

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: A3030 Stonehenge TR010025 REDETERMINATION
Date: 31 March 2022 10:15:58

Dear PINs

I am writing to urge the SoS to reject the proposed development and rethink the problem and its potential solutions.

As an interested party (20017906) I have been following the progress of the SoS re-determination of the Stonehenge NSIP. That written reps are being exchanged on matters that failed to be addressed through the DCO is wholly unsatisfactory and indicates serious flaws not only in the process for NSIPs but also in this particular scheme. To have spent 25 years examining 60 potential routes points to a need for a complete rethink.

UNESCO's World Heritage Committee found the impact of the proposed development '*significantly adverse*'. It signalled what this meant in its decision on the scheme in July 2021 when it asked for a report from the SoS **with a view to considering the inscription of the property on the List of World Heritage in Danger if the A303 route upgrade scheme is not modified to deliver the best available outcome for the OUV of the property.** In other words the Committee believed Stonehenge would no longer be one of the world's wonders but something demeaned by calamitous concrete infrastructure and all its traffic.

The scheme should not be re-determined. It should not even be re-examined through a new DCO application. It should be rejected outright because it's not the proposed development that needs to go back to the drawing board – it's the problem itself.

So much has changed in the world since the scheme came through its application – the increasing urgency of the climate and nature emergencies, the impact of the Covid pandemic on travel patterns - that the problem should be re-assessed according to the Government's TAG; what is the problem, what are the potential solutions in the context of safeguarding and enhancing the World Heritage Site that could address the issues as follows.

- Step 1: Understanding the Current Situation *ie in 2022*
- Step 2: Understanding the Future Situation – *the urgency of reducing GHG emissions*
- Step 3: Establishing the Need for Intervention
- Step 4a: Identifying Objectives - *these must include reduction of carbon emissions in line with the UK's Nationally Determined Contribution, and with national, regional and local carbon budgets and targets*
- Step 4b: Define Geographic Area of Impact to be Addressed by the Intervention

- Step 5: Generating Options - *both transport and non-transport. ES Ch. 3 Assessment of alternatives does not mention rail – it focuses wholly on the road corridor.*
- Step 6: Initial Sifting
- Step 7: Development and Assessment of Potential Options
- Step 8: Produce Option Assessment Report, or similar
- Step 9: Clarify Modelling and Appraisal Methodology

It may be that the best solution would be a package of measures to reduce road traffic and carbon emissions and thereby improve access to the South West. We don't know since a road scheme has always been the proposed solution. We need to find out.

I urge the SoS to rethink the problem and its potential solutions.

Best wishes

Anne

Anne Robinson