

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: STONEHENGE site proposals
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I understand that in 2021 that the World Heritage Committee expressed concerns about the National Highways (NH) proposal for the Stonehenge site but the NH proposals have not been significantly altered in the light of these concerns

NH has not

- 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.

NH has not responded to other problems which have become more apparent since their first proposal:

- 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.

The is a strong case for 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

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