

Dear Sir,

It strikes me that interfering with the land around Stonehenge will - at the very least - create disturbance to the site of Stonehenge. However, the worst case scenario would be to damage or even slightly undermine prospective local archaeological locations that we are not yet even aware of, and which might otherwise have offered us vital evidence in explaining how and why this extraordinary structure got there.

Meanwhile I would suggest keeping all motor traffic restricted by a traffic lights system, so that motorists cannot affect the area with ever-growing vibrations.

Your faithfully,

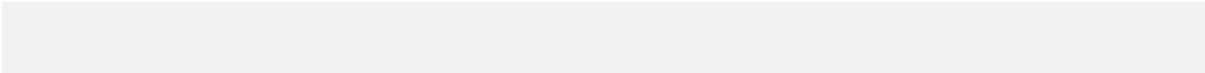
John Repsch

From: Stonehenge Alliance <[redacted]>

Sent: 13 March 2022 08:22

To: [redacted]

Subject: Redetermination of Stonehenge Road Scheme: Transport Secretary invites you to respond



**Redetermination of A303 Stonehenge road
scheme**

The new dual carriageway would gouge deep cuttings into an internationally acclaimed archaeological landscape,



threatening the very status of the World Heritage Site.

Western tunnel entrance and cutting | Photo and image credit: National Highways 2019

Dear John Repsch

The Secretary of State for Transport wants to make a new decision on the Stonehenge road scheme. He asked National Highways for responses to five [REDACTED] he wishes to consider i.e. Alternatives, Policy, Carbon, Environmental Information and Any Other Matters.

National Highways has responded. (See "Documents" tab in [REDACTED]) and the Secretary of State for Transport has now invited [REDACTED] on these submissions and any other relevant information.

Comments must be submitted by midnight on 4 April 2022.

The submissions by National Highways are technical and lengthy. The Stonehenge Alliance and its expert advisers are preparing a full technical response which we will share in due course.

However, it is important that the Secretary of State for Transport hears from the wider public on these issues. We're therefore asking **as many people to respond as possible**, raising some or all of the points below.

If you can, please make the points in your own words and add any other points you might wish to make.

National Highways has not:

- **made any changes to the Scheme to take the 2021 World Heritage Committee [REDACTED] into account;**
- acknowledged that the Secretary of State found the Scheme's impact on the proposed western cutting area would be "**significantly adverse**";
- **fully assessed alternative routes less damaging to the World Heritage Site** e.g., a southern bypass route would be cheaper even if there might be some problems with it, while a longer tunnel would reduce impact on the World Heritage Site;
- **explored alternatives to hard engineering** solutions in the context of safeguarding and enhancing the World Heritage Site - e.g. a package of measures to reduce road traffic, road emissions and improve access to the South West;
- updated the scheme construction costs; nor

- 
- updated the carbon assessment and costs.

Other changes since the Examination closed:

- concern for climate change has increased with the latest Intergovernmental Panel on Climate Change report and the need to take urgent action to reduce emissions, not increase them as any new Stonehenge road scheme would; and
- the Environment Act 2021 sets new ambitions around nature recovery.

Please email your responses by 4 April to:

A303Stonehenge@planninginspectorate.gov.uk, remembering to include your name and address.

Many thanks for your help and continued support.

John Adams OBE

Chairman

The Stonehenge Alliance

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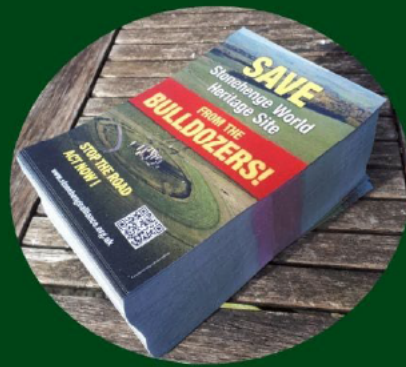
@SaveStonehenge



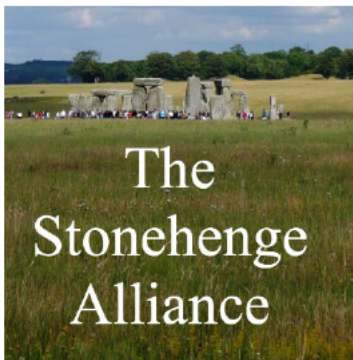
@StonehengeAlliance




@SaveStonehenge_WHS



More images of the Stonehenge road scheme can be 



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. 



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Our mailing address is:

The Stonehenge Alliance
c/o Transport Action Network
254 Upper Shoreham Road
Shoreham-by-Sea, West Sussex BN43 6BF
United Kingdom

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