

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Redetermination of A303 Stonehenge scheme
Date: 23 March 2022 12:55:00

Dear Planning Inspectorate,

I am concerned to learn of stark failures by National Highways in its latest submissions.

National Highways has not updated the scheme construction costs nor updated the carbon assessment and costs. This is an extraordinary omission for any company that aspires to high accounting/financial standards and 'green' credentials.

National Highways has not fully assessed alternative routes less damaging to the World Heritage Site. I would favour **a southern bypass route. A southern bypass route would be cheaper even if there might be some problems with it.** And while a longer tunnel (which is not, as I understand, proposed by NH anyway) would reduce impact on the World Heritage Site, any tunnel is also far more polluting in its construction than a southern bypass route, not to mention far more expensive. To be clear: I am opposed to any tunnel and in favour of a southern bypass route.

National Highways has not 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. I think there is far too much weight placed on commuters and not enough placed on climate, environment and heritage. I understand that NH may feel that there is some sort of balance to be struck or compromise to be made but I am not sure that such a thing is possible.

National Highways **has not made any changes to the Scheme to take the 2021 World Heritage Committee Decision into account.** Nor has it acknowledged that the Secretary of State found the Scheme's impact on the proposed western cutting area would be "significantly adverse".

Surely it is unjustifiable to make such omissions which can hardly be accidental.

[REDACTED]

You're no doubt aware of the criticism of National Highways' smart motorways (particularly all-lane running) and its reaction to that criticism over the years and since it was told to pause the roll-out. You may also be aware that the current chief executive, [REDACTED], spear-headed smart motorways before he took up his current post and of decisions he made to push ahead and ignore concerns (the reduction of lay-bys in particular) which have come back to bite the company. Whatever one's position on that or on Stonehenge, there seems to be a pattern in

National Highways in that it feels it can ignore criticism from and points raised by parliament and from other areas including the courts. One of National Highways core values is supposed to be "integrity", yet it is apparently ignoring its responsibilities and presenting the planning inspectorate with incomplete submissions. I hope that you will take note of that and take it, along with what else I have mentioned in this email, into consideration.

Yours,

Matthew Weller

