

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Redetermination of A303 Stonehenge scheme
Date: 04 April 2022 12:40:00

Dear Sir/Madam

I write in response to the invitation from the Secretary of State for Transport to comment on the A303 Stonehenge road widening scheme.

It is deeply disappointing that notwithstanding the criticism of this scheme by UNESCO, the High Court, planning officials and the Secretary of State's own admission that the effect of the scheme would be 'significantly adverse'; no changes have been made to the proposed scheme. There has not been any update of the carbon assessment or of the scheme construction costs and no acknowledgement that post pandemic, remote working is becoming more popular and the 4 day week is now under widespread discussion.

The U.K. has a responsibility to the rest of the world to protect and maintain this world famous site. We are its custodians and its cultural importance should be front and centre in any decision making that could affect it.

In addition, we are in a climate and ecological crisis and running out of time to mitigate the worst effects of this. Avoidance is no longer possible. (1). The IPCC is working on its final draft of the latest comprehensive assessment of climate science. The publication of this has been delayed by governments disagreeing on the level of funding for developing countries and the insistence of others [REDACTED] that there should be a continued role for fossil fuel.

The effects of climate change, which have been manifesting for decades in the Third World, are now literally lapping at our doorsteps as evidenced by recent Europe wide (and indeed global) weather events and temperature increases. The definition of a heatwave has just been changed by the Met Office. This is a normalisation of higher temperatures in the U.K. It seems to be easier to change the optics of climate breakdown than it is to address runaway warming.

This infrastructure project is wrong on so many levels. The cultural one already mentioned. The evidence that building new roads increases air pollution and damages wildlife in terms of air quality and light pollution (2) and (3) and does not deal with excess traffic in the long term (4). The climate crisis issue of the encouragement of vehicle use (whether petrol, diesel or electric) which new roads do by their very presence, as opposed to alternative traffic reduction strategies, and the colossal carbon footprint of the project itself.

Another massive infrastructure scheme - HS2 - has had devastating effects for nature (both wildlife and habitats) and local communities. Account should be taken of the provisions of the Environment Act 2021 which sets new ambitions around nature recovery.

It seems to me that there are very good grounds for a re-examination, by an independent panel, of the Development Consent Order, before the Secretary of State re-determines an application for a DCO for the very same road scheme. I respectfully ask that you grant this.

Yours sincerely

Selena Hinds

[Redacted signature]

- (1) [Redacted]
- (2) [Redacted]
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- (4) [Redacted]

Sent from my iPhone