

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Redetermination of A303 Stonehenge scheme
Date: 04 April 2022 12:53:19

To whom it may concern,

I would like a re-examination of the Development Consent order for building this new road which will devastate our amazing archaeological site at Stonehenge which people have been travelling past and been able to see for millennia.

In the current environment we are living in, we need to reduce carbon emissions as a matter of clear urgency. Building more roads increases car usage - this is an established fact. We need to be investing in alternatives such as public transport. Building new roads in this day and age is unforgivable - let alone devastating a location as significant as Stonehenge.

I know that one reason you're doing it is so that there is a straight line dual carriageway route from London to Exeter on the A303. (Albeit with some other parts that also need to be made into dual carriageway which no doubt you intend to do as well). What is wrong with just continuing to encourage people NOT to take the A303 for this route and to use the M4 / M5 instead?

And before you say it, yes your current plans as they are will cause irreparable damage. Do you planners have no souls? I'm guessing you probably don't care about the damage this will cause to us and future generations.

Anyway I would now like to highlight the following points raised by the Stonehenge Alliance:

National Highways has not:

- **made any changes to the Scheme to take the 2021 World Heritage Committee [Decision](#) 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.

In their opinion the omission on current cost estimates, UNESCO's position and new information since the Examination closed in October 2019 are compelling grounds for a re-examination by an independent panel BEFORE the Secretary of State redetermines an application for a DCO for the very same road scheme.

Best wishes,

Tom Waite
Ecology PhD student and green activist

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