Supporter,

The target of our petition, the Transport Secretary Grant Shapps, may seal the fate of Stonehenge WHS **next week,** probably on **Friday 17th July.** So now would be an excellent time to write to him and your MP.

You might have read last month about the discovery by archaeologies of huge 4,000 year old shafts centred on Durrington Walls near Stonehenge. This major find could change our understanding of our neolithic ancestors and their astonishing skills. trhat such a significant feature should only now be found begs the question "How much more remains hidden within this extraordinary landscape?"



Cutting from The Times 23 June 2020

In spite of this amazing new evidence, will the Transport Secretary decide to permanently disfigure the World Heritage Site and compromise further discoveries by giving a green light to one of Britain's most expensive and controversial road schemes? Or will he listen to UNESCO's objections based on the Government's commitment to conserving this unique archaeological landscape and save £2bn that could be better spent for a country devastated by the coronavirus pandemic?

Would you like to write to your MP?

Your MP might not be aware of the imminent threat to the World's most iconic prehistoric World Heritage Site nor understand the issues, not least the appalling expense of this white elephant lumbering towards the Salisbury Plain. We have prepared **a briefing for MPs** that you might like to attach to your email. Find your MP here.

Whether you are in the UK or overseas, you can still write to the Transport Secretary:

The Rt Hon Grant Shapps MP,
Sectretary of State for Transport,
Department for Transport, Great Minster House,
33 Horseferry Road, London SW1P 4DR
Email: shappsg@parliament.uk

Thanks very much for your support!

Best wishes,

The Stonehenge Alliance

PS Please carry on signing and sharing our petition!

ABOUT THE STONEHENGE ALLIANCE

The Stonehenge Alliance is a group of non-governmental organisations and individuals that seeks enhancements to the Stonehenge World Heritage Site and opposes development that would cause it significant harm. READ MORE ABOUT US

Forward to a friend

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Thank you for opting in to receive emails in response to our recent appeal to follow our Save Stonehenge campaign.

Our mailing address is:
The Stonehenge Alliance
c/o Campaign for Better Transport
70 Cowcross Street
London, EC1M 6EJ
United Kingdom

Add us to your address book

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From: [redacted]
To:
Subject: RE: Stonehenge

Dear Mr Croft,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport
3rd Floor East Wing | [redacted]
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

-----Original Message-----
From: Peter Croft [redacted]
Sent: 11 July 2020 11:00
To: SHAPPS, Grant [redacted]
Subject: Stonehenge

Dear Transport Secretary,

I do hope you will veto the Stonehenge Scheme.

What on earth is the point of spending upwards of £2bn destroying the precious evidence of our past?

Please spend the money elsewhere and don't go down in history as a wrecker of our treasures.

Regards,

Peter Croft

[redacted]

[redacted]

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From: [redacted]
To:
Subject: RE: The Stonehenge proposed Tunnel on the A303
Attachments: image001.png

Dear Ms Henderson,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
Follow us on twitter @transportgovuk
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: TransportSecretary
Sent: 15 July 2020 19:54
To: POCorrespondence [redacted]
Subject: FW: The Stonehenge proposed Tunnel on the A303

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:01
To: TransportSecretary [redacted]
Subject: FW: The Stonehenge proposed Tunnel on the A303

From: Linda Henderson [redacted]
Sent: 11 July 2020 10:38
To: SHAPPS, Grant [redacted]
Subject: The Stonehenge proposed Tunnel on the A303

Dear Rt.Hon. Grant Shapps,

I have copied over to you the case that the Stonehenge Alliance have brought against the building of a tunnel on the A303 to address the density of traffic along this A road which runs past Stonehenge.

It is a long paper but please take the time to read the objections as it is critical to the future of this ancient heritage site. If this tunnel is not going to be built then it needs your support to speak out against it. So please read the following.

Yours sincerely,
Linda Henderson

' A303 Stonehenge Scheme Examination has been undertaken and the Examining Authority's Report was submitted to the Secretary of State for Transport on 2 January 2020. His decision on the Scheme is awaited. The Scheme would upgrade the A303 to Expressway standard with a short c.3km tunnel with twin portals in deep dual-carriageway cuttings, all within the World Heritage Site (WHS), and two grade separated junctions on its boundaries. See images of Highways England's proposal here.[2] The Chancellor indicated in his Budget speech on 11 March 2020 that Her Majesty's Government continues to support the scheme. 2. HMG's position HMG is a signatory to the 1972 World Heritage Convention [3] and thus committed to protecting the whole World Heritage Site (WHS) Article 4 of the Convention reads: MPs' Briefing prepared by the Stonehenge Alliance [1], 6 July 2020 2 "Each State Party to this Convention recognizes that the duty of ensuring the identification, protection, conservation, presentation and transmission to future generations of the cultural and natural heritage referred to in Articles 1 and 2 and situated on its territory [i.e., its designated World Heritage Sites], belongs primarily to that State. It will do all it can to this end, to the utmost of its own resources and, where appropriate, with any international assistance and co-operation, in particular, financial, artistic, scientific and technical, which it may be able to obtain." • A World Heritage Site is designated for its outstanding universal value to mankind. • The World Heritage Convention applies to the whole WHS. • Protecting a WHS also protects its outstanding universal value: the two are inseparable. • Government planning policy demands protection of a WHS and its setting. 3. UNESCO's position HMG has invited three joint UNESCO World Heritage Centre/International Council on Monuments and Sites (ICOMOS) specialist missions (in 2015, 2017 and 2018) to see and advise on the A303 Stonehenge proposals. The 2018 Advisory Mission's report [4] recommends exploration of bypass and longer tunnel options, saying the road scheme "should not proceed in its current form". UNESCO's World Heritage Committee Decisions in 2018 and 2019 [5] reiterate that advice. Ignoring UNESCO's advice could lead to loss of World Heritage status: international disgrace. 4. Archaeological damage that would arise from the A303 scheme • Around 26 sq. km (10 sq. miles) at Stonehenge, together with a similar area at Avebury, was designated a WHS in 1986 for its remarkable Neolithic and Bronze Age remains. These designed landscapes, with interrelated monuments and sites, include avenues and other features linked to the topography and water. Deep dualcarriageway cuttings and tunnel entrances would destroy archaeology and the integrity of the WHS. • The A303 Preferred Route is strongly objected to by 22 archaeologists, [6] leading specialists in the archaeology of the WHS. Their views were reiterated at the Examination of the Scheme. • The integrity of the famous Blick Mead Mesolithic site, beside and possibly under the present A303, would be severely compromised by a massive flyover. 5. Consultation The non-statutory consultation (2017) on route options was deeply flawed in offering a short (2.9km) tunnel under only part of the WHS, with bypass options to the west for Winterbourne Stoke village, i.e., a single option for the WHS, damaging to both the Site and its setting. MPs' Briefing prepared by the Stonehenge Alliance [1], 6 July 2020 3 • Lack of information on options discarded by Highways England (including a WHS bypass), precluded informed judgement and comparison with the option chosen. • The

scheme was mainly advertised and exhibited locally by Highways England. Only one exhibition was held outside Wiltshire, at the Society of Antiquaries in London. • Seventy-seven per cent of c.9,000 respondees to this consultation objected to the short tunnel within the WHS, irrespective of the Winterbourne Stoke bypass options. The 2018 Statutory (February–April) and supplementary (July–August) consultations on the Preferred Route were similarly highly unsatisfactory. • Exhibitions and publicity were largely restricted to local media and venues, with a single afternoon exhibition outside Wiltshire at the Society of Antiquaries in London. • Information was (and still is) lacking in key areas, such as archaeology, the natural environment and hydrogeology, making fully informed judgements impossible. • Misinformation in scheme documentation and media statements by scheme promoters continued and gave the impression that the WHS and its OUV would be protected. • Outright objections to the scheme, including those made via Stonehenge Alliance and Friends of the Earth websites (reaching a wider group, including people from abroad) have substantially increased since the first consultation. 6. Cost and value for money • Capital cost was set by HMG in September 2017 at an upper limit of £1.6bn. (Estimated cost was £1.3bn in December 2014). Annual tunnel maintenance costs would be c.£7m. The cost has now risen to around £2bn. • The Scheme is to be paid for by the Public Purse. May 2019 National Audit Office and July 2019 Public Accounts Committee reports [7] have cast serious doubts on the Scheme's value for money. • Economic assessment conclusions in the September 2017 Scheme Assessment Report [8] include: "10.5.12. Based on those impacts that can be quantified, the Scheme is likely to lie within the low-medium value for money category of schemes." "10.7.1. A conventional approach to appraisal, which focuses on the traffic related benefits delivered to users of the road network, would suggest that the scheme has low value for money. However, this fails to capture the full range of benefits of the scheme and doesn't include the value of removing the current road from Stonehenge WHS which is a key benefit of the new scheme." Important note: the scheme would not remove the road from the WHS. • The Whitehall Monitor 2018 [9] (Fig. 6.5 et seq.) gives a red delivery confidence rating for the A303 Stonehenge scheme in 2017: i.e., successful delivery appears to be unachievable. MPs' Briefing prepared by the Stonehenge Alliance [1], 6 July 2020 4 7. Who stands to gain? (supporters of the Government's scheme) • Historic England answers to the DCMS and is governed by the Historic England Commission which has overall responsibility for English Heritage Trust's collections. Historic England Commissioners are among the Trustees of English Heritage Trust of which Historic England is the sole member. • English Heritage Trust, manager of Stonehenge visitor-centre, is likely to follow HMG's lead. The Trust would benefit from an enhanced setting to the henge and an increase in paying visitors, since motorists' view of the Stones from the A303 would be lost. • The National Trust owns land around Stonehenge from which the A303 would be removed into a tunnel. The Trust might also gain financially if it were to develop its own visitor-centre and charge to see the view of the Stones from the road lost to motorists in future. The support of the NT for the scheme is instrumental. • Local people hope to be rid of traffic congestion and rat-running. Any traffic flow improvement would be temporary, since road widening is known to induce more traffic: see, e.g., a 2017 CPRE publication [10] which also demonstrates that widened roads rarely bring hoped-for economic benefits and increased housing to a region. Congestion is a national problem and Stonehenge is but one of numerous bottlenecks. Congestion maps reveal lengthier and more frequent congestion in other parts of the country. 8. Who stands to lose from the scheme? • Present and future generations, who, under the terms of the WH Convention, are promised permanent protection of the WHS • The many millions of A303 travellers, who value the view of the Stones from the road • Those who would like to see the henge in future and would (mostly) be obliged to pay • Our nation, whose pride in and understanding of an iconic and fundamental part of its heritage would be irretrievably lost. Note: October 2018 was the centenary of the gift of Stonehenge to the nation by Sir Cecil Chubb. • Those concerned about the wildlife of the WHS, including the Great Bustard Group, and the RSPB whose WHS bird sanctuary hosts protected Stone Curlews. • Our Government, whose Convention promise would be broken and, being responsible for an incalculable loss to the world, would be subject to international censure. 9. What should be done? • Place the A303 Stonehenge scheme on hold. Seek alternative options not damaging to the WHS, as advised by UNESCO and the large majority of consultation respondees. • The climate emergency declared by the Government and its commitment to net zero carbon emissions by 2050 will be accompanied by substantial changes predicted in MPs' Briefing prepared by the Stonehenge Alliance [1], 6 July 2020 5 car journeys and use over the next 10-20 years. Implementing interim traffic management measures at Stonehenge should therefore be considered. • Road widening might not be necessary within 50 years – a small fraction of the period of human use of the WHS. • Find better ways of spending £2bn. In terms of transport alone, the South West would benefit from a rail investment programme such as that outlined by the Peninsula Rail Task Force [11], whilst smart measures to discourage road use at

busy times, improve traffic flow and prevent rat running could be implemented straight away at relatively little cost provided the local Highway Authority (Wiltshire Council) and Highways England were properly resourced to work together. • The South West would also benefit from improved bus provision: this is an area where connectivity, especially for rural communities, is lacking. Urgent road repairs are also needed now. • HMG should introduce statutory protection for UK World Heritage Sites, so that these highly-regarded places receive the safeguarding they need if they are to survive intact. This would not mean that no development should be allowed but that new development should not damage a WH Site's intrinsic qualities and integrity. NOTES AND REFERENCES 1. The Stonehenge Alliance is supported by: Ancient Sacred Landscape Network, Campaign for Better Transport, Campaign to Protect Rural England, Friends of the Earth, RESCUE: The British Archaeological Trust and many individuals in the UK and abroad. http://stonehengealliance.org.uk/ 2. For Highways England's images of A303 Preferred Route, see http://stonehengealliance.org.uk/a303-stonehenge-scheme-images/. 3. Convention Concerning the Protection of the World 2Cultural and Natural Heritage, UNESCO, 1972. https://whc.unesco.org/archive/convention-en.pdf 4. Final Report on the joint World Heritage Centre / ICOMOS Advisory mission to Stonehenge, Avebury and Associated Sites 5 – 7 March 2018, UNESCO World Heritage Centre and ICOMOS, June 2018. https://whc.unesco.org/en/documents/168265/ 5. Decision: 42 COM 7B.32: Stonehenge, Avebury and Associated Sites (United Kingdom of Great Britain and Northern Ireland), UNESCO World Heritage Centre, 2018. https://whc.unesco.org/en/decisions/7261/; and 2019: https://whc.unesco.org/en/decisions/7543 6. "A303 Stonehenge consultation feedback from a consortium of Stonehenge experts". Response to Preferred Route consultation, 23 April 2018. http://stonehengealliance.org.uk/wp-content/uploads/2018/06/Consultation-letterfrom-Stonehenge-archaeologists-23-April-2018.pdf 7. National Audit Office Report "Improving the A303 between Amesbury and Berwick Down" (May 2019): https://www.nao.org.uk/wpcontent/uploads/2019/05/Improving-the-A303-between-Amesbury-and-BerwickDown.pdf; and Public Accounts Committee Report "Transport Infrastructure in the South West" (July 2019) https://publications.parliament.uk/pa/cm201719/cmselect/cmpubacc/1753/175302 .htm MPs' Briefing prepared by the Stonehenge Alliance [1], 6 July 2020 6 8. Highways England, A303 Stonehenge Amesbury to Berwick Down Scheme Assessment Report, Vol. 1, September 2017. https://highwaysengland.citizenspace.com/cip/a303-stonehenge/results/sarvolume-1.pdf 9. Institute for Government, Whitehall Monitor 2018: "Delivering Major Projects", Fig.6.5 and following text. https://www.instituteforgovernment.org.uk/publication/whitehall-monitor2018/delivering-major-projects 10. Campaign to Protect Rural England, The end of the road? Challenging the roadbuilding consensus, March 2017. https://www.cpre.org.uk/resources/transport/roads/item/4543-the-end-of-theroad-challenging-the-road-building-consensus 11. Peninsular Rail Task Force, Closing the gap The South West Peninsula strategic rail blueprint, November 2016. https://peninsularailtaskforce.files.wordpress.com/2016/11/prtf-closing-thegap.pdf'

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From: [redacted]
To:
Subject: RE: Stonehenge
Attachments: image001.png

Dear Sam,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: TransportSecretary
Sent: 15 July 2020 19:54
To: POCorrespondence [redacted]
Subject: FW: Stonehenge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:01
To: TransportSecretary [redacted]
Subject: FW: Stonehenge

From: [redacted]
Sent: 11 July 2020 10:07
To: SHAPPS, Grant [redacted]
Subject: Stonehenge

Hello my name is Sam and I am writing to you to plead on behalf of Stonehenge archeological site. As you are surely aware there has recently been a huge find at Stonehenge. I implore you to protect this site on the account of any road widening will damage the site and archeological knowledge we have yet to uncover. Please as a Conservative do what is right and do not damage or jeopardise or great ancient and extremely sacred site. We must treat our heritage and past with reverence for it is what has shaped us as Englishmen and British people. The essence of our ideology is to conserve and protect and with Stonehenge being a massive part of our identity I urge you with up most urgency to do what you can to protect those site. Please do not sign off on anything that will damage this, we as Conservatives cannot abide by wanton destruction of our heritage which is precisely what any road widening of tunnel under Stonehenge would be.

Yours

Sam

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From: [redacted]
To:
Subject: RE: Education at Stonehenge

Dear Mr Hurford,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

-----Original Message-----
From: TransportSecretary
Sent: 15 July 2020 19:54
To: POCorrespondence [redacted]
Subject: FW: Education at Stonehenge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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-----Original Message-----
From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:01
To: TransportSecretary [redacted]
Subject: FW: Education at Stonehenge

-----Original Message-----
From: robert hurford [redacted]
Sent: 11 July 2020 10:16
To: SHAPPS, Grant [redacted]
Subject: Education at Stonehenge

Dear Secretary of State
You must get a lot of correspondence about this, I will put my point quickly.
I see the tunnel, hiding Stonehenge from view, as the loss of a very valuable educational resource. The ordinary traveller can show his children an evocative piece of our ancient heritage, sitting in its landscape, as he passes by. Those children can care for that heritage if they re aware of it. They won't be if it is hidden by a tunnel, accessed only through an expensive visitor centre.
There are other arguments against the scheme, the huge cost is a cost in carbon emissions as well as simply money.
Most sincerely
Robert Hurford
Chariotmaker

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From: [redacted]
To:
Subject: RE: Proposed Stonehenge tunnel
Attachments: image001.png

Dear Mrs Paton,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: TransportSecretary
Sent: 15 July 2020 19:53
To: POCorrespondence [redacted]
Subject: FW: Proposed Stonehenge tunnel

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:01
To: TransportSecretary [redacted]
Subject: FW: Proposed Stonehenge tunnel

From: Beryl Paton [redacted]
Sent: 11 July 2020 11:08
To: SHAPPS, Grant [redacted]
Subject: Proposed Stonehenge tunnel

Rt Hon Grant Shapps MP
Secretary of State for Transport.
Dear Sir,
I write to ask you to please reconsider the plan to tunnel the A303 under the World Heritage Site at Stonehenge. It will probably cause irreparable damage to the archaeology and the environment there.
I live in the area and understand that a bypass for Winterbourne Stoke would be highly desirable - but traffic hold-ups on the A303 near Stonehenge are almost entirely due to the ridiculous stretch of single carriageway which was allowed to remain as part of an otherwise dual-carriageway "A" road. I can't imagine how this was considered a sensible thing to do and permitted to happen! Converting this to dual carriageway would solve a lot of the problems in the area.
The question of traffic noise spoiling the enjoyment of a walk round the stones is not relevant. If you pay the entry fee and enjoy a peaceful and informative walk there you hardly notice the sight or sound of the distant traffic.
Please don't let this tunnel go ahead,
Yours faithfully,
Beryl Paton (Mrs)

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From: [redacted]
To:
Subject: RE: Stonehenge please do not destroy our heritage
Attachments: image001.png

Dear Ms Green,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: TransportSecretary
Sent: 15 July 2020 19:53
To: POCorrespondence [redacted]
Subject: FW: Stonehenge please do not destroy our heritage

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:02
To: TransportSecretary [redacted]
Subject: FW: Stonehenge please do not destroy our heritage

From: Margaret Green [redacted]
Sent: 11 July 2020 09:23
To: SHAPPS, Grant [redacted]
Subject: Stonehenge please do not destroy our heritage

Dear Minister

Please read the attached briefing and do not commit us to destroying knowledge of our heritage. Road traffic must be reduced to meet our commitments to the Paris agreement, so spending on new roads makes no sense.

Best regards
Margaret Green
[redacted]

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From: [redacted]
To:
Subject: RE: Stonehenge
Attachments: image001.png

Dear Ms Bruni,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: Judith [redacted]
Sent: 11 July 2020 08:32
To: SHAPPS, Grant [redacted]
Subject: Stonehenge

Dear Grant Shapps,

With a Stonehenge roadworks meeting coming up, possibly on 17th July, and a recent find of 4,000 year old shafts by Durrington Walls, it seems more imperative than ever to to stop this damaging work in the area around Stonehenge taking place. Here is a cutting from the Times recently: Cutting from The Times 23 June 2020

I enclose a briefing paper here: http://stonehengealliance.org.uk/a303-stonehenge-references/mp-briefing/ which should give clear information on this matter.

I hope you will give this your attention, as these ancient monuments are very precious in not only Britain's heritage but to worldwide heritage. What other ancient works could this road be cutting through? It also means that those who are crossing Salisbury Plain will no longer be able to see the Henge.

This road is not at all popular and I am surprised UNESCO has not dealt it a severe blow!

Thank you for your attention,

Yours faithfully,

Judith Bruni

[redacted]

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From:
To: [redacted]
Subject: RE: STONEHENGE
Attachments: image001.png

Dear Mr Burrows,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: J Burrows [redacted]
Sent: 11 July 2020 09:04
To: SHAPPS, Grant [redacted]
Subject: STONEHENGE

Dear Secretary of State,
I understand the Government is shortly due to make a decision on the current plans to plough the A303 through a short tunnel at Stonehenge. You will know this involves a major road expansion on parts of the sensitive Stonehenge World Heritage Site, by widening the A303 and adding related intersections.

You will also be aware that HMG has invited three joint UNESCO World Heritage Centre/International Council on Monuments and Sites (ICOMOS) specialist missions (in 2015, 2017 and 2018) to see and advise on the A303 Stonehenge proposals. The 2018 Advisory Mission's report recommends exploration of bypass and longer tunnel options, saying the road scheme "should not proceed in its current form".

UNESCO's World Heritage Committee Decisions in 2018 and 2019 reiterate that advice. A final decision Ignoring UNESCO's advice could lead to loss of World Heritage status, which would be an international disgrace.

You might have read last month about the discovery by archaeologies of huge 4,000 year old shafts centred on Durrington Walls near Stonehenge. This major find could change our understanding of our neolithic ancestors and their astonishing skills.That such a significant feature should only now be found begs the question "How much more remains hidden within this extraordinary landscape?"

I would therefore be grateful if you could urgently reflect on how many people oppose the destruction of this part of a wonderful, historic landscape, and how vital its preservation is not only to our culture but also our economy, with the huge numbers of overseas tourists visiting. In recent years the National Trust has ensured tourism does not impact on the awesomeness of the site, not only the Stones but the whole ancient landscape around them. Their work will be destroyed by the impact of a short tunnel and the road widening. If we do not look after our World Heritage Sites what does it say about our society in the eyes of other nations?

Yours sincerely,

Jonathan Burrows.

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From: [redacted]
To:
Subject: RE: The Need for Public Roads and Preservation of Stone Henge
Attachments: image001.png

Dear Ms Fowler,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
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94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 19:53
To: POCorrespondence [redacted]
Subject: FW: The Need for Public Roads and Preservation of Stone Henge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:02
To: TransportSecretary [redacted]
Subject: FW: The Need for Public Roads and Preservation of Stone Henge

From: greentree12 [redacted]
Sent: 11 July 2020 08:13
To: SHAPPS, Grant [redacted]
Subject: The Need for Public Roads and Preservation of Stone Henge

Dear RT Hon Grant Shapps MP,

I'm writing to you today about the controversial tunnel that is being proposed for the area of the Stone Henge.

I understand and appreciate the magnitude of the weight bearing on your decision and consideration of providing adequate transport as well as preservation of an Ancient, Historical and Public site. Though Stone Henge is situated in England, it attracts the concern of people from all over the world because it belongs to the ancient ancestry of all people of this world.

I believe without doubt that it is important to preserve this ancient site and to further uncover the mystery that lies within this sacred space, as recent discoveries are being revealed at this pivotal moment; http://stonehengealliance.org.uk/wp-content/uploads/2020/07/The-Times-article-23-June-2020.jpg

The decision of providing transport facilities is also a large public matter for the people of UK and we can see this in the same way we see the need for utilities of our home. Our utilities, whilst providing us with means by which to operate the daily necessities of life don't detract, override nor undermine the comfort, peace and enjoyment of our home and it is the ability of the designer to integrate the utilities to support our needs as well as preserving the natural elements and enjoyment of life.

I believe if we put this situation into this context, then the answer to what appears as a diabolical problem will surely be resolved in a win-win situation, just as our homes provide us with both.

I believe you have the capacity, the understanding and the foresight to make this happen. I also believe there is another option for this road that has to be "unburied" from the list of options that were originally available, and by uncovering this option a new way forward will reveal how to make this happen.

Thank you for your time in reading my letter about this matter and wish you every success, prosperity and peace in all your decisions.

Kind Regards,

Layla Fowler

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From: [redacted]
To:
Subject: RE: Stonehenge
Attachments: image001.png

Dear Ms Rowe,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 19:53
To: POCorrespondence [redacted]
Subject: FW: Stonehenge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:02
To: TransportSecretary [redacted]
Subject: FW: Stonehenge

From: Penelope Rowe [redacted]
Sent: 11 July 2020 08:15
To: SHAPPS, Grant [redacted]
Cc: Alicia Kearns [redacted]
Subject: Stonehenge

Dear Sir,
I understand that you will be making a decision on the proposals for the Stonehenge World Heritage site next week. I hope that you will be taking into consideration the recent discovery of 4,000 year old shafts centred on Durrington Walls, a major new find which demonstrates the hidden archaeology that could be disturbed by any highways excavation in this sensitive area.

That such a new and significant discovery could be made, at a time when we might have thought there was nothing more to find, clearly demonstrates the case for preserving both the surface archaeology and the substrata, which has potential to produce even more and to further our understanding of this amazing neolithic landscape.

Please pay heed to the UNESCO and the many public objections to the proposed developments in the vicinity of Stonehenge. This site is irreplaceable and damage should not be risked. The existence of the current road is, sadly, a fact of life, but the proposal to take it underground has more to do with the cosmetics of tourism than any scientific consideration. Please do not place our opportunities to continue furthering our understanding of this incredible landscape at risk by permitting disturbance of the substrata of the designated UNESCO site and its surrounds.

Yours sincerely,
Penelope Rowe

[redacted]

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From: [redacted]
To:
Subject: RE: Stonehenge A303 Tunnel

Dear Mrs Holmes,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport
3rd Floor East Wing | [redacted] |
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

-----Original Message-----
From: TransportSecretary
Sent: 15 July 2020 19:53
To: POCorrespondence [redacted]
Subject: FW: Stonehenge A303 Tunnel

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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-----Original Message-----
From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:03
To: TransportSecretary [redacted]
Subject: FW: Stonehenge A303 Tunnel

-----Original Message-----

From: Kerry Holmes [redacted]
Sent: 11 July 2020 07:37
To: SHAPPS, Grant [redacted]
Subject: Stonehenge A303 Tunnel

Dear Secretary of State for Transport

I wanted to take this final opportunity to ask that you refuse planning permission for the ' Stonehenge Tunnel' A303 ' improvements'.

You will know the arguments against spending £ 1.6 Billion (and rising), into a tunnel that does not offer value for money in the outcomes it offers .
The World Heritage site deserves better , UNESCO does not support it. Local villages are split .
Let us think again and spend this money differently to alleviate the problems with the A303.

Yours sincerely
Mrs Kerry Holmes
[redacted]

Sent from my iPhone

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From: [redacted]
To:
Subject: RE: HS2 and Stonehenge
Attachments: image001.png

Dear Mr Markwell,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 19:53
To: POCorrespondence [redacted]
Subject: FW: HS2 and Stonehenge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:03
To: TransportSecretary [redacted]
Subject: FW: HS2 and Stonehenge

From: Kevin Markwell [redacted]
Sent: 11 July 2020 05:22
To: SHAPPS, Grant [redacted]
Subject: HS2 and Stonehenge

As I understand it, the planned route for HS2 would destroy this site of historical significance, along with several other significant areas of environmental benefit.
Here is a web page showing the implications:
http://stonehengealliance.org.uk/a303-stonehenge-references/mp-briefing/
Do you agree that it would be destructive?

Kevin Markwell
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From: [redacted]
To: [redacted]
Subject: RE: Stonehenge
Attachments: image001.png

Dear Ms Roden,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,

Fergus O'Dowd

<https://www.gov.uk/government/organisations/department-for-transport>

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit

3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA

[redacted]

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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Angela Roden [redacted]
Sent: 11 July 2020 07:44
To: SHAPPS, Grant [redacted]
Cc: DE CORDOVA, Marsha [redacted]
Subject: Stonehenge

Dear Grant Shapps

With the astonishing new discoveries just made at Stonehenge now is not the time to insert an destructive and intrusive tunnel into that historic landscape.

Please do not approve!

Angela Roden

[redacted]

[redacted]

[redacted]

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From:
To: [redacted]
Subject: RE: Stonehenge
Attachments: image001.png

Dear Mr McCann,

Thank you for your email to the Secretary of State and Nigel Huddleston MP of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 19:53
To: POCorrespondence [redacted]
Subject: FW: Stonehenge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:03
To: TransportSecretary [redacted]
Subject: FW: Stonehenge

From: Martin McCann [redacted]
Sent: 11 July 2020 07:33
To: HUDDLESTON, Nigel [redacted] SHAPPS, Grant [redacted]
Subject: Stonehenge

The Rt Hon Grant Shapps MP,
Secretary of State for Transport

and

Nigel Huddleston MP

Gentlemen,

In view of the recent discoveries near Stonehenge, the building of the proposed scheme must be cancelled or at least suspended, while the revised case against the scheme can be composed.

Stonehenge is too important to make any mistakes with. It's a no-brainer that the scheme should be halted.

I attach a briefing paper prepared by the Stonehenge Alliance.

Regards

Martin McCann

[redacted]

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From: [redacted]
To:
Subject: RE: Saving Stonehenge
Attachments: image001.png

Dear Mr Knocker,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 19:52
To: POCorrespondence [redacted]
Subject: FW: Saving Stonehenge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:03
To: TransportSecretary [redacted]
Subject: FW: Saving Stonehenge

From: Will Knocker [redacted]
Sent: 11 July 2020 06:40
To: SHAPPS, Grant [redacted]
Subject: Saving Stonehenge

Dear Grant Shapps –

I am writing to you from Kenya as a concerned Briton.
Concerned about the proposed road through the Stonehenge site.
This unique World Heritage site should not be compromised by a road.
Please make alternative arrangements.

With thanks for your consideration

Will Knocker
[redacted]

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From: [redacted]
To: [redacted]
Subject: RE: Stonehenge
Attachments: image001.png

Dear Mr Patterson,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
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Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 19:52
To: POCorrespondence [redacted]
Subject: FW: Stonehenge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:03
To: TransportSecretary [redacted]
Subject: FW: Stonehenge

From: Brian Patterson [redacted]
Sent: 11 July 2020 05:52
To: SHAPPS, Grant [redacted]
Subject: Stonehenge

Good morning

Without wasting words or your time reading them I'll keep this message to the point, PLEASE DO NOT WRECK STONEHENGE! No road or short cut is worth damaging such a fantastic site and there may even be more to find.

Brian Patterson
--
Brian Patterson | *Owner, Dreamcatchers Cabins*
[redacted]
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From: [redacted]
To:
Subject: RE: Save Stonehenge World Heritage Site (WHS)
Attachments: image001.png

Dear Mrs Holmes,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
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From: TransportSecretary
Sent: 15 July 2020 19:52
To: POCorrespondence [redacted]
Subject: FW: Save Stonehenge World Heritage Site (WHS)

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:03
To: TransportSecretary [redacted]
Subject: FW: Save Stonehenge World Heritage Site (WHS)

From: Helen Hook [redacted]
Sent: 11 July 2020 06:26
To: SHAPPS, Grant [redacted]
Subject: Save Stonehenge World Heritage Site (WHS)

Dear Secretary if Stare

You are to make a decision on 17 July about a road that will cut through Stonehenge.

The damage this will cause to a UNESCO WHS will be irreversible.

The cost and time needed to build this road will be prohibitive.

In these days of Climate Emergency, these funds would be better spent on Improving existing rail or canal infrastructure.

More detailed background info on the campaign to protect Stonehenge can be found at
http://stonehengealliance.org.uk/a303-stonehenge-references/mp-briefing/

Yours sincerely,

(Mrs) Helen Holmes
[redacted]

Sent from my iPad

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From: [redacted]
To:
Subject: RE: Stonehenge Tunnel
Attachments: image001.png

Dear Mr Collier,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
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94-98 Petty France
Westminster, London, SW1H 9EA
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From: TransportSecretary
Sent: 15 July 2020 19:50
To: POCorrespondence [redacted]
Subject: FW: Stonehenge Tunnel

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:01
To: TransportSecretary [redacted]
Subject: FW: Stonehenge Tunnel

From: Andrew Collier [redacted]
Sent: 11 July 2020 11:01
To: SHAPPS, Grant [redacted]
Subject: Stonehenge Tunnel

Dear Mr Shapps,

Please reconsider supporting the Stonehenge Tunnel project.

This is a hugely damaging project cutting through extremely sensitive land and disrupting important findings to better understand the history of the area as a whole. A longer tunnel, or better still, another greener approach would better serve future generations.

Thanks for your time.

Regards

Andrew Collier
--
Andrew Collier
[redacted]
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From:
To: [redacted]
Subject: RE: FW:
Attachments: image001.png

Dear Ms Rodgers,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
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Westminster, London, SW1H 9EA
[redacted]
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From: Jeanne Rodgers [redacted]
Sent: 11 July 2020 18:31
To: SHAPPS, Grant [redacted]
Subject:

Dear sir, with respect, please don't allow the tunnel under Stonehenge. This will destroy archeological sites which should be held in trust for future generations, your children and grandchildren will never know about our ancestors or will have limited knowledge of them and their lives. Yours faithfully and sincerely Jeanne Rodgers

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From:
To: [redacted]
Subject: RE: Stonehenge Road Scheme Decision
Attachments: image001.png

Dear Mr Pugh,

Thank you for your email to Sheryll Murray MP, copied to the Secretary of State, of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
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Westminster, London, SW1H 9EA
[redacted]
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From: Duncan Pugh [redacted]
Sent: 11 July 2020 11:09
To: MURRAY, Sheryll [redacted]
Cc: SHAPPS, Grant [redacted]
Subject: Stonehenge Road Scheme Decision

Dear Sheryll

I know all about the congestion problems on this stretch of the A303 but road widening in this area of world historical significance is surely not a sensible solution.

The Stonehenge Alliance petition asks that: 'No further damage should be done to the archaeological landscape of Stonehenge.
Future generations would be appalled at those who decided that road widening should be at the expense of England's most iconic World Heritage Site.
If A303 widening at Stonehenge is felt to be essential it should be done by means of a deep bored tunnel at least 4.5km long. Anything shorter would cause irreparable damage to this landscape, in breach of the World Heritage Convention.'

I signed it a few years ago and encourage you to ask Grant Shapps to listen to the concerns of the many people across the world who are worried about the impact of the proposed scheme.

Please find attached a briefing for MPs created by the Stonehenge Alliance.

Thank you very much

Duncan Pugh
[redacted]

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From: [redacted]
To:
Subject: RE: Stonehenge
Attachments: image001.png

Dear Ms Shepherd-Cross,

Thank you for your email to the Secretary of State and Simon Baynes MP of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

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Westminster, London, SW1H 9EA
[redacted]
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From: Sue Shepherd-Cross [redacted]
Sent: 11 July 2020 11:13
To: SHAPPS, Grant [redacted]
Subject: Fwd: Stonehenge

Sent from my iPad

Begin forwarded message:

From: Sue Shepherd-Cross [redacted]
Date: 11 July 2020 at 11:06:44 BST
To: [redacted]
Subject: Stonehenge

Dear Mr Shaps,

I have written to Mr Baynes, as you can see.

I voted him in . Which means I voted for you too....and Boris.

Please don't make what amounts to a big mistake and give this

project the go ahead, listen to the Stonehenge Alliance.

It's a time to spend money wisely , supporting this project would be folly for so many reasons.

Yours sincerely,

Sue Shepherd-Cross.

Sent from my iPad

Begin forwarded message:

From: Sue Shepherd-Cross [redacted]
Date: 11 July 2020 at 10:59:29 BST
To: [redacted]
Subject: **Stonehenge.**

Dear Mr Baynes,

I voted for you.

Please do something for me.

I have lived in Wiltshire for over 40 years . I lived half way between Stonehenge and Avebury.....on another ancient sight. I have watched the damage that even Archaeologists do....with the best intentions. The damage that this proposed scheme will cause is beyond measure. The findings at Durrington Walls recently are significant . The surrounding areas of these sights is very important to our understanding

of what they were used for .

Whether you recognise them as Sacred or merely historic. The reason that Stonehenge (like Avebury) attracts so many visitors is that these are sights which are striking visually.....but what is even more significant is what is underneath the ground.....

Marden Henge is an example of this....very little to see now but significant finds over recent years underground. The ability to ' see' underground without digging has made huge leaps forward in recent years , we will see so much more in time without causing damage.

I feel strongly with regards to this .

Today we are facing a major financial crisis because of Covid 19. Individually and collectively.

Funding this project makes no sense particularly at this time. Essentially I feel .....ever.

We have the capacity to make good decisions , you now hold

influence , please use it to stop this happening. I voted you in . Please do this for me and those that follow us.

My best wishes,

Sue Shepherd-Cross

[redacted]

Sent from my iPad

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From: [redacted]
To:
Subject: RE: Stone Henge
Attachments: image001.png

Dear Mr Clarke,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: kevin clarke [redacted]
Sent: 11 July 2020 12:00
To: SHAPPS, Grant [redacted]
Subject: Stone Henge

Dear Mr Schapps

Please do not permanently disfigure the World Heritage Site by allowing development of the A303 road scheme.

Instead, comply with UNESCO's objections based on the Government's commitment to conserving this unique archaeological landscape.

Yours sincerely

Kevin Clarke

[redacted]
Surrey

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From:
To: [redacted]
Subject: RE: Stonehenge
Attachments: image001.png

Dear Mr Sykes,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: Trevor Sykes [redacted]
Sent: 11 July 2020 04:25
To: SHAPPS, Grant [redacted]
Subject: Stonehenge

Dear Minister
As I have been greatly concerned for several decades regarding the erosion & sometimes outright destruction of this nation's natural & cultural heritage, I am enclosing the attached document for your information.

This United Kingdom has much about it that is great but it also has serious flaws & the proposals for Stonehenge seem to me to encapsulate much of what is badly thought out, woefully costed and detrimental to all our futures, as well as not even being the correct sort of priority at this time.

Thanking you for your attention in this matter

Trevor Sykes
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From: [redacted]
To:
Subject: RE: Stonehennge Alliance
Attachments: image001.png

Dear Mr Small,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,

Fergus O'Dowd

<https://www.gov.uk/government/organisations/department-for-transport>

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit

3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA

[redacted]

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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Thomas Small [redacted]
Sent: 11 July 2020 01:00

To: SHAPPS, Grant [redacted]
Subject: Stonehennge Alliance

The Rt Hon Grant Shapps MP,

Sectretary of State for Transport,
Department for Transport, Great Minster House,

[redacted]

Dear Secretary of State for Transport:

The Rt Hon Grant Shapps MP

Attached below is a briefing prepared by Stonehenge Alliance UK, please consider reading this extremely important documents and save the very beautiful and old Stonehenge monuments from any unnecessary

damage from any more further roadwork near the archaeological site.

Sincerely, Thomas H. Small

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From: [redacted]
To:
Subject: RE: Fwd: stonehenge and the road
Attachments: image001.png

Dear Mr Dyer,

Thank you for your email to John Glen MP and the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: Chris Dyer [redacted]
Sent: 11 July 2020 08:45
To: SHAPPS, Grant [redacted] GLEN, John [redacted]
Subject: Fwd: Fwd: stonehenge and the road

Good Morning

I have sent this to John Glen, my MP and think it important that you read it act act to STOP the destruction of this most important site...it is more important to the country than improving a road

reconsider and move the traffic away from this area please

thank you
Chris Dyer

-------- Forwarded Message --------
Subject: Fwd: stoehenge and the road
Date: Sat, 11 Jul 2020 08:11:47 +0100
From: Chris Dyer [redacted]

To:GLEN, John [redacted] Chris Dyer [redacted]

I just found this briefing paper from 38 Degrees. Have you read it yet...please put it on your website

thank you

Chris Dyer

Nomansland

-------- Forwarded Message --------
Subject:stoehenge and the road
Date: Sat, 11 Jul 2020 07:59:07 +0100
From: Chris Dyer [redacted]
To: [redacted]

I was just looking at your website and a quick look did not inform me of your realisation of this matter to our country and heritage.

You stand in an area of great importance and need to ensure that the road is moved further away from this immensely important heritage site of Stonehenge and Durrington Walls

PLEASE MAKE SURE YOU DO NOT BETRAY FUTURE GENERATIONS

I hope you will take this email seriously and act correctly

Thank you

Chris Dyer

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From: [redacted]
To: [redacted]
Subject: RE: Stonehenge

Dear Ms Tanner,

Thank you for your email to the Secretary of State and Robert Buckland MP of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport
3rd Floor East Wing | [redacted] |
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

-----Original Message-----
From: M Tanner [redacted]
Sent: 11 July 2020 12:25
To: SHAPPS, Grant [redacted] BUCKLAND, Robert [redacted]
Subject: Stonehenge

Dear Grant and Robert

You might have read last month about the discovery by archaeologies of huge 4,000 year old shafts centred on Durrington Walls near Stonehenge. This major find could change our understanding of our neolithic ancestors and their astonishing skills. That such a significant feature should only now be found begs the question "How much more remains hidden within this extraordinary landscape?"

In the light of this amazing new evidence, will you decide to permanently disfigure the World Heritage Site and compromise further discoveries by giving a green light to one of Britain's most expensive and controversial road schemes? Or will you listen to UNESCO's objections based on the Government's commitment to conserving this unique archaeological landscape and save £2bn that could be better spent for a country devastated by the coronavirus pandemic?

Please see attached for more information

Kind regards

Maddy

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From: [redacted]
To:
Subject: RE: Stonehenge World Heritage Site

Dear Mr Caswell,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport
3rd Floor East Wing [redacted] |
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

-----Original Message-----
From: Bill Caswell[redacted]
Sent: 11 July 2020 16:41
To: SHAPPS, Grant [redacted]
Cc: WILLIAMS, Hywel [redacted]
Subject: Stonehenge World Heritage Site

Dear Secretary of State

Around 26 sq. km (10 sq. miles) at Stonehenge, together with a similar area at Avebury, was designated a World Heritage Site (WHS) in 1986 for its remarkable Neolithic and Bronze Age remains. Deep dual-carriageway cuttings and tunnel entrances would destroy archaeology and the integrity of the WHS.

A decision is due soon regarding the A303 Stonehenge Scheme Examination. A WHS is designated for its outstanding universal value to mankind. Government planning policy demands protection of a WHS and its setting. The recent discovery of 4,000 year old shafts at Durrington Walls near Stonehenge highlights just how much more remains hidden in this archaeologically rich landscape. To very many it is a sacred site and demands respect and protection. Present and future generations, who, under the terms of the World Heritage Convention, are promised permanent protection of the World Heritage Site.

I would encourage you to place the A303 Stonehenge scheme on hold and to seek alternative options not damaging to the WHS, as advised by UNESCO and the large majority of consultation respondents. The climate emergency declared by the Government and its commitment to net zero carbon emissions by 2050 will be accompanied by substantial changes predicted in car journeys and use over the next 10-20 years. Implementing interim traffic management measures at Stonehenge should therefore be considered.

Road widening might not be necessary within 50 years - a small fraction of the period of human use of the World Heritage Site at Stonehenge.

Regards
Bill Caswell

Cc. Hywel Williams MP
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From: [redacted]
To:
Subject: RE: stonehenge

Dear Mr Ellis,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport
3rd Floor East Wing | [redacted]
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

-----Original Message-----
From: Peter Ellis [redacted]
Sent: 11 July 2020 16:35
To: SHAPPS, Grant [redacted]
Subject: stonehenge

Dear Grant Shapps

Can I add my voice to those who hope very much that you will cancel the Stonehenge tunnel scheme?

all good wishes Peter Ellis

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From: [redacted]
To: [redacted]
Subject: RE: Please Cancel the Stonehenge Expressway Project

Dear Mr Nicholas,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport
3rd Floor East Wing | [redacted] |
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

-----Original Message-----
From: Joseph Nicholas [redacted]
Sent: 11 July 2020 12:30
To: SHAPPS, Grant [redacted]
Subject: Please Cancel the Stonehenge Expressway Project

Dear Transport Secretary

I understand that you are due to make a decision this week on whether to proceed with the Stonehenge Expressway Project to construct a tunnel under part of the World Heritage Site. I am writing to urge the cancellation of this project, for the following reasons:

1. It is very poor value for money. Highways England's own very optimistic assumptions suggest that it would return barely above £1 for each £1 spent on its construction, and these assumptions include increases in the volume of traffic on the A303 at a time when the UK needs to be reducing its fossil fuel use and carbon emissions.

2. Because the ends of the tunnel portals are within the World Heritage Site rather than at its edges or outside it, the Expressway would significantly damage the WHS, in particular:
-- it would intrude on the recently discovered Mesolithic site of Blick Mead in the east of the WHS;
-- the lights of the western tunnel portal would be aligned with and thus destroy appreciation of the winter solstice sunset in the west -- i.e.,one of the purposes for which Stonehenge was constructed; and
-- the construction of deep dual carriageway cuttings and tunnel entrances would destroy Neolithic and Bronze Age surface and near-surface archaeological remains -- i.e., one of the reasons for the designation of the World Heritage Site in 1986.

3. Because the ends of the tunnel are within the WHS rather than outside it, they would conflict with the UK's obligations under the 1972 World Heritage Convention, to which it is a signatory, to protect the WHS. This is one of the many reasons that UNESCO's World Heritage Committee has said (in 2018 and again in 2019) that the Expressway should not proceed in its current form.

4. Construction of the Expressway would also cause serious disruption to the nesting site of the rare stone

curlew and would inevitably have adverse impacts on other wildlife and the Rivers Avon and Till Special Areas of Conservation.

5. The Expressway would also intrude on the curtilage of the nationally Grade I listed Amesbury Abbey and its nationally Grade II listed eighteenth and nineteenth century park and garden.

I therefore urge that you announce the cancellation of the Stonehenge Expressway Project.

Yours sincerely

Joseph Nicholas

[redacted]

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From: [redacted]
To: [redacted]
Subject: RE: Stonehenge road scheme
Attachments: image001.png

Dear Mrs Armitage,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,

Fergus O'Dowd

<https://www.gov.uk/government/organisations/department-for-transport>

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit

3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA

[redacted]

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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Helen [redacted]
Sent: 11 July 2020 12:13
To: SHAPPS, Grant [redacted]

Subject: Stonehenge road scheme

Dear Mr. Shapps

I understand that next week you are to make a decision on the proposed scheme for the road by Stonehenge.

I hope that you will decide against this scheme.

I believe that the scheme will detract from the World Heritage Site of Stonehenge, potentially damage or limit access to further archaeological remains, and produce limited benefit. I know that UNESCO and other organisations are opposed to the scheme, and I am sure they have been able to express their objections far better than I can.

I think that the huge sum of money needed for this scheme would be far better spent on projects to directly help fight the climate crisis and inequalities in our society.

Yours hopefully,

Helen Armitage (Mrs)

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From: [redacted]
To:
Subject: RE: Stonehedge bypass is not legitimately treating ancient monuments and history
Attachments: image001.png

Dear Mr Kitis,

Thank you for your email to the Prime Minister, copied to the Secretary of State for Transport, of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: Constantine Kitis [redacted]
Sent: 11 July 2020 12:53
To: JOHNSON, Boris [redacted]
Cc: SHAPPS, Grant [redacted]
Subject: Stonehedge bypass is not legitimately treating ancient monuments and history

Constantine Kitis,
[redacted]

Your excellency Rt Hon Boris Johnson MP,

I am urgently concerned and alerted to transport plans with Highways England to approve road construction in and around the Stonehedge ancient monument that isolate and seclude the land over which they are erected in perimeter.

I would like to reiterate that this is impermissible on priority. Isolating secluding the land around an archaeological and ancient constructed monument is not the existing condition to preserve it leaving it intact or in future.

There might be undiscovered remains of ancient history covered from ground that can this way come to light when knowing in advance of where and why they exist.

However the ecology of the human environment is inconsistent to its significance with modern activities that have not relied on their past.

I attach more information and related work and research and strongly advise to adopt the informed opinions literately in charge of all archaeologists and the ancient historians.

With great respect,
Constantine Kitis

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From: [redacted]
To: [redacted]
Subject: RE: Stonehenge

Dear Ms White,

Thank you for your email to the Secretary of State of 12 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport
3rd Floor East Wing | [redacted] |
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

-----Original Message-----
From: Margaret White [redacted]
Sent: 12 July 2020 18:05
To: SHAPPS, Grant [redacted]
Subject: Stonehenge

Stonehenge is a site of great historical significance.

To allow anything to be changed at a time when fresh evidence of its ancient history has been uncovered would be wilful neglect of our responsibility to protect our heritage and could be sacrilege of an ancient site.

At the very least, await the result of what archeology has discovered, before letting the bulldozers loose.

DO NOT SHRUGG OF YOUR RESPONSIBILITIES TO OUR HERITAGE. The World will not forget any misconceived action on your part.

Margaret White
[redacted]

Sent from my iPa

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From: [redacted]
To:
Subject: RE: Stonehenge World Heritage Site
Attachments: image001.png

Dear Mr Barber,

Thank you for your email to the Secretary of State of 12 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 20:22
To: POCorrespondence [redacted]
Subject: FW: Stonehenge World Heritage Site

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 15 July 2020 11:56
To: TransportSecretary [redacted]
Subject: FW: Stonehenge World Heritage Site

From: Simon Barber [redacted]
Sent: 12 July 2020 19:50
To: SHAPPS, Grant [redacted]
Subject: Stonehenge World Heritage Site

Dear Grant Shapps,

As you know,the A303 Stonehenge Scheme would upgrade the A303 to Expressway standard with a short tunnel (c.3km)with twin portals in deep dual-carriageway cuttings, all within the World Heritage Site (WHS), and two grade separated junctions on its boundaries.

The Chancellor indicated in his Budget speech on 11 March 2020 that Her Majesty's Government continues to support the scheme.

However,I have several concerns in regard to this road proposal:

- Around 26 sq. km (10 sq. miles) at Stonehenge(together with a similar area at Avebury) was designated a WHS in 1986) for its remarkable Neolithic and Bronze Age remains. These designed landscapes, with inter-related monuments and sites, include avenues and other features linked to the topography and water. Deep dual-carriageway cuttings ,tunnel entrances and a massive flyover would severely destroy the archaeology and the integrity of the WHS.*Already at least 20 archaeologists have strongly objected to the A303 Preferred Route* .
- The cost has now risen to around £2bn and is to be paid for by the Public Purse.This money could be better spent on more worthwhile causes such as public transport improvements. *Indeed in May 2019 the National Audit Office and July 2019 Public Accounts Committee reports have cast serious doubts on the Scheme's value for money.*
- The WHS is a major wildlife haven which has seen rare species such as Stone Curlews and Great Bustards - the new road will be a major threat to their habitats.
- This new road will increase traffic,which will in turn increase CO2 emissions and also air pollution(a serious health emergency).

Yours faithfully,

Simon Barber
Email address: [redacted]

Postal address: [redacted]

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From: [redacted]
To:
Subject: RE: Stonehenge tunnel & roadworks proposal
Attachments: image001.png

Dear Ms Lopez,

Thank you for your email to the Secretary of State of 12 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 20:22
To: POCorrespondence [redacted]
Subject: FW: Stonehenge tunnel & roadworks proposal

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 15 July 2020 11:56
To: TransportSecretary [redacted]
Subject: FW: Stonehenge tunnel & roadworks proposal

From: Belinda Lopez [redacted]
Sent: 12 July 2020 12:56
To: SHAPPS, Grant [redacted]
Subject: Stonehenge tunnel & roadworks proposal

Dear Rt Hon Mr Shapps

With respect, you and the Government will be real heroes and will leave a more meaningful, far-reaching and important legacy if you do not sign on the dotted line for the proposed works to go ahead at Stonehenge.

I am sure you will have seen numerous documents, evidence, updates etc as to why the proposal is a good or bad idea. Please remember one thing. Stonehenge is just part of a huge landscape of important and very unique historical features. It is the whole landscape that is so important to preserve.

All I wish to say is that now, more than ever, we cannot be beholden to motor transport when it has no future even in the medium term. This endless vicious circle of building more roads to accommodate yet more motor vehicles which are inevitably still contributing to yet more congestion frenzy - at the expense of systematically carving up more of the country, losing sites of scientific or historic interest, and especially increasing pollution.

What we need to focus on is an illuminated strategy to start imposing limits on road traffic, rather than encouraging it. The Stonehenge landscape through its antiquity and uniqueness is perhaps the flagship star of our worldwide issues crystallising the very current and urgent issues of climate, pollution and preservation. I suspect many have not necessarily noticed air pollution because they have sadly become used to it but would have definitely noticed its absence since lockdown.

Collectively we deserve to enjoy considerate, carefully-managed goals now to preserve important historical landscapes for future generations as well as seriously work especially toward pollution originating from increased motor traffic.

Please don't let the greedy, selfish current motorisation requirements destroy for ever the beauty and importance of the Stonehenge landscape.

Yours faithfully

Belinda Lopez

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From: [redacted]
To: [redacted]
Subject: RE: MPs" Briefing - Save Stonehenge World Heritage Site
Attachments: image001.png

Dear Ms Head,

Thank you for your email to Victoria Prentis MP and the Secretary of State for Transport of 12 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 20:22
To: POCorrespondence [redacted]
Subject: FW: MPs' Briefing - Save Stonehenge World Heritage Site

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 15 July 2020 11:56
To: TransportSecretary [redacted]
Subject: FW: MPs' Briefing - Save Stonehenge World Heritage Site

From: jillian head [redacted]
Sent: 12 July 2020 10:03
To: PRENTIS, Victoria [redacted] SHAPPS, Grant [redacted]
Subject: MPs' Briefing - Save Stonehenge World Heritage Site

Dear Victoria,
I would like to bring your attention to the fate of Stonehenge a world renowned ancient monument that deserves to be saved from the so called prospect of the road improvement scheme. Only recently new excavations have revealed neolithic shafts suggesting a further ancient circle near Darrington Walls. Please help to save this World Heritage site from further destruction. Given climate change is the biggest crisis we are facing we should be encouraging fewer roads and less traffic not more. This scheme appears to be pushing traffic further down the road network, [redacted] local MP has recognised this. Even the government has stated the scheme is not value for money, far better spent on rail links and bus services in the South West. Future generations will be horrified by the destruction of the Stonehenge site.
Many Thanks Jillian Head
http://stonehengealliance.org.uk/a303-stonehenge-references/mp-briefing/

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From: [redacted]
To:
Subject: RE: Stonehenge
Attachments: image001.png

Dear Mr Jackson,

Thank you for your email to the Secretary of State of 12 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 20:18
To: POCorrespondence [redacted]
Subject: FW: Stonehenge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 15 July 2020 11:56
To: TransportSecretary [redacted]
Subject: FW: Stonehenge

From: CedJackson [redacted]
Sent: 12 July 2020 19:11
To: SHAPPS, Grant [redacted]
Cc: [redacted]
Subject: Stonehenge

Dear Grant

Do you really want to be known for all time as the person who ruined Stonehenge ?

Best wishes

Ced Jackson
[redacted]

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From:
To: [redacted]
Subject: RE: UNESCO objections to road building within the Stonehenge World Heritage Site
Attachments: image001.png

Dear Mr Orson,

Thank you for your email to Alan Whitehead MP, copied to the Secretary of State, of 13 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: Nick Orson [redacted]
Sent: 12 July 2020 08:45
To: WHITEHEAD, Alan [redacted]
Cc: SHAPPS, Grant [redacted]
Subject: UNESCO objections to road building within the Stonehenge World Heritage Site

Dear Dr Whitehead

I understand that the Secretary of State for Transport is likely to reach a decision this week concerning major road building proposals within the Stonehenge World Heritage Site.

A summary of the proposals and the objections raised to it by UNESCO and the archaeological community can be found here...
http://stonehengealliance.org.uk/a303-stonehenge-references/mp-briefing/
...and in the attached PDF.

I write, as a Southampton Test constituent, to request that you make every possible effort to halt the proposed scheme. It is now very widely regarded as too expensive and too damaging to the heritage and landscape of southern Britain. You will also be familiar with the wider environmental disadvantages of unrestricted road building.

I will copy this email to the Secretary of State for Transport for information.

Best regards

Nick Orson

Nick Orson
[redacted]

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From: [redacted]
To:
Subject: RE: MPs" Briefing - Save Stonehenge World Heritage Site
Attachments: image001.png

Dear Ms Rivers,

Thank you for your email to the Secretary of State of 12 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
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94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: Sue Rivers [redacted]
Sent: 12 July 2020 08:43
To: SHAPPS, Grant [redacted]
Subject: MPs' Briefing - Save Stonehenge World Heritage Site

I urge you most strongly to read the attached. It would be a disaster of monumental proportions if the current scheme were allowed to go through.

http://stonehengealliance.org.uk/a303-stonehenge-references/mp-briefing/

Many thanks
Sue Rivers. -
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From: [redacted]
To:
Subject: RE: Contact Grant form, Re: "Stonehenge and the A303 road scheme"
Attachments: image001.png

Dear Ms Barrett,

Thank you for your email to the Secretary of State of 13 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

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Planning Casework Officer, Transport Infrastructure Planning Unit
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Westminster, London, SW1H 9EA
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From: Margaret Barrett [redacted]
Date: 13 July 2020 at 20:01:34 BST
To: [redacted]
Cc: [redacted]
Subject: Contact Grant form, Re: "Stonehenge and the A303 road scheme"
Reply-To: [redacted]

> From: Margaret Barrett [redacted]
> Subject: Stonehenge and the A303 road scheme
>
> Message Body:
> Dear Minister
> I would urge you in the strongest possible terms not to give approval for the high risk and highly damaging A303 Stonehenge scheme. There are several reasons for this and they are all of crucial importance:
>
> It is very poor value for money, especially at a time when so much money will be needed for recovery following the Covid-19 pandemic This will require cutting back on schemes which will

have a much less significant return on investment. Even Highways England has estimated that the scheme will only deliver a return of 21p for every £1 invested. The original estimates are also likely to under-estimate the problems of tunnelling through poor quality chalk.

UNESCO has heavily opposed the scheme, which compromises the integrity of the World Heritage Site. Stonehenge is part of a complex of monuments and does not exist in isolation; damage to a part of it will cause inestimable damage the whole. This is a very important and very sensitive archaeological area. It will be damaged not just by the tunnel, but by all the heavy machinery necessary to build it.

The scheme will be responsible for an increase in carbon emissions at a time when the Government likes to give the impression both nationally and internationally that this country is taking seriously the need to reduce them.

To ignore advice from the World Heritage Organisation will not just damage Stonehenge, but also our international standing. We should all be very concerned about what we are doing now to the environment in its widest sense and how this will affect future generations. If this scheme goes ahead future generations will be completely justified in condemning us for destroying something unique and irreplaceable. They will deplore what we did and wonder what on earth we were thinking of. Yours sincerely, Margaret Barrett

--
This mail is sent via contact form on The Rt Hon Grant Shapps MP [redacted]

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From: [redacted]
To:
Subject: RE: Stonehenge Road Works planned
Attachments: image001.png

Dear Ms Freeman,

Thank you for your email to the Secretary of State of 13 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
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Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 20:22
To: POCorrespondence [redacted]
Subject: FW: Stonehenge Road Works planned

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, [redacted]
Sent: 15 July 2020 11:55
To: TransportSecretary [redacted]
Subject: FW: Stonehenge Road Works planned

From: Wendy Freeman [redacted]
Sent: 13 July 2020 00:13
To: SHAPPS, Grant [redacted]
Subject: Stonehenge Road Works planned

Dear Mr Grant Shapps
I hope we can depend on you to protect the Stonehenge site in EVERY possible way, for future generations.

We have as a modern technologically very clever society, only really after years of archeological research, touched the very skin/surface of the complexity that is the Stonehenge site - what it means, and what it might have meant to our ancestors (or possibly, NOT our ancestors - the builders are not actually known yet, for certain!)

To be crashing a huge roadworks right through the middle of the site seems the most outrageous carelessness, in the face of the unknown treasures that may lie below

- which may not be as simple as actual recoverable artefacts, but lines of construction in earthworks, very hard to detect when digging with a digger,
and so we could lose so much.

I am not myself a druid or follower of the religions who worship at the site, but out of respect to them, I also think the government needs to step in and honour the site as it is,
we would as a society be outraged if a road was to be planned through the middle of Salisbury Cathedral, a much newer site!

MPs' Briefing - Save Stonehenge World Heritage Site

[redacted]

MPs' Briefing - Save Stonehenge World Heritage Site

DOWNLOAD MPs' A303 Stonehenge briefing paper Summary of our case against the Stonehenge tunnel. For further inf...

Many thanks as always for your contributions to the future of the UK.

Kind regards
Wendy Freeman
Islington

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From: [redacted]
To:
Subject: RE: WHS Stonehenge and the proposed road tunnel
Attachments: image001.png

Dear Mr Camp,

Thank you for your email to the Secretary of State of 13 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 20:16
To: POCorrespondence [redacted]
Subject: FW: WHS Stonehenge and the proposed road tunnel

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 15 July 2020 11:55
To: TransportSecretary [redacted]
Subject: FW: WHS Stonehenge and the proposed road tunnel

From: J CAMP [redacted]
Sent: 13 July 2020 12:10
To: SHAPPS, Grant [redacted]
Subject: WHS Stonehenge and the proposed road tunnel

Dear Secretary of State

I am writing to you as you are about to make an important decision on whether the A 303 road upgrade in a tunnel through the Stonehenge WHS should proceed.

Stonehenge is a unique site and has been recognised as such by UNESCO who have designated it a World Heritage Site. With each week that passes more and more is being discovered about this truly remarkable area which is much wider than the stones we see above ground. For example, we know that Durrington Walls in the NE of the WHS is, to use a modern description, the construction workers camp for Stonehenge, later used by people visiting Stonehenge. The eastern portal and proposed flyover would threaten the integrity of Blick Mead, probably the countries most important Mesolithic site, the work could dry out the ground and cause the deterioration of the archaeological deposits. On the western and eastern edges of the WHS the proposed 2 grade separated junctions would damage irretrievably the archaeology.

There is so much more to learn about this amazing site that any development would seriously and irreparably damage it.Indeed, UNESCO strong recommendation is not to risk damaging this unique WHS by constructing this tunnelled road.Of course, many motorists welcome the magic view of the stones as they drive past , and were they to be at a standstill in a traffic jam would enjoy it even more. Road traffic has in fact reduced since COVID 19 and I suspect is unlikely to reach previous levels. Why not spend the reported and much criticised cost of £2Bn, which will undoubtedly rise, on other more worthwhile projects to really help people post COVID 19.

I therefore appeal to you to reject this road proposal and safe this WHS for the enjoyment of future generations.

Yours sincerely
John Camp

[redacted]

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From: [redacted]
To:
Subject: RE: A303 Scheme
Attachments: image001.png

Dear Ms Green,

Thank you for your email to the Secretary of State of 13 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit

3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]

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From: TransportSecretary
Sent: 15 July 2020 20:16
To: POCorrespondence [redacted]
Subject: FW: A303 Scheme

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 15 July 2020 11:55
To: TransportSecretary [redacted]
Subject: FW: A303 Scheme

From: Kelly Dee [redacted]
Sent: 13 July 2020 10:55
To: SHAPPS, Grant [redacted]
Subject: A303 Scheme

To the Rt Hon Grant Shapps MP

I am writing to ask that you please continue to respect and do not break the promise made by the Government to protect the World Heritage Site of Stonehenge. There just has to be another way around this proposed destructive A303 road scheme. I would like future generations to continue to be able to discover the wonders that this site has still to give up. Imagine in years to come when future generations look back at a concrete jungle and wonder why would we do this? This site deserves to be kept intact. We need to fix the problem of having so many cars on the road not by building more roads. That is a very temporary fix but one that leaves lasting devastation to our countryside and heritage.

We need to address and invest in making other forms of transport more viable and change the culture of why so many people make individual car journeys. With a partial change in culture as a result of Covid-19 and more people working from home, there will hopefully be a reduction in road traffic anyway. Surely it would be more cost effective to put money into alternative transport and education than into this scheme that may be redundant within 30 years. With the financial consequences of Brexit and Covid 19 we cannot afford to put billions of pounds into this scheme. There must be so many other options available than ripping up history and losing chunks of such a site of value. We just haven't found them yet. I could go on and quote the findings from the Stonehenge Alliance group but I am sure that you are well aware of all of their very valid points and the history that would be lost forever when this road scheme goes ahead. I am just writing in the hope that my voice will add to the many other voices out there and that someone will listen and reconsider all of the points before it is too late. There are so many great minds out there today so lets all work together to come up with some alternatives that wont cost this country our wonderful site. There are always alternative ways around these things.

Yours sincerely

Kelly Green
[redacted]

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From: [redacted]
To:
Subject: RE: Stonehenge decision
Attachments: image001.png

Dear Ms Stanley-Smith,

Thank you for your email to the Secretary of State of 13 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,

Fergus O'Dowd

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Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit

3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA

[redacted]

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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Judith Stanley [redacted]
Sent: 13 July 2020 08:49

To: SHAPPS, Grant [redacted]
Cc: ALI, Rushanara [redacted]
Subject: Stonehenge decision

Dear Grant Shapps,

I am writing to urge you to pause plans to go ahead with this hugely expensive scheme in the light of recent sensational archaeological discoveries in the area and due to the way it would bisect and greatly damage this world heritage site. Please be the hero who resists the pressure to sign this off- it will be to our lasting shame if this is allowed.

There are other options and they need to be looked at again. The £2 billion could be much better spent.

Yours sincerely

Judith Stanley-Smith

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From: [redacted]
To:
Subject: RE: Stonehenge
Attachments: image001.png

Dear Baron van Sandick,

Thank you for your email to the Secretary of State of 13 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,

Fergus O'Dowd

<https://www.gov.uk/government/organisations/department-for-transport>

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit

3rd Floor East Wing, Albany House
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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Leonard van Sandick [redacted]
Sent: 13 July 2020 10:03
To: SHAPPS, Grant [redacted]
Subject: Stonehenge

Dear Sir,

In the 1940's I was a teenager in a small town near the Scheldt River that had suffered a great deal of war damage. But of the main church, dating from about 1400, the sturdy walls still stood. Only a new roof, a new interior and new windows were needed to restore the heritage site. To my surprise and dismay those walls were torn down to make place for a completely new church. Since those days I have witnessed the disappearance of many remarkable structures. In quite a few instances authorities later regretted their decisions, or those of their predecessors.

By definition irreparable damage cannot be repaired. Stonehenge should not suffer such damage.

Thank you for your attention.

Yours faithfully,

Leonard H. W. van Sandick, Baron de Rehainviller

Rotterdam NL

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From: [redacted]
To:
Subject: RE: Re Stonehenge
Attachments: image001.png

Dear Mr Munro,

Thank you for your email to the Secretary of State of 13 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 20:16
To: POCorrespondence [redacted]
Subject: FW: Re Stonehenge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 15 July 2020 11:55
To: TransportSecretary [redacted]
Subject: FW: Re Stonehenge

From: g munro [redacted]
Sent: 13 July 2020 10:23
To: SHAPPS, Grant [redacted]
Subject: Re Stonehenge

Dear Mr Shapps

Please protect the ancient site at Stonehenge from the proposed road plans.

Here is a briefing for MPs on the matter :

http://stonehengealliance.org.uk/a303-stonehenge-references/mp-briefing/

Thank you

G Munro
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From: [redacted]
To: [redacted]
Subject: RE: A303 Stonehenge scheme
Attachments: image001.png

Dear Ms Canney,

Thank you for your email to the Secretary of State of 13 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,

Fergus O'Dowd

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Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit

3rd Floor East Wing, Albany House
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[redacted]

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From: Susan Canney [redacted]
Sent: 13 July 2020 14:07

To: SHAPPS, Grant [redacted]
Subject: A303 Stonehenge scheme

Dear Rt Hon Grant Shapps MP,

I am writing to urge you not to go ahead with the proposed road scheme at Stonehenge. Not only is it costly, but it won't do the job and will compromise future finds (such as the recent discovery on Durrington Walls last month).

Please place the A303 Stonehenge scheme on hold, and seek alternative options not damaging to the WHS, as advised by UNESCO and the large majority of consultation respondees.

At the same time please invest in more intelligent transport solutions that include an integrated response to transport, planning and development that is focused on local needs.

Yours sincerely,

Susan Canney

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From: [redacted]
To:
Subject: RE: MPs-Briefing-6-July-2020-2.pdf
Attachments: image001.png

Dear Ms Wilkinson,

Thank you for your email to the Secretary of State of 13 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
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Westminster, London, SW1H 9EA
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From: Sawers Julie [redacted]
Sent: 13 July 2020 21:15
To: SHAPPS, Grant [redacted]
Subject: Fw: MPs-Briefing-6-July-2020-2.pdf

Sent from Yahoo Mail on Android

> Dear Mr Shapps,
>
> I would very much appreciate if you would take the time to read the attached briefing paper on the important issue related to Stonehenge. I hope you will agree if the road development plans go ahead it will be devastating for such a monumental and globally important site. Before moving to the UK from NZ I used to dream about seeing Stonehenge and for the past 25 years that I have lived here, driving past the stones never ceases to amaze me.
> Kind regards,
> Julie Wilkinson
>
> Sent from Yahoo Mail on Android

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From: [redacted]
To: [redacted]
Subject: RE: Stonehenge
Attachments: image001.png

Dear Ms Conway Read,

Thank you for your email to the Secretary of State of 13 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,

Fergus O'Dowd

<https://www.gov.uk/government/organisations/department-for-transport>

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit

3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA

[redacted]

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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Deborah ConwayRead [redacted]
Sent: 13 July 2020 18:55

To: SHAPPS, Grant [redacted]
Subject: Stonehenge

Dear Mr Shapps

I am asking you to abandon the proposed road scheme around Stonehenge. This scheme will irreparably damage Britain's cultural heritage for very little benefit. I am sure the xorbitantsumms planned for it could be better spent on finder greener and more sensitive solutions to the traffic problems.

Yours sincerely

Deborah Conway Read

[redacted]

[redacted]

[redacted]

[redacted]

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From: [redacted] on behalf of [redacted]
To: [redacted]
Cc: [redacted]
Subject: Huddleston constituent, Stonehenge, heritage
Date: 13 July 2020 14:06:09
Attachments: image001.png
MPs-Briefing-6-July-2020-2.pdf

---------- Forwarded message ---------
From: **GRAVATT, Lewis** [redacted]
Date: Mon, 13 Jul 2020 at 12:15
Subject: FW: Stonehenge
To: Enquiries Mailbox [redacted]

Hi Team

One for you. Please note, this is a constituent.

Best wishes,

Lewis Gravatt

Parliamentary Assistant to Nigel Huddleston MP

Member of Parliament for Mid Worcestershire

Minister for Sport, Tourism and Heritage

[redacted]

[redacted]

House of Commons,
London, SW1A 0AA

From: Martin McCann [redacted]

Sent: 11 July 2020 07:33
To: HUDDLESTON, Nigel [redacted] SHAPPS, Grant [redacted]
Subject: Stonehenge

The Rt Hon Grant Shapps MP,
Secretary of State for Transport

and

Nigel Huddleston MP

Gentlemen,

In view of the recent discoveries near Stonehenge, the building of the proposed scheme must be cancelled or at least suspended, while the revised case against the scheme can be composed.

Stonehenge is too important to make any mistakes with. It's a no-brainer that the scheme should be halted.

I attach a briefing paper prepared by the Stonehenge Alliance.

Regards

Martin McCann

[redacted]

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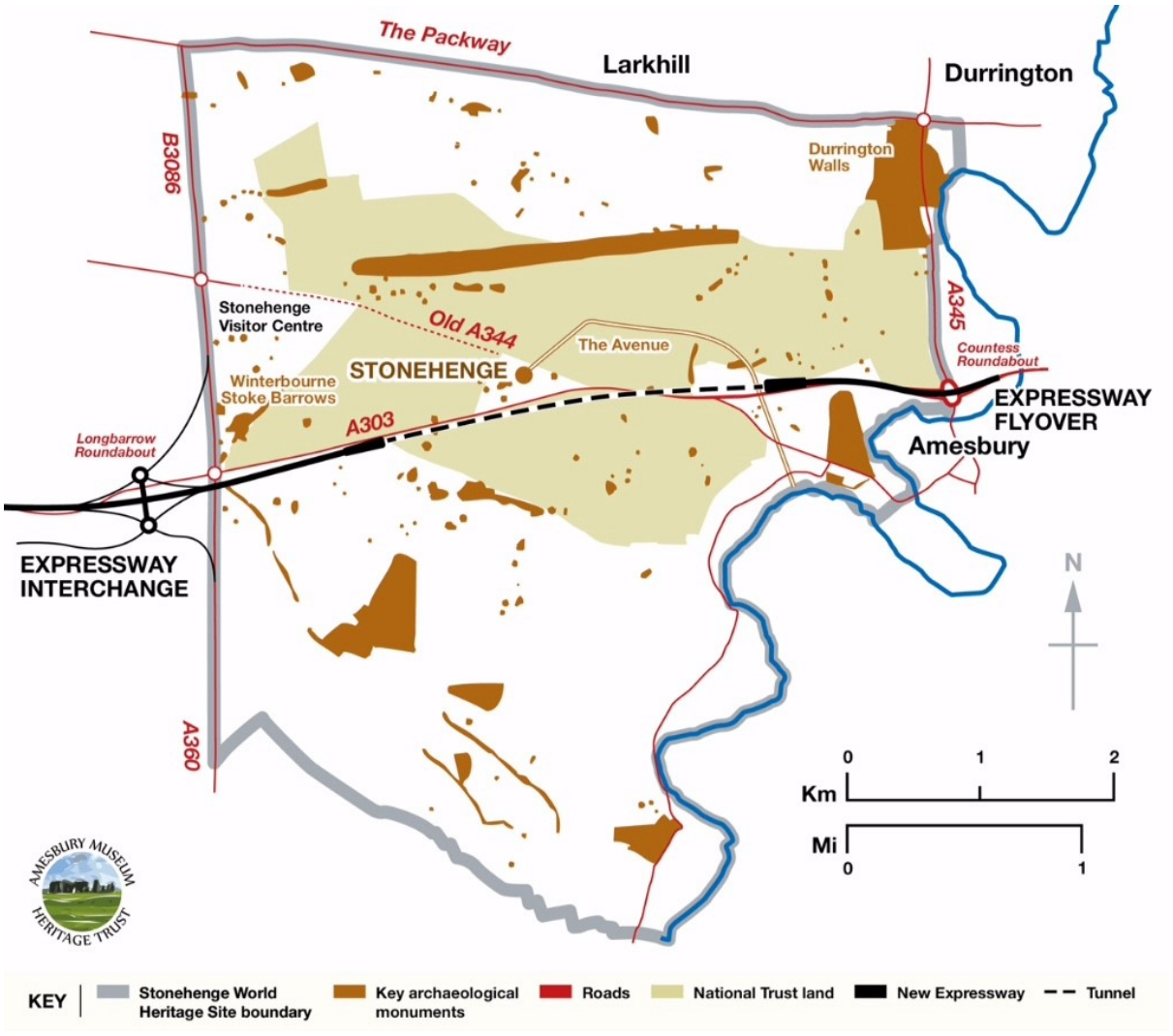
1. Introduction

The A303 Stonehenge Scheme Examination has been undertaken and the Examining Authority's Report was submitted to the Secretary of State for Transport on 2 January 2020. His decision on the Scheme is awaited. The Scheme would upgrade the A303 to Expressway standard with a short c.3km tunnel with twin portals in deep dual-carriageway cuttings, all within the World Heritage Site (WHS), and two grade separated junctions on its boundaries. ***See images of Highways England's proposal here.***[2]

The Chancellor indicated in his Budget speech on 11 March 2020 that Her Majesty's Government continues to support the scheme.



2. HMG's position

HMG is a signatory to the 1972 World Heritage Convention [3] and thus committed to protecting the whole World Heritage Site (WHS) Article 4 of the Convention reads:

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- A World Heritage Site is designated for its outstanding universal value to mankind.
- The World Heritage Convention applies to the whole WHS.
- Protecting a WHS also protects its outstanding universal value: the two are inseparable.
- Government planning policy demands protection of a WHS *and its setting*.

3. UNESCO's position

HMG has invited three joint UNESCO World Heritage Centre/International Council on Monuments and Sites (ICOMOS) specialist missions (in 2015, 2017 and 2018) to see and advise on the A303 Stonehenge proposals. The 2018 Advisory Mission's report [4] recommends exploration of bypass and longer tunnel options, saying the road scheme "should not proceed in its current form". UNESCO's World Heritage Committee Decisions in 2018 and 2019 [5] reiterate that advice.

Ignoring UNESCO's advice could lead to loss of World Heritage status: international disgrace.

4. Archaeological damage that would arise from the A303 scheme

- Around 26 sq. km (10 sq. miles) at Stonehenge, together with a similar area at Avebury, was designated a WHS in 1986 for its remarkable Neolithic and Bronze Age remains. These *designed* landscapes, with interrelated monuments and sites, include avenues and other features linked to the topography and water. Deep dual-carriageway cuttings and tunnel entrances would destroy archaeology and the integrity of the WHS.
- The A303 Preferred Route is strongly objected to by 22 archaeologists, [6] leading specialists in the archaeology of the WHS. Their views were reiterated at the Examination of the Scheme.
- The integrity of the famous Blick Mead Mesolithic site, beside and possibly under the present A303, would be severely compromised by a massive flyover.

5. Consultation

The non-statutory consultation (2017) on route options was deeply flawed in offering a short (2.9km) tunnel under only part of the WHS, with bypass options to the west for Winterbourne Stoke village, i.e., a single option for the WHS, damaging to both the Site and its setting.

- Lack of information on options discarded by Highways England (including a WHS bypass), precluded informed judgement and comparison with the option chosen.
- The scheme was mainly advertised and exhibited locally by Highways England. Only one exhibition was held outside Wiltshire, at the Society of Antiquaries in London.
- Seventy-seven per cent of c.9,000 respondees to this consultation objected to the short tunnel within the WHS, irrespective of the Winterbourne Stoke bypass options.

The 2018 Statutory (February–April) and supplementary (July–August) consultations on the Preferred Route were similarly highly unsatisfactory.

- Exhibitions and publicity were largely restricted to local media and venues, with a single afternoon exhibition outside Wiltshire at the Society of Antiquaries in London.
- Information was (and still is) lacking in key areas, such as archaeology, the natural environment and hydrogeology, making fully informed judgements impossible.
- Misinformation in scheme documentation and media statements by scheme promoters continued and gave the impression that the WHS and its OUV would be protected.
- Outright objections to the scheme, including those made via Stonehenge Alliance and Friends of the Earth websites (reaching a wider group, including people from abroad) have substantially increased since the first consultation.

6. Cost and value for money

- Capital cost was set by HMG in September 2017 at an upper limit of £1.6bn. (Estimated cost was £1.3bn in December 2014). Annual tunnel maintenance costs would be c.£7m. The cost has now risen to around £2bn.
- The Scheme is to be paid for by the Public Purse. May 2019 National Audit Office and July 2019 Public Accounts Committee reports [7] have cast serious doubts on the Scheme's value for money.
- Economic assessment conclusions in the September 2017 Scheme Assessment Report [8] include:

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"10.7.1. A conventional approach to appraisal, which focuses on the traffic related benefits delivered to users of the road network, would suggest that the scheme has low value for money. However, this fails to capture the full range of benefits of the scheme and doesn't include the value of removing the current road from Stonehenge WHS which is a key benefit of the new scheme."

Important note: the scheme would not remove the road from the WHS.

- The Whitehall Monitor 2018 [9] (Fig. 6.5 et seq.) gives a red delivery confidence rating for the A303 Stonehenge scheme in 2017: i.e., successful delivery appears to be unachievable.

7. Who stands to gain? (supporters of the Government's scheme)

- ***Historic England*** answers to the DCMS and is governed by the Historic England Commission which has overall responsibility for English Heritage Trust's collections. Historic England Commissioners are among the Trustees of English Heritage Trust of which Historic England is the sole member.
- ***English Heritage Trust,*** manager of Stonehenge visitor-centre, is likely to follow HMG's lead. The Trust would benefit from an enhanced setting to the henge and an increase in paying visitors, since motorists' view of the Stones from the A303 would be lost.
- ***The National Trust*** owns land around Stonehenge from which the A303 would be removed into a tunnel. The Trust might also gain financially if it were to develop its own visitor-centre and charge to see the view of the Stones from the road lost to motorists in future. ***The support of the NT for the scheme is instrumental.***
- ***Local* people** hope to be rid of traffic congestion and rat-running. Any traffic flow improvement would be temporary, since road widening is known to induce more traffic: see, e.g., a 2017 CPRE publication [10] which also demonstrates that widened roads rarely bring hoped-for economic benefits and increased housing to a region. Congestion is a national problem and Stonehenge is but one of numerous bottlenecks. Congestion maps reveal lengthier and more frequent congestion in other parts of the country.

8. Who stands to lose from the scheme?

- ***Present and future generations,*** who, under the terms of the WH Convention, are promised permanent protection of the WHS
- ***The many millions of A303 travellers***, who value the view of the Stones from the road
- ***Those who would like to see the henge in future*** and would (mostly) be obliged to pay
- ***Our nation***, whose pride in and understanding of an iconic and fundamental part of its heritage would be irretrievably lost. *Note*: October 2018 was the centenary of the gift of Stonehenge to the nation by Sir Cecil Chubb.
- ***Those concerned about the wildlife of the WHS***, including the Great Bustard Group, and the RSPB whose WHS bird sanctuary hosts protected Stone Curlews.
- ***Our Government***, whose Convention promise would be broken and, being responsible for an incalculable loss to the world, would be subject to international censure.

9. What should be done?

- Place the A303 Stonehenge scheme on hold. Seek alternative options not damaging to the WHS, as advised by UNESCO and the large majority of consultation respondees.
- The climate emergency declared by the Government and its commitment to net zero carbon emissions by 2050 will be accompanied by substantial changes predicted in

car journeys and use over the next 10-20 years. Implementing interim traffic management measures at Stonehenge should therefore be considered.

- Road widening might not be necessary within 50 years – a small fraction of the period of human use of the WHS.
- Find better ways of spending £2bn. In terms of transport alone, the South West would benefit from a rail investment programme such as that outlined by the Peninsula Rail Task Force [11], whilst smart measures to discourage road use at busy times, improve traffic flow and prevent rat running could be implemented straight away at relatively little cost provided the local Highway Authority (Wiltshire Council) and Highways England were properly resourced to work together.
- The South West would also benefit from improved bus provision: this is an area where connectivity, especially for rural communities, is lacking. Urgent road repairs are also needed now.
- HMG should introduce statutory protection for UK World Heritage Sites, so that these highly-regarded places receive the safeguarding they need if they are to survive intact. This would not mean that no development should be allowed but that new development should not damage a WH Site's intrinsic qualities and integrity.

NOTES AND REFERENCES

1. The Stonehenge Alliance is supported by: Ancient Sacred Landscape Network, Campaign for Better Transport, Campaign to Protect Rural England, Friends of the Earth, RESCUE: The British Archaeological Trust and many individuals in the UK and abroad. http://stonehengealliance.org.uk/
2. For Highways England's images of A303 Preferred Route, see http://stonehengealliance.org.uk/a303-stonehenge-scheme-images/.
3. *Convention Concerning the Protection of the World 2Cultural and Natural Heritage*, UNESCO, 1972. https://whc.unesco.org/archive/convention-en.pdf
4. *Final Report on the joint World Heritage Centre / ICOMOS Advisory mission to Stonehenge, Avebury and Associated Sites 5 – 7 March 2018*, UNESCO World Heritage Centre and ICOMOS, June 2018. https://whc.unesco.org/en/documents/168265/
5. Decision: 42 COM 7B.32: Stonehenge, Avebury and Associated Sites (United Kingdom of Great Britain and Northern Ireland), UNESCO World Heritage Centre, 2018. https://whc.unesco.org/en/decisions/7261/; and 2019: https://whc.unesco.org/en/decisions/7543
6. "A303 Stonehenge consultation feedback from a consortium of Stonehenge experts". Response to Preferred Route consultation, 23 April 2018. http://stonehengealliance.org.uk/wp-content/uploads/2018/06/Consultation-letter-from-Stonehenge-archaeologists-23-April-2018.pdf
7. National Audit Office Report "Improving the A303 between Amesbury and Berwick Down" (May 2019): https://www.nao.org.uk/wp-content/uploads/2019/05/Improving-the-A303-between-Amesbury-and-Berwick-Down.pdf; and Public Accounts Committee Report "Transport Infrastructure in the South West" (July 2019) https://publications.parliament.uk/pa/cm201719/cmselect/cmpubacc/1753/175302.htm

8. Highways England, *A303 Stonehenge Amesbury to Berwick Down Scheme Assessment Report,* Vol. 1, September 2017. https://highwaysengland.citizenspace.com/cip/a303-stonehenge/results/sar-volume-1.pdf
9. Institute for Government, *Whitehall Monitor 2018*: "Delivering Major Projects", Fig.6.5 and following text. https://www.instituteforgovernment.org.uk/publication/whitehall-monitor-2018/delivering-major-projects
10. Campaign to Protect Rural England, *The end of the road? Challenging the road-building consensus*, March 2017. https://www.cpre.org.uk/resources/transport/roads/item/4543-the-end-of-the-road-challenging-the-road-building-consensus
11. Peninsular Rail Task Force, *Closing the gap The South West Peninsula strategic rail blueprint*, November 2016. https://peninsularailtaskforce.files.wordpress.com/2016/11/prtf-closing-the-gap.pdf

Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/305260

Nigel Huddleston MP
House of Commons
London
SW1A 0AA

13 August 2020

Dear Nigel,

Thank you for your email of 13 July, enclosing correspondence from your constituent, Mr Martin McCann of [redacted] about the proposed A303 Amesbury to Berwick Down Development Consent Order application ("the A303 Stonehenge"). I am replying as the Minister responsible for roads and motoring.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application. However, your constituent's concerns have been noted.

Please extend my gratitude to Mr McCann for taking the time to write in with his concerns.

[redacted]

BARONESS VERE OF NORBITON

From: [redacted]
To: [redacted]
Subject: RE: Stonehenge WHS
Attachments: image001.png

Dear Mr Peel,

Thank you for your email to the Secretary of State of 13 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,

Fergus O'Dowd

<https://www.gov.uk/government/organisations/department-for-transport>

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit

3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA

[redacted]

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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Daniel Peel [redacted]
Sent: 13 July 2020 18:35
To: SHAPPS, Grant [redacted]
Subject: Stonehenge WHS

Dear Mr Shapps

I am writing to ask you not to approve the Stonehenge tunnel scheme that is coming up for your review on Friday 17 July. The scheme could irreparably damage this World Heritage Site. UNESCO has objected to the scheme and said that World Heritage Site status could be taken away from the Stonehenge site if the scheme goes ahead.

Recent findings at the Durrington Walls area have shown again that this is a unique place that could still potentially teach us so much about our ancient history. Please put this cultural treasure before the short-term and short sighted convenience of the tunnel scheme.

Yours Sincerely

Dan Peel

London [redacted]

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From: [redacted]
To:
Subject: RE: Contact Grant form, Re: "Stonehenge and the A303 road scheme"
Attachments: image001.png

Dear Ms Barrett,

Thank you for your email to the Secretary of State of 13 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

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Yours sincerely,
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Westminster, London, SW1H 9EA
[redacted]
Follow us on twitter @transportgovuk
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Margaret Barrett [redacted]
Date: 13 July 2020 at 20:01:34 BST
To: [redacted]
Cc: [redacted]
Subject: Contact Grant form, Re: "Stonehenge and the A303 road scheme"
Reply-To: [redacted]

> From: Margaret Barrett [redacted]
> Subject: Stonehenge and the A303 road scheme
>
> Message Body:
> Dear Minister
> I would urge you in the strongest possible terms not to give approval for the high risk and highly damaging A303 Stonehenge scheme. There are several reasons for this and they are all of crucial importance:
>
> It is very poor value for money, especially at a time when so much money will be needed for recovery following the Covid-19 pandemic This will require cutting back on schemes which will

have a much less significant return on investment. Even Highways England has estimated that the scheme will only deliver a return of 21p for every £1 invested. The original estimates are also likely to under-estimate the problems of tunnelling through poor quality chalk.

UNESCO has heavily opposed the scheme, which compromises the integrity of the World Heritage Site. Stonehenge is part of a complex of monuments and does not exist in isolation; damage to a part of it will cause inestimable damage the whole. This is a very important and very sensitive archaeological area. It will be damaged not just by the tunnel, but by all the heavy machinery necessary to build it.

The scheme will be responsible for an increase in carbon emissions at a time when the Government likes to give the impression both nationally and internationally that this country is taking seriously the need to reduce them.

To ignore advice from the World Heritage Organisation will not just damage Stonehenge, but also our international standing. We should all be very concerned about what we are doing now to the environment in its widest sense and how this will affect future generations. If this scheme goes ahead future generations will be completely justified in condemning us for destroying something unique and irreplaceable. They will deplore what we did and wonder what on earth we were thinking of. Yours sincerely, Margaret Barrett

--
This mail is sent via contact form on The Rt Hon Grant Shapps MP [redacted]

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From: [redacted]
To:
Subject: FW: Ms Grethe Hooper Hansen of 16 High Bannerdown, Batheaston, Somerset, BA1 7JZ.
Date: 14 July 2020 10:50:32
Attachments: MPs-Briefing-6-July-2020-2.pdf

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 [redacted]

From: CATHCART, Melissa [redacted]
Sent: 14 July 2020 10:18
To: DFT Ministers [redacted]
Cc: TONG, Stacey [redacted]
Subject: Ms Grethe Hooper Hansen [redacted]

Dear Mr. Shapps,

Re: Ms Grethe Hooper Hansen [redacted]

Please see the below email that Mr. Rees-Mogg has received from the above-named constituent in respect of the proposed A303 Stone Henge bypass.

We would be grateful for your comments and any advice/assurances that can be provided to Ms Hansen please.

With best wishes,

Melissa

Melissa Cathcart
Senior Parliamentary Assistant to the Rt. Hon. Jacob Rees-Mogg MP
Member of Parliament for North East Somerset
Lord President of the Council and Leader of the House of Commons
House of Commons, London, SW1A 0AA.

For Coronavirus advice & guidance go to: www.gov.uk/coronavirus

Privacy Policy: https://www.jacobreesmogg.com/privacy

From: Grethe Hooper Hansen [redacted]
Sent: 11 July 2020 12:05
To: REES-MOGG, Jacob [redacted]
Subject: Stone Henge bypass

[redacted] 11 July 2020

[redacted]

[redacted]

Dear Mr Rees-Mogg,

A new discovery has just been made, which has turned up more ancient earthworks in the area of Stonehenge; see the attached. I hope you will agree that this adds substantially to the case that the proposed underground bypass is a desecration of an ancient sacred site far more extensive than has previously been apparent. At this time of economic hardship, it is also an unnecessary waste of taxpayers' money.

Yours faithfully,

Grethe Hooper Hansen,

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UK Parliament Disclaimer: this e-mail is confidential to the intended recipient. If you have received it in error, please notify the sender and delete it from your system. Any unauthorised use, disclosure, or copying is not permitted. This e-mail has been checked for viruses, but no liability is accepted for any damage caused by any virus transmitted by this e-mail. This e-mail address is not secure, is not encrypted and should not be used for sensitive data.
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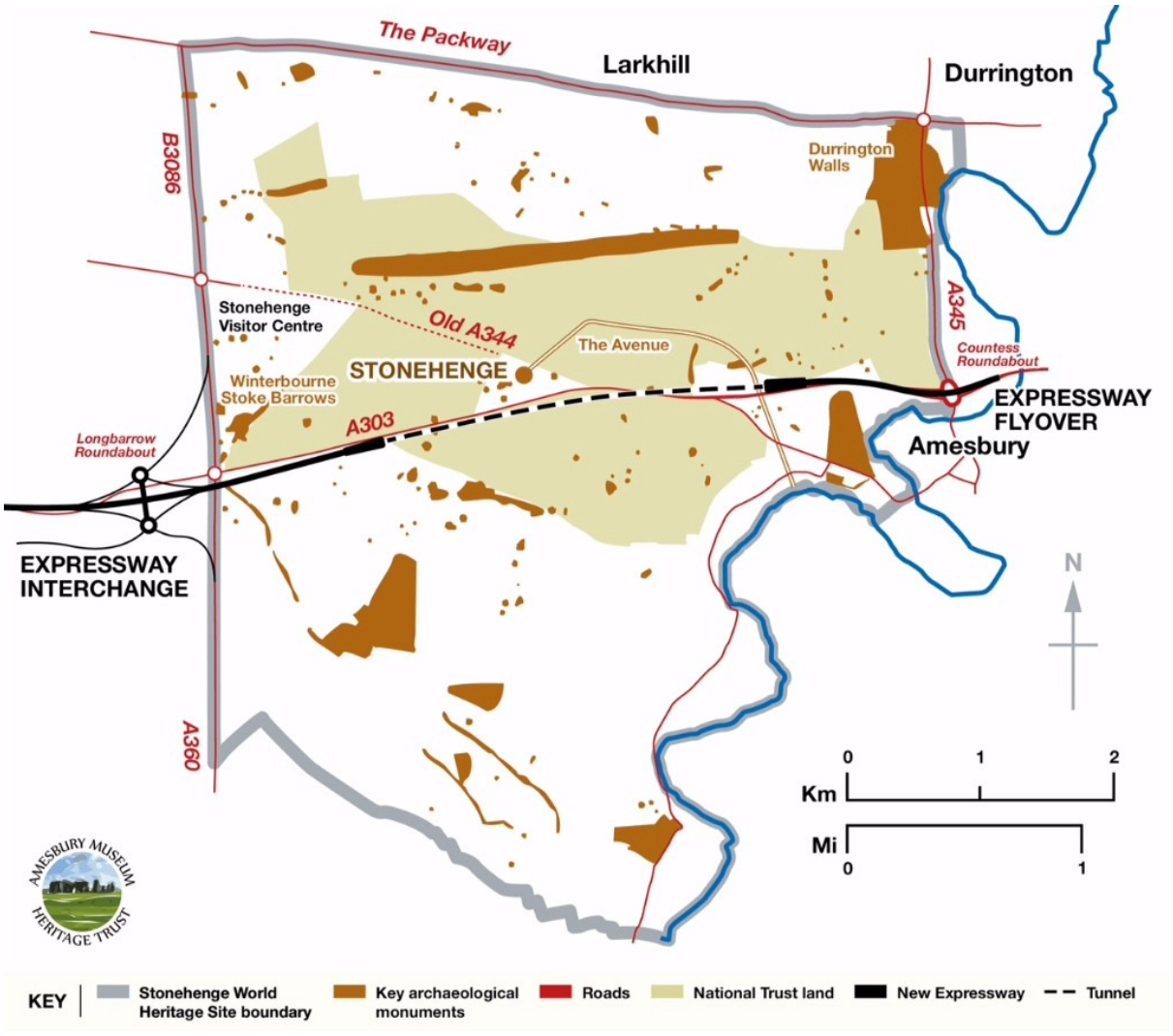

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- ***English Heritage Trust,*** manager of Stonehenge visitor-centre, is likely to follow HMG's lead. The Trust would benefit from an enhanced setting to the henge and an increase in paying visitors, since motorists' view of the Stones from the A303 would be lost.
- ***The National Trust*** owns land around Stonehenge from which the A303 would be removed into a tunnel. The Trust might also gain financially if it were to develop its own visitor-centre and charge to see the view of the Stones from the road lost to motorists in future. ***The support of the NT for the scheme is instrumental.***
- ***Local* people** hope to be rid of traffic congestion and rat-running. Any traffic flow improvement would be temporary, since road widening is known to induce more traffic: see, e.g., a 2017 CPRE publication [10] which also demonstrates that widened roads rarely bring hoped-for economic benefits and increased housing to a region. Congestion is a national problem and Stonehenge is but one of numerous bottlenecks. Congestion maps reveal lengthier and more frequent congestion in other parts of the country.

8. Who stands to lose from the scheme?

- ***Present and future generations,*** who, under the terms of the WH Convention, are promised permanent protection of the WHS
- ***The many millions of A303 travellers***, who value the view of the Stones from the road
- ***Those who would like to see the henge in future*** and would (mostly) be obliged to pay
- ***Our nation***, whose pride in and understanding of an iconic and fundamental part of its heritage would be irretrievably lost. *Note*: October 2018 was the centenary of the gift of Stonehenge to the nation by Sir Cecil Chubb.
- ***Those concerned about the wildlife of the WHS***, including the Great Bustard Group, and the RSPB whose WHS bird sanctuary hosts protected Stone Curlews.
- ***Our Government***, whose Convention promise would be broken and, being responsible for an incalculable loss to the world, would be subject to international censure.

9. What should be done?

- Place the A303 Stonehenge scheme on hold. Seek alternative options not damaging to the WHS, as advised by UNESCO and the large majority of consultation respondees.
- The climate emergency declared by the Government and its commitment to net zero carbon emissions by 2050 will be accompanied by substantial changes predicted in

car journeys and use over the next 10-20 years. Implementing interim traffic management measures at Stonehenge should therefore be considered.

- Road widening might not be necessary within 50 years – a small fraction of the period of human use of the WHS.
- Find better ways of spending £2bn. In terms of transport alone, the South West would benefit from a rail investment programme such as that outlined by the Peninsula Rail Task Force [11], whilst smart measures to discourage road use at busy times, improve traffic flow and prevent rat running could be implemented straight away at relatively little cost provided the local Highway Authority (Wiltshire Council) and Highways England were properly resourced to work together.
- The South West would also benefit from improved bus provision: this is an area where connectivity, especially for rural communities, is lacking. Urgent road repairs are also needed now.
- HMG should introduce statutory protection for UK World Heritage Sites, so that these highly-regarded places receive the safeguarding they need if they are to survive intact. This would not mean that no development should be allowed but that new development should not damage a WH Site's intrinsic qualities and integrity.

NOTES AND REFERENCES

1. The Stonehenge Alliance is supported by: Ancient Sacred Landscape Network, Campaign for Better Transport, Campaign to Protect Rural England, Friends of the Earth, RESCUE: The British Archaeological Trust and many individuals in the UK and abroad. http://stonehengealliance.org.uk/
2. For Highways England's images of A303 Preferred Route, see http://stonehengealliance.org.uk/a303-stonehenge-scheme-images/.
3. *Convention Concerning the Protection of the World 2Cultural and Natural Heritage*, UNESCO, 1972. https://whc.unesco.org/archive/convention-en.pdf
4. *Final Report on the joint World Heritage Centre / ICOMOS Advisory mission to Stonehenge, Avebury and Associated Sites 5 – 7 March 2018*, UNESCO World Heritage Centre and ICOMOS, June 2018. https://whc.unesco.org/en/documents/168265/
5. Decision: 42 COM 7B.32: Stonehenge, Avebury and Associated Sites (United Kingdom of Great Britain and Northern Ireland), UNESCO World Heritage Centre, 2018. https://whc.unesco.org/en/decisions/7261/; and 2019: https://whc.unesco.org/en/decisions/7543
6. "A303 Stonehenge consultation feedback from a consortium of Stonehenge experts". Response to Preferred Route consultation, 23 April 2018. http://stonehengealliance.org.uk/wp-content/uploads/2018/06/Consultation-letter-from-Stonehenge-archaeologists-23-April-2018.pdf
7. National Audit Office Report "Improving the A303 between Amesbury and Berwick Down" (May 2019): https://www.nao.org.uk/wp-content/uploads/2019/05/Improving-the-A303-between-Amesbury-and-Berwick-Down.pdf; and Public Accounts Committee Report "Transport Infrastructure in the South West" (July 2019) https://publications.parliament.uk/pa/cm201719/cmselect/cmpubacc/1753/175302.htm

8. Highways England, *A303 Stonehenge Amesbury to Berwick Down Scheme Assessment Report,* Vol. 1, September 2017. https://highwaysengland.citizenspace.com/cip/a303-stonehenge/results/sar-volume-1.pdf
9. Institute for Government, *Whitehall Monitor 2018*: "Delivering Major Projects", Fig.6.5 and following text. https://www.instituteforgovernment.org.uk/publication/whitehall-monitor-2018/delivering-major-projects
10. Campaign to Protect Rural England, *The end of the road? Challenging the road-building consensus*, March 2017. https://www.cpre.org.uk/resources/transport/roads/item/4543-the-end-of-the-road-challenging-the-road-building-consensus
11. Peninsular Rail Task Force, *Closing the gap The South West Peninsula strategic rail blueprint*, November 2016. https://peninsularailtaskforce.files.wordpress.com/2016/11/prtf-closing-the-gap.pdf

Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
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Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/300206

Rt Hon Jacob Rees-Mogg MP
House of Commons
London
SW1A 0AA

31 July 2020

Dear Jacob,

Thank you for your email of 14 July to the Secretary of State, enclosing correspondence from your constituent, Ms Grethe Hooper of [redacted] about the proposed A303 Amesbury to Berwick Down Development Consent Order application ("the A303 Stonehenge") and the recent archaeological find within the World Heritage Site. I am replying as the Minister responsible for this issue.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application. However, your constituent's concerns have been noted.

Please extend my gratitude to Ms Hooper for taking the time to write in with her concerns.

[redacted]

BARONESS VERE OF NORBITON

From: [redacted]
To:
Subject: RE: Stonehenge tunnel
Attachments: image001.png

Dear Ms Greene,

Thank you for your email to the Secretary of State of 11 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 19:54
To: POCorrespondence[redacted]
Subject: FW: Stonehenge tunnel

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

The Secretary of State's box closes at 2pm Monday – Thursday, when parliament is sitting.
To contact the Secretary of State's office, please e-mail transportsecretary@dft.gov.uk
Find out more information about the Secretary of State, the Secretary of State's office and their responsibilities, templates and guidance, parliamentary recess and duty rotas.
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From: SHAPPS, Grant [redacted]
Sent: 14 July 2020 15:01
To: TransportSecretary [redacted]
Subject: FW: Stonehenge tunnel

From: Eileen Greene [redacted]
Sent: 11 July 2020 10:05
To: SHAPPS, Grant [redacted]
Subject: Stonehenge tunnel

Dear Grant,

I have been following Stonehenge Alliance's campaign to prevent a road tunnel being built close to the world heritage site for some years now.

I am writing to ask that you reconsider this controversial road scheme in the light of the impact it is likely to have on the heritage sites in the area.

I also understand that with the impact the pandemic has had on the country there is a drive for large scale projects to boost the economy. Please don't allow this controversial proposal to be one of them.

As transport secretary I hope you will consider investing in even more cycle infrastructure, pedestrianisation in towns and cities and better public transport all round.

I enclose a link from Stonehenge Alliance which includes a briefing.
http://stonehengealliance.org.uk/a303-stonehenge-references/mp-briefing/

With thanks for your work

Eileen Greene

BN2

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From: [redacted]
To:
Subject: RE: Stonehenge tunnel - please do not allow it.
Attachments: image001.png

Dear Ms Green,

Thank you for your email to the Secretary of State and Theo Clarke MP of 14 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: Carole Green [redacted]
Sent: 14 July 2020 13:52
To: CLARKE, Theo [redacted] SHAPPS, Grant [redacted]
Subject: Stonehenge tunnel - please do not allow it.

Rt Hon Grant Shapps MP, Theo Clarke MP

Although I am currently living in Staffordshire, I lived for some time in the village next to Stonehenge. I am firmly against the digging of a tunnel underneath the ancient monument and I hope that you will both support this view. There are many international rules which protect antiquities and monuments and I consider that digging a tunnel under Stonehenge is equally as detrimental, as illegally digging out - then selling - antiquities, for the historic environment of the UK and enjoyment and appreciation from those living around the world.

Last month there was a discovery by archaeologists of huge 4,000 year old shafts centred on Durrington Walls near Stonehenge. Durrington Walls is part of the same historic environment being less than 5km (as the crow flies) from Stonehenge. This major find could change our understanding of our neolithic ancestors and their astonishing skills. The finding of such a significant feature suggests that the area has much to reveal yet about how and when it was built and by whom. How much more remains hidden within this extraordinary landscape?

Rt Hon Shapps, I ask that, as Transport Secretary, you do not decide to permanently disfigure

the World Heritage Site and to compromise further discoveries by giving a green light to one of Britain's most expensive and controversial road schemes? I ask that you listen to UNESCO's objections and conserve this unique archaeological landscape for future generations.

Please save this iconic site and do not build the tunnel under Stonehenge.

Your faithfully

C J Green

Sent from Outlook

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From: [redacted]
To:
Subject: RE: A303
Attachments: image001.png

Dear Ms Mills,

Thank you for your email to the Secretary of State of 14 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,

Fergus O'Dowd

<https://www.gov.uk/government/organisations/department-for-transport>

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit

3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA

[redacted]

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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: SHIRLEY MILLS [redacted]
Sent: 14 July 2020 13:00
To: SHAPPS, Grant [redacted]
Subject: A303

I am writing to you to urge you please to reject the proposals to upgrade the A303 expressway which I believe will damage forever

the prehistoric Stonehenge <https://urldefense.proofpoint.com/v2/url?u=http-3A__site.New&d=DwMF-g&c=troKkvwivNn_CddsvWCHHPiPoFoTgTGIbXJULvYU158&r=raIvgRoZTIq0wH2B9L9D8-HZXMwJSeU5WQClh4AbY9w&m=TNpYF9GRhkv4UB98mKE7Ahcf3CL1n2CB59B_Fc0IZic&s=s64Pncdgz7Z4kU22qkihZUzXEfS-5H2Zcn_Yt1IMnYo&e=> site.New discoveries about this site are being found and new archaeology will be impossible to find if

this new extension goes ahead.What knowledge will we lose?The money, £2bn I believe, could be much better spent in this

country providing jobs in a green recovery after this awful pandemic not on building more and more roads causing more pollution.

You must listen to UNESCO's objections and reject this awful proposal.

Thank you.

S. Mills

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From: [redacted]
To: [redacted]
Subject: RE: Stonehenge World Heritage Site
Attachments: image001.png

Dear Mr Casey,

Thank you for your email to the Secretary of State of 14 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,

Fergus O'Dowd

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Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit

3rd Floor East Wing, Albany House
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Westminster, London, SW1H 9EA

[redacted]

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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: andrew casey [redacted]
Sent: 14 July 2020 16:10
To: SHAPPS, Grant [redacted]
Subject: Stonehenge World Heritage Site

Dear Secretary of State for Transport,

I urge you to reconsider the plans for the A303 in view of the irreparable damage it will cause to the World Heritage Site and the standing of our nation in the world's eyes. It sets a terrible example and has been rated as poor value for money by relevant bodies.

Please find more information attached.

Kind Regards

Andrew Casey

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From: [redacted]
To: [redacted]
Subject: RE: Stonehenge WHS
Attachments: image001.png

Dear Mr Vincent,

Thank you for your email to the Secretary of State of 14 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,

Fergus O'Dowd

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Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit

3rd Floor East Wing, Albany House
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Westminster, London, SW1H 9EA

[redacted]

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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Graham Vincent [redacted]
Sent: 14 July 2020 18:17
To: SHAPPS, Grant [redacted]
Subject: Stonehenge WHS

Dear Mr. Shapps,

I am writing to voice my extreme concern over the imminent decision on whether to give the green light to the current scheme for the A303 at Stonehenge.

The current plans pose a serious risk to the wider Stonehenge landscape. There is much that has yet to be discovered, and the scheme as it stands risks destroying ancient landscape before it can be properly evaluated and recorded.

I would ask you to put the present plans on hold in order that further study and consultation comes up with a better scheme, including a longer tunnel than the one projected, which will guarantee the protection of the Stonehenge landscape in perpetuity.

Yours sincerely, Graham Vincent.

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From: [redacted]
To: [redacted]
Subject: RE: A Monumental Mistake; theA303 Stonehenge scheme
Attachments: image001.png

Dear Mr Jones,

Thank you for your email to the Secretary of State of 14 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,

Fergus O'Dowd

<https://www.gov.uk/government/organisations/department-for-transport>

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit

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[redacted]

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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Nic Jones [redacted]
Sent: 14 July 2020 21:28
To: SHAPPS, Grant [redacted]
Subject: A Monumental Mistake; theA303 Stonehenge scheme

Dear Rt Hon Grant Shapps MP,

It would be a A Monumental Mistake to build a new bigger road on the A303 at Stonehenge; we really need to stop building new bigger roads, it would be much better to spend the money fixing the roads we have already built.

Much better again would be to spend the money on rail, bus and cycling infrastructure around the country.

Most of all it would be crazy to make a mess of one of the most important historic landscapes in the entire world.

I would like to strongly urge you not to approve funding for the high risk and highly damaging A303 Stonehenge scheme.

Yours sincerely

Nicholas Jones

[redacted]

[redacted]

[redacted]

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From: [redacted]
To: [redacted]
Subject: RE: A303Stonehenge Scheme
Attachments: image001.png

Dear Mrs Hamilton,

Thank you for your email to the Secretary of State of 14 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
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Westminster, London, SW1H 9EA
[redacted]
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From: Marion Hamilton [redacted]
Sent: 14 July 2020 12:19
To: SHAPPS, Grant [redacted]
Subject: A303Stonehenge Scheme

It has been advised that you as Transport Secretary are to present on 17th July to HM government a plan for an express flyover in the area of World heritage Site Stonehenge.
UNESCO and the large majority of consultation respondees advise that alternative options be sought which are not damaging to World Heritage Sites
It has also been advised thatHer Majesty's Government should provide protection for UK World Heritage Sites and that no development be allowed that would damage World Heritage Sites intrinsic qualities and integrity..
It is felt that £2B intended for this construction of an Express flyover could be better spent in this time of pandemic
Yours faithfully
Marion HAmilton (Mrs).

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From: [redacted]
To:
Subject: FW: Stonehenge (Case Ref: LP38505) Natalie Somers
Date: 15 July 2020 13:53:10
Attachments: MPs-Briefing-6-July-2020-2.pdf

MC BV please

A

Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | [redacted]
Please ring my desk phone first
From: Lucy Powell [redacted]
Sent: 15 July 2020 12:09
To: DFT Ministers [redacted]
Subject: FW: Stonehenge (Case Ref: LP38505) Natalie Somers

Dear Minister

I am writing on behalf of Lucy's constituent Ms Somers who has been in touch to raise her concerns about Stonehenge.

Ms Somers is very concerned about the plans to build a road tunnel underneath the site.

I have attached Ms Somers' email to Lucy below and look forward to receiving your reply addressing her concerns.

Yours sincerely

Helen - Caseworker for Lucy Powell MP

Lucy Powell MP
Member of Parliament for Manchester Central

[redacted]

From: Natalie Somers
Sent: 11 July 2020 15:04
To: [redacted]
Subject: Stonehenge

Dear Lucy,
I am e-mailing you as you may not be aware of the imminent threat facing the world's most iconic prehistoric World Heritage Site Stonehenge.
Transport Secretary Grant Shapps may seal the fate of Stonehenge WHS next week with plans to build a road tunnel undertneath the Stonehenge WHS.
Only last month there was a discovery by archaeologists of huge 4,000 year old shafts centred on Durrington Walls near Stonehenge. This major find could change our understanding of our neolithic ancestors and begs the question how much more remains hidden within this incredible landscape. The proposals for the construction of the tunnel would destroy all archaeology in the construction zones and the A303 would become the largest ever human intervention in an area created and revered by over a hundred generations of our ancestors
In spite of this amazing new evidence will the Transport Secretary decide to permanently disfigure the World Heritage Site and compromise further discoveries by giving a green light to one of Britain's most expensive and

controversial road schemes? Or will he listen to UNESCO'S objections based on the Government's commitment to conserving this unique archaeological landscape and save £2 billion that could be better spent on reviving the economy as a result of the devastating impact the lockdown has had due to coronavirus.
The whole Stonehenge landscape has an outstanding universal value that is of immense significance for all people for all time and this transcends any consideration of sorting out a 21st century part-time traffic jam.
I attach a briefing for MP's compiled by The Stonehenge Alliance which is a group of non-governmental organisations and individuals committed to seeking enhancements to the Stonehenge World Heritage Site and opposing development that would cause the site significant harm.
Please read the briefing and pledge your support to The Stonehenge Alliance and urge the Transport Secretary to listen to the objections put forward and if A303 widening at Stonehenge is felt to be essential it should be done by means of a deep bored tunnel at least 4.5km long. Anything shorter would cause irreparable damage to this landscape in breach of the World Heritage Convention.
Future generations would be appalled at those who decided that road widening should be at the expense of England's most iconic World Heritage Site.
I shall await your reply.
Regards
Natalie Somers
Future generations would be appalled at those who decided that road widening should be at the expense of England’s most iconic World Heritage Site.

1. that any road tunnel would need to be long enough to protect the WHS and its setting.
2. We have learned more about the recently discovered Mesolithic site at Blick Mead. This has led us to consider that if Government insists on a tunnel under the WHS, it must be long enough to avoid the WHS and its setting altogether. This would be in line with planning policy and World Heritage Convention safeguards. We cannot change the wording but our intention to avoid further damage is clearly stated in the petition.

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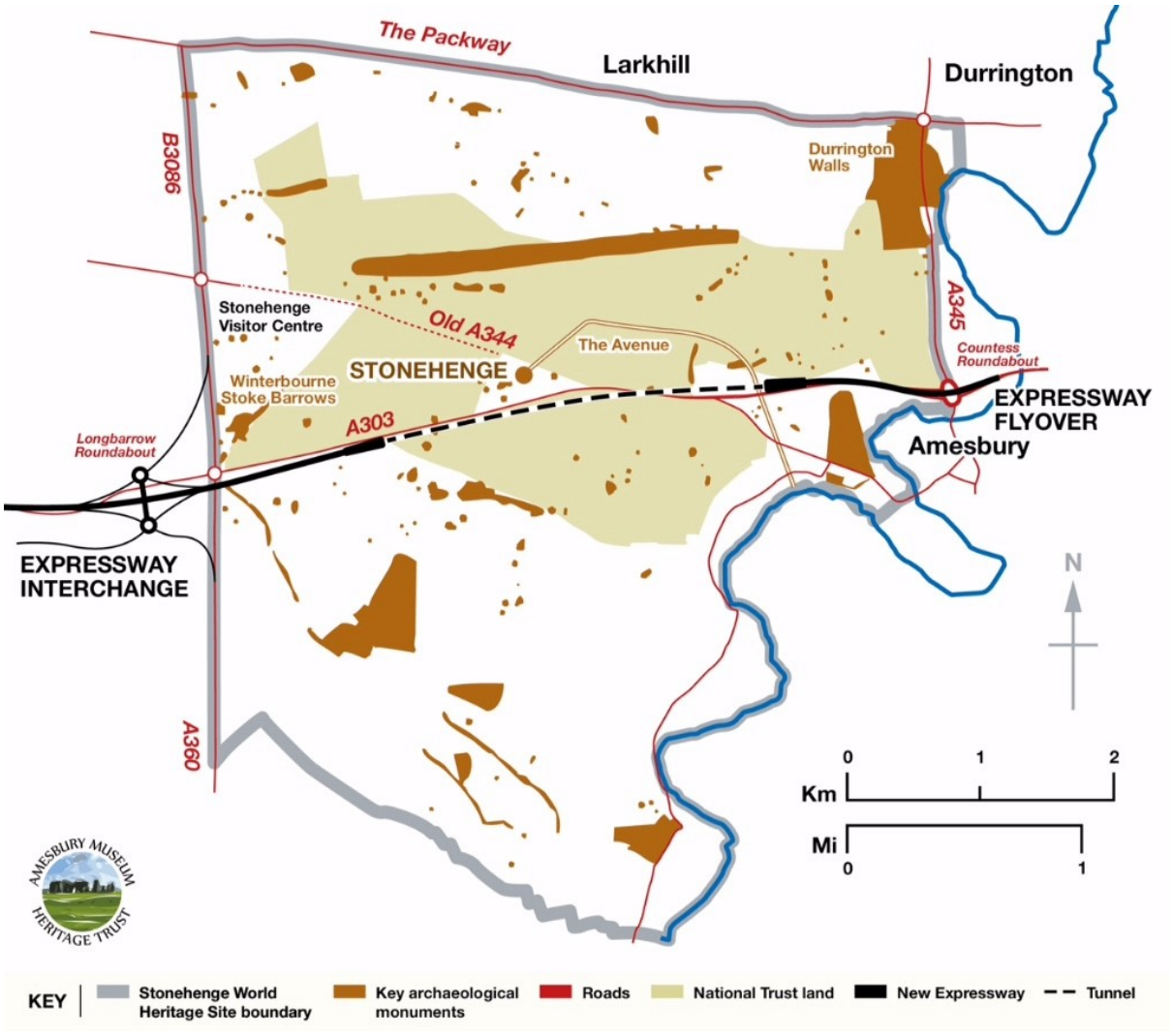
1. Introduction

The A303 Stonehenge Scheme Examination has been undertaken and the Examining Authority's Report was submitted to the Secretary of State for Transport on 2 January 2020. His decision on the Scheme is awaited. The Scheme would upgrade the A303 to Expressway standard with a short c.3km tunnel with twin portals in deep dual-carriageway cuttings, all within the World Heritage Site (WHS), and two grade separated junctions on its boundaries. ***See images of Highways England's proposal here.***[2]

The Chancellor indicated in his Budget speech on 11 March 2020 that Her Majesty's Government continues to support the scheme.



2. HMG's position

HMG is a signatory to the 1972 World Heritage Convention [3] and thus committed to protecting the whole World Heritage Site (WHS) Article 4 of the Convention reads:

"Each State Party to this Convention recognizes that the duty of ensuring the identification, protection, conservation, presentation and transmission to future generations of the cultural and natural heritage referred to in Articles 1 and 2 and situated on its territory [i.e., its designated World Heritage Sites], belongs primarily to that State. It will do all it can to this end, to the utmost of its own resources and, where appropriate, with any international assistance and co-operation, in particular, financial, artistic, scientific and technical, which it may be able to obtain."

- A World Heritage Site is designated for its outstanding universal value to mankind.
- The World Heritage Convention applies to the whole WHS.
- Protecting a WHS also protects its outstanding universal value: the two are inseparable.
- Government planning policy demands protection of a WHS *and its setting*.

3. UNESCO's position

HMG has invited three joint UNESCO World Heritage Centre/International Council on Monuments and Sites (ICOMOS) specialist missions (in 2015, 2017 and 2018) to see and advise on the A303 Stonehenge proposals. The 2018 Advisory Mission's report [4] recommends exploration of bypass and longer tunnel options, saying the road scheme "should not proceed in its current form". UNESCO's World Heritage Committee Decisions in 2018 and 2019 [5] reiterate that advice.

Ignoring UNESCO's advice could lead to loss of World Heritage status: international disgrace.

4. Archaeological damage that would arise from the A303 scheme

- Around 26 sq. km (10 sq. miles) at Stonehenge, together with a similar area at Avebury, was designated a WHS in 1986 for its remarkable Neolithic and Bronze Age remains. These *designed* landscapes, with interrelated monuments and sites, include avenues and other features linked to the topography and water. Deep dual-carriageway cuttings and tunnel entrances would destroy archaeology and the integrity of the WHS.
- The A303 Preferred Route is strongly objected to by 22 archaeologists, [6] leading specialists in the archaeology of the WHS. Their views were reiterated at the Examination of the Scheme.
- The integrity of the famous Blick Mead Mesolithic site, beside and possibly under the present A303, would be severely compromised by a massive flyover.

5. Consultation

The non-statutory consultation (2017) on route options was deeply flawed in offering a short (2.9km) tunnel under only part of the WHS, with bypass options to the west for Winterbourne Stoke village, i.e., a single option for the WHS, damaging to both the Site and its setting.

- Lack of information on options discarded by Highways England (including a WHS bypass), precluded informed judgement and comparison with the option chosen.
- The scheme was mainly advertised and exhibited locally by Highways England. Only one exhibition was held outside Wiltshire, at the Society of Antiquaries in London.
- Seventy-seven per cent of c.9,000 respondees to this consultation objected to the short tunnel within the WHS, irrespective of the Winterbourne Stoke bypass options.

The 2018 Statutory (February–April) and supplementary (July–August) consultations on the Preferred Route were similarly highly unsatisfactory.

- Exhibitions and publicity were largely restricted to local media and venues, with a single afternoon exhibition outside Wiltshire at the Society of Antiquaries in London.
- Information was (and still is) lacking in key areas, such as archaeology, the natural environment and hydrogeology, making fully informed judgements impossible.
- Misinformation in scheme documentation and media statements by scheme promoters continued and gave the impression that the WHS and its OUV would be protected.
- Outright objections to the scheme, including those made via Stonehenge Alliance and Friends of the Earth websites (reaching a wider group, including people from abroad) have substantially increased since the first consultation.

6. Cost and value for money

- Capital cost was set by HMG in September 2017 at an upper limit of £1.6bn. (Estimated cost was £1.3bn in December 2014). Annual tunnel maintenance costs would be c.£7m. The cost has now risen to around £2bn.
- The Scheme is to be paid for by the Public Purse. May 2019 National Audit Office and July 2019 Public Accounts Committee reports [7] have cast serious doubts on the Scheme's value for money.
- Economic assessment conclusions in the September 2017 Scheme Assessment Report [8] include:

"10.5.12. Based on those impacts that can be quantified, the Scheme is likely to lie within the low-medium value for money category of schemes."

"10.7.1. A conventional approach to appraisal, which focuses on the traffic related benefits delivered to users of the road network, would suggest that the scheme has low value for money. However, this fails to capture the full range of benefits of the scheme and doesn't include the value of removing the current road from Stonehenge WHS which is a key benefit of the new scheme."

Important note: the scheme would not remove the road from the WHS.

- The Whitehall Monitor 2018 [9] (Fig. 6.5 et seq.) gives a red delivery confidence rating for the A303 Stonehenge scheme in 2017: i.e., successful delivery appears to be unachievable.

7. Who stands to gain? (supporters of the Government's scheme)

- ***Historic England*** answers to the DCMS and is governed by the Historic England Commission which has overall responsibility for English Heritage Trust's collections. Historic England Commissioners are among the Trustees of English Heritage Trust of which Historic England is the sole member.
- ***English Heritage Trust,*** manager of Stonehenge visitor-centre, is likely to follow HMG's lead. The Trust would benefit from an enhanced setting to the henge and an increase in paying visitors, since motorists' view of the Stones from the A303 would be lost.
- ***The National Trust*** owns land around Stonehenge from which the A303 would be removed into a tunnel. The Trust might also gain financially if it were to develop its own visitor-centre and charge to see the view of the Stones from the road lost to motorists in future. ***The support of the NT for the scheme is instrumental.***
- ***Local* people** hope to be rid of traffic congestion and rat-running. Any traffic flow improvement would be temporary, since road widening is known to induce more traffic: see, e.g., a 2017 CPRE publication [10] which also demonstrates that widened roads rarely bring hoped-for economic benefits and increased housing to a region. Congestion is a national problem and Stonehenge is but one of numerous bottlenecks. Congestion maps reveal lengthier and more frequent congestion in other parts of the country.

8. Who stands to lose from the scheme?

- ***Present and future generations,*** who, under the terms of the WH Convention, are promised permanent protection of the WHS
- ***The many millions of A303 travellers***, who value the view of the Stones from the road
- ***Those who would like to see the henge in future*** and would (mostly) be obliged to pay
- ***Our nation***, whose pride in and understanding of an iconic and fundamental part of its heritage would be irretrievably lost. *Note*: October 2018 was the centenary of the gift of Stonehenge to the nation by Sir Cecil Chubb.
- ***Those concerned about the wildlife of the WHS***, including the Great Bustard Group, and the RSPB whose WHS bird sanctuary hosts protected Stone Curlews.
- ***Our Government***, whose Convention promise would be broken and, being responsible for an incalculable loss to the world, would be subject to international censure.

9. What should be done?

- Place the A303 Stonehenge scheme on hold. Seek alternative options not damaging to the WHS, as advised by UNESCO and the large majority of consultation respondees.
- The climate emergency declared by the Government and its commitment to net zero carbon emissions by 2050 will be accompanied by substantial changes predicted in

car journeys and use over the next 10-20 years. Implementing interim traffic management measures at Stonehenge should therefore be considered.

- Road widening might not be necessary within 50 years – a small fraction of the period of human use of the WHS.
- Find better ways of spending £2bn. In terms of transport alone, the South West would benefit from a rail investment programme such as that outlined by the Peninsula Rail Task Force [11], whilst smart measures to discourage road use at busy times, improve traffic flow and prevent rat running could be implemented straight away at relatively little cost provided the local Highway Authority (Wiltshire Council) and Highways England were properly resourced to work together.
- The South West would also benefit from improved bus provision: this is an area where connectivity, especially for rural communities, is lacking. Urgent road repairs are also needed now.
- HMG should introduce statutory protection for UK World Heritage Sites, so that these highly-regarded places receive the safeguarding they need if they are to survive intact. This would not mean that no development should be allowed but that new development should not damage a WH Site's intrinsic qualities and integrity.

NOTES AND REFERENCES

1. The Stonehenge Alliance is supported by: Ancient Sacred Landscape Network, Campaign for Better Transport, Campaign to Protect Rural England, Friends of the Earth, RESCUE: The British Archaeological Trust and many individuals in the UK and abroad. http://stonehengealliance.org.uk/
2. For Highways England's images of A303 Preferred Route, see http://stonehengealliance.org.uk/a303-stonehenge-scheme-images/.
3. *Convention Concerning the Protection of the World 2Cultural and Natural Heritage*, UNESCO, 1972. https://whc.unesco.org/archive/convention-en.pdf
4. *Final Report on the joint World Heritage Centre / ICOMOS Advisory mission to Stonehenge, Avebury and Associated Sites 5 – 7 March 2018*, UNESCO World Heritage Centre and ICOMOS, June 2018. https://whc.unesco.org/en/documents/168265/
5. Decision: 42 COM 7B.32: Stonehenge, Avebury and Associated Sites (United Kingdom of Great Britain and Northern Ireland), UNESCO World Heritage Centre, 2018. https://whc.unesco.org/en/decisions/7261/; and 2019: https://whc.unesco.org/en/decisions/7543
6. "A303 Stonehenge consultation feedback from a consortium of Stonehenge experts". Response to Preferred Route consultation, 23 April 2018. http://stonehengealliance.org.uk/wp-content/uploads/2018/06/Consultation-letter-from-Stonehenge-archaeologists-23-April-2018.pdf
7. National Audit Office Report "Improving the A303 between Amesbury and Berwick Down" (May 2019): https://www.nao.org.uk/wp-content/uploads/2019/05/Improving-the-A303-between-Amesbury-and-Berwick-Down.pdf; and Public Accounts Committee Report "Transport Infrastructure in the South West" (July 2019) https://publications.parliament.uk/pa/cm201719/cmselect/cmpubacc/1753/175302.htm

8. Highways England, *A303 Stonehenge Amesbury to Berwick Down Scheme Assessment Report,* Vol. 1, September 2017. https://highwaysengland.citizenspace.com/cip/a303-stonehenge/results/sar-volume-1.pdf
9. Institute for Government, *Whitehall Monitor 2018*: "Delivering Major Projects", Fig.6.5 and following text. https://www.instituteforgovernment.org.uk/publication/whitehall-monitor-2018/delivering-major-projects
10. Campaign to Protect Rural England, *The end of the road? Challenging the road-building consensus*, March 2017. https://www.cpre.org.uk/resources/transport/roads/item/4543-the-end-of-the-road-challenging-the-road-building-consensus
11. Peninsular Rail Task Force, *Closing the gap The South West Peninsula strategic rail blueprint*, November 2016. https://peninsularailtaskforce.files.wordpress.com/2016/11/prtf-closing-the-gap.pdf

Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
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Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/300633
Your Ref: LP38505

Lucy Powell MP
House of Commons
London
SW1A 0AA

28 July 2020

Dear Lucy,

Thank you for your email of 15 July, enclosing correspondence from your constituent, Ms Natalie Somers about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 Stonehenge). I am replying as the Minister responsible for this issue.

As you may be aware, the Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on a recent archaeological find within the World Heritage Site to be carried out before the application is determined. In the circumstances, you will appreciate that Transport Ministers are unable to comment on this, as it is a live planning application. However, I can assure you that your constituent's concerns will be taken into account in the decision on the application in due course.

Please extend my gratitude to Ms Somers for taking the time to write in with her concerns.

BARONESS VERE OF NORBITON

From: [redacted]
To:
Subject: FW: FW: Stonehenge
Date: 15 July 2020 15:39:26

MC BV please

A

Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | [redacted]
Please ring my desk phone first
From: Guy Opperman MP [redacted]
Sent: 15 July 2020 14:21
To: DFT Ministers [redacted]
Subject: Fwd: FW: Stonehenge

Dear Secretary of State,

Please find below correspondence that I've received from my constituent, Ms. Wendy Bond.

I would appreciate it if you could provide a response to the concerns Ms. Bond has outlined.

Yours ever,
Guy Opperman

-----Original Message-----
From: Wendy Bond [redacted]
Sent: 11 July 2020 12:26
To: OPPERMAN, Guy [redacted]
Subject: Stonehenge

The BBC gave us Tess among the stones of Stonehenge this week, such a moving scene! also last week archaeologists discovered deep down very close by, evidence of the amazing engineering skills of the prehistoric peoples who inhabited the site and built monuments we still are discovering. The whole area is precious, as UNESCO haas proclaimed to the world.

Next week, Grant Shapps will decide on the fate of the site and the preposterous and horribly expensive project to build tunnels and roads across the whole site. Please let him know that it would be a vile act to let this project happen. Save the money, and save the historic site so that we can learn more and appreciate always these wonderful structures.

Wendy Bond
[redacted]

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Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
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Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/300663

Guy Opperman MP
House of Commons
London
SW1A 0AA

28 July 2020

Dear Guy,

Thank you for your email of 15 July to the Secretary of State, enclosing correspondence from your constituent, Ms Wendy Bond of [redacted] about the about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 Stonehenge). I am replying as the Minister responsible for this issue.

As you may be aware, the Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on a recent archaeological find within the World Heritage Site to be carried out before the application is determined. In the circumstances, you will appreciate that Transport Ministers are unable to comment on this, as it is a live planning application. However, I can assure you that your constituent's concerns will be taken into account in the decision on the application in due course.

Please extend my gratitude to Ms Bond for taking the time to write in with her concerns.

[redacted]

BARONESS VERE OF NORBITON

From: [redacted]
To:
Subject: FW: Email from the Office of Jeremy Wright MP
Date: 16 July 2020 10:03:33
Attachments: letter16741.pdf

Mc sos

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [redacted]

From: Jeremy Wright MP [redacted]
Sent: 15 July 2020 16:24
To: DFT Ministers [redacted]
Subject: Email from the Office of Jeremy Wright MP

Dear Team,

Jeremy Wright has asked me to send you the attached letter, which relates to the email below from his constituent, Mr Jonathan E Burrows.

Kind regards,

Tom

Tom Williams | Parliamentary Assistant
Office of Rt Hon Jeremy Wright QC MP
Member of Parliament for Kenilworth and Southam
House of Commons|London|SW1A 0AA|Tel: 020 7219 0024

Email

Dear Mr Wright,
The Government is shortly due to make a decision on the current plans to plough the A303 through a short tunnel at Stonehenge. This involves a major road expansion on parts of the sensitive Stonehenge World Heritage Site, by widening the A303 and adding related intersections.
You may be aware that HMG has invited three joint UNESCO World Heritage Centre/International Council on Monuments and Sites (ICOMOS) specialist missions (in 2015, 2017 and 2018) to see and advise on the A303 Stonehenge proposals. The 2018 Advisory Mission's report https://whc.unesco.org/en/documents/168265/ recommends exploration of bypass and longer tunnel options, saying the road scheme "should not proceed in its current form". UNESCO's World Heritage Committee Decisions in 2018 and 2019 reiterate that advice.

A final decisionIgnoring UNESCO's advice could lead to loss of World Heritage status: international disgrace.

You might have read last month about the discovery by archaeologies of huge 4,000 year old shafts centred on Durrington Walls near Stonehenge. This major find could change our understanding of our neolithic ancestors and their astonishing skills.That such a significant feature should only now be found begs the question "How much more remains hidden within this extraordinary landscape?"

I would therefore be grateful if you could urgently contact the Transport Secretary to let him know how many people oppose the destruction of this part of a wonderful, historic landscape. If we do not look after our World Heritage Sites what does it say about our society in the eyes of other nations?

Yours sincerely,

Jonathan Burrows.

This email has originated from external sources and has been scanned by DfT's email scanning service.

RT HON JEREMY WRIGHT QC MP

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Our Ref: TW/JW27842

15 July 2020

Dear Grant

Mr Jonathan E Burrows, [redacted]

I am writing on behalf of my constituent, Mr Jonathan E Burrows, who recently contacted me about the proposals for a tunnel at Stonehenge.

I have attached a copy of my constituents correspondence and would be most grateful if you could let me have your comments in a form that I can share with Mr Burrows.

Please send your response either by post to my constituency office (address below) or via email to **jeremy@jeremywright.org.uk** quoting **Case Ref: JW27842**.

Yours ever

[redacted]

RT HON JEREMY WRIGHT QC MP
Member of Parliament for Kenilworth and Southam

Jubilee House, Smalley Place, Kenilworth, CV8 1QG Tel: 01926 853650
www.jeremywright.org.uk

Department for Transport

From the Secretary of State
The Rt. Hon. Grant Shapps

Great Minster House
33 Horseferry Road
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SW1P 4DR

Tel: 0300 330 3000
E-Mail: grant.shapps@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/300820
Your Ref: TW/JW27842

Rt Hon Jeremy Wright MP
House of Commons
London
SW1A 0AA

22 July 2020

Dear Jeremy,

Thank you for your letter of 15 July 2020, enclosing correspondence from your constituent, Mr Jonathan E Burrows of [redacted] about the proposed A303 Amesbury to Berwick Down Development Consent Order application ("the A303 Stonehenge").

As you may be aware, my Department is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on a recent archaeological find within the World Heritage Site to be carried out before the application is determined. In the circumstances, you will appreciate that I am unable to comment on this live planning application. However, I can assure you that your constituent's concerns will be taken into account in the decision on the application in due course.

Please extend my gratitude to Mr Burrows for taking the time to write in with his concerns.

Yours ever,

[redacted]

Rt Hon Grant Shapps MP

SECRETARY OF STATE FOR TRANSPORT

From: [redacted]
To:
Subject: RE: Please Protect Stonehenge
Attachments: image001.png

Dear Mrs Kelly,

Thank you for your email to the Secretary of State of 13 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
Follow us on twitter @transportgovuk
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: TransportSecretary
Sent: 15 July 2020 20:22
To: POCorrespondence [redacted]
Subject: FW: Please Protect Stonehenge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

The Secretary of State's box closes at 2pm Monday – Thursday, when parliament is sitting.
To contact the Secretary of State's office, please e-mail transportsecretary@dft.gov.uk
Find out more information about the Secretary of State, the Secretary of State's office and their responsibilities, templates and guidance, parliamentary recess and duty rotas.
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From: SHAPPS, Grant [redacted]
Sent: 15 July 2020 11:55
To: TransportSecretary [redacted]
Subject: FW: Please Protect Stonehenge

From: Rosemary Kelly [redacted]
Sent: 13 July 2020 01:04
To: SHAPPS, Grant [redacted]
Subject: Please Protect Stonehenge

Dear Sir,
You might have read last month about the archaeological discovery of huge 4,000 year old shafts centred on Durrington Walls near Stonehenge. This major find could change our understanding of our neolithic ancestors and their astonishing skills. That such a significant feature should only now be found begs the question "How much more remains hidden within this extraordinary landscape?"

With this amazing new evidence, I implore you to avoid permanently disfiguring this World Heritage Site and compromising further discoveries. PLEASE STOP one of Britain's most expensive and controversial road schemes!
Please listen to UNESCO's objections based on the Government's commitment to conserving this unique archaeological landscape and save £2bn that could be better spent repairing the devastation caused by the coronavirus pandemic.
Generations of people from all over the world will benefit from the wisdom and foresight of Protecting Stonehenge.
Thank you
Mrs Rosemary Kelly

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From: [redacted]
To:
Subject: RE: Stonehenge
Attachments: image001.png

Dear Ms Chaplin,

Thank you for your email to the Secretary of State of 12 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
Follow us on twitter @transportgovuk
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: TransportSecretary
Sent: 15 July 2020 20:22
To: POCorrespondence [redacted]
Subject: FW: Stonehenge

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

The Secretary of State's box closes at 2pm Monday – Thursday, when parliament is sitting.
To contact the Secretary of State's office, please e-mail transportsecretary@dft.gov.uk
Find out more information about the Secretary of State, the Secretary of State's office and their responsibilities, templates and guidance, parliamentary recess and duty rotas.
Please note that all e-mails and their attachments sent by a Private Secretary on behalf of a Minister relating to a decision or comment made by a Minister, or note of a Ministerial meeting, should be filed appropriately by the recipient. DfT Private Office does not keep official records of such e-mails or documents attached to, or forwarded with, them.

From: SHAPPS, Grant [redacted]
Sent: 15 July 2020 11:56
To: TransportSecretary [redacted]
Subject: FW: Stonehenge

From: Juliet Chaplin [redacted]
Sent: 12 July 2020 22:22
To: SHAPPS, Grant [redacted]
Subject: Stonehenge

Dear Secretary of State, I am sure that you will be aware of the exciting discoveries made a few weeks ago in the Stonehenge area; huge shafts, 4000 years old, centred on Durrington Walls. Much of the site remains to be examined.

I very much hope that the plan to relocate the A303 through the Stonehenge site will now be abandoned. This expensive and controversial scheme could well mean that Stonehenge, one of the great treasures of this country, could be stripped of its World Heritage Site status, and the damage done to the site would be a huge loss to archaeology. Please take note of UNESCO's objections and save this amazing site from damage.

I have written on this subject to my MP, Mr Paul Scully.

With all good wishes, Juliet Chaplin, [redacted]

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From: [redacted]
To:
Subject: RE: Transport Secretary to seal the fate of Stonehenge WHS next week
Attachments: image001.png
image003.png

Dear Ms Price,

Thank you for your email to Abena Oppong-Asare, copied to the Secretary of State, of 12 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
Follow us on twitter @transportgovuk
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: TransportSecretary
Sent: 15 July 2020 20:22
To: POCorrespondence [redacted]
Subject: FW: Transport Secretary to seal the fate of Stonehenge WHS next week

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 15 July 2020 11:56
To: TransportSecretary [redacted]
Subject: FW: Transport Secretary to seal the fate of Stonehenge WHS next week

From: CarolFirst Name Ineprice [redacted]
Sent: 12 July 2020 19:41
To: OPPONG-ASARE, Abena [redacted]
Cc: SHAPPS, Grant [redacted]
Subject: Fw: Transport Secretary to seal the fate of Stonehenge WHS next week

Dear MP, are you aware of this exciting discovery? Some huge 4,000 year old shafts have been found, centred on Durrington Walls near Stonehenge. This major find could change our understanding of our neolithic ancestors and their astonishing skills. There is a pdf file which gives us more details:

http://stonehengealliance.org.uk/wp-content/uploads/2020/07/MPs-Briefing-6-July-2020-2.pdf

The Transport Secretary will seal the fate of Stonehenge WHS next week, probably on Friday 17th July. Stonehenge Alliance wrote to me about the urgency and importance of making the correct decision at this juncture. They recommend, and it seems wise to me too, that we listen to UNESCO's objections based on the Government's commitment to conserving this unique archaeological landscape and save £2bn that could be better spent for a country devastated by the coronavirus pandemic.

Here's a short film showing some of the interesting landscape around Stonehenge - there is so much more for us to learn about...

A Virtual Stonehenge Landscape

A Virtual Stonehenge Landscape

This short film shows the landscape around Stonehenge as recorded by LIDAR survey (airborne 3D scanning). Millio...

With kind regards and best wishes for your continuing good health and strength,

Caroline Price

[redacted]

[redacted]

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From:
To: [redacted]
Subject: RE: Stonehenge A303 road scheme
Attachments: image001.png

Dear Dr Marrington,

Thank you for your email to the Secretary of State of 12 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: TransportSecretary
Sent: 15 July 2020 20:22
To: POCorrespondence [redacted]
Subject: FW: Stonehenge A303 road scheme

Sylvia Hodgson | , Office of the Secretary of State for Transport, Department for Transport
5/13 | [redacted]

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From: SHAPPS, Grant [redacted]
Sent: 15 July 2020 11:56
To: TransportSecretary [redacted]
Subject: FW: Stonehenge A303 road scheme

From: Jill Marrington [redacted]
Sent: 12 July 2020 10:32
To: SHAPPS, Grant [redacted]
Cc: [redacted]
Subject: Stonehenge A303 road scheme

Dear Mr Shapps,

I am writing to you in support of the movement to preserve intact the World Heritage Site at Stonehenge, and **NOT** to approve the road development scheme that would seriously affect this sacred site. Not only is such a development unnecessary, but it would contravene Article 4 of the Conventions of the World Heritage Organisation that enjoins all participating countries to preserve and protect designated Sites as an essential part of our national and cultural heritage.

More or larger roads inevitably invite more traffic, and in these times of economic crisis it would be a criminal waste of resources to expend money on this scheme. As Transport Secretary it would surely be a far better use of resources to put them into development of clean energy or overhauling the rail network.

Furthermore, recent archaeological discoveries in this area indicate that the important monument at Stonehenge is only part of a much larger ancient site, which it would be both tragic and sacrilegious to destroy. All the proposals for the development of this road involve the partial or total destruction of important historical relics and should be forbidden.

I am fully in support of The Stonehenge Alliance and their efforts to preserve this site for the enjoyment of future generations, and I urge you most strongly **NOT** to approve the development proposal.

Yours sincerely,

Jill Marrington, PhD

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From: [redacted]
To:
Subject: RE: ***UNCHECKED*** A303 Road proposal
Attachments: image001.png

Dear Mr Herridge,

Thank you for your email to the Secretary of State of 15 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: [redacted]
Sent: 15 July 2020 23:08
To: SHAPPS, Grant[redacted]
Subject: ***UNCHECKED*** A303 Road proposal

Mr Grant Shapps MP, Secretary of State for Transport.

Dear Mr Shapps,

There is a proposal before you to tunnel through the Stonehenge World Heritage Site in the hope that this will ease the congestion on the A303. I urge you not to allow the scheme to continue.

The recent discoveries at Durrington Walls shows the nature of the WHS archaeological context and demonstrates why it needs to be so extensive. The new evidence means that the area of disturbance that will be created by the alterations to the roads around the Countess roundabout extend into the henge monument at Durrington Walls. This demonstrates quite clearly the concerns expressed by UNESCO, and many pre-eminent archaeologists, regarding damage to the integrity of the World Heritage Site.

Stonehenge is one of the most iconic sites in the UK, more recognisable than even Westminster Palace. It is a site that even Russian agents claim to be trying to as their reason for travelling to Salisbury. It is a site that extends UK history back to the time of the pyramids at Giza and beyond. It takes our shared heritage back five thousand years. Failing to protect it would be an act of cultural vandalism that will rob our children and

grandchildren of the wonder of their past. It reflects extremely badly on the moral authority of the UK if it is unable to protect its own World Heritage Site of such international prestige.

The existing scheme takes too restricted a view of “Stonehenge”. Stonehenge is a large interlocking complex of sites of different natures, different extents and different eras. This is why the World Heritage Site regards the surrounding area as integral to Stonehenge itself. This is why UNESCO takes the view that the A303 should either be rerouted to avoid the WHS altogether or a much longer tunnel dug to allow the whole environment to be protected.

I accept that the A303 is congested. It has been since I first travelled along it for family holidays in the 1960s. Road improvements since have not significantly eased the congestion, they have simply increased the amount of traffic that we attempt to squeeze into the bottlenecks. Increasing the road capacity past Stonehenge will not solve the problem, it will temporarily move the bottleneck and the location of demand for road improvement. It is, to borrow from the Prime Minister, a game of whack-a-mole. The A303 has always been a branch road forced to act as a trunk for mass road transport, a role to which it is simply unsuited.

I urge you to reject the proposal in its present form.

Your sincerely

Philip Herridge

[redacted]

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From: [redacted]
To: [redacted]
Subject: RE: The Stonehenge environment
Attachments: image001.png

Dear Mrs Williams,

Thank you for your email to the Secretary of State of 15 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
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Westminster, London, SW1H 9EA
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From: LLEW AND LEONIE [redacted]
Sent: 15 July 2020 20:13
To: SHAPPS, Grant [redacted]
Subject: The Stonehenge environment

Dear Sir,
It was incredulity that I read about the fight of The Stonehenge Alliance to prevent the sheer desecration of not just the existing Stonehenge but of a whole new archeological site very close to it, which will yield a huge amount of knowledge and probably rare archeological finds. I could barely believe that the latter could be ignored by yourself, and that the UNESCO heritage site i.e. the original Stonehenge, could be similarly discounted in this mad rush toward greater industrialisation of this great nation.

As if the monstrous, HS2 (both in terms of finance and ecological destruction, in order to follow the dictats of an EU Directive), was not enough of a burden. Then we have housing being allowed to encroach on our precious national parks. Not content with that, the whole ethos of that unique, wild, and beautiful area in and around Stonehenge, is in danger for the sake of yet more urbanisation, this time via a totally unsuitable road, which is neither wanted nor needed.....except by those who stand to make vast amounts of money from building it. The people within this country who are not Philistines, are quite right in categorising this ghastly mistake as, 'same fertiliser different day'.

Are we to be left entirely without our great monuments and iconic sites? One might also point out, that millions of people come to see this site, and do not wish its peace and tranquillity to be ruined by a thundering noise of traffic and pollution. Those same millions of visitors have managed very easily to access it for generations, and to continue by the same route into the further peace and tranquillity of the glorious South West. The site must also NOT have its spiritual background trashed either. Its rituals are locked into the mists of time, and these should not be celebrated to a chorus of tourist coaches speeding past at all hours of day and night.

I beg you Sir to see, that if you allow this project to go ahead, then you are surely in opposition to the Government's oft boasted agreement to a greener and cleaner environment with darker skies and less pollution

including light pollution, and could also be considered one of the aforementioned Philistines both culturally and ecologically. Decide NO on Friday 17th. The country is already shivering with anger at the loss of untold acres of lost forest land due to the aforementioned HATED HS2 project, and at the PM's latest declaration of 'Build, Build, Build', by which the general public are aware that he means yet more tacky and inappropriate housing in larger and larger developments.....none of which ever offer the much smaller amounts of affordable housing needed by local communities.....none of which have any aesthetic charm, and which never accord with the style of the existing housing. DO NOT let this iconic tourist area become yet another 'roar past' one, where cars and coaches jettison quantities of litter from their windows, and disturb the echoes of our ancestors, not to mention denying the archeologists the time and space to dig in this new and exciting site.

SAY NO TO THIS PROJECT.

Yours faithfully,

Mrs. G. Williams (a West Country resident whose whole rural area is under attack from rabid industrialisation.....and we all know the horrors of that).

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From: [redacted]
To: [redacted]
Subject: RE: Stonehenge Tunnel
Attachments: image001.png

Dear Ms Morgan,

Thank you for your email to the Secretary of State of 15 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
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Westminster, London, SW1H 9EA
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From: Lyn Morgan [redacted]
Sent: 15 July 2020 22:57
To: SHAPPS, Grant [redacted]
Subject: Stonehenge Tunnel

Dear Mr Shapps,

I am writing to you in support of the movement to preserve intact the World Heritage Site at Stonehenge, and NOT to approve the road development scheme that would seriously affect this sacred site. Not only is such a development unnecessary, but it would contravene Article 4 of the Conventions of the World Heritage Organisation that enjoins all participating countries to preserve and protect designated Sites as an essential part of our national and cultural heritage.

More or larger roads inevitably invite more traffic, and in these times of economic crisis it would be a criminal waste of resources to expend money on this scheme. As Transport Secretary it would surely be a far better use of resources to put them into development of clean energy or overhauling the rail network.

Furthermore, recent archaeological discoveries in this area indicate that the important monument at Stonehenge is only part of a much larger ancient site, which it would be both tragic and sacrilegious to

destroy. All the proposals for the development of this road involve the partial or total destruction of important historical relics and should be forbidden.

I am fully in support of The Stonehenge Alliance and their efforts to preserve this site for the enjoyment of future generations, and I urge you most strongly NOT to approve the development proposal.

Yours sincerely,

LAMorgan

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From: [redacted]
To: [redacted]
Subject: RE: Save Stonehenge from Desecration
Attachments: image001.png

Dear Mr Hill,

Thank you for your email to the Secretary of State of 15 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,

Fergus O'Dowd

<https://www.gov.uk/government/organisations/department-for-transport>

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit

3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA

[redacted]

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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Vaughan Hill [redacted]
Sent: 15 July 2020 06:21
To: SHAPPS, Grant [redacted]
Cc: [redacted]
Subject: Fwd: Save Stonehenge from Desecration

Dear Mr Shapps,

I urge you to rule against

(a) permanently disfiguring the Stonehenge World Heritage Site

(b) compromising further discoveries

by permitting the proposed £2bn controversial road scheme, enabling even more traffic pollution and environmental damage.

You must listen to UNESCO's objections and enforce the longstanding Government commitment to conserving this unique, world-class archaeological landscape.

Please see MPs Briefing on this matter attached, which clearly proves the above stated points.

Yours sincerely,

Vaughan Hill (Mr)

[redacted]

[redacted]

[redacted]

[redacted]

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From: [redacted]
To: [redacted]
Subject: RE: Threat to Salisbury Plain World Heritage Site

Dear Ms Gem,

Thank you for your email to the Secretary of State of 15 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport
3rd Floor East Wing | [redacted] |
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

-----Original Message-----
From: Alice Gem [redacted]
Sent: 15 July 2020 13:56
To: SHAPPS, Grant [redacted]
Subject: Threat to Salisbury Plain World Heritage Site

Dear Mr Shapp

I was delighted to read recently of the new finds In this area but I am really afraid that, in spite of this amazing new evidence, you may still decide to permanently disfigure the World Heritage Site and compromise further discoveries by giving a green light to one of Britain's most expensive and controversial road schemes.

I am really hoping that you will listen to UNESCO's objections based on the Government's commitment to conserving this unique archaeological landscape and save £2bn that could be better spent for a country devastated by the coronavirus pandemic.

Please would you read the attached briefing that has been prepared for MPs and I hope to hear back from you favourably.

Yours sincerely

Alice Gem
[redacted]

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From:
To: [redacted]
Subject: FAO Stephan Doempke RE: Proposed Scheme for A303 / Stonehenge World Heritage Site
Attachments: image001.png

Dear Mr Dömpke,

Thank you for your letter to the Secretary of State of 15 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
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From: Dömpke Stephan [redacted]
Sent: 15 July 2020 02:37
To: SHAPPS, Grant [redacted]
Subject: Proposed Scheme for A303 / Stonehenge World Heritage Site

Your Honour,

World Heritage Watch, an NGO based in Germany and a global network of more than 170 civil society groups worldwide, is greatly concerned about the potential negative impacts of the planned extension and tunnel of the A303 road on the territory of the Stonehenge, Avebury and Associated Sites World Heritage Site.

These negative impacts have been explained to Her Majesty's Government in numerous documents and great detail by UNESCO and its Advisoy Body, ICOMOS, as well as other experts. They include, among others:
- A wider road will not reduce congestion but on the contrary will generate more traffic, which is now conventional wisdom in transport planning.
- The World Heritage Site is not only the one iconic monument but a vast, designed sacred landscape which would be desecrated physically and spiritually.
- The proposed scheme would adversely and irreversibly impact on the integrity, authenticity and Outstanding Universal Value (OUV) of the World Heritage Site, particularly through disrupting the spatial and visual links between monuments, and as a result of its overall visual impact.
- Archaeological evidence which is almost certain to exist in this part of the site and which could throw further light on its understanding will be irretrievably destroyed by the earthworks necessary for the tunnel.

Just last month archaeologists discovered huge 4,000 year old shafts centred on Durrington Walls near Stonehenge. This major find could change our understanding of our neolithic ancestors and their astonishing skills. That such a significant feature should only now be found begs the question how much more remains hidden within this extraordinary landscape.

We would further like to remind you that the cultural and/or natural significance of World Heritage Sites is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity. The States Parties to the World Heritage Convention recognize that such heritage constitutes a World Heritage - a heritage of all of us, of every person in the world. A country on whose territory a World Heritage Site is situated therefore has an obligation before the entire world and *"the duty of ensuring the identification, protection, conservation, presentation and transmission to future generations of the [World] heritage" ... and to "do all it can to this end, to the utmost of its own resources" (WH Convention Art. 4).*

We therefore respectfully request you to live up to your obligations under international law, cancel all plans for the proposed scheme, and find alternative solutions as recommended to you by UNESCO/ICOMOS.

Stonehenge is a Monument Beyond the Ages, something bigger than any of us can grasp, having survived at least 4,000 years of human presence, and 160 generations before us have safeguarded it. We have been born into this continuum and become part of it, and it is our only duty to continue this tradition. No individual, no government or agency has the right to tamper with it. Instead we should stand in awe and humility before this legacy which we haven't even completely understood, and if anything it is our task to seek further knowledge about it. Or should future generations ask why ours has failed?

No less is at stake.

Yours sincerely,

Stephan Doempke

Chair, World Heritage Watch
[redacted]

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From: [redacted]
To:
Subject: FW: Stonehenge road improvement scheme (Case Ref: SF2354)
Date: 16 July 2020 13:39:29

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [redacted]

From: Stephen Flynn MP [redacted]
Sent: 16 July 2020 11:28
To: DFT Ministers [redacted]
Subject: Stonehenge road improvement scheme (Case Ref: SF2354)

Dear Mr Grant,

Re: Stonehenge road improvement scheme

I am writing to you on behalf of a constituent who has raised concerns around the Stonehenge road improvement scheme . Please find a redacted version of the correspondence received below.

I would be grateful if you could give the points raised by my constituent consideration and I would welcome your comments on the matter.

Given the circumstances, I do not expect a response in the near future.

I look forward to hearing from you in due course.

Yours sincerely,
Stephen

Stephen Flynn
MP for Aberdeen South

"I understand that the Transport Secretary is due to make an announcement about the Stonehenge road improvement scheme next week.

I am concerned that the likely decision will result in irreparable damage to the surrounding neighbourhood of this World Heritage Site. Nearly every year new discoveries are made in the area around and between Stonehenge and Durrington Wells. The previous consultation was flawed in not considering the wider environment and the new finds around Stonehenge must be brought into consideration about the best way forward."

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Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/300911
Your Ref: SF2354

Stephen Flynn MP
House of Commons
London
SW1A 0AA

27 July 2020

Dear Stephen,

Thank you for your letter of 16 July on behalf of a constituent about the proposed A303 Amesbury to Berwick Down Development Consent Order application ("the A303 Stonehenge"). I am replying as the Minister responsible for this issue.

As you may be aware, the Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on a recent archaeological find within the World Heritage Site to be carried out before the application is determined. In the circumstances, you will appreciate that Transport Ministers are unable to comment on this, as it is a live planning application. However, I can assure you that your constituent's concerns will be taken into account in the decision on the application in due course.

Please extend my gratitude to your constituent for taking the time to write.

BARONESS VERE OF NORBITON

From: [redacted]
To: [redacted]
Subject: RE: LOCAL RESIDENT"S OBJECTION TO THE A303 STONEHENGE ROAD SCHEME AND DESTRUCTION OF SURROUNDING ENVIRONMENT

Dear Mr and Mrs Lodge,

Thank you for your email to Harriet Harman MP, copied to the Secretary of State for Transport, of 16 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport
3rd Floor East Wing [redacted] |
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

-----Original Message-----
From: [redacted]
Sent: 16 July 2020 02:24
To: SHAPPS, Grant [redacted] Cllr. Philip Whitehead [redacted] Tom Fyans [redacted] Jim O'Sullivan [redacted] Hilary McGrady
Cc: HARMAN, Harriet [redacted] Kate Mavor [redacted]
Subject: LOCAL RESIDENT'S OBJECTION TO THE A303 STONEHENGE ROAD SCHEME AND DESTRUCTION OF SURROUNDING ENVIRONMENT
Importance: High

Dear MPs, Ministers, Councillors, Chief Executives, Campaign Directors,

[redacted]

Ms. H. Harman QC, MP,
House of Commons,
Westminster,
London SW1A OAA.
16th July 2020

Dear Ms. Harman,

RE:- LOCAL RESIDENT'S OBJECTION TO THE A303 STONEHENGE ROAD SCHEME AND DESTRUCTION OF SURROUNDING ENVIRONMENT.

It is with the greatest regret that we write this letter, and with extreme sadness, sickness and absolute disgust that any Govt. in office should even consider such a monumental act of aggression to destroy a World Heritage Site, globally known, well-loved, respected and revered by so many all the year round and especially at the Summer and Winter Solstices as did the original inhabitants of this Site more than 5000 years ago.

We also register our absolute support to all the organisations, scientists, archaeologists, palaeontologists and related scientists who've all submitted relevant and crucial evidence in their objections against this road scheme.

This absolutely has to be the worst road scheme ever devised by any Govt.
It is also dreamt up by those of very cold, ill-intent, disrespectful disposition, and a complete lack of understanding of the social history of these people, who have slept here, peacefully so long ago, only to be dug up and erased from history as if they had no value at all, and receive 0 respect for having cared for this area.
Very sadly too, this Site has been researched, discovered, recorded and cared for over many decades by the very Organisations who now support this wretched road scheme even though they have much evidence on record, enough to save this world-renown Site from such a cold, ill-considered road scheme.
They will destroy all the burial sites occupied by all those found sleeping there. Surely, in the name of humanity's sake, and due respect to this huge graveyard, they should be left sleeping in peace. Although they were mainly Druids but of other backgrounds too, this is one of the greatest acts of savagery ever devised in this century.

So much research has been undertaken by many universities, scientists and archaeologists have worked on this Site over many decades, and still they're finding evidence of previous occupation, including 4000 year old shafts centred on Durrington Walls very near the Site. This major find could change our understanding of our Neolithic ancestors and their astonishing skills and how they traded. The question now is: How much more remains hidden within this extraordinary landscape? In spite of this new evidence will the Transport Secretary decide to permanently disfigure the World Heritage Site and compromise further discoveries by giving a green(?) light to one of UK's most expensive and controversial road schemes, or will he exercise enough wisdom and respect and listen to UNESCO's objections based on the Government's commitment to conserving this unique archaeological landscape and reinvest the £2bn for the provision of the equipment necessary to address this cruel COVID 19 pandemic. We hope you're well aware of this cold-blooded scheme, not least to mention the gross expense of this white elephant routed across Salisbury Plain. Are they using the coronavirus as a shield to sneak this scheme through hoping no-one will notice, as Govts. Have a habit of doing, using other issues to hide usually quite damning decisions hidden behind another issue, e.g. the virus knowing that already takes up much of the news on TV & radio, so their decision will only get a quick mention at the end if at all, because as a politician has done, '...now is a good time to release bad news...', which has been said and done in the recent past.

There is also a very real danger that the WHS designation of which we've all been aware, any approval given now will be removed very soon after the decision. This MUST be avoided at ALL costs, no destruction for a road scheme is acceptable for this World Heritage Site.

Yours sincerely,

Mr. & Mrs. W. J. & S. M. Lodge

Mr. & Mrs. W. J. & S. M. Lodge
Authors: Thursday 16th July 2020.

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From:
To: [redacted]
Subject: RE: STOP the planned road tunnel A303
Attachments: image001.png

Dear Mrs Lockwood,

Thank you for your email to the Secretary of State of 16 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
Follow us on twitter @transportgovuk
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Tracey Lockwood [redacted]
Sent: 16 July 2020 11:46
To: SHAPPS, Grant [redacted]
Subject: Re: STOP the planned road tunnel A303

The Rt Hon Grant Shapps MP,
Sectretary of State for Transport,
Department for Transport,
Great Minster House,
33 Horseferry Road,
London
SW1P 4DR

Dear Secretary of State for Transport

The recent archaeological discovery at Durrington Walls has revealed among other things, another sacred circle. This has highlighted how much more there is to discover in the ancient landscape of the Stonehenge area. (The Times 23/6/20).

This important ancient landscape is unique and should not be compromised by an unpopular road scheme, to cut congestion on the A303 by Stonehenge.

I am aware that UNESCO has expressed deep concern about the current plan for the A303 which they say would compromise the ancient monument's world heritage site status. This would be devastating, would it not, for the

economy in the long run and the Stonehenge landscape permanently?

Are we a country that would compromise such an ancient and important monument and surrounding area?

Are you the Minister who will go down in history as the person who allowed desecration of the Stonehenge landscape for the sake of a road?

I urge you to abandon the current plan for the A303 road tunnel, and instead focus on UNESCO's objections to it together with further evidence from the many experts and institutions that are completely opposed to this expensive and damaging plan.

Yours sincerely

Mrs T Lockwood

[redacted]

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From: [redacted]
To:
Subject: FW: (Case Ref: LM29078)
Date: 17 July 2020 14:54:36

MC BV please

A

Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | [redacted]
Please ring my desk phone first
From: Layla Moran MP [redacted]
Sent: 17 July 2020 12:27
To: DFT Ministers [redacted]
Cc: [redacted]
Subject: (Case Ref: LM29078)

Dear Minister,

Re: Stonehendge and the A303

I write on behalf of a number of my constituents to voice their concerns over development of the A303 near Stonehenge due to recent archaeological discoveries in the area.

My constituents therefore request the Department for Transport to urge Highways England to seek alternative options not damaging to the site, as advised by UNESCO.

I'd be grateful for your comments. Thank you for your assistance.

Best wishes,

Layla

Layla Moran
Member of Parliament for Oxford West & Abingdon

CC Highways England

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Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/301247
Your Ref: LM29078

Layla Moran MP
House of Commons
London
SW1A 0AA

27 July 2020

Dear Layla,

Thank you for your email of 17 July 2020 on behalf of your constituents about the proposed A303 Amesbury to Berwick Down Development Consent Order application ("the A303 Stonehenge"). I am responding as the Minster responsible for this issue.

As you may be aware, the Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on a recent archaeological find within the World Heritage Site to be carried out before the application is determined. In the circumstances, you will appreciate that Transport Ministers are unable to comment on this, as it is a live planning application. However, I can assure you that your constituents' concerns will be taken into account in the decision on the application in due course.

Please extend my gratitude to your constituents for taking the time to write in with their concerns.

[redacted]

BARONESS VERE OF NORBITON

From: [redacted]
To: [redacted]
Subject: RE: Please Protect Stonehenge
Attachments: image001.png

Dear Ms Torlen,

Thank you for your email to the Secretary of State of 18 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,

Fergus O'Dowd

<https://www.gov.uk/government/organisations/department-for-transport>

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit

3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA

[redacted]

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Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: Anna Torlen [redacted]
Sent: 18 July 2020 00:24

To: SHAPPS, Grant [redacted]
Subject: Please Protect Stonehenge

Dear Rt Hon Grant Shapps MP

Please protect Stonehenge as a sacred site

And please read the information that the Stonehenge Alliance has put together at the link below and in the attached PDF.

<https://urldefense.proofpoint.com/v2/url?u=http-3A__stonehengealliance.org.uk_a303-2Dstonehenge-2Dreferences_mp-2Dbriefing_&d=DwMF-g&c=troKkvwivNn_CddsvWCHHPiPoFoTgTGIbXJULvYU158&r=raIvgRoZTIq0wH2B9L9D8-HZXMwJSeU5WQClh4AbY9w&m=i4AbHoBqkfdRwgZC6HxRr4_72o1oRw8rA6BN-SIQVHM&s=MtB8iaqvHpQ5Ax7X3LcWzH5XjkpGt87VldJ9itBxbWM&e=>
http://stonehengealliance.org.uk/a303-stonehenge-references/mp-briefing/

Thank you for your help and support.

Warm regards,

Anna Torlen

Sent from my iPhone

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From: [redacted]
To: [redacted]
Subject: FW: Stonehenge (Case Ref: ZA33109)
Date: 24 July 2020 14:20:43

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [redacted]

From: Cat Smith MP [redacted]
Sent: 24 July 2020 13:35
To: DFT Ministers [redacted]
Subject: Stonehenge (Case Ref: ZA33109)

Dear Secretary of State

Please see below from my constituent Mr Miles Newman. I would be grateful for your department's comments on the points raised by my constituent.

Yours sincerely,

Cat Smith
Member of Parliament for Lancaster and Fleetwood

Follow Cat on Twitter: http://www.twitter.com/catsmithmp

Follow Cat on Facebook: http://www.facebook.com/catsmithmp

From: Miles Newman
Sent: 10 July 2020 21:20
To: Cat Smith
Subject: Stonehenge

This email originates external to the Labour Party network.
Dear Cat,

Please do your best to urgently persuade Grant Schapps of the wrongness of any further vehicular intrusion into (one of), the most important prehistoric sites in the worldhttp://stonehengealliance.org.uk/wp-content/uploads/2020/07/MPs-Briefing-6-July-2020-2.pdf.

Thx,

Miles Newman
[redacted]

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Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/302730
Your Ref: ZA33109

Cat Smith MP
House of Commons
London
SW1A 0AA

30 July 2020

Dear Cat

Thank you for your email to the Secretary of State of 24 July 2020, enclosing correspondence from your constituent, Mr Miles Newman of [redacted] about the proposed A303 Amesbury to Berwick Down Development Consent Order application ("the A303 Stonehenge"). I am replying as the Minister responsible for roads.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application. However, your constituent's concerns have been noted.

Please extend my gratitude to Mr Newman for taking the time to write in with his concerns.

[redacted]

BARONESS VERE OF NORBITON

From:
To: [redacted]
Subject: RE: Stonehenge
Attachments: image001.png

Dear Ms Applebee,

Thank you for your email to the Secretary of State of 25 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd
Planning Casework Officer, Transport Infrastructure Planning Unit
3rd Floor East Wing, Albany House
94-98 Petty France
Westminster, London, SW1H 9EA
[redacted]
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From: janie applebee [redacted]
Sent: 25 July 2020 16:28
To: SHAPPS, Grant [redacted]
Subject: Stonehenge

To: Grant Shapps, Transport Secretary, HM Govt, Westminster.

Dear Mr Shapps,

I have seen in the news that there have been further archaeological finds around the site of Stonehenge.

I have also read that there are campaigners against the proposed tunnel for the A303 in order to widen this road and ease the flow of traffic.

I am sure John Glen MP will have spoken with you about the concern from residents who live around the area of Stonehenge, in particular those who live in Shrewton which is used as a rat run for drivers attempting to avoid the severe delays of driving, or rather crawling past Stonehenge on the A303.

For over 30 years, the living, the people who live, in Shrewton, have been considered of less worth than the dead. Our lives have been made a misery by the increase of traffic which brings traffic noise, fumes,

dangerous speeds right to our doors. Please, please, surely this is not right?
I can understand the value of understanding our ancestors and their lives, but they died a very long time ago, and when we know so much, surely there has to be a point when we value the quality of life for those within a ten mile radius of Stonehenge?

The speed of traffic hurtling past my front garden is usually about 50 - 70 miles an hour. We stand at the side of the road, waiting and waiting, and even longer on a Friday afternoon and evening, and then again on Saturday morning, and then Sunday late afternoon when travellers are returning from their week-end jaunts to the west country.

Please make a decision that favours our lives, and perhaps not just in the villages, but also those travellers on the A303 whose lives become a misery because there are not two lanes in each direction. Stonehenge will still get the visitors, whether the traffic can be seen or there is a tunnel. Please action this project, don't ask us to wait yet another year. Please don't sit on the fence, or even worse authorise yet another consultation costing millions of pounds. The roads could have been built twice for the cost of the two consultations that have been had.

Yours in hope of quieter times on the roads,

Janie
Applebee

[redacted]

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From: [redacted]
To:
Subject: FW: (Case Ref: SI44609)
Date: 27 July 2020 16:32:00
Attachments: letter15103.pdf

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [redacted]

From: Siobhain McDonagh [redacted]
Sent: 27 July 2020 16:25
To: DFT Ministers [redacted]
Subject: (Case Ref: SI44609)

Dear Secretary of State,

Please find attached a letter for your attention. I would be grateful for your response.

Yours sincerely

Siobhain McDonagh

0207 219 4678 (tel)
0207 219 0986 (fax)
[redacted]

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The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Our Ref: SI44609 27 July 2020

Dear Secretary of State,

RE: Stonehenge A303 Scheme

I have recently been contacted by my constituent regarding plans to expand the A303 at Stonehenge.

My constituent argues that extraordinary finds of a stone monument a few years ago at Durrington Walls, a couple of miles from Stonehenge, and more recently of deep pits dug around the site, show that the ancient landscape and its associated works are far more extensive than the henge area itself. He writes that the scheme could cause irreparable damage to the landscape both during the building and in the longer term.

My constituent hopes that an alternative can be considered which does no destruction at or around Stonehenge.

I would be grateful if you could outline the Government's response to the concerns of my constituent that I can share accordingly.

Yours sincerely,

[redacted]

Siobhain McDonagh MP

www.siobhainmcdonagh.org.uk
siobhain.mcdonagh.mp@parliament.uk - 020 7219 4678
Constituency Office, 1 Crown Road, Morden, SM4 5DD - 020 8542 4835

Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/303100
Your Ref: SI44609

Siobhain McDonagh MP
House of Commons
London
SW1A 0AA

30 July 2020

Dear Siobhain,

Thank you for your letter of 27 July to the Secretary of State on behalf of your constituent about the proposed A303 Amesbury to Berwick Down Development Consent Order application ("the A303 Stonehenge"). I am replying as the Minister responsible for roads.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application. However, your constituent's concerns have been noted.

Please extend my gratitude to your constituent for taking the time to write in with their concerns.

[redacted]

BARONESS VERE OF NORBITON

From: [redacted]
To:
Subject: RE: A303 widening at Stonehenge

Dear Mr Rutkowski,

Thank you for your email to the Secretary of State of 27 July 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Yours sincerely,
Fergus O'Dowd

Mr Fergus O'Dowd | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport
3rd Floor East Wing | [redacted] |
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

-----Original Message-----
From: Robert Rutkowski [redacted]
Sent: 27 July 2020 18:54
To: POCorrespondence [redacted]
Cc: [redacted] Boris [redacted]
Subject: A303 widening at Stonehenge

The Rt Hon. Grant Shapps MP
Secretary of State for Transport
Department for Transport
Private Office Correspondence
5/22 Great Minster House
33 Horseferry Road
LONDON
SW1P 4DR
[redacted]

Re: A303 widening at Stonehenge

Dear Secretary:

The Government proposes to widen the A303 trunk road to the south west.
This road crosses the iconic Stonehenge World Heritage Site (WHS), which has been called "the most archaeologically significant land surface in Europe". The whole site, extending to beyond the horizons around the famous stones themselves, is c. 5.4 km across. All of it makes up a "huge ancient complex" that holds many secrets yet to be discovered.

The proposal is to put the road into a tunnel where it passes the stones, but the tunnel would be at most only 2.9 km long. This would result in at least 1.6 km of above-ground 21st-century road engineering within the WHS, consisting of new dual carriageway descending in massive trenches to the tunnel portals and possibly a new underpass with slip roads on the western WHS boundary.

All archaeology in the construction zones would be destroyed and the
A303 would become the largest ever human intervention in an area fashioned and revered by over a hundred generations of our ancestors.

The whole Stonehenge landscape has an outstanding universal value that is of immense significance for all people for all time, and this transcends any consideration of sorting out a 21st century part-time traffic jam.

No further damage should be done to the archaeological landscape of Stonehenge. Future generations would be appalled at those who decided that road widening should be at the expense of England's most iconic World Heritage Site. If A303 widening at Stonehenge is felt to be essential it should be done by means of a deep bored tunnel at least 4.5km long. Anything shorter would cause irreparable damage to this landscape, in breach of the World Heritage Convention.

Yours sincerely,
Robert E. Rutkowski

cc:
Direct Communications Unit
10 Downing Street
London
SW1A 2AA
[redacted]

Leader of the Labour Party
The Labour Party
Labour Central, Kings Manor
Newcastle upon Tyne NE1 6PA
[redacted]

[redacted]

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From: [redacted]
To: [redacted]
Subject: FW: LOCAL RESIDENT"S OBJECTION TO THE A303 STONEHENGE ROAD SCHEME AND DESTRUCTION OF SURROUNDING ENVIRONMENT
Date: 11 August 2020 15:42:33
Importance: High

For your info/action

A

Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | [redacted]
Please ring my desk phone first

-----Original Message-----
From: TransportSecretary
Sent: 04 August 2020 14:50
To: POCorrespondence[redacted]
Subject: FW: LOCAL RESIDENT'S OBJECTION TO THE A303 STONEHENGE ROAD SCHEME AND DESTRUCTION OF SURROUNDING ENVIRONMENT
Importance: High

Anisha Lakhani | Diary Manager, , Department for Transport
[redacted]
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

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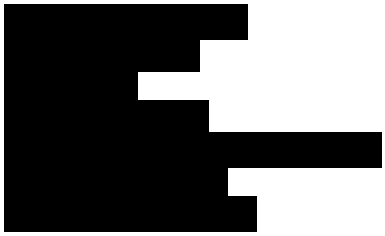
-----Original Message-----
From: SHAPPS, Grant [redacted]
Sent: 04 August 2020 10:17
To: TransportSecretary [redacted]
Subject: FW: LOCAL RESIDENT'S OBJECTION TO THE A303 STONEHENGE ROAD SCHEME AND DESTRUCTION OF SURROUNDING ENVIRONMENT
Importance: High

-----Original Message-----
From: stephanielodge[redacted]
Sent: 29 July 2020 15:40
To: SHAPPS, Grant [redacted] HARMAN, Harriet
[redacted] Rishi Sunak [redacted] boris johnson
[redacted]
Subject: LOCAL RESIDENT'S OBJECTION TO THE A303 STONEHENGE ROAD SCHEME AND DESTRUCTION OF SURROUNDING ENVIRONMENT
Importance: High

Dear Rt. Hon. Mr. B. Johnson PM, MP, Rt. Hon. Mr. R. Sunak, Rt. Hon. G.
Shapps and Rt. Hon. Ms. H. Harman QC, MP, please receive and acknowledge asap, this letter of objection to the above road scheme.
Please accept sincere apologies for receiving it twice.

Yours sincerely,
Mr. & Mrs. W. J. & S. M. Lodge
Authors: 16th July 2020.



Ms. H. Harman QC, MP,
House of Commons,
Westminster,
London SW1A OAA.
16th July 2020

Dear Ms. Harman,

RE:- LOCAL RESIDENT'S OBJECTION TO THE A303 STONEHENGE ROAD SCHEME AND DESTRUCTION OF SURROUNDING ENVIRONMENT.

It is with the greatest regret that we write this letter, and with extreme sadness, sickness and absolute disgust that any Govt. in office should even consider such a monumental act of aggression to destroy a World Heritage Site, globally known, well-loved, respected and revered by so many all the year round and especially at the Summer and Winter Solstices as did the original inhabitants of this Site more than 5000 years ago.

We also register our absolute support to all the organisations, scientists, archaeologists, palaeontologists and related scientists who've all submitted relevant and crucial evidence in their objections against this road scheme.

This absolutely has to be the worst road scheme ever devised by any Govt.
It is also dreamt up by those of very cold, ill-intent, disrespectful disposition, and a complete lack of understanding of the social history of these people, who have slept here, peacefully so long ago, only to be dug up and erased from history as if they had no value at all, and receive 0 respect for having cared for this area.
Very sadly too, this Site has been researched, discovered, recorded and cared for over many decades by the very Organisations who now support this wretched road scheme even though they have much evidence on record, enough to save this world-renown Site from such a cold, ill-considered road scheme.
They will destroy all the burial sites occupied by all those found sleeping there. Surely, in the name of humanity's sake, and due respect to this huge graveyard, they should be left sleeping in peace. Although they were mainly Druids but of other backgrounds too, this is one of the greatest acts of savagery ever devised in this century.

So much research has been undertaken by many universities, scientists and archaeologists have worked on this Site over many decades, and still they're finding evidence of previous occupation, including 4000 year old shafts centred on Durrington Walls very near the Site. This major find could change our understanding of our Neolithic ancestors and their astonishing skills and how they traded. The question now is: How much more remains hidden within this extraordinary landscape? In spite of this new evidence will the Transport Secretary decide to permanently disfigure the World Heritage Site and compromise further discoveries by giving a green(?) light to one of UK's most expensive and controversial road schemes, or will he exercise enough wisdom and respect and listen to UNESCO's objections based on the Government's commitment to conserving this unique archaeological landscape and reinvest the £2bn for the provision of the equipment necessary to address this cruel COVID 19 pandemic. We hope

you're well aware of this cold-blooded scheme, not least to mention the gross expense of this white elephant routed across Salisbury Plain. Are they using the coronavirus as a shield to sneak this scheme through hoping no-one will notice, as Govts. Have a habit of doing, using other issues to hide usually quite damning decisions hidden behind another issue, e.g. the virus knowing that already takes up much of the news on TV & radio, so their decision will only get a quick mention at the end if at all, because as a politician has done, '...now is a good time to release bad news...', which has been said and done in the recent past.

There is also a very real danger that the WHS designation of which we've all been aware, any approval given now will be removed very soon after the decision. This MUST be avoided at ALL costs, no destruction for a road scheme is acceptable for this World Heritage Site.

Yours sincerely,

Mr. & Mrs. W. J. & S. M. Lodge

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From: [redacted]
To:
Subject: FW: Duncan Baker MP - Ms Cooper - Proposed A303 Stonehenge Route (Case Ref: DB4242)
Date: 14 August 2020 14:22:34

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [redacted]

From: Daniel Carroll [redacted]
Sent: 14 August 2020 13:54
To: DFT Ministers [redacted]
Subject: Duncan Baker MP - Ms Cooper - Proposed A303 Stonehenge Route (Case Ref: DB4242)

Dear Secretary of State,

I am writing on behalf of Mr Baker's constituent, Ms Cooper regarding concerns raised over the proposed Stonehenge tunnel.

Please see below an email from Ms Cooper outlining these concerns.

Please could the SoS comment on the concerns raised?

Thank you for your help on this matter.

Kind Regards,

Dan Carroll
Caseworker
Office of Duncan Baker MP
Tudor House | Grammar School Road | North Walsham | NR28 9JH
01692 557140

From: Jayne Cooper
Sent: 13 August 2020 16:11
To: Duncan Baker MP
Subject: Proposed A303 Stonehenge Route

Dear Duncan Baker

Like everyone, we've suffered the sclerotic A303 to and from the West Country, but right from its first intimation, this proposal has seemed quite shocking to me. This extraordinary and still not deciphered, landscape is to be deliberately driven over, tunnelled and lost.
It is a World Heritage Site. This Project ignores the continuing unearthing of ancient designs around this site.
Once dug, it cannot be undug.
Its cost will end up being multiples of the projected £2 billion. Please support the objectors to this ghastly project.
PS why not just 'dual' it? Just a thought. Lots of employment and profits to be made from this less glamorous idea and I am sure there are other solutions,too. If it's the local landowners objecting, just treat them like the objectors to HS2 and ignore them. Ancient trees and beautiful homes can be replaced, can't they? Stonehenge and it's mysteries cannot Yours sincerely
Jayne Cooper, Plumstead bear Holt

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Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/305725
Your Ref: DB4242

Duncan Baker MP
House of Commons
London
SW1A 0AA

24 August 2020

Dear Duncan,

Thank you for your email of 14 August to the Secretary of State, enclosing correspondence from your constituent, Ms Jayne Cooper from Plumstead, near Holt in Norfolk about the proposed A303 Amesbury to Berwick Down Development Consent Order application ("the A303 Stonehenge"). I am replying as the Minister responsible for roads and motoring.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a303-stonehenge/). In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application. However, your constituent's concerns have been noted.

Please extend my gratitude to Ms Cooper for taking the time to write in with her concerns.

[redacted]

BARONESS VERE OF NORBITON

From: [redacted]
To:
Subject: FW: A303 Widening at Stonehenge
Date: 18 August 2020 15:09:17

Hi team,

Please see below.

Thanks,

Jess

Jessica Hall | Private Office Corporate and Reporting Manager, Private Office, Department for Transport
5/11 | [redacted]

From: TransportSecretary
Sent: 18 August 2020 13:11
To: POCorrespondence [redacted]
Subject: FW: A303 Widening at Stonehenge

Georgia Howard-Merrill | Diary Manager to the Secretary of State, , Department for Transport
5/13 | |
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

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From: SHAPPS, Grant [redacted]
Sent: 17 August 2020 12:24
To: TransportSecretary [redacted]
Subject: FW: A303 Widening at Stonehenge

From: Erica Foulkes [redacted]
Sent: 14 August 2020 02:55
To: SHAPPS, Grant [redacted]
Subject: A303 Widening at Stonehenge

Dear Mr. Shapps,

I wish to voice my opposition to the proposed A303 widening and tunnel which would cut a transect across the entire World Heritage Site of which Stonehenge is a part, with hundreds of archaeological monuments linked to it. This is a vital area of monuments and prehistoric activity which will be severely compromised, as the road and tunnel will gouge a way through an archaeologically unique and irreparable landscape. It is important that sensitive prehistoric remains be left *in situ.*

Please consider that the UK has a duty to protect this World Heritage Site as a whole, and reject the current proposal.

Sincerely,
Erica Foulkes

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From: [redacted]
To: [redacted]
Subject: FW: Stonehenge
Date: 18 August 2020 11:55:14
Attachments: MPs-Briefing-22-July-2020.pdf

Tommy Vu | Correspondence Allocations Manager, , Department for Transport
5/11 | [redacted] **|**
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: TransportSecretary
Sent: 18 August 2020 10:48
To: POCorrespondence [redacted]
Subject: FW: Stonehenge

Anisha Lakhani | Diary Manager, , Department for Transport
5/13 | [redacted]
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

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From: SHAPPS, Grant [redacted]
Sent: 17 August 2020 12:25
To: TransportSecretary [redacted]
Subject: FW: Stonehenge

From: Hugh Williams [redacted]
Sent: 13 August 2020 10:07
To: WARBURTON, David [redacted] SHAPPS, Grant [redacted]
Subject: Stonehenge

David

Please find attached my concerns about the proposed short tunnel under Stonehenge - this has been put together by the Stonehenge Alliance and covers all points well.

I hope you can help oppose this poorly conceived scheme.

Regards

Hugh Wiliams
[redacted]

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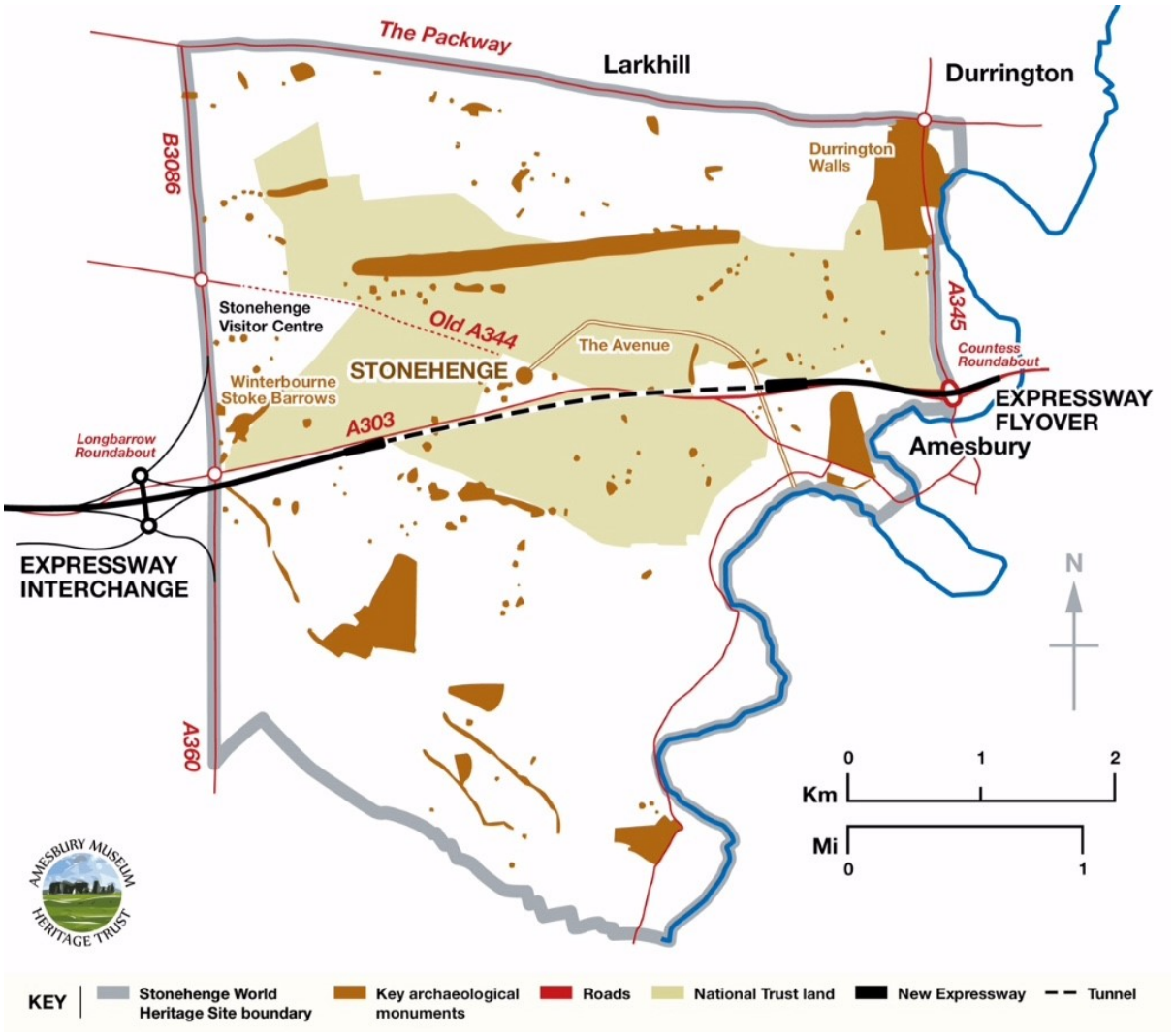
1. Introduction

The A303 Stonehenge Scheme Examination has been undertaken and the Examining Authority's Report was submitted to the Secretary of State for Transport on 2 January 2020. His decision on the Scheme has been twice delayed until 17 July and 13 November, the latter due to the major find at Durrington Walls. The decision by the Transport Secretary is now awaited by or on 13 November.

The Scheme would upgrade the A303 to Expressway standard with a short c.3km tunnel with twin portals in deep dual-carriageway cuttings, all within the World Heritage Site (WHS), and two grade separated junctions on its boundaries. ***See images of Highways England's proposal.*** [2]

The Chancellor indicated in his Budget speech on 11 March 2020 that Her Majesty's Government continues to support the scheme.



2. HMG's position

HMG is a signatory to the 1972 World Heritage Convention [3] and thus committed to protecting the whole World Heritage Site (WHS). Article 4 of the Convention reads:

"Each State Party to this Convention recognizes that the duty of ensuring the identification, protection, conservation, presentation and transmission to future generations of the cultural and natural heritage referred to in Articles 1 and 2 and situated on its territory [i.e., its designated World Heritage Sites], belongs primarily to that State. It will do all it can to this end, to the utmost of its own resources and, where appropriate, with any international assistance and co-operation, in particular, financial, artistic, scientific and technical, which it may be able to obtain."

- A World Heritage Site is designated for its outstanding universal value to mankind.
- The World Heritage Convention applies to the whole WHS.
- Protecting a WHS also protects its outstanding universal value: the two are inseparable.
- Government planning policy demands protection of a WHS *and its setting*.

3. UNESCO's position

HMG has invited three joint UNESCO World Heritage Centre/International Council on Monuments and Sites (ICOMOS) specialist missions (in 2015, 2017 and 2018) to see and advise on the A303 Stonehenge proposals. The 2018 Advisory Mission's report [4] recommends exploration of bypass and longer tunnel options, saying the road scheme "should not proceed in its current form". UNESCO's World Heritage Committee Decisions in 2018 and 2019 [5] reiterate that advice.

Ignoring UNESCO's advice could lead to loss of World Heritage status: international disgrace.

4. Archaeological damage that would arise from the A303 scheme

- Around 26 sq. km (10 sq. miles) at Stonehenge, together with a similar area at Avebury, was designated a WHS in 1986 for its remarkable Neolithic and Bronze Age remains. These *designed* landscapes, with interrelated monuments and sites, include avenues and other features linked to the topography and water. Deep dual-carriageway cuttings and tunnel entrances would destroy archaeology and the integrity of the WHS.
- The A303 Preferred Route is strongly objected to by 22 archaeologists, [6] leading specialists in the archaeology of the WHS. Their views were reiterated at the Examination of the Scheme.
- The integrity of the famous Blick Mead Mesolithic site, beside and possibly under the present A303, would be severely compromised by a massive flyover.

5. Consultation

The non-statutory consultation (2017) on route options was deeply flawed in offering a short (2.9km) tunnel under only part of the WHS, with bypass options to the west for Winterbourne Stoke village, i.e., a single option for the WHS, damaging to both the Site and its setting.

- Lack of information on options discarded by Highways England (including a WHS bypass), precluded informed judgement and comparison with the option chosen.
- The scheme was mainly advertised and exhibited locally by Highways England. Only one exhibition was held outside Wiltshire, at the Society of Antiquaries in London.
- Seventy-seven per cent of c.9,000 respondees to this consultation objected to the short tunnel within the WHS, irrespective of the Winterbourne Stoke bypass options.

The 2018 Statutory (February–April) and supplementary (July–August) consultations on the Preferred Route were similarly highly unsatisfactory.

- Exhibitions and publicity were largely restricted to local media and venues, with a single afternoon exhibition outside Wiltshire at the Society of Antiquaries in London.
- Information was (and still is) lacking in key areas, such as archaeology, the natural environment and hydrogeology, making fully informed judgements impossible.
- Misinformation in scheme documentation and media statements by scheme promoters continued and gave the impression that the WHS and its OUV would be protected.
- Outright objections to the scheme, including those made via Stonehenge Alliance and Friends of the Earth websites (reaching a wider group, including people from abroad) have substantially increased since the first consultation.

6. Cost and value for money

- Capital cost was set by HMG in September 2017 at an upper limit of £1.6bn. (Estimated cost was £1.3bn in December 2014). Annual tunnel maintenance costs would be c.£7m. The cost has now risen to around £2bn.
- The Scheme is to be paid for by the Public Purse. May 2019 National Audit Office and July 2019 Public Accounts Committee reports [7] have cast serious doubts on the Scheme's value for money.
- Economic assessment conclusions in the September 2017 Scheme Assessment Report [8] include:

"10.5.12. Based on those impacts that can be quantified, the Scheme is likely to lie within the low-medium value for money category of schemes."

"10.7.1. A conventional approach to appraisal, which focuses on the traffic related benefits delivered to users of the road network, would suggest that the scheme has low value for money. However, this fails to capture the full range of benefits of the scheme and doesn't include the value of removing the current road from Stonehenge WHS which is a key benefit of the new scheme."

Important note: the scheme would not remove the road from the WHS.

- The Whitehall Monitor 2018 [9] (Fig. 6.5 et seq.) gives a red delivery confidence rating for the A303 Stonehenge scheme in 2017: i.e., successful delivery appears to be unachievable.

7. Who stands to gain? (supporters of the Government's scheme)

- ***Historic England*** answers to the DCMS and is governed by the Historic England Commission which has overall responsibility for English Heritage Trust's collections. Historic England Commissioners are among the Trustees of English Heritage Trust of which Historic England is the sole member.
- ***English Heritage Trust,*** manager of Stonehenge visitor-centre, is likely to follow HMG's lead. The Trust would benefit from an enhanced setting to the henge and an increase in paying visitors, since motorists' view of the Stones from the A303 would be lost.
- ***The National Trust*** owns land around Stonehenge from which the A303 would be removed into a tunnel. The Trust might also gain financially if it were to develop its own visitor-centre and charge to see the view of the Stones from the road lost to motorists in future. ***The support of the NT for the scheme is instrumental.***
- ***Local* people** hope to be rid of traffic congestion and rat-running. Any traffic flow improvement would be temporary, since road widening is known to induce more traffic: see, e.g., a 2017 CPRE publication [10] which also demonstrates that widened roads rarely bring hoped-for economic benefits and increased housing to a region. Congestion is a national problem and Stonehenge is but one of numerous bottlenecks. Congestion maps reveal lengthier and more frequent congestion in other parts of the country.

8. Who stands to lose from the scheme?

- ***Present and future generations,*** who, under the terms of the WH Convention, are promised permanent protection of the WHS
- ***The many millions of A303 travellers***, who value the view of the Stones from the road
- ***Those who would like to see the henge in future*** and would (mostly) be obliged to pay
- ***Our nation***, whose pride in and understanding of an iconic and fundamental part of its heritage would be irretrievably lost. *Note*: October 2018 was the centenary of the gift of Stonehenge to the nation by Sir Cecil Chubb.
- ***Those concerned about the wildlife of the WHS***, including the Great Bustard Group, and the RSPB whose WHS bird sanctuary hosts protected Stone Curlews.
- ***Our Government***, whose Convention promise would be broken and, being responsible for an incalculable loss to the world, would be subject to international censure.

9. Climate change implications

- Other events have arisen since completion of the Scheme Examination, to some of which we have already drawn the Transport Secretary's attention.
- On 27 February 2020 a judgement against a 3rd runway at Heathrow was won by climate change campaigners, in part based on HMG's commitment to net-zero carbon emissions by 2050. This has implications for new road building and a challenge has

now been brought by the Transport Action Network against HMG for its next Road Investment Strategy (RIS2), which includes the A303 Stonehenge Scheme.

- Government advisers, such as the Office of Rail and Road, suggest that the roads investment strategy should be re-examined. The Committee on Climate Change, in its June 2020 Report said that, in terms of net zero carbon emissions, "*we are not making adequate progress in preparing for climate change"*; and that *"Overall, the Committee recommends that investments in low-carbon and climate adaptation infrastructure must be at the heart of measures to restore economic growth following COVID-19*." The report places emphasis on home working, stating that "*higher investment in resilient digital technology including 5G and fibre broadband should therefore be prioritised over strengthening the roads network.*"

10. What should be done?

- Place the A303 Stonehenge scheme on hold. Seek alternative options not damaging to the WHS, as advised by UNESCO and the large majority of consultation respondees.
- The climate emergency declared by the Government and its commitment to net zero carbon emissions by 2050 will be accompanied by substantial changes predicted in car journeys and use over the next 10-20 years. Implementing interim traffic management measures at Stonehenge should therefore be considered.
- Road widening might not be necessary within 50 years – a small fraction of the period of human use of the WHS.
- Find better ways of spending £2bn. In terms of transport alone, the South West would benefit from a rail investment programme such as that outlined by the Peninsula Rail Task Force [11], whilst smart measures to discourage road use at busy times, improve traffic flow and prevent rat running could be implemented straight away at relatively little cost provided the local Highway Authority (Wiltshire Council) and Highways England were properly resourced to work together.
- The South West would also benefit from improved bus provision: this is an area where connectivity, especially for rural communities, is lacking. Urgent road repairs are also needed now.
- HMG should introduce statutory protection for UK World Heritage Sites, so that these highly-regarded places receive the safeguarding they need if they are to survive intact. This would not mean that no development should be allowed but that new development should not damage a WH Site's intrinsic qualities and integrity.

NOTES AND REFERENCES

1. The Stonehenge Alliance is supported by: Ancient Sacred Landscape Network, Campaign for Better Transport, Campaign to Protect Rural England, Friends of the Earth, RESCUE: The British Archaeological Trust and many individuals in the UK and abroad. http://stonehengealliance.org.uk/
2. For Highways England's images of A303 Preferred Route, see http://stonehengealliance.org.uk/a303-stonehenge-scheme-images/.
3. *Convention Concerning the Protection of the World 2Cultural and Natural Heritage*, UNESCO, 1972. https://whc.unesco.org/archive/convention-en.pdf

4. *Final Report on the joint World Heritage Centre / ICOMOS Advisory mission to Stonehenge, Avebury and Associated Sites 5 – 7 March 2018*, UNESCO World Heritage Centre and ICOMOS, June 2018. https://whc.unesco.org/en/documents/168265/
5. Decision: 42 COM 7B.32: Stonehenge, Avebury and Associated Sites (United Kingdom of Great Britain and Northern Ireland), UNESCO World Heritage Centre, 2018. https://whc.unesco.org/en/decisions/7261/; and 2019: https://whc.unesco.org/en/decisions/7543
6. "A303 Stonehenge consultation feedback from a consortium of Stonehenge experts". Response to Preferred Route consultation, 23 April 2018. http://stonehengealliance.org.uk/wp-content/uploads/2018/06/Consultation-letter-from-Stonehenge-archaeologists-23-April-2018.pdf
7. National Audit Office Report "Improving the A303 between Amesbury and Berwick Down" (May 2019): https://www.nao.org.uk/wp-content/uploads/2019/05/Improving-the-A303-between-Amesbury-and-Berwick-Down.pdf; and Public Accounts Committee Report "Transport Infrastructure in the South West" (July 2019) https://publications.parliament.uk/pa/cm201719/cmselect/cmpubacc/1753/175302.htm
8. Highways England, *A303 Stonehenge Amesbury to Berwick Down Scheme Assessment Report,* Vol. 1, September 2017. https://highwaysengland.citizenspace.com/cip/a303-stonehenge/results/sar-volume-1.pdf
9. Institute for Government, *Whitehall Monitor 2018*: "Delivering Major Projects", Fig.6.5 and following text. https://www.instituteforgovernment.org.uk/publication/whitehall-monitor-2018/delivering-major-projects
10. Campaign to Protect Rural England, *The end of the road? Challenging the road-building consensus*, March 2017. https://www.cpre.org.uk/resources/transport/roads/item/4543-the-end-of-the-road-challenging-the-road-building-consensus
11. Peninsular Rail Task Force, *Closing the gap The South West Peninsula strategic rail blueprint*, November 2016. https://peninsularailtaskforce.files.wordpress.com/2016/11/prtf-closing-the-gap.pdf

- **See also our summary of case based on 11 issues of concern was submitted to the Planning Inspectorate on 25 September 2019.**

From: [redacted]
To:
Subject: FW: Stonehenge (Case Ref: NP12211)
Date: 01 September 2020 13:59:05
Attachments: image002.png

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [redacted]

From: Neil Parish MP [redacted]
Sent: 01 September 2020 11:39
To: DFT Ministers [redacted]
Subject: FW: Stonehenge (Case Ref: NP12211)

Dear Secretary of State,

Re: Ms Isabel Richardson of [redacted]

I have been contacted by my above-named constituent regarding the proposed road scheme for the A303, near Stonehenge. She is highly concerned the scheme will disrupt and destroy archaeological finds along the proposed sites.

I have enclosed a copy of her correspondence for your information and reference. I would be very grateful for a response to my constituent's concerns.

Yours,

Neil

Neil Parish MP
Member of Parliament for Tiverton and Honiton
Chair of the Environment Food and Rural Affairs Select Committee
House of Commons | London | SW1A 0AA
Telephone: 020 7219 7172 | Email: neil.parish.mp@parliament.uk
www.neilparish.co.uk

To: PARISH, Neil
Subject: Stonehenge

Dear Sir

Please will you make sure that the Minister for Transport, Grant Shapps, realises that the proposed road scheme for Stonehenge is woefully inadequate. It will destroy much that is as yet unknown, witness the major finds of last month, totally unknown and huge pits found in an area that was thought to be well studied. The two billion pounds allocated to this very poor road scheme would be much better spent on helping people out of the Covid-19 problems that are unfortunately all too real at the moment, not destroying unknown archaeology. When UNESCO does not approve of a scheme for a World Heritage Site then the proposals are wrong.

Thank you, Isabel Richardson.

[redacted]

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Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/307757
Your Ref: NP12211

Neil Parish MP
House of Commons
London
SW1A 0AA

15 September 2020

Dear Neil,

Thank you for your email of 1 September, enclosing correspondence from your constituent, Ms Isabel Richardson of [redacted] about the proposed upgrade to the A303 near Stonehenge. I am replying as the Minister responsible for roads and motoring.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a303-stonehenge/). In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application.

The correspondence from your constituent will be treated as post examination correspondence, which will be published on the Planning Inspectorate's website when the decision is made and will be considered by the Secretary of State when making his final decision on this matter. Further information on how the Department will process your constituent's correspondence is available from the Department's Personal Information Charter, available at: www.gov.uk/government/organisations/department-for-transport/about/personal-information-charter.

Please extend my gratitude to Ms Richardson for taking the time to write in with her concerns.

BARONESS VERE OF NORBITON

From: [redacted]
To:
Subject: FW: Letter to the Secretary of State - RE: A303 Upgrade
Date: 14 September 2020 15:15:38
Attachments: image003.png

MC for BV

Jessica Hall | Private Office Corporate and Reporting Manager, Private Office, Department for Transport
5/11 | [redacted]

From: MCCARTHY, Kerry [redacted]
Sent: 14 September 2020 15:12
To: Transport.Secretary@dft.gov.uk
Cc: DfT Parliamentary [redacted] POCorrespondence [redacted]
Subject: Letter to the Secretary of State - RE: A303 Upgrade

Dear Secretary of State,

I have recently been contacted by a constituent concerned about the proposed upgrade of the A303, and the impact of this upgrade on the Stonehenge World Heritage Site.

There is considerable concern about these proposals due to the potential archaeological damage that could arise from them, the environmental impact of more road building, as well as the considerable cost of the scheme.

Could you therefore please outline what assessment you have made of the environmental impact of the project in terms of emissions generated? As well as your assessment of the potential damage to the Stonehenge World Heritage Site and surrounding area?

Finally, can you confirm if the Government continue to support these proposals?

I look forward to your response.

Yours sincerely

Kerry McCarthy
Labour MP for Bristol East

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Department for Transport

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/309740

Kerry McCarthy MP
House of Commons
London
SW1A 0AA

17 September 2020

Dear Kerry,

Thank you for your email of 14 September to the Secretary of State on behalf of a constituent about the proposed A303 Amesbury to Berwick Down Development Consent Order application ("the A303 Stonehenge"). I am replying as the Minister responsible for roads and motoring.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. A Written Ministerial Statement was laid in Parliament on 16 July 2020 to further extend the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site to be carried out before the application is determined (further details are available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf and https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001992-200820%20A303%20Stonehenge%20Final%20Comments%20and%20Other%20Environmental%20Information%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that Transport Ministers are unable to comment on this live planning application.

Your correspondence will be treated as post examination correspondence, which will be published on the Planning Inspectorate's website when the decision is made and will be considered by the Secretary of State when making his final decision on this matter. Further information on how the Department will process correspondence is available from the Department's Personal Information Charter, available at: www.gov.uk/government/organisations/department-for-transport/about/personal-information-charter.

Please extend my gratitude to your constituent for taking the time to write in with their concerns.

BARONESS VERE OF NORBITON

From:	Jones, Karen
To:	A303 Stonehenge
Cc:	Khansari, Parvis; David Cox
Subject:	A303 Stonehenge (TR010025) - Wiltshire Council Addendum to SoS Response Letter
Date:	05 October 2020 11:46:16
Attachments:	image002.png image003.png Wiltshire Council SoS Addendum Response Letter - 05.10.20.pdf

Dear Sir / Madam,

Further to the Wiltshire Council's response dated 28th September 2020 to the letter written on behalf of the Secretary of State for Transport dated 20th August 2020 seeking comment on responses received to the recent archaeological discoveries consultation and requested amendments to the DCO drafting for articles 22 and 50 for the A303 (Stonehenge) Amesbury to Berwick Down road improvement scheme, please find attached an addendum to our submission.

Please do not hesitate to contact us if you have any questions or require further information.

Please acknowledge receipt of this response.

Kind Regards,
Karen

Karen Jones
Business Analyst

Wiltshire Council

Programme Office | Wiltshire Council | County Hall | Trowbridge | BA14 8JN

T: 01225 713956 | E: karen.jones@wiltshire.gov.uk | www.wiltshire.gov.uk

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Wiltshire Council

5th October 2020

Highways and Environment
County Hall
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

Natasha Kopala
Head of Transport Infrastructure Planning Unit
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Your ref: TR010025 AFP022
Our ref: SoS Response Addendum 05.10.20

Dear Ms Kopola

Planning Act 2008 – the A303 (Amesbury to Berwick Down) Development Consent Order ("the Draft A303 Stonehenge Order")
Amendments to Article 22 (compulsory acquisition of rights) and Article 50 (consent to transfer benefit of the Order)

Further to our letter dated 28th September 2020, Wiltshire Council has further reviewed the requested amendments to the DCO drafting for Articles 22 and 50 and discussed the legal implications with Highways England legal advisors (Pinsent Masons).

As a result, Wiltshire Council is satisfied with Highways England's proposed amendments to Articles 22 and 50, on the understanding that it only applies to land within the land coloured blue in the Book of Reference.

Wiltshire Council is therefore now satisfied that Highways England will not be able to provide consent to rights or covenants being reserved or imposed over any land which has not been referred to within the Book of Reference.

However, it may be helpful for Highways England's Explanatory Memorandum to include a note to this effect.

Wiltshire Council's concluding view is that Highways England's proposed amendments to Articles 22 and 50 can be approved by the Secretary of State.

Yours sincerely,

[redacted]

Parvis Khansari
Director
Highways and Environment

Direct line: 01225 713340
Email: parvis.khansari@wiltshire.gov.uk

Copy to: David Cox, Highways England, Stakeholder & Customer Operational Lead

Rt Hon. Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
Westminster
London
SW1P 4DR

October 2020

Thank you for all you and your department have done throughout the Covid-19 crisis. We all appreciate how difficult this situation has been and the fact that bus, road and rail travel have continued to operate is a remarkable achievement.

This letter is being sent on the back of conversations with South West colleagues and engagement with Highways England. As you will recall the Chancellor's Budget Speech in March 2020 made specific reference to the A303. He said:

"There is one more road I would like to mention. It is one of our most important regional arteries. It is one of those totemic projects symbolising delay and obstruction. Governments have been trying to fix it since the 1980s. Every year, millions of cars crawl along it in traffic, ruining the backdrop to one of our most important historic landmarks. So, to the many hon. and right hon. Members who have campaigned for this moment, I say this—the A303: this Government are going to get it done."

You will be fully aware of the positive response that South West MPs received on the back of this statement. Across the South West MPs and Councillors welcomed the decision to move forward and deliver this necessary infrastructure project.

We are all too aware of the slow pace of traffic past Stonehenge and the many congestion points between Ilchester and Sparkford. The proposals to develop the A303 are not just necessary to ensure the faster movement of vehicular traffic but also to unlock the South West to new levels of investment and opportunity. The UK will never be able to level up if its infrastructure remains outdated and at odds with our global ambitions.

Looking first to the dualling between Ilchester and Sparkford, as you know, the Department for Transport originally intended to decide on the dualling of the A303 on December 12, 2019. This was, understandably delayed due to the General Election and the Court of Appeal's ruling against a third runway at Heathrow Airport.

A new date was then given of the of the 17th July 2020, this date was again pushed back, this time due to allowing time for 'outstanding concerns' with the scheme to be addressed.

The latest date for a decision has been set as the 20th November 2020 and I urge the Department to stick to this date and to deliver on what was outlined in the Chancellor's Budget speech in March.

The decision around Stonehenge has also been delayed to the 13th November, with the reasoning being to "enable further consultation on and consideration of this matter before determination of the application by the Secretary of State''.

Both of these infrastructure projects have a significant impact upon what future development projects and level of infrastructure can be based in the South West. I hope that you will carefully consider the implications if these projects do not proceed.

I know that the South West MP's caucus would be keen to discuss this matter with you at greater length.

Kind regards,

Anthony Mangnall MP
Member of Parliament for Totnes

From: [redacted]
To: [redacted]
Subject: RE: New submission from Contact Department for Transport

---

Dear Mr Nottage,

Thank you for your enquiry to the Department for Transport of 19 October 2020 about the proposed A303 Amesbury to Berwick Down Development Consent Order application (the A303 at Stonehenge). I have been asked to reply.

The Secretary of State is currently considering the Examining Authority's Report and recommendation on the application. This follows the extension of the deadline for a decision until 13 November 2020 to enable consultation on the recent archaeological find within the World Heritage Site. Further details are available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf> https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-001962-200716%20A303%20Stonehenge%20DCO%20Second%20Consultation%20Letter.pdf). In the circumstances, you will appreciate that the Department is unable to comment on this live planning application. However, the content of your representation has been noted and will be taken into account in the decision on the application in due course.

Your correspondence will be treated as post examination correspondence, which will be published along with your name on the Planning Inspectorate's website when the decision is made, in order to comply with our legal obligations under Section 39 of the Planning Act 2008. Further information on how the Department will process your correspondence can be found on the Department's Personal Information Charter, available at: <http://www.gov.uk/government/organisations/department-for-transport/about/personal-information-charter> www.gov.uk/government/organisations/department-for-transport/about/personal-information-charter.

Yours sincerely,

Fergus O'Dowd

Mr Fergus O'Dowd | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport
3rd Floor East Wing | [redacted]
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From: [redacted]
Sent: 19 October 2020 15:37
To: Contactdft[redacted]
Subject: New submission from Contact Department for Transport

I would like my enquiry sent to the following organisation:

Department for Transport

Name

Michael Nottage

Address:

[redacted]

[redacted]

[redacted]

Subject

A303 Stonehenge Tunnel, Wiltshire

Enquiry details

Dear Secretary of State,
I wrote to you on 6 February 2020 in support of the above project, setting out the reasons why this scheme should go ahead. With under a month to go before a decision is announced I am writing to express strongly the hope that it will be approved. From my house here near Countess Roundabout I can see traffic queueing where the road becomes single carriageway, and this scheme provides the best chance ever to remove the congestion. Huge amounts of money and time have been spent over the years on previous schemes which have been discarded. If we do not take this opportunity to solve the problem, we never will. For the sake of drivers on the A303, residents of nearby villages, and those of us who live close by, please let this scheme be approved.
Yours sincerely,
Michael Nottage

<http://email.forms.dft.gov.uk/o/eJxFzEESwiAMAMDXyJEhTQjNgcekhNiOo8xU9P325gN2rZIWsSUcVVg6r0WA8qZMrJ1zSmQI2BSy3Cj5OJ_vaD7jfXzj5xH2imsGUCHsxl7YmaipAgMuGzpDOGsbr6ltXuwq_vgHT4gkLg>

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From: [redacted]
To: TRANSPORTINFRASTRUCTURE@dft.gov.uk; A303 Stonehenge
Cc: [redacted]
Subject: A303 Stonehenge and River Avon SAC
Date: 20 October 2020 11:57:07
Attachments: Stonehenge Alliance letter to Transport Secretary re contamination of the Avon SAC. Oct 2020.pdf

---

Dear Sir or Madam,

I would be grateful if you should, please, forward the attached letter to the Secretary of State for Transport.

Yours faithfully,

Kate Fielden
Hon Secretary to the Stonehenge Alliance

THE STONEHENGE ALLIANCE [1]
Chairman, George McDonic, MBE, BL, DIPLTP, FRTPI, DPA, FFB

From the Hon. Secretary, Dr Kate Fielden
[redacted]

The Rt. Hon. Grant Shapps, MP
Secretary of State for Transport
C/O Ms Natasha Kopala
Head of Transport Infrastructure Planning Unit
Great Minster House
33 Horseferry Road
London SW1P 4DR

Sent by email on 20 October 2020 to:
A303Stonehenge@planninginspectorate.gov.uk
and TRANSPORTINFRASTRUCTURE@dft.gov.uk

Dear Secretary of State,

A303 Stonehenge. Examination reference number (Stonehenge Alliance): 2001870
PHOSPHATE LEVELS AFFECTING THE RIVER AVON SPECIAL AREA OF CONSERVATION (SAC)

Introduction

It has come to our attention that Wiltshire Council has recently placed a moratorium on all development which leads to an increase in nutrients entering the River Avon SAC. As we set out below, this is highly material to the Secretary of State's decision over whether to grant development consent for the Stonehenge Tunnel. The position which has been taken by Natural England and which is being acted upon by the Council indicates that the addition of phosphates into the SAC will adversely affect its integrity. In our evidence, we set out how the proposed development would lead to increased levels of phosphates entering the SAC. In these circumstances, and in light of the recent positions taken by the Council and Natural England it would *prima facie* appear that a grant of development consent would breach the terms of the Habitats Regulations.

The position being taken by the Council and Natural England

We have recently been advised of an email exchange between Mr John Coleman, Agent acting on behalf of Messrs. Daniel and Matt Rhind-Tutt whose application to build a new house close to the River Avon SAC at Salisbury has been refused by Wiltshire Council. We believe the reason for refusal of the proposed development should be brought to your attention as a matter of urgency and reproduce the relevant parts of the email exchange as an appendix to this letter.

Mr Coleman was advised by Wiltshire Council on 25 August 2020 that the application was refused. One of two reasons for refusal was stated in the Decision Notice [2] as:

> "The site is situated within the River Avon catchment area that is a European site. Advice from Natural England indicates that every permission that results in a net increase in foul water entering the catchment could result in increased nutrients entering this European site causing further deterioration to it. The application does not include detailed proposals to mitigate the impact of these increased nutrients and consequently, without such detailed proposals, the Council as a competent authority cannot conclude that there would be no adverse effect on the integrity of this European Site as a result of the development. The

> proposal would therefore conflict with Wiltshire Core Strategy policies CP50 (Biodiversity and Geodiversity) and CP69 (Protection of the River Avon SAC); and paragraphs 175 and 177 of the National Planning Policy Framework."

Following his enquiry as to when this restriction originated, Mr Coleman was informed by Wiltshire Council Planning Officer Mr Joe Richardson on 1 September 2020 that:

> "We as the Local Planning Authority (LPA) have been requesting this information since April 2020. This matter around the phosphate/River Avon SAC is subject to on-going discussions with Natural England and the LPA which are yet to be resolved."

Mr Coleman then approached Natural England for further information and forwarded his findings to Mr Richardson on 5 October 2020:

> "I have today spoken to Mr Hughes, lead at Natural England in negotiations with Wiltshire Council over the matter of the River Avon SAC and mitigation in respect of Phosphate run off in the River Avon SAC. My understanding from Mr Hughes is that there is no development for new dwellings or development that increases, at any level, sewage demand that can be given approval unless there is a mitigation in place, as the current sewage treatment plants do not meet the standards required by Natural England in the River Avon SAC.
> This requirement is because Wiltshire Council plans for mitigation have failed. (Farming strategy limiting phosphate etc run off.)
> There is NO mitigation which is available to us in respect of the application that has been refused. CIL can only be used if a part of the payment is ring fenced for mitigation measures.
> The only mitigation that would meet with Natural England Approval is for us to buy an area of wetland as offset for our proposal. . . .
> Further, it is my understanding is that there should be a resolution to this problem in the next 2 or 3 weeks. This is clearly stalling all development and I am surprised that I have not seen this flagged up before.
> Have you been advising pre application applications in this regard, that no planning applications in the River Avon SAC for any new dwellings etc will be approved until this matter is resolved?"

Mr Richardson replied on 6 October:

> "The Council's Ecology Team and Natural England are currently working together to resolve this issue around phosphate neutrality as quickly as possible which is impacting a large number of planning applications. Phosphate neutrality for the River Avon Catchment Area in respect of Core Policy CP69 of the Wiltshire Core Strategy has been advised in pre application enquiries that involve the erection of a new dwelling or any other larger development. As the land in question within Norfolk Road falls within the River Avon Catchment Area, it is impacted by this issue and therefore formed one of the reasons for refusal of the recent application."

Evidence before the Secretary of State

The Stonehenge Alliance believes the information given by Mr Richardson of Wiltshire Council and by Mr Hughes of Natural England is particularly relevant in view of the concerns we have raised about pollution of the River Avon as a result of construction and operation of the A303 Stonehenge tunnel scheme. We informed the Examining Authority in 2019 that the River Avon was

acknowledged by Wiltshire Council well before then to be suffering from over-pollution. [3] Highways England was unable to provide reassurance at the Examination that untreated run-off from the Expressway at Amesbury would not add to pollution of the river; nor that release at the surface of pumped groundwater high in phosphates, owing to dewatering, notably in construction of cross-connecting emergency tunnels, would have no adverse effects on the integrity of the SAC. We also repeatedly raised concerns at the Examination about pollution from a closed face bentonite slurry based tunnelling method. [4]

In his evidence to the Examining Authority in 2019, our hydrogeological advisor, Dr. G.M. Reeves presented repeated evidence of the likelihood of increased phosphatic groundwater and surface water discharge to the River Avon. This would be as a consequence of the excavation of the Phosphatic Chalk horizons that would be encountered during tunnelling and cuttings excavations (especially in the Stonehenge Bottom to Western Portal sections). In addition, both the alteration of natural groundwater flow patterns and groundwater chemistry, together with the potential for leaching of Phosphatic Chalk from the proposed spoil heaps of excavated materials, can only add significant additional phosphatic load to the River Avon system.

Furthermore, we have already alerted you to our concerns that the winter tranche of groundwater testing in the area of the proposed east tunnel portals which may still not have taken place, will give rise to the release of high volumes of phosphate-rich groundwater along the surface of Stonehenge Bottom to the SAC. [5] To allow this to now take place when Wiltshire Council and Natural England have imposed a moratorium on all new development which would pollute the SAC through the addition of nutrients/phosphates, doesn't seem to be consistent with the requirement to safeguard the SAC.

Since the data from the 2018 summer groundwater pump tests was supplied to the Examination, we hope you will agree that it would be right and proper for data from the winter tranche to be made similarly available for comment to Interested Parties such as ourselves, ideally in the context of the Examination being re-opened.

The implications of the new information

It appears that the position of Natural England and the Council has arisen as a result of the failure of mitigation which was previously in place. The failure of this mitigation and the implications for the Stonehenge Tunnel must be taken into account by the Secretary of State. At the very least, it is clear that further information is required as to this issue.

In conclusion, we hope that you will wish to seek up-to-date information on the current situation concerning:

1. impacts the A303 Stonehenge Scheme in construction and operation would have on the integrity of the River Avon SAC in raising pollution levels, both temporarily and permanently, including phosphate;

2. the mitigation which has previously been relied upon by the Council and the implications arising from the fact that it has failed to work;

3. when Natural England and Wiltshire Council agreed that planning permissions would be restricted owing to phosphate contamination of the Avon;

4. whether the issue of phosphate contamination of the Avon has been raised with you by Natural England and Wiltshire Council and, indeed by the Environment Agency before and/or since the Examination;

5. whether data from the winter tranche of groundwater pump testing for the A303 Stonehenge Scheme will be made available for comment by Interested Parties before you make your decision on the road scheme;

6. whether, in the circumstances, you can be sure beyond reasonable scientific doubt that the A303 proposal will not harm the integrity of the SAC through the introduction of additional nutrients/phosphates.

Once such environmental information is presented by the applicant/Council/Natural England we would request that we and other parties are consulted upon it.

Yours sincerely,

[redacted]

Dr. Kate Fielden

NOTES

1. The Stonehenge Alliance is supported by: Ancient Sacred Landscape Network; Campaign to Protect Rural England; Friends of the Earth; Rescue, the British Archaeological Trust; Transport Action Network and many individuals throughout the World.
2. See documents associated with planning application 20/04836/FUL: Land to the rear of 14 Norfolk Road, Salisbury, SP2 8HG:
3. Stonehenge REP2-135: Written Representation on Principal Issue 4 Biodiversity, Biological Environment and Ecology, Section 1. See also: Wiltshire Core Strategy 2015, paras. 6.187–189.
4. See, e.g., REP4-056: Dr George Reeves: "With particular reference to: Initial Assessment of Principal Issues: Section 7: Flood Risk, groundwater protection and land contamination: responses to Deadline 2, concerning details on Rock Quality, Groundwater, and Tunnelling methods (including use of slurry/grouts) . . .", Section 3.
5. Stonehenge Alliance letter to Transport Secretary 28 May 2020, "Continuing concern about missing information", pp. 4–6.

APPENDIX

Extracts from email exchange between Mr Coleman, Agent for applicants Messrs Rhind-Tutt, and Mr Richardson of Wiltshire Council.
Please note: Wiltshire Council's details are seen in Mr Richardson's earliest email reproduced below (1 September 2020) and have been removed in other emails to save space; similarly, repeat information in emails from Mr Coleman have been removed from later email copies.

On 6 Oct 2020, at 09:41, Richardson, Joe <Joe.Richardson@wiltshire.gov.uk> wrote:
Dear Mr Coleman,
Thank you for your emails.
The Council's Ecology Team and Natural England are currently working together to resolve this issue around phosphate neutrality as quickly as possible which is impacting a large number of planning applications. Phosphate neutrality for the River Avon Catchment Area in respect of Core Policy CP69 of the Wiltshire Core Strategy has been advised in pre-application enquiries that involve the erection of a new dwelling or any other larger development. As the land in question within Norfolk Road falls within the River Avon Catchment Area, it is impacted by this issue and therefore formed one of the reasons for refusal of the recent application.
Regards,
Joe Richardson
Planning Officer (South)
Economic Development and Planning

From: John Coleman [redacted]
Sent: 05 October 2020 12:46
To: Richardson, Joe <Joe.Richardson@wiltshire.gov.uk>
Cc: Andy Rhind-Tutt [redacted] Daniel Rhind-Tutt [redacted] Matt Rhind-tutt [redacted]
Subject: Re: 20/04836/FUL Land to the rear of 14 Norfolk Road, Salisbury, SP2 8HG
Dear Mr Richardson
I have today spoken to Mr Hughes, lead at Natural England in negotiations with Wiltshire Council over the matter of the River Avon SAC and mitigation in respect of Phosphate run off in the River Avon SAC. My understanding from Mr Hughes is that there is no development for new dwellings or development that increases, at any level, sewage demand that can be given approval unless there is a mitigation in place, as the current sewage treatment plants do not meet the standards required by Natural England in the River Avon SAC.
This requirement is because Wiltshire Council plans for mitigation have failed. (Farming strategy limiting phosphate etc run off.)
There is NO mitigation which is available to us in respect of the application that has been refused. CIL can only be used if a part of the payment is ring fenced for mitigation measures. The only mitigation that would meet with Natural England Approval is for us to buy an area of wetland as offset for our proposal. This is clearly nonsensical for a development of this size. My understanding is that currently Natural England require that if CIL contributions are used, they or an element of the payment can only be used if it is ring fenced for mitigation measures.
Further, it is my understanding is that there should be a resolution to this problem in the next 2 or 3 weeks. This is clearly stalling all development and I am surprised that I have not seen this flagged up before.
Have you been advising pre application applications in this regard, that no planning applications in the River Avon SAC for any new dwellings etc will be approved until this matter is resolved?
Sincerely

John Coleman RIBA

On 1 Sep 2020, at 12:54, Richardson, Joe <Joe.Richardson@wiltshire.gov.uk> wrote:
Dear Mr Coleman,
We as the Local Planning Authority (LPA) have been requesting this information since April 2020. This matter around the phosphate/River Avon SAC is subject to on-going discussions with Natural England and the LPA which are yet to be resolved.
Kind regards,
Joe Richardson
Planning Officer (South)
Economic Development and Planning

From: John Coleman [redacted]
Sent: 01 September 2020 12:35
To: Richardson, Joe <Joe.Richardson@wiltshire.gov.uk>
Subject: Re: 20/04836/FUL Land to the rear of 14 Norfolk Road, Salisbury, SP2 8HG
Dear Mr Richardson
Thankyou.
That is a very large area.
That was the only map I found.
So when did you start asking for the info you now require?
Sincerely
John Coleman RIBA
[redacted]

On 1 Sep 2020, at 11:34, Richardson, Joe <Joe.Richardson@wiltshire.gov.uk> wrote:
Dear Mr Coleman,
Please see the link below that shows the extent of the River Avon SAC on the Environment Agency website:
https://environment.data.gov.uk/catchment-planning/ManagementCatchment/3006
Kind regards,
Joe Richardson
Planning Officer (South)
Economic Development and Planning
<image001.png>
Tel: 01722 434583
Email: joe.richardson@wiltshire.gov.uk
Website: www.wiltshire.gov.uk
Follow Wiltshire Council
<image002.png> <image003.png>
The views expressed in this email represent an officer's opinion only and are not binding on any future decisions made by elected members of the Council or under powers delegated to officers.

From: PARRY-JONES Daniel
To: A303 Stonehenge
Cc: [redacted] STEPHENS Alice
Subject: RE: A303 Stonehenge - SoS Further Consultation until 28 September 2020
Date: 21 October 2020 13:37:43
Attachments: image007.png
A303 Stonehenge - Royal Mail Post Examination representation October 2020.pdf

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FAO PINS A303 Stonehenge Case Team

Dear Sir/Madam

Further to my email exchange below with Karl-Jonas Johansson I attach Royal Mail's post Examination representation for forwarding to the DfT.

Please can you confirm when this has been done.

With thanks.

Dan Parry-Jones

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From: A303 Stonehenge <A303Stonehenge@planninginspectorate.gov.uk>
Sent: 14 October 2020 13:02
To: PARRY-JONES Daniel <daniel.parry-jones@realestate.bnpparibas>; A303 Stonehenge <A303Stonehenge@planninginspectorate.gov.uk>
Cc: 'Denise Stephenson' [redacted] STEPHENS Alice <Alice.STEPHENS@realestate.bnpparibas>
Subject: RE: A303 Stonehenge - SoS Further Consultation until 28 September 2020

Dear Mr Parry-Jones,

As the examination for this project has ended it is for the Secretary of State to decide if the submission is acceptable. Could you please send it to the A303 Stonehenge mailbox and we will forward it on to Mr Pridham at DfT.

Kind regards
Karl-Jonas Johansson
Swyddog Achos/ Case officer
Llinell Gymorth/ Helpline: 0303 444 5000

E-Bost/ Email: A303Stonehenge@planninginspectorate.gov.uk

Wê/ Web: https://infrastructure.planninginspectorate.gov.uk (Cynllunio Seilwaith Cenedlaethol/ National Infrastructure Planning)
Wê/ Web: www.gov.uk/government/organisations/planning-inspectorate (Gwaith achos ac apeliadau/ Casework and appeals)
Twitter: @PINSgov
Nid yw'r cyfartherbiad hwn yn gyfystyr â chyngor cyfreithiol/ This communication does not constitute legal advice.
Edrychwch ar ein Hysbysiad Preifatrwydd cyn anfon gwybodaeth at yr Arolygiaeth Gynllunio/ Please view our Privacy Notice before sending information to the Planning Inspectorate.

Ysgrifennwch ataf yn Gymraeg neu Saesneg
Please write to me in Welsh or English

From: PARRY-JONES Daniel <daniel.parry-jones@realestate.bnpparibas>
Sent: 13 October 2020 16:23
To: A303 Stonehenge <A303Stonehenge@planninginspectorate.gov.uk>
Cc: 'Denise Stephenson' [redacted] STEPHENS Alice <Alice.STEPHENS@realestate.bnpparibas>
Subject: A303 Stonehenge - SoS Further Consultation until 28 September 2020

FAO PINS A303 Stonehenge Case Team

Dear Sir/Madam,

We advise Royal Mail Group, which is a Statutory Consultee and Interested Party to the Examination into the above.

Please can you confirm whether the ExA will accept a late representation from Royal Mail Group and if not what other action can our client take to update the ExA on its position.

Many thanks.

Dan Parry-Jones

BNP PARIBAS REAL ESTATE
Real Estate for a changing world

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DPC:76616c646f72

A303 Stonehenge

Post Examination representation by Royal Mail Group Limited – October 2020

Introduction

Further to an email exchange with PINS' A303 Stonehenge Case Team on 14 October 2020 after the closure of the Examination into the DCO application, as a Statutory Consultee and Interested Party to the Examination Royal Mail wishes to draw to the attention of the ExA and Highways England / DfT the following post examination representation.

Statutory and operational information about Royal Mail

Under section 35 of the Postal Services Act 2011 (the "Act"), Royal Mail has been designated by Ofcom as a provider of the Universal Postal Service. Royal Mail is the only such provider in the United Kingdom.

The Act provides that Ofcom's primary regulatory duty is to secure the provision of the Universal Postal Service. Ofcom discharges this duty by imposing regulatory conditions on Royal Mail, requiring it to provide the Universal Postal Service.

The Act includes a set of minimum standards for Universal Service Providers, which Ofcom must secure. The conditions imposed by Ofcom reflect those standards.

Royal Mail is under some of the highest specification performance obligations for quality of service in Europe. Its performance of the Universal Service Provider obligations is in the public interest and this should not be affected detrimentally by any statutorily authorised project.

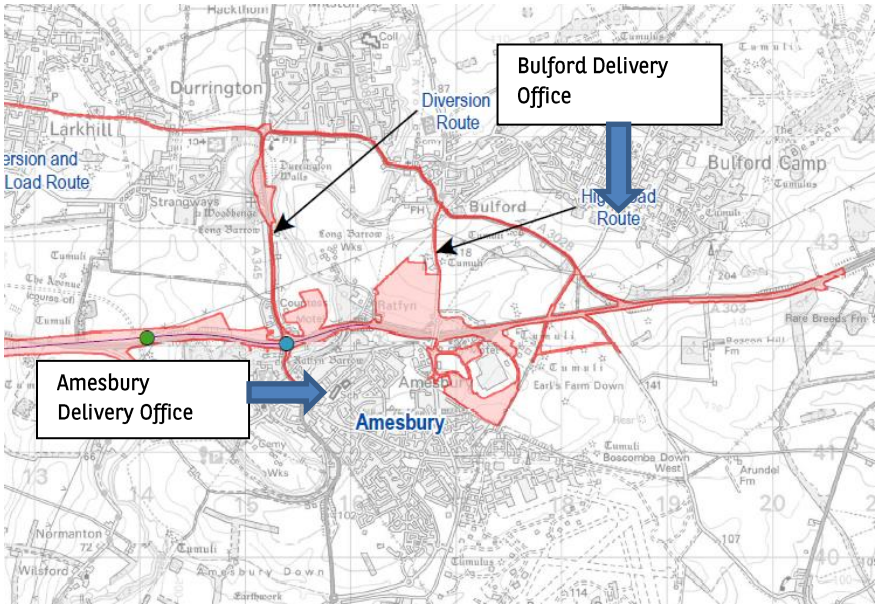
The Government imposes financial penalties on Royal Mail if its Universal Service Obligation service delivery targets are not met. These penalties relate to time targets for:

- collections,
- clearance through plant, and
- delivery.

Royal Mail's postal sorting and delivery operations rely heavily on road communications. Royal Mail's ability to provide efficient mail collection, sorting and delivery to the public is sensitive to changes in the capacity of the highway network.

Royal Mail is a major road user nationally. Disruption to the highway network and traffic delays can have direct consequences on Royal Mail's operations, its ability to meet the Universal Service Obligation and comply with the regulatory regime for postal services thereby presenting a significant risk to Royal Mail's business.

The A303 is a strategically important distribution route for Royal Mail. Royal Mail's has a two operational Delivery Offices both within 0.5 km of the proposed DCO boundary near Amesbury, as shown on plan below:



In exercising its statutory duties, Royal Mail uses the affected section of the A303 and all of the main roads in the vicinity of it on a daily basis.

Royal Mail is concerned that its future ability to provide an efficient mail sorting and delivery service to the public in accordance with its Universal Service Obligation may be adversely affected by the construction of this major road scheme.

In exercising its statutory duties, Royal Mail vehicles use the A303 and all of the proposed diversion routes on a daily basis. Any additional congestion on these roads during the construction phase has the potential to significantly disrupt Royal Mail's operations.

Based on current traffic conditions, Amesbury Delivery Office (SP4 7EW) reports traffic congestion on the A303, The Packway, Larkhill Road, A345. Bulford Delivery Office (SP4 9JB) reports existing traffic congestion at A303, Countess Road, London Rd.

Particularly in view of the above identified existing traffic congestion in the area, Royal Mail wishes to ensure the protection of its future ability to provide an efficient mail sorting and delivery service to the public in accordance with its statutory obligations which may be further adversely affected by the construction of this proposed road improvement.

Royal Mail's position on the scheme at October 2020

Royal Mail does not wish to stop or delay Highways England's A303 Stonehenge improvements from being implemented. However, Royal Mail does wish to ensure the protection of its future ability to provide an efficient mail sorting and delivering service to the public in accordance with its statutory obligations.

In seeking to do this, Royal Mail requests that:

1. Royal Mail is consulted by Highways England or its contractors at least one month in advance on any proposed road closures / diversions / alternative access arrangements, hours of working, and the content of the final Construction Traffic Management Plan (CTMP),

2. where road closures / diversions are proposed, Highways England or its contractors liaise with Royal Mail at least one month in advance to identify and make available alternative highway routes for operational use, where possible, and

3. the final CTMP includes a mechanism to inform Royal Mail about works affecting the local highways network (with particular regard to access to and from Amesbury and Bulford Barracks Delivery Offices).

Royal Mail welcomes contact from Highways England or its consultants in order to assist with addressing the above requests.

Contacts for Royal Mail:

Denise Stephenson [redacted] of Royal Mail's Legal Services Team.

Daniel Parry-Jones (daniel.parryjones@realestate.bnpparibas) of BNP Paribas Real Estate.

From:	TOtransfers
To:	TRANSPORTINFRASTRUCTURE
Cc:	Rob Pridham
Subject:	FW: No to Stonehenge Tunnel!
Date:	10 November 2020 13:32:51
Attachments:	MPs-Briefing-22-July-2020.pdf

Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | 020 7944 4473 | 07825 504038
Please ring my desk phone first

From: SHAPPS, Grant [mailto:grant.shapps.mp@parliament.uk]
Sent: 29 October 2020 10:34
To: POCorrespondence <POCorrespondence@dft.gov.uk>
Subject: FW: No to Stonehenge Tunnel!
From: Amethyst Gray [redacted]
Sent: 28 October 2020 22:01
To: SHAPPS, Grant <grant.shapps.mp@parliament.uk>; jdanny.kruger.mp@parliament.uk; JOHNSON, Boris <boris.johnson.mp@parliament.uk>
Subject: No to Stonehenge Tunnel!

Dear Mr. Shapps, Mr. Johnson and Mr. Kruger,

Please DO NOT grant permission for the Stonehenge tunnel.

There is no justification to the gouging of a tunnel through the World Heritage site around Stonehenge for a tunnel. With the Covid situation, travel will be down for a very long time and commuting perhaps dead forever. Please save the money and use it elsewhere.

I enclose a well thought out briefing from those locally on the ground.

Thank you very much.

Regards,

Amy Gray

(Wiltshire Resident of Devizes Constituency)

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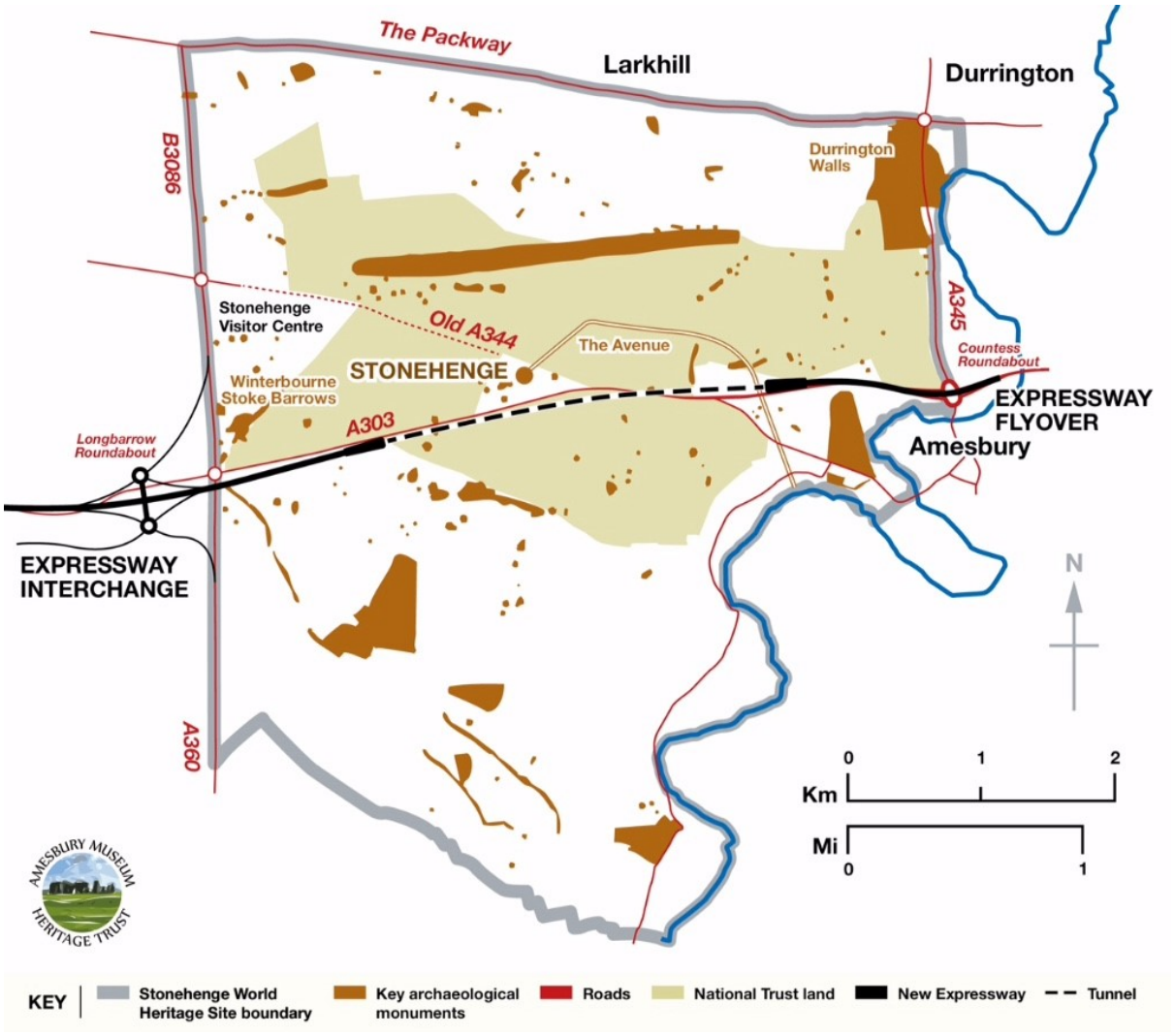
1. Introduction

The A303 Stonehenge Scheme Examination has been undertaken and the Examining Authority's Report was submitted to the Secretary of State for Transport on 2 January 2020. His decision on the Scheme has been twice delayed until 17 July and 13 November, the latter due to the major find at Durrington Walls. The decision by the Transport Secretary is now awaited by or on 13 November.

The Scheme would upgrade the A303 to Expressway standard with a short c.3km tunnel with twin portals in deep dual-carriageway cuttings, all within the World Heritage Site (WHS), and two grade separated junctions on its boundaries. ***See images of Highways England's proposal.*** [2]

The Chancellor indicated in his Budget speech on 11 March 2020 that Her Majesty's Government continues to support the scheme.



2. HMG's position

HMG is a signatory to the 1972 World Heritage Convention [3] and thus committed to protecting the whole World Heritage Site (WHS). Article 4 of the Convention reads:

"Each State Party to this Convention recognizes that the duty of ensuring the identification, protection, conservation, presentation and transmission to future generations of the cultural and natural heritage referred to in Articles 1 and 2 and situated on its territory [i.e., its designated World Heritage Sites], belongs primarily to that State. It will do all it can to this end, to the utmost of its own resources and, where appropriate, with any international assistance and co-operation, in particular, financial, artistic, scientific and technical, which it may be able to obtain."

- A World Heritage Site is designated for its outstanding universal value to mankind.
- The World Heritage Convention applies to the whole WHS.
- Protecting a WHS also protects its outstanding universal value: the two are inseparable.
- Government planning policy demands protection of a WHS *and its setting*.

3. UNESCO's position

HMG has invited three joint UNESCO World Heritage Centre/International Council on Monuments and Sites (ICOMOS) specialist missions (in 2015, 2017 and 2018) to see and advise on the A303 Stonehenge proposals. The 2018 Advisory Mission's report [4] recommends exploration of bypass and longer tunnel options, saying the road scheme "should not proceed in its current form". UNESCO's World Heritage Committee Decisions in 2018 and 2019 [5] reiterate that advice.

Ignoring UNESCO's advice could lead to loss of World Heritage status: international disgrace.

4. Archaeological damage that would arise from the A303 scheme

- Around 26 sq. km (10 sq. miles) at Stonehenge, together with a similar area at Avebury, was designated a WHS in 1986 for its remarkable Neolithic and Bronze Age remains. These *designed* landscapes, with interrelated monuments and sites, include avenues and other features linked to the topography and water. Deep dual-carriageway cuttings and tunnel entrances would destroy archaeology and the integrity of the WHS.
- The A303 Preferred Route is strongly objected to by 22 archaeologists, [6] leading specialists in the archaeology of the WHS. Their views were reiterated at the Examination of the Scheme.
- The integrity of the famous Blick Mead Mesolithic site, beside and possibly under the present A303, would be severely compromised by a massive flyover.

5. Consultation

The non-statutory consultation (2017) on route options was deeply flawed in offering a short (2.9km) tunnel under only part of the WHS, with bypass options to the west for Winterbourne Stoke village, i.e., a single option for the WHS, damaging to both the Site and its setting.

- Lack of information on options discarded by Highways England (including a WHS bypass), precluded informed judgement and comparison with the option chosen.
- The scheme was mainly advertised and exhibited locally by Highways England. Only one exhibition was held outside Wiltshire, at the Society of Antiquaries in London.
- Seventy-seven per cent of c.9,000 respondees to this consultation objected to the short tunnel within the WHS, irrespective of the Winterbourne Stoke bypass options.

The 2018 Statutory (February–April) and supplementary (July–August) consultations on the Preferred Route were similarly highly unsatisfactory.

- Exhibitions and publicity were largely restricted to local media and venues, with a single afternoon exhibition outside Wiltshire at the Society of Antiquaries in London.
- Information was (and still is) lacking in key areas, such as archaeology, the natural environment and hydrogeology, making fully informed judgements impossible.
- Misinformation in scheme documentation and media statements by scheme promoters continued and gave the impression that the WHS and its OUV would be protected.
- Outright objections to the scheme, including those made via Stonehenge Alliance and Friends of the Earth websites (reaching a wider group, including people from abroad) have substantially increased since the first consultation.

6. Cost and value for money

- Capital cost was set by HMG in September 2017 at an upper limit of £1.6bn. (Estimated cost was £1.3bn in December 2014). Annual tunnel maintenance costs would be c.£7m. The cost has now risen to around £2bn.
- The Scheme is to be paid for by the Public Purse. May 2019 National Audit Office and July 2019 Public Accounts Committee reports [7] have cast serious doubts on the Scheme's value for money.
- Economic assessment conclusions in the September 2017 Scheme Assessment Report [8] include:

"10.5.12. Based on those impacts that can be quantified, the Scheme is likely to lie within the low-medium value for money category of schemes."

"10.7.1. A conventional approach to appraisal, which focuses on the traffic related benefits delivered to users of the road network, would suggest that the scheme has low value for money. However, this fails to capture the full range of benefits of the scheme and doesn't include the value of removing the current road from Stonehenge WHS which is a key benefit of the new scheme."

Important note: the scheme would not remove the road from the WHS.

- The Whitehall Monitor 2018 [9] (Fig. 6.5 et seq.) gives a red delivery confidence rating for the A303 Stonehenge scheme in 2017: i.e., successful delivery appears to be unachievable.

7. Who stands to gain? (supporters of the Government's scheme)

- ***Historic England*** answers to the DCMS and is governed by the Historic England Commission which has overall responsibility for English Heritage Trust's collections. Historic England Commissioners are among the Trustees of English Heritage Trust of which Historic England is the sole member.
- ***English Heritage Trust,*** manager of Stonehenge visitor-centre, is likely to follow HMG's lead. The Trust would benefit from an enhanced setting to the henge and an increase in paying visitors, since motorists' view of the Stones from the A303 would be lost.
- ***The National Trust*** owns land around Stonehenge from which the A303 would be removed into a tunnel. The Trust might also gain financially if it were to develop its own visitor-centre and charge to see the view of the Stones from the road lost to motorists in future. ***The support of the NT for the scheme is instrumental.***
- ***Local* people** hope to be rid of traffic congestion and rat-running. Any traffic flow improvement would be temporary, since road widening is known to induce more traffic: see, e.g., a 2017 CPRE publication [10] which also demonstrates that widened roads rarely bring hoped-for economic benefits and increased housing to a region. Congestion is a national problem and Stonehenge is but one of numerous bottlenecks. Congestion maps reveal lengthier and more frequent congestion in other parts of the country.

8. Who stands to lose from the scheme?

- ***Present and future generations,*** who, under the terms of the WH Convention, are promised permanent protection of the WHS
- ***The many millions of A303 travellers***, who value the view of the Stones from the road
- ***Those who would like to see the henge in future*** and would (mostly) be obliged to pay
- ***Our nation***, whose pride in and understanding of an iconic and fundamental part of its heritage would be irretrievably lost. *Note*: October 2018 was the centenary of the gift of Stonehenge to the nation by Sir Cecil Chubb.
- ***Those concerned about the wildlife of the WHS***, including the Great Bustard Group, and the RSPB whose WHS bird sanctuary hosts protected Stone Curlews.
- ***Our Government***, whose Convention promise would be broken and, being responsible for an incalculable loss to the world, would be subject to international censure.

9. Climate change implications

- Other events have arisen since completion of the Scheme Examination, to some of which we have already drawn the Transport Secretary's attention.
- On 27 February 2020 a judgement against a 3rd runway at Heathrow was won by climate change campaigners, in part based on HMG's commitment to net-zero carbon emissions by 2050. This has implications for new road building and a challenge has

now been brought by the Transport Action Network against HMG for its next Road Investment Strategy (RIS2), which includes the A303 Stonehenge Scheme.

- Government advisers, such as the Office of Rail and Road, suggest that the roads investment strategy should be re-examined. The Committee on Climate Change, in its June 2020 Report said that, in terms of net zero carbon emissions, "*we are not making adequate progress in preparing for climate change"*; and that *"Overall, the Committee recommends that investments in low-carbon and climate adaptation infrastructure must be at the heart of measures to restore economic growth following COVID-19*." The report places emphasis on home working, stating that "*higher investment in resilient digital technology including 5G and fibre broadband should therefore be prioritised over strengthening the roads network.*"

10. What should be done?

- Place the A303 Stonehenge scheme on hold. Seek alternative options not damaging to the WHS, as advised by UNESCO and the large majority of consultation respondees.
- The climate emergency declared by the Government and its commitment to net zero carbon emissions by 2050 will be accompanied by substantial changes predicted in car journeys and use over the next 10-20 years. Implementing interim traffic management measures at Stonehenge should therefore be considered.
- Road widening might not be necessary within 50 years – a small fraction of the period of human use of the WHS.
- Find better ways of spending £2bn. In terms of transport alone, the South West would benefit from a rail investment programme such as that outlined by the Peninsula Rail Task Force [11], whilst smart measures to discourage road use at busy times, improve traffic flow and prevent rat running could be implemented straight away at relatively little cost provided the local Highway Authority (Wiltshire Council) and Highways England were properly resourced to work together.
- The South West would also benefit from improved bus provision: this is an area where connectivity, especially for rural communities, is lacking. Urgent road repairs are also needed now.
- HMG should introduce statutory protection for UK World Heritage Sites, so that these highly-regarded places receive the safeguarding they need if they are to survive intact. This would not mean that no development should be allowed but that new development should not damage a WH Site's intrinsic qualities and integrity.

NOTES AND REFERENCES

1. The Stonehenge Alliance is supported by: Ancient Sacred Landscape Network, Campaign for Better Transport, Campaign to Protect Rural England, Friends of the Earth, RESCUE: The British Archaeological Trust and many individuals in the UK and abroad. http://stonehengealliance.org.uk/
2. For Highways England's images of A303 Preferred Route, see http://stonehengealliance.org.uk/a303-stonehenge-scheme-images/.
3. *Convention Concerning the Protection of the World 2Cultural and Natural Heritage*, UNESCO, 1972. https://whc.unesco.org/archive/convention-en.pdf

4. *Final Report on the joint World Heritage Centre / ICOMOS Advisory mission to Stonehenge, Avebury and Associated Sites 5 – 7 March 2018*, UNESCO World Heritage Centre and ICOMOS, June 2018. https://whc.unesco.org/en/documents/168265/
5. Decision: 42 COM 7B.32: Stonehenge, Avebury and Associated Sites (United Kingdom of Great Britain and Northern Ireland), UNESCO World Heritage Centre, 2018. https://whc.unesco.org/en/decisions/7261/; and 2019: https://whc.unesco.org/en/decisions/7543
6. "A303 Stonehenge consultation feedback from a consortium of Stonehenge experts". Response to Preferred Route consultation, 23 April 2018. http://stonehengealliance.org.uk/wp-content/uploads/2018/06/Consultation-letter-from-Stonehenge-archaeologists-23-April-2018.pdf
7. National Audit Office Report "Improving the A303 between Amesbury and Berwick Down" (May 2019): https://www.nao.org.uk/wp-content/uploads/2019/05/Improving-the-A303-between-Amesbury-and-Berwick-Down.pdf; and Public Accounts Committee Report "Transport Infrastructure in the South West" (July 2019) https://publications.parliament.uk/pa/cm201719/cmselect/cmpubacc/1753/175302.htm
8. Highways England, *A303 Stonehenge Amesbury to Berwick Down Scheme Assessment Report,* Vol. 1, September 2017. https://highwaysengland.citizenspace.com/cip/a303-stonehenge/results/sar-volume-1.pdf
9. Institute for Government, *Whitehall Monitor 2018*: "Delivering Major Projects", Fig.6.5 and following text. https://www.instituteforgovernment.org.uk/publication/whitehall-monitor-2018/delivering-major-projects
10. Campaign to Protect Rural England, *The end of the road? Challenging the road-building consensus*, March 2017. https://www.cpre.org.uk/resources/transport/roads/item/4543-the-end-of-the-road-challenging-the-road-building-consensus
11. Peninsular Rail Task Force, *Closing the gap The South West Peninsula strategic rail blueprint*, November 2016. https://peninsularailtaskforce.files.wordpress.com/2016/11/prtf-closing-the-gap.pdf

- **See also our summary of case based on 11 issues of concern was submitted to the Planning Inspectorate on 25 September 2019.**

From:	TOtransfers
To:	TRANSPORTINFRASTRUCTURE
Cc:	Rob Pridham
Subject:	FW: Stonehenge tunnel and landscape
Date:	10 November 2020 13:32:38

Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | 020 7944 4473 | 07825 504038
Please ring my desk phone first

From: SHAPPS, Grant [mailto:grant.shapps.mp@parliament.uk]
Sent: 29 October 2020 10:34
To: POCorrespondence <POCorrespondence@dft.gov.uk>
Subject: FW: Stonehenge tunnel and landscape
From [redacted]
Sent: 29 October 2020 08:29
To: SHAPPS, Grant <grant.shapps.mp@parliament.uk>
Subject: Stonehenge tunnel and landscape

Dear Mr Shapps

Please do not give permission for the Stonehenge tunnel.

The World Heritage Site would be destroyed and so much of our heritage gone forever. And for what? A few minutes saved. We are supposed to be trying to discourage car journeys - stopping climate change. More roads means more vehicles.

A hedge alongside the existing road to discourage traffic slowing down to view the stones would be much cheaper and save our heritage.

Thank you

Best regards

Mrs J Surtees

[redacted]

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From: Rob Pridham
To: A303 Stonehenge; Gregory, Michele
Subject: FURTHER LATE REP FW: Stonehenge
Date: 11 November 2020 16:03:44

-----Original Message-----
From: SHAPPS, Grant [redacted]
Sent: 02 November 2020 15:15
To: POCorrespondence <POCorrespondence@dft.gov.uk>
Subject: FW: Stonehenge

-----Original Message-----
From: Catherine Read <[redacted]
Sent: 30 October 2020 13:08
To: SHAPPS, Grant [redacted]
Subject: Stonehenge

Dear Grant Chapps

I live in Wiltshire and Stonehenge is just down the road from me.
I welcomed the closure of the road that ran alongside the monument because The noise pollution from vehicles was destroying the ambience, the sight of constant moving traffic was a blight and the air pollution detrimental to those visiting.
The improvements that have been made are to be welcomed.
Let us remember that Stonehenge has been around for 4,000 yrs. vehicles a mere 100. Stonehenge is of world heritage importance, attracts many visitors and is one of the most recognisable Ancient history areas around the world.
I feel lucky to be so close to such a unique landscape.

The crux of the matter is, the proposed road works, tunnels and general building works will destroy an ancient heritage area. It's not just about the monument itself, but the landscape around it.
I won't be fobbed off with "it will help local economy" . Thats rubbish, as the traffic just moves onto London or down the Exeter.

We are mere custodians of the countryside and we should be looking after our heritage for future generations. We should not be giving in to pressure to make even bigger roads and prioritise a mode of transport that might only be in existence for a fraction of the time that Stonehenge has stoodS rubbish for.

It is time to rethink this strategy. Do you really want to be remembered as the person who destroy thousands of years of heritage, by people around the world.

Please pay attention to all the experts who know about heritage and Stonehenge and who are calling for this destruction to be stopped.

We cannot really hold our head up and criticise other countries for destroying rainforest, or ancient monuments, when we are doing the same. It's not really very British is it?

From
Catherine Read
[redacted]

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From:	SHAPPS_Grant
To:	POCorrespondence
Subject:	FW: A303 past stonehenge
Date:	09 November 2020 17:14:23

From: Bullgrumpy [redacted]
Sent: 08 November 2020 16:34
To: SHAPPS, Grant <grant.shapps.mp@parliament.uk>
Subject: A303 past stonehenge

Good afternoon sir.
I am a lifetime resident of [redacted] years and live on what was the A303 through Amesbury ,I still work and am an RC scale aeromodeller of some 60 years ,just a little background ,O yes and I still ride motorb kes ,added that for fun ,,

Well my reason for contacting you is this Tunnel past the Stones as we call them ,ere in deepest Wiltshire well we don't want it ,we want a simple non complicated four lane road past the stones and south of Winterbourne Stoke ,Not north of the village ,this will not disturb the traffic using the A303 whilst its built ,and the bonus is the cost saving over a tunnel that is being demanded by the wealthy EH who by the way take over £30 k a day at the visitor centre .

Most of the southern route will run in a natural small valley ,therefor hiding the stones from drivers and just cross two roads ,the proposal to build a high overpass through Manor farm from the cha k dug from the tunnel will present a huge transport problem carting it to the overpass ,either by lorry or on a conveyor belt ,probably driven over the EH fields that they are so desperate to protect .

You may have knowledge of a military airfield that was built and demolished just to the west of the Stones ,it would appear no one was concerned about that at the time ,and the area shows no sign of it to this day .

I would be very pleased to meet you on site, to show you the layout of the land that I am asking you to reconsider this road should be built over ..my tel number is [redacted] the money saved will be better spent on our Health service ,I am only passing on what Most people here in the Amesbury area are saying .

Tony Bull.

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THE STONEHENGE ALLIANCE

Chairman, George McDonic, MBE, BL, DIPLTP, DPA, FFB

From the Hon Secretary, Dr. Kate Fielden
1 The Old Smithy, Alton Priors
Marlborough SN8 4JX
Tel. [redacted]

The Rt. Hon. Grant Shapps, MP,
Secretary of State for Transport,
Great Minster House
33 Horseferry Road
London SW1P 4DR
emailed on 9 November 2020 to transportsecretary@dft.gov.uk

Dear Secretary of State,

Petition concerning Stonehenge World Heritage Site: A303 Stonehenge

The Stonehenge Alliance petition (1) asks you, please, to ensure that there is no further damage to the archaeological landscape of Stonehenge such as the proposed A303 Expressway Scheme would cause.

We would like you to know that the petition has now reached well in excess of 125,000 signatures, far exceeding the c.50,000 signatures we handed in at 10 Downing Street on 19 February this year. This significant increase is in part owing to the major new archaeological find subject of your second post Scheme Examination consultation.

The road Scheme would irreparably scar the World Heritage Site and its setting, substantial archaeological evidence would be lost; and the landscape permanently modified to accommodate deep dual carriageway cuttings, twin tunnel portals, a flyover and a massive interchange. Furthermore, in view of the Scheme's acknowledged low value for money and the urgent need to reduce carbon emissions, notably from motor vehicles, we believe there are compelling reasons to reconsider.

Our petition shows world-wide condemnation of the project, with signatories from 147 countries abroad. Many give moving testimony to the value they place on the World Heritage Site for what it represents to mankind and to future generations.
Of the 2370 Relevant Representations to the Scheme Examination, 95.8% were objections, 2.9% expressed neutral views, and only 1.2% were in support of the Scheme.
Such is the concern of UNESCO that the World Heritage designation might be withdrawn.

We urge the Government to find other ways to tackle the traffic in the area that meet its obligations concerning the World Heritage Convention and climate change.

Yours sincerely,

[redacted]
Dr. Kate Fielden

cc. The Prime Minister, Chancellor of the Exchequer and Secretary of State for Digital, Culture Media and Sport

Notes
(1) Stonehenge Alliance supporter-organizations are: Ancient Sacred Landscape Network; Campaign to Protect Rural England; Friends of the Earth; Rescue, the British Archaeological Trust; and Transport Action Network. https://stonehengealliance.org.uk/
(2) The signatures come from two petition platforms: 38 Degrees for UK addresses and change.org for signatories from abroad. **As of this morning, the total number of signatures on 38 Degrees was 115,477 and on change.org the total was 24,146.** Owing to the Covid lockdown we are unable to present hard copies now but, should you wish it, we would be glad to send the relevant files of signatures to you.

From: SHAPPS, Grant
To: POCorrespondence
Subject: FW:
Date: 10 November 2020 16:32:12

From: Marina Sanchez [redacted]
Sent: 09 November 2020 18:30
To: SHAPPS, Grant <grant shapps.mp@parliament.uk>
Subject:

Transport Secretary Rt Hon Grant Shapps
I hope you are well.
I am extremely concerned that your government is planning major roadworks at Stonehenge which is a World heritage Site (WHS) where there have been major archaeological finds. I strongly object to the proposed:
'...short c.3km tunnel with twin portals in deep dual-carriageway cuttings, all within the World Heritage Site (WHS), and two grade separated junctions on its boundaries'.
If your government wants to build a tunnel, then it needs to avoid the area altogether because of its archaeological importance.
Below please find the case against your proposals, an illustration of the planned works cutting right through a WHS and the relevant references.

1. Introduction

The A303 Stonehenge Scheme Examination has been undertaken and the Examining Authority's Report was submitted to the Secretary of State for Transport on 2 January 2020. His decision on the Scheme has been twice delayed until 17 July and 13 November, the latter due to the major find at Durrington Walls. The decision by the Transport Secretary is now awaited by or on 13 November.

The Scheme would upgrade the A303 to Expressway standard with a short c.3km tunnel with twin portals in deep dual-carriageway cuttings, all within the World Heritage Site (WHS), and two grade separated junctions on its boundaries. ***See images of Highways England's proposal.***[2]

The Chancellor indicated in his Budget speech on 11 March 2020 that Her Majesty's Government continues to support the scheme.

2. HMG's position

HMG is a signatory to the 1972 World Heritage Convention [3] and thus committed to protecting the whole World Heritage Site (WHS). Article 4 of the Convention reads:

> *"Each State Party to this Convention recognizes that the duty of ensuring the identification, protection, conservation, presentation and transmission to future generations of the cultural and natural heritage referred to in Articles 1 and 2 and situated on its territory [i.e., its designated World Heritage Sites], belongs primarily to that State. It will do all it can to this end, to the utmost of its own resources and, where appropriate, with any international assistance and co-operation, in particular, financial, artistic, scientific and technical, which it may be able to obtain."*

- A World Heritage Site is designated for its outstanding universal value to mankind.
- The World Heritage Convention applies to the whole WHS.
- Protecting a WHS also protects its outstanding universal value: the two are inseparable.
- Government planning policy demands protection of a WHS *and its setting*.

3. UNESCO's position

HMG has invited three joint UNESCO World Heritage Centre/International Council on Monuments and Sites (ICOMOS) specialist missions (in 2015, 2017 and 2018) to see and advise on the A303 Stonehenge proposals. The 2018 Advisory Mission's report [4] recommends exploration of bypass and longer tunnel options, saying the road scheme "should not proceed in its current form". UNESCO's World Heritage Committee Decisions in 2018 and 2019 [5] reiterate that advice.

Ignoring UNESCO's advice could lead to loss of World Heritage status: international disgrace.

4. Archaeological damage that would arise from the A303 scheme

- Around 26 sq. km (10 sq. miles) at Stonehenge, together with a similar area at Avebury, was designated a WHS in 1986 for its remarkable Neolithic and Bronze Age remains. These *designed* landscapes, with interrelated monuments and sites, include avenues and other features linked to the topography and water. Deep dual-carriageway cuttings and tunnel

entrances would destroy archaeology and the integrity of the WHS.
- The A303 Preferred Route is strongly objected to by 22 archaeologists, [6] leading specialists in the archaeology of the WHS. Their views were reiterated at the Examination of the Scheme.
- The integrity of the famous Blick Mead Mesolithic site, beside and possibly under the present A303, would be severely compromised by a massive flyover.

5. Consultation

The non-statutory consultation (2017) on route options was deeply flawed in offering a short (2.9km) tunnel under only part of the WHS, with bypass options to the west for Winterbourne Stoke village, i.e., a single option for the WHS, damaging to both the Site and its setting.

- Lack of information on options discarded by Highways England (including a WHS bypass), precluded informed judgement and comparison with the option chosen.
- The scheme was mainly advertised and exhibited locally by Highways England. Only one exhibition was held outside Wiltshire, at the Society of Antiquaries in London.
- Seventy-seven per cent of c.9,000 respondees to this consultation objected to the short tunnel within the WHS, irrespective of the Winterbourne Stoke bypass options.

The 2018 Statutory (February–April) and supplementary (July–August) consultations on the Preferred Route were similarly highly unsatisfactory.

- Exhibitions and publicity were largely restricted to local media and venues, with a single afternoon exhibition outside Wiltshire at the Society of Antiquaries in London.
- Information was (and still is) lacking in key areas, such as archaeology, the natural environment and hydrogeology, making fully informed judgements impossible.
- Misinformation in scheme documentation and media statements by scheme promoters continued and gave the impression that the WHS and its OUV would be protected.
- Outright objections to the scheme, including those made via Stonehenge Alliance and Friends of the Earth websites (reaching a wider group, including people from abroad) have substantially increased since the first consultation.

6. Cost and value for money

- Capital cost was set by HMG in September 2017 at an upper limit of £1.6bn. (Estimated cost was £1.3bn in December 2014). Annual tunnel maintenance costs would be c.£7m. The cost has now risen to around £2bn.
- The Scheme is to be paid for by the Public Purse. May 2019 National Audit Office and July 2019 Public Accounts Committee reports [7] have cast serious doubts on the Scheme's value for money.
- Economic assessment conclusions in the September 2017 Scheme Assessment Report [8] include:

> *"10.5.12. Based on those impacts that can be quantified, the Scheme is likely to lie within the low-medium value for money category of schemes."*
>
> *"10.7.1. A conventional approach to appraisal, which focuses on the traffic related benefits delivered to users of the road network, would suggest that the scheme has low value for money. However, this fails to capture the full range of benefits of the scheme and doesn't include the value of removing the current road from Stonehenge WHS which is a key benefit of the new scheme."*
>
> *Important note: the scheme would not remove the road from the WHS.*
>
> *The Whitehall Monitor 2018 [9] (Fig. 6.5 et seq.) gives a red delivery confidence rating for the A303 Stonehenge scheme in 2017: i.e., successful delivery appears to be unachievable.*

7. Who stands to gain? (supporters of the Government's scheme)

- ***Historic England*** answers to the DCMS and is governed by the Historic England Commission which has overall responsibility for English Heritage Trust's collections. Historic England Commissioners are among the Trustees of English Heritage Trust of which Historic England is the sole member.
- ***English Heritage Trust***, manager of Stonehenge visitor-centre, is likely to follow HMG's lead. The Trust would benefit from an enhanced setting to the henge and an increase in paying visitors, since motorists' view of the Stones from the A303 would be lost.
- ***The National Trust*** owns land around Stonehenge from which the A303 would be removed into a tunnel. The Trust might also gain financially if it were to develop its own visitor-centre and charge to see the view of the Stones from the road lost to motorists in future. ***The support of the NT for the scheme is instrumental***.
- ***Local* people** hope to be rid of traffic congestion and rat-running. Any traffic flow improvement would be temporary, since road widening is known to induce more traffic: see, e.g., a 2017 CPRE publication [10] which also demonstrates that widened roads rarely bring hoped-for economic benefits and increased housing to a region. Congestion is a national problem and Stonehenge is but one of numerous bottlenecks. Congestion maps reveal lengthier and more frequent congestion in other parts of the country.

8. Who stands to lose from the scheme?

- ***Present and future generations,*** who, under the terms of the WH Convention, are promised permanent protection of the WHS
- ***The many millions of A303 travellers***, who value the view of the Stones from the road
- ***Those who would like to see the henge in future*** and would (mostly) be obliged to pay
- ***Our nation***, whose pride in and understanding of an iconic and fundamental part of its heritage would be irretrievably lost. *Note*: October 2018 was the centenary of the gift of Stonehenge to the nation by Sir Cecil Chubb.
- ***Those concerned about the wildlife of the WHS***, including the Great Bustard Group, and the RSPB whose WHS bird sanctuary hosts protected Stone Curlews.
- ***Our Government***, whose Convention promise would be broken and, being responsible for an incalculable loss to the world, would be subject to international censure.

9. Climate change implications

Other events have arisen since completion of the Scheme Examination, to some of which we have already drawn the Transport Secretary's attention.

On 27 February 2020 a judgement against a 3rd runway at Heathrow was won by climate change campaigners, in part based on HMG's commitment to net-zero carbon emissions by 2050. This has implications for new road building and a challenge has now been brought by the Transport Action Network against HMG for its next Road Investment Strategy (RIS2), which includes the A303 Stonehenge Scheme.

Government advisers, such as the Office of Rail and Road, suggest that the roads investment strategy should be re-examined. The Committee on Climate Change, in its June 2020 Report said that, in terms of net zero carbon emissions, "*we are not making adequate progress in preparing for climate change"*; and that *"Overall, the Committee recommends that investments in low-carbon and climate adaptation infrastructure must be at the heart of measures to restore economic growth following COVID-19*." The report places emphasis on home working, stating that "*higher investment in resilient digital technology including 5G and fibre broadband should therefore be prioritised over strengthening the roads network.*"

10. What should be done?

- Place the A303 Stonehenge scheme on hold. Seek alternative options not damaging to the WHS, as advised by UNESCO and the large majority of consultation respondees.
- The climate emergency declared by the Government and its commitment to net zero carbon emissions by 2050 will be accompanied by substantial changes predicted in car journeys and use over the next 10-20 years. Implementing interim traffic management measures at Stonehenge should therefore be considered.
- Road widening might not be necessary within 50 years – a small fraction of the period of human use of the WHS.
- Find better ways of spending £2bn. In terms of transport alone, the South West would benefit from a rail investment programme such as that outlined by the Peninsula Rail Task Force [11], whilst smart measures to discourage road use at busy times, improve traffic flow and prevent rat running could be implemented straight away at relatively little cost provided the local Highway Authority (Wiltshire Council) and Highways England were properly resourced to work together.
- The South West would also benefit from improved bus provision: this is an area where connectivity, especially for rural communities, is lacking. Urgent road repairs are also needed now.
- HMG should introduce statutory protection for UK World Heritage Sites, so that these highly-regarded places receive the safeguarding they need if they are to survive intact. This would not mean that no development should be allowed but that new development should not damage a WH Site's intrinsic qualities and integrity.

Summary of our case against the Stonehenge tunnel.

For further information please contact stand.up for.stonehenge@gmail.com

NOTES AND REFERENCES

1. The Stonehenge Alliance is supported by: Ancient Sacred Landscape Network, Campaign for Better Transport, Campaign to Protect Rural England, Friends of the Earth, RESCUE: The British Archaeological Trust and many individuals in the UK and abroad. https://stonehengealliance.org.uk/
2. For Highways England's images of A303 Preferred Route, see https://stonehengealliance.org.uk/a303-stonehenge-scheme-images/.
3. *Convention Concerning the Protection of the World 2Cultural and Natural Heritage*, UNESCO, 1972. https://whc.unesco.org/archive/convention-en.pdf
4. *Final Report on the joint World Heritage Centre / ICOMOS Advisory mission to Stonehenge, Avebury and Associated Sites 5 – 7 March 2018*, UNESCO World Heritage Centre and ICOMOS, June 2018. https://whc.unesco.org/en/documents/168265/
5. Decision: 42 COM 7B.32: Stonehenge, Avebury and Associated Sites (United Kingdom of Great Britain and Northern Ireland), UNESCO World Heritage Centre, 2018. https://whc.unesco.org/en/decisions/7261/; and 2019: https://whc.unesco.org/en/decisions/7543
6. "A303 Stonehenge consultation feedback from a consortium of Stonehenge experts". Response to Preferred Route consultation, 23 April 2018. https://stonehengealliance.org.uk/wp-content/uploads/2018/06/Consultation-letter-from-Stonehenge-archaeologists-23-April-2018.pdf
7. National Audit Office Report "Improving the A303 between Amesbury and Berwick Down" (May 2019): https://www nao.org.uk/wp-content/uploads/2019/05/Improving-the-A303-between-Amesbury-and-Berwick-Down.pdf; and Public Accounts Committee Report "Transport Infrastructure in the South West" (July 2019) https://publications.parliament.uk/pa/cm201719/cmselect/cmpubacc/1753/175302.htm

8. Highways England, *A303 Stonehenge Amesbury to Berwick Down Scheme Assessment Report,* Vol. 1, September 2017. https://highwaysengland.citizenspace.com/cip/a303-stonehenge/results/sar-volume-1.pdf
9. Institute for Government, *Whitehall Monitor 2018*: "Delivering Major Projects", Fig.6.5 and following text. https://www.instituteforgovernment.org.uk/publication/whitehall-monitor-2018/delivering-major-projects
10. Campaign to Protect Rural England, *The end of the road? Challenging the road-building consensus*, March 2017. https://www.cpre.org.uk/resources/transport/roads/item/4543-the-end-of-the-road-challenging-the-road-building-consensus
11. Peninsular Rail Task Force, *Closing the gap The South West Peninsula strategic rail blueprint*, November 2016. https://peninsularailtaskforce files.wordpress.com/2016/11/prtf-closing-the-gap.pdf

In view of the overwhelming evidence against the planned short tunnel, kindly consider the proposed long tunnel avoiding Stonehenge altogether.

You may want to know that there are also two petitions against your proposals by 38 Degrees and in change org, which are gathering an increasing number of signatories.

I am urging you to reconsider your plans and change your choices by making the long tunnel that does not touch such a special site that is thousands of years old and needs to be preserved for future generations.

Many thanks

Marina Sanchez

([redacted])

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From: SHAPPS_Grant
To: POCorrespondence
Subject: FW: Stonehenge
Date: 10 November 2020 16:32:10

From: Cherry Lavell [redacted]
Sent: 09 November 2020 18:43
To: SHAPPS, Grant <grant.shapps.mp@parliament.uk>
Cc: GHANI, Nusrat <nusrat.ghani.mp@parliament.uk>
Subject: Stonehenge

Dear Secretary of State

Please, I implore you, do not let our noblest, most historic site suffer this disastrous damage, entailing the worst loss of historical/archaeological information it has ever suffered. We shall be reviled by all future generations if we let this happen -- for motor traffic, of all things, that will be here today and (we earnestly hope) gone tomorrow! (What is this going to do to our climate targets. for instance?)

You could far more usefully spend that huge amount of money on green energy provision and be blessed for all time!

Yours sincerely

Cherry Lavell (retired archaeologist) of [redacted]

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From: Grant Shapps
To: POCorrespondence
Subject: Fwd: Stonehenge Tunnel
Date: 09 November 2020 22:30:11

Begin forwarded message:

From: Ross Couper [redacted]
Date: 9 November 2020 at 21:43:03 GMT
To: grant@shapps.com
Subject: Stonehenge Tunnel

Dear Mr Shapps,
It seems inappropriate to be spending a relatively large amount of money on a small section of road that will do considerable damage to an historic site. Given the disruption caused by covid, many companies and organisations are changing how they run their affairs. On January 1st our trade status will change, this may affect road traffic country-wide. Electric vehicles are becoming more common and they are likely to be used in different ways to the present internal combustion vehicles. In short it seems likely that plans drawn up well over a year ago may not be relevant to what we will see next year.
In addition the possible loss of world heritage site status would not benefit the country's reputation.

I hope you will at the very least postpone this unfortunate road scheme.
Yours sincerely
W.R.D.Couper
[redacted]

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From: Grant Shapps
To: POCorrespondence
Subject: Fwd: Leave Stonehenge
Date: 09 November 2020 09:24:56

Begin forwarded message:

> **From:** lachlan taylor [redacted]
> **Date:** 9 November 2020 at 09:03:25 GMT
> **To:** grant@shapps.com
> **Subject: Leave Stonehenge**
>
> Are you trying to kill British tourism by building a tunnel right next to one of the worlds most known land marks will ruin the significance of the place. [redacted]
>
> Sent from my iPhone

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From: Contactdft
To: TRANSPORTINFRASTRUCTURE
Cc: Rob Pridham
Subject: FW: New submission from Contact Department for Transport
Date: 11 November 2020 08:18:39

Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | 020 7944 4473 | 07825 504038
Please ring my desk phone first

From: general-enquiries@forms.dft.gov.uk [mailto:general-enquiries@forms.dft.gov.uk]
Sent: 10 November 2020 18:45
To: Contactdft <Contactdft@dft.gov.uk>
Subject: New submission from Contact Department for Transport

I would like my enquiry sent to the following organisation:
Department for Transport
Name
Judy Hosegood
Address:
[redacted]
[redacted]
[redacted]
Subject
Stonehenge Tunnel
Enquiry details
Dear Mr Shapps I am not a constituent but am writing to you in your role of Minister for Transport as I understand you will be making a decision about the tunnel through the Stonehenge landscape in the next few days. I feel very strongly that this shouldn't be approved. The whole Stonehenge site is the UK's greatest historic landscape. It is so precious and irreplaceable, we are still learning from it. Please don't allow it to be destroyed. We don't need more roads, an extra few minutes on a journey is a small price to pay to preserve this landscape. Thank you for reading this. Judy Hosegood

---

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From: SHAPPS, Grant
To: POCorrespondence
Subject: FW: The A303 road scheme and Stonehenge
Date: 11 November 2020 16:45:50

[redacted]

Sent: 10 November 2020 20:38
To: SHAPPS, Grant <grant.shapps.mp@parliament.uk>
Cc: DONELAN, Michelle <michelle.donelan.mp@parliament.uk>
Subject: The A303 road scheme and Stonehenge

Dear Minister

I would urge you in the strongest possible terms not to give approval for the high risk and highly damaging A303 Stonehenge scheme. There are several reasons for this and they are all of crucial importance:

It is very poor value for money, especially at a time when so much money will be needed for recovery following the Covid-19 pandemic This will require cutting back on schemes which will have a much less significant return on investment. Even Highways England has estimated that the scheme will only deliver a return of 21p for every £1 invested. The original estimates are also likely to under-estimate the problems of tunnelling through poor quality chalk.

UNESCO has heavily opposed the scheme, which compromises the integrity of the World Heritage Site. Stonehenge is part of a complex of monuments and does not exist in isolation; damage to a part of it will cause inestimable damage the whole. This is a very important and very sensitive archaeological area. It will be damaged not just by the tunnel, but by all the heavy machinery necessary to build it.

The scheme will be responsible for an increase in carbon emissions at a time when the Government likes to give the impression both nationally and internationally that this country is taking seriously the need to reduce them.

To ignore advice from the World Heritage Organisation will not just damage Stonehenge, but also our international standing. We should all be very concerned about what we are doing now to the environment in its widest sense and how this will affect future generations. If this scheme goes ahead future generations will be completely justified in condemning us for destroying something unique and irreplaceable. They will deplore what we did and wonder what on earth we were thinking of.

Yours sincerely
Margaret Barrett

[redacted]

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From: SHAPPS, Grant
To: POCorrespondence
Subject: FW: do not damage Stonehenge heritage site
Date: 11 November 2020 16:45:47

From: David Edwards [redacted]
Sent: 10 November 2020 03:49
To: SHAPPS, Grant <grant.shapps.mp@parliament.uk>
Cc: THOMAS, Derek <derek.thomas.mp@parliament.uk>
Subject: do not damage Stonehenge heritage site

Dear Mr Shapps,

As someone who has regularly used the A303 past Stonehenge (and never encountered any congestion) I am shocked that the government is seriously considering a shallow tunnel which would almost certainly permanently destroy pricemess archaeological evidence. Surely you must see that to privilege short term and unnecessary improvement of a temporary method of transportation which cannot have more than 30 years of future life in its present form over the protection of this ancient, unique and world famous site would be an act of unpardonable vandalism.

I count on you to act in the real national interest, meaning the nation through time on a planetary scale. I hope that my local MP will support you in such a decision - in Cornwall, particularly my area of West Penwith, we have come to appreciate the value of our ancient sites and I am sure he will agree with me that it is essential to protect the whole landscape surrounding Stonehenge, whose significance we are only now beginning to appreciate and study.

Yours
David Edwards

[redacted]

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From: SHAPPS, Grant
To: POCorrespondence
Subject: FW: Protect Stone Henge World Heritage Site
Date: 11 November 2020 16:45:43

From: [redacted]
Sent: 10 November 2020 12:23
To: PATEL, Priti (2nd Mailbox) <WithamMP@parliament.uk>; SHAPPS, Grant <grant.shapps.mp@parliament.uk>
Subject: Protect Stone Henge World Heritage Site

Dear Priti Patel and Rt Hon Grant Shapps,

I would urge you both to ensure that no further damage should be done to the archaeological landscape of Stonehenge.
Future generations would be appalled at those who decided that road widening should be at the expense of England's most iconic World Heritage Site.

If A303 widening at Stonehenge is felt to be essential it should be done by means of a deep bored tunnel at least 4.5km long. Anything shorter would cause irreparable damage to this landscape, in breach of the World Heritage Convention.

I ask that you both honour the World Heritage Convention and protect Stone Henge for future generations.

Yours sincerely

J E Tuson
[redacted]

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From: SHAPPS, Grant
To: POCorrespondence
Subject: FW: The Right Course for the Stonehenge By-pass
Date: 11 November 2020 16:45:18

From: [redacted]
Sent: 10 November 2020 20:42
To: LODER, Chris <chris.loder.mp@parliament.uk>; SHAPPS, Grant <grant.shapps.mp@parliament.uk>
Subject: The Right Course for the Stonehenge By-pass

Mr Chris Loder

House of Commons
London
SW1A 0AA

Dear Mr Loder

The Right Course for Stonehenge By-pass

Until recently I lived in Wilton, between Stonehenge and Salisbury, Stonehenge was built 4,500 years ago and it stands at the heart of one of the most remarkable prehistoric landscapes in the world.

And yet **the UK government wants to build a four-lane 'expressway' and tunnel through this World Heritage Site** - with deep cuttings, tunnel portals and slip roads that would cause shocking and irreparable damage. From living so close to Stonehenge, I am aware that there has been a continuing – and frequent – discovery of new and related ancient sites close by. Many more potential such historic discoveries will be destroyed by the proposed plan

The impacts are so great that to avoid this disaster **Highways England should** redevelop its plans to provide for a much longer tunnel of around 4.5 km

We must keep the bulldozers to the fringes of the Stonehenge landscape and that means persuading the Transport Secretary, Grant Shapps of these facts. I do hope you can communicates my concern and request to him !

With best wishes,

CLIVE HEWITT

[redacted]

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From: SHAPPS, Grant
To: POCorrespondence
Subject: FW: Stonehenge
Date: 11 November 2020 16:44:48

From: Kent Rosalind [redacted]
Sent: 10 November 2020 20:46
To: COURTS, Robert <robert.courts.mp@parliament.uk>; SHAPPS, Grant <grant.shapps.mp@parliament.uk>
Subject: Stonehenge

Dear Robert and Rt Hon Mr Shapps,

I am writing to object in the strongest possible terms to the proposed Stonehenge bypass which would widen the A303 trunk road to the south west where it passes across the iconic Stonehenge World Heritage Site (WHS). The 4-lane carriageway, tunnel, slip roads and deep cuttings would severely damage a landscape that is considered **"the most archaeologically significant land surface in Europe without parallel".** It would destroy a beautifully designed landscape and will be £2bn wasted on a white elephant!

All archaeology in the construction zones would be destroyed and the A303 would become the largest ever human intervention in an area fashioned and revered by over a hundred generations of our ancestors. It would cause irreparable damage to the World Heritage Site **in breach of the UNESCO World Heritage Convention** and ignores UNESCO's firm advice in 2018.

Any tunnel must be long enough to avoid the WHS and it setting altogether. This would be in line with planning policy and World Heritage Convention safeguards.

This is ***desecration***! I urge you both to do your utmost to prevent this bypass and, if necessary to divert the A303 road
to a different route well away from this revered Ancient Monument, where it would not need an expensive tunnel.

With many thanks for your kind attention,

Yours sincerely,

Rosalind Kent [redacted] tel: [redacted]

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From: SHAPPS, Grant
To: POCorrespondence
Subject: FW: Stonehenge and A303
Date: 10 November 2020 16:31:54

-----Original Message-----
From: Nicholas Dyson [redacted]
Sent: 10 November 2020 08:24
To: SHAPPS, Grant <grant.shapps mp@parliament.uk>
Cc: LODER, Chris <chris.loder mp@parliament.uk>
Subject: Stonehenge and A303

Dear Mr Shapps,

We are appalled that you may be on the verge of giving approval for the Stonehenge tunnel and Winterbourne Stoke bypass.

The tunnel will inflict substantial permanent damage on the archaeology and landscape of the area, and will disrupt public engagement with the henge in the cause of pretending that the adverse impact of our modern way of life can be negated and of facilitating the further commodification of the ancient monument.

We understand all about the issues of traffic delays and the impact of the present A303 on the landscape and the monument - it is a route that until recently was one that we had to use. But the tunnel is a wholly retrograde response. We urge you, even at this late hour, to pull back and ask yourself what right you have to impose this irrevocably upon the historic landscape.

Yours sincerely,

Nicholas and Inge Dyson

[redacted]

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From: SHAPPS_Grant
To: POCorrespondence
Subject: FW: URGENT Please save Stonehenge and its surrounding environs!
Date: 10 November 2020 16:31:52

From: philip Nichols [redacted]
Sent: 10 November 2020 12:01
To: SHAPPS, Grant <grant.shapps.mp@parliament.uk>
Subject: URGENT Please save Stonehenge and its surrounding environs!

Dear Grant Shapps,

Please will you do what you can to protect this important World Heritage Site, when you make your historical decision on Friday 13th November 2020? I have visited Stonehenge and some of its surrounds many times and find the current suggestion proposed to improve traffic flow, both ill conceived, very costly and damaging to the environment and archaeological treasures in the area, if it were to go ahead.

The following are the MP's Briefing which I have copied and pasted from Stonehenge Alliance, who are campaigning to save Stonehenge from the current A303 road development plans.

MPs' Briefing

DOWNLOAD MPs' A303 Stonehenge briefing paper

Summary of our case against the Stonehenge tunnel.

For further information please contact stand.up.for.stonehenge@gmail.com

Prepared by the Stonehenge Alliance [1], 22 July

1. Introduction

The A303 Stonehenge Scheme Examination has been undertaken and the Examining Authority's Report was submitted to the Secretary of State for Transport on 2 January 2020. His decision on the Scheme has been twice delayed until 17 July and 13 November, the latter due to the major find at Durrington Walls. The decision by the Transport Secretary is now awaited by or on 13 November.

The Scheme would upgrade the A303 to Expressway standard with a short c.3km tunnel with twin portals in deep dual-carriageway cuttings, all within the World Heritage Site (WHS), and two grade separated junctions on its boundaries. ***See images of Highways England's proposal.***[2]

The Chancellor indicated in his Budget speech on 11 March 2020 that Her Majesty's Government continues to support the scheme.

2. HMG's position

HMG is a signatory to the 1972 World Heritage Convention [3] and thus committed to protecting the whole World Heritage Site (WHS). Article 4 of the Convention reads:

> *"Each State Party to this Convention recognizes that the duty of ensuring the identification, protection, conservation, presentation and transmission to future generations of the cultural and natural heritage referred to in Articles 1 and 2 and situated on its territory [i.e., its designated World Heritage Sites], belongs primarily to that State. It will do all it can to this end, to the utmost of its own resources and, where appropriate, with any international assistance and co-operation, in particular, financial, artistic, scientific and technical, which it may be able to obtain."*

- A World Heritage Site is designated for its outstanding universal value to mankind.
- The World Heritage Convention applies to the whole WHS.
- Protecting a WHS also protects its outstanding universal value: the two are inseparable.
- Government planning policy demands protection of a WHS *and its setting*.

3. UNESCO's position

HMG has invited three joint UNESCO World Heritage Centre/International Council on Monuments and Sites (ICOMOS) specialist missions (in 2015, 2017 and 2018) to see and advise on the A303 Stonehenge proposals. The 2018 Advisory Mission's report [4] recommends exploration of bypass and longer tunnel options, saying the road scheme "should not proceed in its current form". UNESCO's World Heritage Committee Decisions in 2018 and 2019 [5] reiterate that advice.

Ignoring UNESCO's advice could lead to loss of World Heritage status: international disgrace.

4. Archaeological damage that would arise from the A303 scheme

- Around 26 sq. km (10 sq. miles) at Stonehenge, together with a similar area at Avebury, was designated a WHS in 1986 for its remarkable Neolithic and Bronze Age remains. These *designed* landscapes, with interrelated monuments and sites, include avenues and other features linked to the topography and water. Deep dual-carriageway cuttings and tunnel entrances would destroy archaeology and the integrity of the WHS.
- The A303 Preferred Route is strongly objected to by 22 archaeologists, [6] leading specialists in the archaeology of the WHS. Their views were reiterated at the Examination of the Scheme.
- The integrity of the famous Blick Mead Mesolithic site, beside and possibly under the present A303, would be severely compromised by a massive flyover.

5. Consultation

The non-statutory consultation (2017) on route options was deeply flawed in offering a short (2.9km) tunnel under only part of the WHS, with bypass options to the west for Winterbourne Stoke village, i.e., a single option for the WHS, damaging to both the Site and its setting.

- Lack of information on options discarded by Highways England (including a WHS bypass), precluded informed judgement and comparison with the option chosen.
- The scheme was mainly advertised and exhibited locally by Highways England. Only one exhibition was held outside Wiltshire, at the Society of Antiquaries in London.
- Seventy-seven per cent of c.9,000 respondees to this consultation objected to the short tunnel within the WHS, irrespective of the Winterbourne Stoke bypass options.

The 2018 Statutory (February–April) and supplementary (July–August) consultations on the Preferred Route were similarly highly unsatisfactory.

- Exhibitions and publicity were largely restricted to local media and venues, with a single afternoon exhibition outside Wiltshire at the Society of Antiquaries in London.
- Information was (and still is) lacking in key areas, such as archaeology, the natural environment and hydrogeology, making fully informed judgements impossible.
- Misinformation in scheme documentation and media statements by scheme promoters continued and gave the impression that the WHS and its OUV would be protected.
- Outright objections to the scheme, including those made via Stonehenge Alliance and Friends of the Earth websites (reaching a wider group, including people from abroad) have substantially increased since the first consultation.

6. Cost and value for money

- Capital cost was set by HMG in September 2017 at an upper limit of £1.6bn. (Estimated cost was £1.3bn in December 2014). Annual tunnel maintenance costs would be c.£7m. The cost has now risen to around £2bn.
- The Scheme is to be paid for by the Public Purse. May 2019 National Audit Office and July 2019 Public Accounts Committee reports [7] have cast serious doubts on the Scheme's value for

money.
- Economic assessment conclusions in the September 2017 Scheme Assessment Report [8] include:

> *"10.5.12. Based on those impacts that can be quantified, the Scheme is likely to lie within the low-medium value for money category of schemes."*
>
> *"10.7.1. A conventional approach to appraisal, which focuses on the traffic related benefits delivered to users of the road network, would suggest that the scheme has low value for money. However, this fails to capture the full range of benefits of the scheme and doesn't include the value of removing the current road from Stonehenge WHS which is a key benefit of the new scheme."*
>
> *Important note: the scheme would not remove the road from the WHS.*
>
> *The Whitehall Monitor 2018 [9] (Fig. 6.5 et seq.) gives a red delivery confidence rating for the A303 Stonehenge scheme in 2017: i.e., successful delivery appears to be unachievable.*

7. Who stands to gain? (supporters of the Government's scheme)

- ***Historic England*** answers to the DCMS and is governed by the Historic England Commission which has overall responsibility for English Heritage Trust's collections. Historic England Commissioners are among the Trustees of English Heritage Trust of which Historic England is the sole member.
- ***English Heritage Trust***, manager of Stonehenge visitor-centre, is likely to follow HMG's lead. The Trust would benefit from an enhanced setting to the henge and an increase in paying visitors, since motorists' view of the Stones from the A303 would be lost.
- ***The National Trust*** owns land around Stonehenge from which the A303 would be removed into a tunnel. The Trust might also gain financially if it were to develop its own visitor-centre and charge to see the view of the Stones from the road lost to motorists in future. ***The support of the NT for the scheme is instrumental***.
- ***Local* people** hope to be rid of traffic congestion and rat-running. Any traffic flow improvement would be temporary, since road widening is known to induce more traffic: see, e.g., a 2017 CPRE publication [10] which also demonstrates that widened roads rarely bring hoped-for economic benefits and increased housing to a region. Congestion is a national problem and Stonehenge is but one of numerous bottlenecks. Congestion maps reveal lengthier and more frequent congestion in other parts of the country.

8. Who stands to lose from the scheme?

- ***Present and future generations***, who, under the terms of the WH Convention, are promised permanent protection of the WHS
- ***The many millions of A303 travellers***, who value the view of the Stones from the road
- ***Those who would like to see the henge in future*** and would (mostly) be obliged to pay
- ***Our nation***, whose pride in and understanding of an iconic and fundamental part of its heritage would be irretrievably lost. *Note*: October 2018 was the centenary of the gift of Stonehenge to the nation by Sir Cecil Chubb.
- ***Those concerned about the wildlife of the WHS***, including the Great Bustard Group, and the RSPB whose WHS bird sanctuary hosts protected Stone Curlews.
- ***Our Government***, whose Convention promise would be broken and, being responsible for an incalculable loss to the world, would be subject to international censure.

9. Climate change implications

Other events have arisen since completion of the Scheme Examination, to some of which we have already drawn the Transport Secretary's attention.

On 27 February 2020 a judgement against a 3rd runway at Heathrow was won by climate change

campaigners, in part based on HMG's commitment to net-zero carbon emissions by 2050. This has implications for new road building and a challenge has now been brought by the Transport Action Network against HMG for its next Road Investment Strategy (RIS2), which includes the A303 Stonehenge Scheme.

Government advisers, such as the Office of Rail and Road, suggest that the roads investment strategy should be re-examined. The Committee on Climate Change, in its June 2020 Report said that, in terms of net zero carbon emissions, "*we are not making adequate progress in preparing for climate change"*; and that *"Overall, the Committee recommends that investments in low-carbon and climate adaptation infrastructure must be at the heart of measures to restore economic growth following COVID-19*." The report places emphasis on home working, stating that "*higher investment in resilient digital technology including 5G and fibre broadband should therefore be prioritised over strengthening the roads network*."

10. What should be done?

- Place the A303 Stonehenge scheme on hold. Seek alternative options not damaging to the WHS, as advised by UNESCO and the large majority of consultation respondees.
- The climate emergency declared by the Government and its commitment to net zero carbon emissions by 2050 will be accompanied by substantial changes predicted in car journeys and use over the next 10-20 years. Implementing interim traffic management measures at Stonehenge should therefore be considered.
- Road widening might not be necessary within 50 years – a small fraction of the period of human use of the WHS.
- Find better ways of spending £2bn. In terms of transport alone, the South West would benefit from a rail investment programme such as that outlined by the Peninsula Rail Task Force [11], whilst smart measures to discourage road use at busy times, improve traffic flow and prevent rat running could be implemented straight away at relatively little cost provided the local Highway Authority (Wiltshire Council) and Highways England were properly resourced to work together.
- The South West would also benefit from improved bus provision: this is an area where connectivity, especially for rural communities, is lacking. Urgent road repairs are also needed now.
- HMG should introduce statutory protection for UK World Heritage Sites, so that these highly-regarded places receive the safeguarding they need if they are to survive intact. This would not mean that no development should be allowed but that new development should not damage a WH Site's intrinsic qualities and integrity.

Summary of our case against the Stonehenge tunnel.

For further information please contact stand.up.for.stonehenge@gmail.com

NOTES AND REFERENCES

1. The Stonehenge Alliance is supported by: Ancient Sacred Landscape Network, Campaign for Better Transport, Campaign to Protect Rural England, Friends of the Earth, RESCUE: The British Archaeological Trust and many individuals in the UK and abroad. https://stonehengealliance.org.uk/
2. For Highways England's images of A303 Preferred Route, see https://stonehengealliance.org.uk/a303-stonehenge-scheme-images/.
3. *Convention Concerning the Protection of the World 2Cultural and Natural Heritage*, UNESCO, 1972. https://whc.unesco.org/archive/convention-en.pdf
4. *Final Report on the joint World Heritage Centre / ICOMOS Advisory mission to Stonehenge, Avebury and Associated Sites 5 – 7 March 2018*, UNESCO World Heritage Centre and ICOMOS, June 2018. https://whc.unesco.org/en/documents/168265/
5. Decision: 42 COM 7B.32: Stonehenge, Avebury and Associated Sites (United Kingdom of Great Britain and Northern Ireland), UNESCO World Heritage Centre, 2018. https://whc.unesco.org/en/decisions/7261/; and 2019: https://whc.unesco.org/en/decisions/7543
6. "A303 Stonehenge consultation feedback from a consortium of Stonehenge experts". Response to Preferred Route consultation, 23 April 2018. https://stonehengealliance.org.uk/wp-content/uploads/2018/06/Consultation-letter-from-Stonehenge-archaeologists-23-April-2018.pdf
7. National Audit Office Report "Improving the A303 between Amesbury and Berwick Down" (May

2019): https://www.nao.org.uk/wp-content/uploads/2019/05/Improving-the-A303-between-Amesbury-and-Berwick-Down.pdf; and Public Accounts Committee Report "Transport Infrastructure in the South West" (July 2019) https://publications.parliament.uk/pa/cm201719/cmselect/cmpubacc/1753/175302.htm
8. Highways England, *A303 Stonehenge Amesbury to Berwick Down Scheme Assessment Report,* Vol. 1, September 2017. https://highwaysengland.citizenspace.com/cip/a303-stonehenge/results/sar-volume-1.pdf
9. Institute for Government, *Whitehall Monitor 2018*: "Delivering Major Projects", Fig.6.5 and following text. https://www.instituteforgovernment.org.uk/publication/whitehall-monitor-2018/delivering-major-projects
10. Campaign to Protect Rural England, *The end of the road? Challenging the road-building consensus*, March 2017. https://www.cpre.org.uk/resources/transport/roads/item/4543-the-end-of-the-road-challenging-the-road-building-consensus
11. Peninsular Rail Task Force, *Closing the gap The South West Peninsula strategic rail blueprint*, November 2016. https://peninsularailtaskforce.files.wordpress.com/2016/11/prtf-closing-the-gap.pdf

Thank you for your help.

Yours sincerely

Philip Nichols

[redacted]

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From: Contactdft
To: TRANSPORTINFRASTRUCTURE
Cc: Rob Pridham
Subject: FW: New submission from Contact Department for Transport
Date: 11 November 2020 08:10:39

Morning

A

Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | 020 7944 4473 | 07825 504038
Please ring my desk phone first

From: general-enquiries@forms.dft.gov.uk [mailto:general-enquiries@forms.dft.gov.uk]
Sent: 11 November 2020 07:33
To: Contactdft <Contactdft@dft.gov.uk>
Subject: New submission from Contact Department for Transport

I would like my enquiry sent to the following organisation:
Department for Transport
Name
John Boyd
Address:
[redacted]
Email
[redacted]
Subject
Stone Henge Tunnel
Enquiry details
Dear Grant Shapps, PLEASE can the A303 tunnel at Stone Henge be refused permission. It will only shift traffic jams and not cure them and will irreparably damage the opportunity for further archeological research at a site of international importance. John Boyd

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From:	SHAPPS_Grant
To:	POCorrespondence
Subject:	FW: Stonehenge: road and tunnel threat
Date:	11 November 2020 16:44:20

From: Fiona Wright [redacted]
Sent: 11 November 2020 11:14
To: SHAPPS, Grant <grant.shapps.mp@parliament.uk>
Subject: Stonehenge: road and tunnel threat

Dear Mr Shapps,

I am writing to voice my objection to the proposed changes to the road network, along with the construction of a new tunnel.

I strongly feel that this does not represent 'progress' - this represents destruction of an ancient site that has barely survived thousands of years.

When this type of conflict occurs, it should start to ring alarm bells: it signifies that we are losing touch with what is important, and becoming blinkered in a pursuit of things that do not enrich our lives. Happiness (or livelihoods) are not achieved by blasting through the countryside and destroying anything that stands in the way. There are better ways to live - take the advice of David Attenborough.

Kind regards,

Fiona Wright

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From: SHAPPS, Grant
To: POCorrespondence
Subject: FW: Stonehenge
Date: 11 November 2020 16:44:16

From: [redacted]
Sent: 11 November 2020 11:10
To: SHAPPS, Grant <grant.shapps.mp@parliament.uk>
Subject: Stonehenge

Dear Grant Shapps,

This scheme will inevitably lead to more traffic and so increase global warming.

I certainly object to this scheme.

Yours sincerely

David Rawlins

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From: SHAPPS_Grant
To: POCorrespondence
Subject: FW: Stonehenge
Date: 11 November 2020 16:44:13

From: Lynne Fish [redacted]
Sent: 11 November 2020 12:10
To: SHAPPS, Grant <grant.shapps.mp@parliament.uk>
Subject: Stonehenge

Dear Mr Shapps

We are aware of how precious your time is and so have not included detailed argument. Please can you refuse the application for a tunnel at Stonehenge? We have followed the science, archaeology and Highways England's claims for this scheme for a number of years now and cannot believe that this scheme is still on the agenda, especially during a Climate Emergency. We have one world and this World Heritage Site should not be ruined on the false promise of improved journey times.

Thank you for your time

Alex and Lynne Fish
Wiltshire

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From: SHAPPS_Grant
To: POCorrespondence
Subject: FW: Stonehenge
Date: 11 November 2020 16:43:09

From: Kris Lockyear [redacted]
Sent: 11 November 2020 15:45
To: SHAPPS, Grant <grant.shapps.mp@parliament.uk>
Subject: Stonehenge

Dear Grant,

I am writing to you in my capacity as Director of the Welwyn Archaeological Society, and leader of the Community Archaeology Geophysics Group.

In the late 1980s, as part of my MSc in Archaeological Computing, I visited what was then English Heritage in Portsmouth to see a demonstration of GIS, a new tool at that time. The example we were shown was assessing the impact of various road schemes on the Stonehenge landscape. Little did I know then that over 30 years later we would still be debating the issue. Although I fully understand that after 30+ years a decision has to be made, my concern is that the right decision is made, for once the archaeology has been destroyed, it has gone forever. The decision is irreversible.

I would like, therefore, to urge you to reject the current proposed plan. The damage to the World Heritage site landscape would be a travesty. As I am sure you are aware, the vast majority of the archaeological community in this country and abroad are opposed to it. I, personally, would not my legacy to be "the person who wrecked Stonehenge"!

Yours sincerely,

Dr Kris Lockyear.

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