

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Objection to A303 Stonehenge road widening scheme
Date: 04 April 2022 16:38:15

I object to this scheme on several points:

Firstly, the following points;

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 (although I have severe reservations about this given the extent of the site which is now only starting to come to light)

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; (the railway and improving public transport in the South West for those who wish to travel to it by rail)

updated the scheme construction costs; nor

updated the carbon assessment and costs.

Secondly, in the light of the recent Channel 5 documentary about the pits in a rough circle around, but some distance from Durrington Walls, considered the full extent of the wider Stonehenge complex. This is yet more evidence of the widespread archaeology in the wider Stonehenge area. It is becoming clearer that the area all the way to Amesbury, down to the Avon and north of Stonehenge all still have valuable hidden history waiting to be discovered. As someone who lives near the recent National Highways A14 project, it's not just the road building that causes destruction.

Vast swathes of countryside are dug up to make the depots, compounds and trackways needed for a modern road-building project. An area about five times the width of the A14 was laid waste in order to build it. Most of these areas in Cambridgeshire will never fully recover; I see a field daily that used to have grass and rabbits in it; now it is a water-logged wasteland where nothing grows. I do not believe all of these extra areas were subjected to full archaeology; I suspect just the bit that encompasses the final road was. If National Highways wants to do a FULL archaeological survey of all the bits of land they would need (including all the peripheral works described above) to do the A303 widening, given the clear sensitivity of the site, it would be a 10-year job for every archaeologist (in the widest definition given the new technology revolutionising this science) in the country and cost a couple of billion.

Given that we are in a climate emergency, this project is currently

unjustifiable on concrete-production grounds alone.

Before I moved to Cambridge, I lived in a town just to the north of Salisbury Plain; this area is very special and it cannot be allowed to become a ruined building site for the number of years the A14 project has taken (which is still not properly finished).

Yours faithfully,
Heather Coleman

