

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Stonehenge Road Scheme
Date: 28 September 2022 16:01:02

To Whom It May Concern;

Please pass on to the Transport Secretary, the Rt Hon Anne-Marie Trevelyan MP,

I am writing as a Trained Archaeologist and Professional Conservator about the proposed Stonehenge Road Scheme, specifically National Highway's response to UNESCO's Advisory Mission's Report.

I strongly agree with UNESCO's advice that a southern bypass or a longer tunnel to the site boundary are required to stop irreparable damage to the World Heritage Site that the proposed short-bore tunnel would do.

National Highway's main argument against these alternatives are purely financial. This is ridiculous when we are considering a unique site of global significance; not to mention short sighted as the site would be sure to lose tourism once damaged to the extent it loses its World Heritage status.

A southern bypass or longer tunnel to replace the current A303 would actually allow the site to become whole again, the stone circle re-gaining its place in the historic landscape. This would lead to more profitable tourism; with a whole landscape to explore tourists would stay all day and leave with a better understanding of Stonehenge, rather than it being a quick coach drop-off site as it largely is at present. So, finances really shouldn't be the reason given to reject alternatives.

Education should never be sidelined due to money concerns - schools would get much more out of their visits, and foster much greater appreciation for history in their students, if the whole landscape could be explored.

Please also do not let increased pressure for road building (spoken about in the Chancellor's Statement) be at the expense of a uniquely valuable World Heritage Site; it cannot be replaced!

National Highways is simply reiterating its previous arguments, it has still not adequately researched alternatives, and its current proposal is basically the same discredited plan as that thrown out by the High Court in July 2021, and rejected by 5 Planning Inspectors.

It is my utmost wish that the scheme does not go ahead. If the Transport Secretary decides to progress with the scheme I can only hope that there will be another formal Public Examination so that all the new evidence since 2020 can be openly discussed, and advice given by the Government's independent planning inspectorate.

Yours faithfully,

Elizabeth McCormick
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BA Archaeology, MA Principles of Conservation, MSc Conservation for Archaeology & Museums from Institute of Archaeology, University College London