

**From:** [REDACTED]  
**To:** [A303 Stonehenge](#)  
**Subject:** Re-Determination of the Application by National Highways for an Order Granting Development Consent for the A303 Amesbury to Berwick Down  
**Date:** 04 April 2022 15:27:22

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I wish to comment as follows:

National Highways has made no changes to the scheme in response to the 2021 World Heritage Committee decision, has not fully assessed alternative, cheaper and less damaging routes, and has not addressed related issues concerning traffic around Salisbury and from the port of Southampton. National Highways has declared itself to be disinterested in reducing impacts on the UK's most iconic World Heritage Site, and in wider, strategic traffic issues. A southern bypass would be cheaper, address strategic traffic issues, and avoid impacting the World Heritage Site.

The world is changing fast. Emissions must be halved by 2030 to stave off the most catastrophic impacts of climate change. Energy costs have increased dramatically, and visitor numbers to Stonehenge have plummeted. Yet National Highways have not updated the construction costs, carbon assessments or traffic estimates. The cost of draining water from the lowest section of the tunnel throughout its life, and the end of life decommissioning costs for the whole tunnel, also need to be published. National Highways is suffering from an expensive form of tunnel vision.

It also appears that National Highways has failed to explore the existence and implications of covenants set out in the conveyance and deeds in 1915.

The scheme needs to be re-examined by an independent panel before the Secretary of State redetermines the application by National Highways for the same scheme.

Nick Jones MA

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