

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Statement of Matters issued 30 November 2021: Applicant's response to the matters on which the Secretary of State invites further representations (Paragraph 2)
Date: 04 April 2022 22:17:40

Dear Secretary of State

Reading the following paragraph from the response in *Redetermination-1.3, para 4.1.9* and elsewhere:

The increase [GHG] would have no material impact on the ability of Government to meet its carbon reduction targets and so the proposed development does not give rise to any conflict with paragraph 5.18 of the NPSNN.

The lay person might wonder how exactly the Government is going to meet its carbon targets if it condones an increase in GHG arising from this project. 466,900 tCO₂e would have to be saved elsewhere: but where? Why not make a start by avoiding 466,900 tCO₂e being released in the first place.

The case for this project is weak and the cost estimates unreliable - even more so of late. With the increase in fuel costs, the ever rising cost of car ownership and even higher cost of buying electric vehicles, the forecast of traffic growth on this road and any others looks way-over optimistic. Voters will wonder WHY GOVERNMENT IS WASTING MONEY ON ROADS rather than doing more to support them in making ends meet now.

Who wants this new dual carriage way? All it will do is cost billions and rush drivers into the next queue of stationary traffic trying to get through Winterborne Stoke, and then slowly climbing up hill and down dale to Mere. It will simply move the carbon generation further down the road.

And the go-ahead would be another demonstration of the Southern bias of this Government. Transport to improve the inter-connection of Northern cities is minimised or cut. And yet every effort is made, ever counter argument twisted, to justify a fantasy scheme for the benefit of Southerners wishing to get back to their second homes sooner after work.

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