

Stonehenge Case Team,

Please consider the following from myself in re-determining the application. WHS is world heritage site.

The current proposed tunnel will cause substantial harm to the WHS at the western end. There are groups of barrows close to the proposed western tunnel exit, the setting of which would be severely damaged. The cutting from the tunnel exit through the WHS will be visually damaging and create noise and light pollution, plus it would destroy the integrity of the WHS. It would not be a pleasant part of the WHS to walk through.

The western edge of the WHS is much closer to the stones than the eastern end. From the eastern boundary the land slopes upwards to the stones. Consequently the stones are shielded much more in the east from the proposed road to the tunnel entrance by the lie of the land, and by greater separation. The land is flat from the stones across to the western tunnel exit and disturbance from the cutting and the traffic in it will be much more noticeable.

The public benefit from the current proposed tunnel has been over estimated. I have driven along the A303 Andover to Somerset say 100 times over ten years at different times of day and different times of year. A303 is only congested at peak hours during summer holidays. It is a holiday route to the west country. If a tunnel is built it only needs be a wide single carriageway rather than a dual carriageway.

The Stonehenge landscape has existed for around 5000 years. It is wrong to damage to damage it for ourselves and future generations by building a flawed road scheme which will be of benefit for a relatively very short time.

The planning inspectors assessment was of substantial harm caused by the proposed road scheme, and a redesign at the western end of the tunnel ideally taking the tunnel all the way through the WHS is required. The scale of the proposed road is similar to a motorway - this needs to be scaled back. A road built to this standard is not required.

Regards,  
Leon Maschner