

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Redetermination of Planning Application
Date: 04 April 2022 17:31:24

From: Neil Pitcairn, [REDACTED]

I am writing to request that no redetermination of the planning application be made for the proposed widening and tunnelling of the A303 at Stonehenge without a thorough re-examination of the issues involved.

As a user of the A303 from time to time, to access Somerset and Devon from Surrey, I am aware of the road's strategic importance and have sometimes experienced the delays both westbound and eastbound which can occur west of the Countess roundabout. However, the scheme as presently proposed worries me deeply for, amongst others, the following reasons:

- The A303 westbound from Amesbury, all the way to its descent from Salisbury Plain, is a mix of single and dual carriageway stretches, with delays occurring along its whole length. Speeding the flow of traffic from the Countess roundabout to just beyond Winterbourne Stoke will achieve nothing other than accelerating traffic to the next westbound queue, and will not improve total journey times. The planning application, as a proposal for improving traffic flow, is meaningless in the absence of a full study examining traffic flows between Amesbury and Yeovil, and proposals on how to avoid queues and delays west of Winterbourne Stoke.
- The damage to the Salisbury Plain landscape caused by the cuttings and tunnel entrances, both westbound and eastbound, will be permanent, irreparable, and in the absence of proven long term benefit established by modifications to the A303 further west of Winterbourne Stoke, unjustified. The damage caused will not be outweighed by perceived benefit.
- I note that the landscape south east of the Countess roundabout has already been seriously damaged by the erection of large warehouses and the Solstice motorists' services, this degradation being left unmitigated by any attempt at screening by trees or land raising. It would be a shame for this unique landscape to suffer more damage without well proven benefit.
- The potential damage to the archaeology of the Stonehenge area is equally unjustified without a very clear benefit to traffic flows along the A303 in its entirety, and in the absence of a full study of alternative schemes, not only in traffic routing but in traffic time management.
- There are many times of day and night, throughout the year, when there are no traffic delays westbound or eastbound on the A303 past Stonehenge. I should like to be sure that the Secretary of State has had the opportunity to consider the option of variable road pricing to induce more staggered traffic flows. The A303 is clearly used by HGV operators with schedules to meet and with established start and finish

journey times, and research is needed to ascertain how much flexibility can be incorporated into journey times to allow variable road pricing and encourage traffic staggering without economic disbenefit.

- With regard to climate change mitigation and the control of GHG emissions, until such time as there is some certainty as to how and when GHG emissions from road traffic can be reduced to meet the UK's net zero carbon target, there is no value in planning road "improvements" on a "predict and provide" basis. The options of shifting more long distance heavy goods movements onto rail, or of simply pricing less essential heavy goods movements out of existence altogether, have to be kept in the frame, given that humankind and other species face an existential crisis as yet unresolved.

I hope you will find these comments relevant and constructive, and will help inform your advice to the Secretary of State.

Yours faithfully

Neil Pitcairn