

From: [REDACTED]
To: [A303 Stonehenge](#)
Cc: [REDACTED]
Subject: Stonehenge bypass
Date: 26 September 2022 11:30:23

Dear Sirs,

The scheme put forward would have an adverse impact on this iconic World Heritage Site "...of outstanding universal value." and that a southern bypass should be further explored. And that at the very least the western limit of the tunnel should be extended to the World Heritage Site boundary.

– National Highways attempts to justify the scheme which is clearly unacceptable to:

- The government's independent specialist examiners,
- UNESCO's World Heritage Committee, and
- A former Transport Secretary who agreed with the examining panel that the scheme would be "significantly adverse" overall.

– The High Court judgment quashed the DCO in part because the Transport Secretary had not given proper consideration to alternatives.

– National Highways' response fails to alleviate any of the above concerns.

– I continue to object to the proposals and hope that the scheme will be abandoned.

Should the Transport Secretary intend to proceed with the scheme, I trust that it will be subject of another formal public Examination so that all of the new information submitted by National Highways and others since 2020 may be fully and openly discussed, taken into account and advised upon by the Government's independent Planning Inspectorate.

It is worth again pointing out that the whole landscape of the site is of significant global interest, is still under archaeological investigation, and so remains capable of adding to our understanding of past cultures. Any road which is likely to impinge on its visual position in its wider landscape should be most sensitively considered and planned.

It is a certainty that any such road will have served its temporary purpose well before the 4500-year span of the site it on which it may impose its scar, and it must surely be possible to treat such a site with far greater sensitivity than the scheme currently proposed.

M C Reed