

**Application for an Order granting Development Consent for the A303 Amesbury to Berwick Down**

**Written Representation on behalf of P J Rowland & Sons (Farmers) Limited, Ratfyn Farm, Amesbury, Salisbury, Wilts to comply with Deadline 2 imposed by the Examination Authority**

P J Rowland & Sons (Farmers) Limited own a total of 1550 acres over four farms all of which are managed and operated from Ratfyn Farm, Amesbury. Ratfyn Farm itself is a tenanted farm and is 600 acres. The farm is divided by the A303 with 303 acres being south of the road. Adjoining the southern section of Ratfyn Farm is Arundel Farm, Amesbury which is 310 acres which is owned by the farming business. The total area currently south of the A303 is 613 acres. In addition to this adjacent to the northern part of Ratfyn Farm is Watergate Farm amounting to 165 acres. Additionally, there is a further 475 acres at Burbage near Marlborough. The plan at Annex A shows location of the farms at Amesbury.

The farm at Burbage has its own corn storage facilities but all combinable crops grown at Amesbury on the three farms are all transported for storage at Ratfyn Farm which currently involves consistent use of the existing A303.

If the DCO is approved as the Application has proposed the business of PJ Rowland & Sons (Farmers) Limited will be in full support but any alterations that could be considered that affect either Amesbury 2/Bulford 12 and Amesbury Road or the proposals for the link to Allington Track and the proposals of the existing Allington Track will have consequential effects on my business.

The proposals for By-Way Amesbury 2/Bulford 12 only work for my tenancy of the land to the east and west of the By-Way if the Bulford 12 is also shut and the MOD grant a right of access inperpetuity over that part of Bulford 12 as shown on land owner DCO submission plan TR010025-2.2-026. If this right of access is not achieved Highways England will have to provide a suitable access from Amesbury Road to this field as the current access will be shut. There are however, severe potential constraints in constructing the access due to specifically the turning circles of agricultural machinery that will operate and in particular the Combine Harvester and its Header given the width of the Amesbury Road at approximately 6 metres. Due consideration would also need to be given to the existing topography in trying to achieve a suitable access as it is proposed that Amesbury Road becomes a one-way road using both existing carriageways. If Amesbury 2 and Bulford 12 are not closed it will inevitably become an area full of undesirable and anti-social activities which the Local Authority will not wish to put suitable resources to adequately police and stop the undesirable and anti-social activities.

Another scenario that concerns me is that if the proposals for the new Allington Link is not achieved and the existing right hand turn off the A303 to Allington Track is permanently closed, if travelling east, to farm the Ratfyn farmland south of the A303 and Arundel Farm it will need to

be operated by equipment that will need to be taken to the Park House junction on the A303 before immediately returning in a southerly direction before exiting into Allington Track by turning left off the A303. This would involve a ten mile round trip! This I hope therefore explains why I am in approval of this part of the DCO Application that closes Bridleway Amesbury 2 and Bulford 12.

I do however, have concerns about the block 11-09 which appears on the land owner DCO plan TR010025-2.2-026 as Highways England have not provided any evidence or the reasoning as to why about 4 metres of the field that is tenanted that is adjacent to the existing private track needs to be permanently acquired. The present private track extends to about 16.5 metres which does not include any land proposed to be compulsory required from either the Landlords of Ratfyn Farm or Beacon Hill Land. There is therefore sufficient width for the required upgrading to what will be known as the Allington Track to take place without the need to permanently acquire valuable highly productive land. At Annex B a plan showing this is attached from Google Maps including a width measurement between the existing boundaries. Highways England should be examined as to why they require additional land for the purpose of providing a link between Amesbury Road and Allington Track.

The existing hedge should be retained as a natural boundary and should be gapped up by Highways England to provide environmental benefit. No justification has been given for the area proposed to be acquired, although the need for the area at the east and west of the proposed Allington link is understood, but not without cost as an access directly to Allington Track is required which has been explained to Highways England on more than one occasion.

I approve of the Allington Track being closed at its junction at the A303 but also believe that it should be closed from its proposed junction with the new Allington Track as otherwise, that area will become used for undesirable and anti-social activities and I would encourage that the surface between these points be removed and filled with suitable material of which there will be plenty from the construction of the tunnel that would allow a belt of trees to be established helping the environmental situation in the area and would be provide positive environmental result.

My main remaining concern is with the access I require to run my business efficiently which will involve the use of Equinox Drive within Solstice Park and the new link to Allington Track. At Annex C I attach an extract from the proposed accommodation works plan and have coloured in the route that Highways England are proposing I use to access the land adjacent to Allington Track however, there is no realistic way that this could be used by the largest pieces of agricultural machinery or articulated lorries that may have either grain or straw/hay loaded directly on to them as there is insufficient allowance for vehicles to turn. Coloured in orange is a route that has been discussed with Highways England but not yet approved which will provide the access I require as the ability to turn left off Equinox Drive is not compromised by the constraints imposed by the suggested route shown on the plans.

At present Equinox Drive is not subject to parking restrictions and therefore, is consistently used by lorries as an overnight lorry park. Even if the Allington Link is not approved Equinox Drive will need to be subject to parking restrictions and enforcement by the requisite authority as Equinox Drive will need to be used for constant movement of agricultural machinery and equipment including Combine Harvesters, grain lorries, hay and straw lorries and vehicles using or containing sewage cake.

Lastly, I have concerns, as the tenant of Ratfyn Farm which includes a clause to reside in Ratfyn Farmhouse, about the inevitable increased noise level from the improved A303 as a result of greater traffic flow over a more constant period and at a higher elevation over the Countess Roundabout.

The proposals will increase the noise emanating from traffic travelling in a westerly direction as the snarl up at the Countess Roundabout will not exist and therefore, this with a more constant flow of traffic, noise will travel directly towards Rattfyn Farmhouse which is a Grade II listed building, and at present although discussions have been held about the actions that Highways England could take to reduce noise pollution, nothing definitive has been forthcoming. I would like to see a direction imposed on the applicant that the road surface be of the highest noise reducing composition available. In addition, despite the expert's opinion that planting of vegetation and trees have no effect, that trees are planted and having planted my own Willows I can assure the examining authority that they do work as an effective means of mitigating noise pollution. Once again, it will not be the specialists who have to live with the increasing noise and light pollution during and post construction. There will also be environmental benefits of planting vegetation and trees.

Overall, P J Rowland & Sons (Farmers) Limited approve of the scheme's intentions so long as our concerns about running an efficient farming business are properly considered and that the access issues as highlighted above are suitably addressed.

Signed

  
.....  
**Howard Smith MRICS Chartered Surveyor**  
**RICS Registered Valuer**

Dated

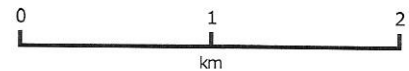
  
.....

**HOWARD**  
**SMITH M.R.I.C.S.**  
CHARTERED VALUATION SURVEYOR

## **ANNEX A**

### **Location of Farms at Amesbury Farm by P J Rowland & Sons (Farmers) Limited**

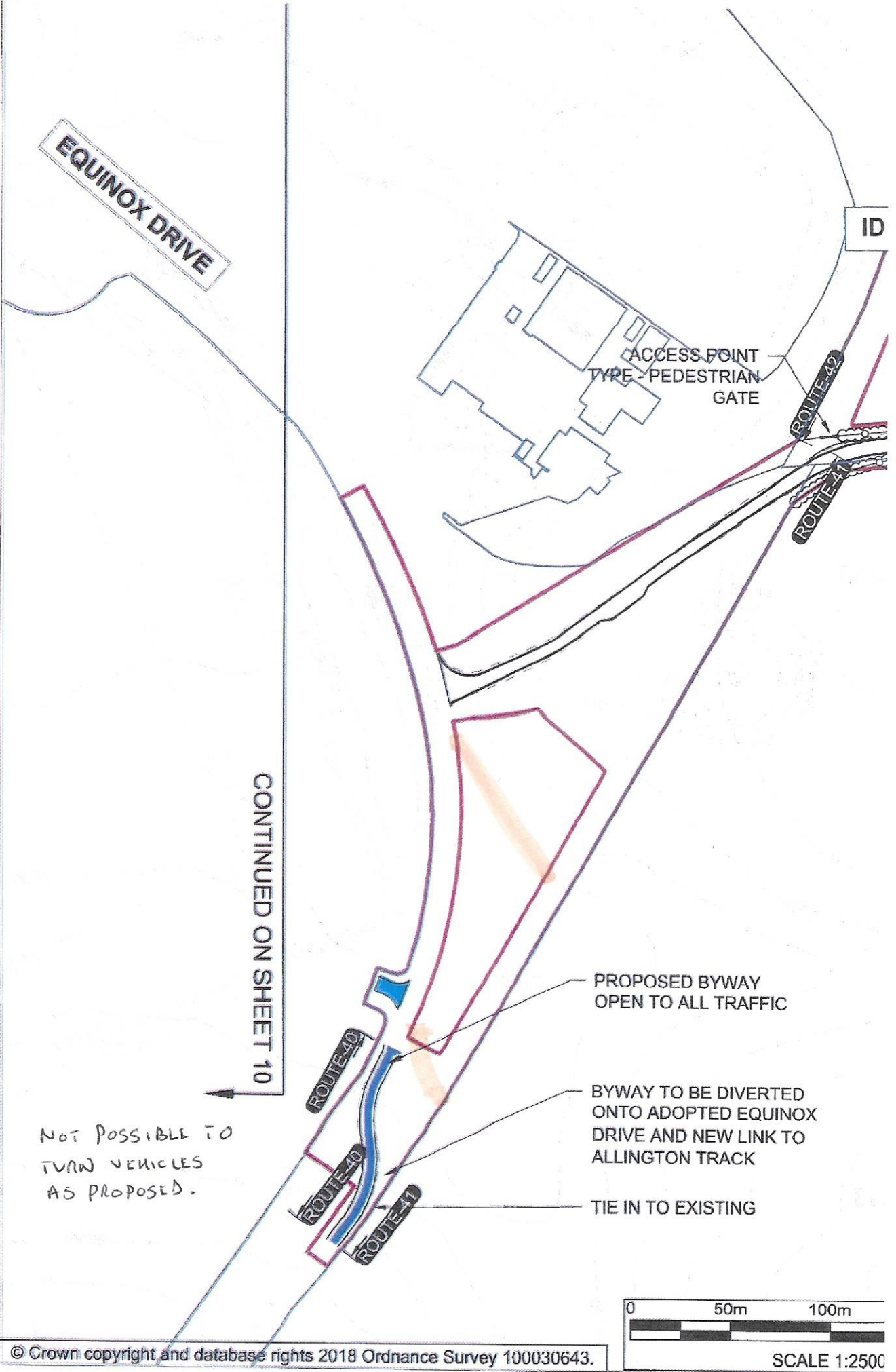
**Green Dots – Watergate Farm  
Red Dots – Ratfyn Farm  
Purple Dots – Arundel Farm**



Projection = OSGB36  
 xmin = 409600  
 ymin = 138900  
 xmax = 425700  
 ymax = 146500

Map produced by MAGIC on 2 May, 2019.  
 Copyright resides with the data suppliers and the map must not be reproduced without their permission. Some information in MAGIC is a snapshot of the information that is being maintained or continually updated by the originating organisation. Please refer to the metadata for details as information may be illustrative or representative rather than definitive at this stage.

**ANNEX B**  
**Width of existing boundaries**



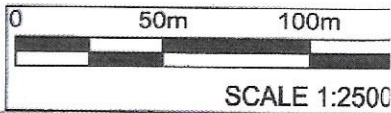
NOT POSSIBLE TO  
TURN VEHICLES  
AS PROPOSED.

CONTINUED ON SHEET 10

PROPOSED BYWAY  
OPEN TO ALL TRAFFIC

BYWAY TO BE DIVERTED  
ONTO ADOPTED EQUINOX  
DRIVE AND NEW LINK TO  
ALLINGTON TRACK

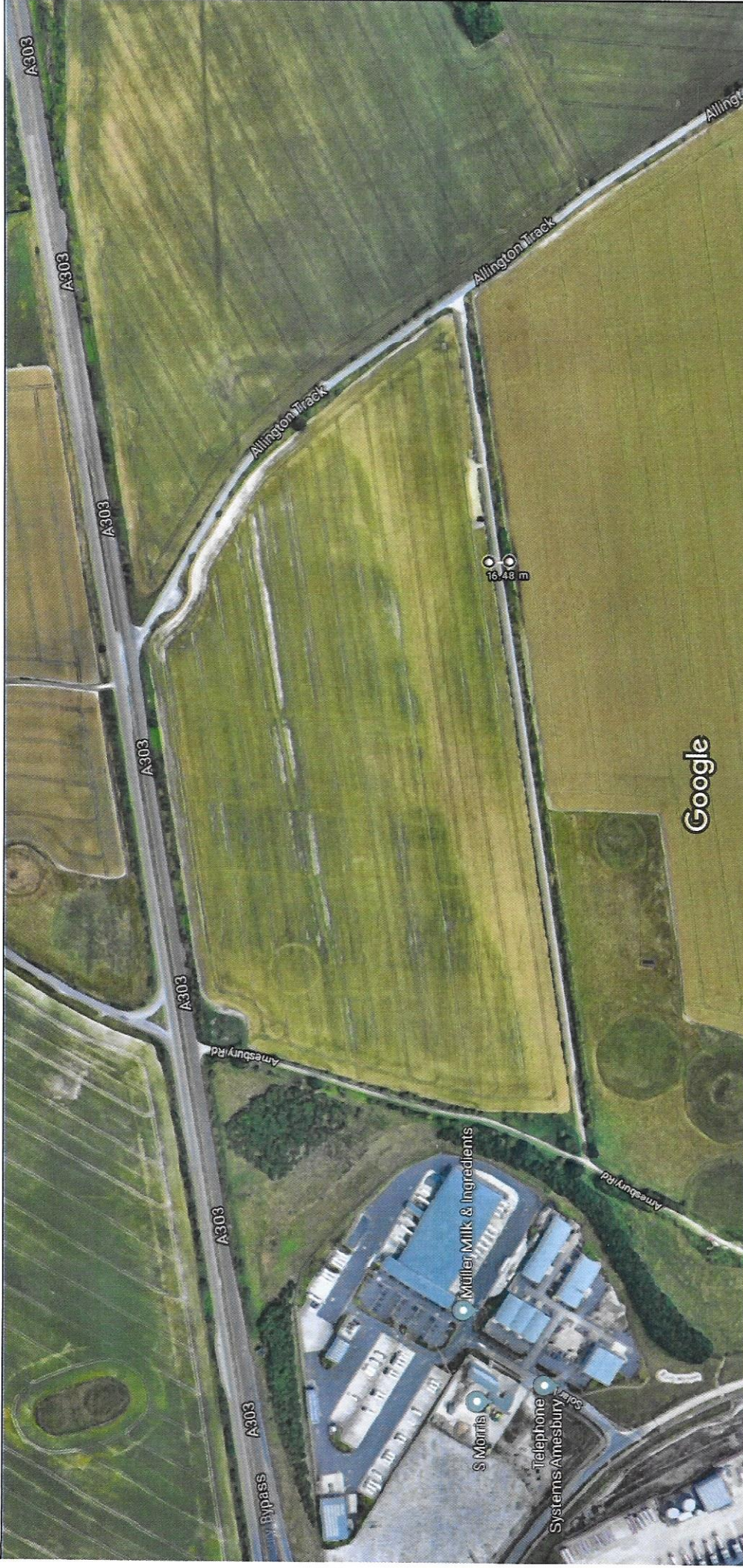
TIE IN TO EXISTING



**ANNEX C**  
**Extract from the proposed Accommodation Works plan**



# Google Maps PLAN SHOWING EXISTING WIDTH OF PRIVATE TRACK INTENDED TO BECOME ALLINGTON LINK



Imagery ©2019 Google, Map data ©2019 Google 50 m

Measure distance  
 Total distance: 16.48 m (54.08 ft)