

Warren Lodge | Broughton | Banbury
Oxfordshire | OX15 5EF

t: (01295) 256870

f: (01295) 272694

A303 Amesbury to Berwick Down Case Team
National Infrastructure Planning
The Planning Inspectorate
Temple Quay House
Temple Quay
Bristol BS1 6PN

29 April 2019
LINC /AHF/GF

Dear Sir/Madam

A303 Stonehenge – Lincoln College

We submit this written representation on behalf of our client, Lincoln College. The College owns land north and south of the A303 to the north east of Amesbury that is affected by the scheme. We submitted an objection to the proposed A303 development consent order (DCO) on 10 January 2019. We write to make a further written representation following the invitation for representations due by Deadline 3.

Our client's original objection was based on the following:

1. Highways England wished to take an electrical cable across our client's land and possibly extend an electrical substation, but was unable to confirm the exact details of this scheme
2. Highways England wished to delete a byway which provided the College's only legal access to a parcel of land, but had not provided concrete details of how the College's legal access would be reinstated
3. A new public highway was proposed to join Equinox Drive to Allington Track, with associated open space. This would make it necessary to reinstate an access to a parcel of the College's land which would be removed, and to fence the proposed open space to preserve the existing security of the College's land. Neither of these issues had been addressed by Highways England.

We regret that our client's position has changed very little from what it was in January. Highways England has now provided firmer assurances of which electrical substation of two possible options they intend to use, and has provided a firmer assurance that this



Partners:

Charles J D Bates BA MRICS and Neil S Holiday FRICS

Associate:

Helen Gibbs MRICS FAAV

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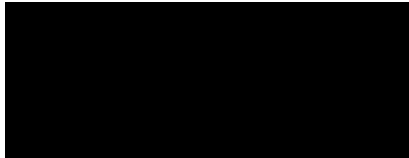
should not need to be extended onto the College's land. However, none of these assurances have been made in a form which is final and binding on Highways England.

Point 2 has moved no further forward. We are assured that it should be possible to agree a right of way across land owned by the MoD to reinstate a legal access to the parcel of land or, failing that, secure consent for a new access from an adjoining public highway. However, Highways England has made no progress with either of these options.

Highways England has taken on our concerns in connection with Point 3, but considerably more design work will be needed to finalise these proposals to address our client's concerns.

Our client's original position was that no DCO should be granted until Highways England has provided clear and final details of the land it wishes to take, the rights it wishes to acquire and the accommodation work it proposes. That remains the case. We feel Highways England is some way from providing this and regret that our client is not prepared to lift its objections until Highways England does so.

Yours faithfully



Alistair Falconer Hall MRICS FAAV

e: alistairfalconerhall@lawsandfiennes.co.uk

m: [REDACTED]



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Helen Gibbs MRICS FAAV

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