

**From:** [REDACTED]  
**To:** [A303 Stonehenge](#)  
**Subject:** A303 Stonehenge consultation response  
**Date:** 28 September 2022 22:23:37

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Dear Planning Inspectorate and Anne-Marie Trevelyan,

I'm writing as a regular visitor to Stonehenge, visitor awed and mystified by Stonehenge as an ancient monument and set in its significant wider landscape, the whole a source of mysteries still actively being unlocked, as well as as a user of the A303.

I live in Wiltshire and I agree that the A303 is a broken road, transitioning from dual to single carriageway intermittently as it does, not in response to traffic capacity but to historical factors; it leads to frequent delays and traffic build-ups on the existing routing which the current scheme is intended to alleviate. The residents of Winterbourne Stoke, where the A303 is a single carriageway in both directions, inhabit houses which open almost directly onto the road, and particularly in summer, traffic crawls to a halt and inflicts high levels of traffic pollution on the village. So the road is unsatisfactory and needs investment to reroute and improve.

However, the scheme that has been proposed by National Highways is flawed and inadequate. Stonehenge is a unique, complex and highly valuable site of Global importance; in fact, as archaeological assessment continues, its value and significance in the British, European and Global contexts increases and any proposed scheme must absolutely safeguard the existing monument, preserve the site and environs absolutely for future further investigation and for the application of future techniques that will be developed. At Stonehenge only the highest standards of design and conservation should be applied; the site is of World importance, the World is watching, and it deserves to have the right job done properly to exhibit what British civil engineering can achieve. The proposed scheme truncates the site for the convenience of current engineering and costs considerations, rather than proposing the scheme required which would have placed preservation as the central concern around which the plans would be evolved.

If a mistake were to be made by constructing a meanly-considered routing there would be no going back and no possibility of full archaeological restoration in the future - the artefacts and context would have been destroyed.

In particular, the currently proposed tunnel is too short; I am in favour of routing traffic right away from Stonehenge; I look forward to standing at the stones and viewing a landscape unbroken by the traffic of a major highway.

I commend the Advisory Mission report produced by UNESCO to your attention.

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Best Regards  
**Chris Walford**

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