

**From:** [REDACTED]  
**To:** [A303 Stonehenge](#)  
**Subject:** Redetermination of A303 Stonehenge scheme  
**Date:** 04 April 2022 21:01:01

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Dear Planning Inspectorate,

Over and above the observations and updates here:-

### **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

the only “pinch points” on the whole existing A303 from Basingstoke are where it crosses the A345 at Amesbury and the A360 a bit further to the west past Stonehenge. All other crossings, such as the one at the A338 are by means of flyovers so why aren't these proposed as much cheaper effective that also protects the archaeology?

Yours sincerely, Richard Spears

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