

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: STONEHENGE
Date: 04 April 2022 18:49:53

2nd April 2022

To Whom It May Concern

SAVE STONEHENGE UNESCO WORLD HERITAGE SITE

I object most strongly to the proposed plans.

In my opinion any incursion of Stonehenge a sacred prehistoric Monument a sacred site is a monstrous idea, cooked up by inept politicians easily persuaded by the 'woke cancel culture' brigade and two Charities who want their way - Against all reason and expert opinion.

[REDACTED]

EH is staffed full of ex-National Trust employees who support the plans for a Tunnel, Flyover and extensive Road Works for more and more cars and they seem to have lost focus in the world of climate change carbon emissions and COP26.

Both Charities are charged with the preservation and conservation of Stonehenge and the surrounding area, as guardians of this immensely important World Heritage Site.

These plans are akin to desecrating the Pyramids at Giza, the Colosseum in Rome, the Acropolis in Greece. No one in their right mind would countenance such a plan.

Indeed if these plans were to go ahead then Stonehenge would lose its UNESCO World Heritage Site status and Stonehenge would be reduced to a tacky Dollywood theme Park for Cars: just to make more money: it's just not worth it.

The Western tunnel entrance was put forward in 2019, and again re-proposed by National Highways in 2022.

As a former Councillor I've seen that many times: they keep coming back until they get what they want! But this card sharp game is not applicable to such an important matter as to the continued preservation and conservation of Stonehenge and its environs for future generations, the History and Archaeology of Great Britain.

I think [REDACTED]. Not content with Project 1. HS2 £120bn + desecration of homes, farms, ancient woods, waterways, wetlands and wildlife, he pushed ahead despite huge opposition under the cloak of Covid! Project devastation 2. He's persuaded by all those in favour of boring under a WHS for more roads for more cars, and I think compulsory purchase of prime site land for development.

The Secretary of State for Transport wants to make a new decision on the Stonehenge road scheme.

The A303 Stonehenge Road widening Scheme

Why is the Secretary of State for Transport pushing this scheme through? He lost at the High Court last year.

Over ten years ago the same scheme was proposed and stopped. But English Heritage is strongly in favour of it.

Grant Shapps has now invited submissions from the Public for this multi billion pound scheme, in the current financial crisis. Taxpayers cannot afford anymore failed government schemes.

Submissions have been made complicated by National Highways, who have offered to send their documents electronically.

The 50 documents by National Highways, however, are technical, lengthy and cross referenced.

Thus, I understand that the Stonehenge Alliance and its expert advisers are preparing a full technical response which they will share with the Public.

Indeed it is most important that the Secretary of State for Transport hears from the wider public on the matter, the more the better.

However, there is a very short timeline to respond on objective grounds, since comments must be submitted by one minute to midnight on 4th April 2022.

NOTES on Objective grounds for reconsideration by an Independent Panel

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.

There needs to be a re-examination of Development Consent Order

In my 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.

Yours Sincerely,

Jeanne Smith



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