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Subject: NFU submission - Issue Specific hearing 6
Date: 21 June 2019 22:34:54
Attachments: [REDACTED]

Dear Sirs

Please find enclosed a submission from the NFU in regard to the issue specific hearing 6 held on 13th June 2019 on Traffic and transportation.

Yours faithfully

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PLANNING ACT 2008

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**WRITTEN SUBMISSIONS OF NFU REGARDING THE A303 AMESBURY TO BERWICK DOWN
SCHEME DEVELOPMENT CONSENT ORDER 201 [...]**

PLANNING INSPECTORATE REFERENCE NO TR010025

**SUBMISSIONS OF NATIONAL FARMERS UNION ON THE SPECIFIC HEARING 6 TRAFFIC AND
TRANSPORTATION ON 13TH JUNE 2019**

DATE 21ST JUNE 2019

1.0 Introduction

1.1 Submissions on behalf of the National Farmers Union (“NFU”) in respect of the application for a Development Consent Order (DCO) by Highways England for the A303 Amesbury to Berwick Down scheme. The NFU is making a case on behalf of its members who are affected by the proposed DCO.

2.0 Public Rights of Way (ProW):

2.1 The NFU believes strongly as stated at the hearing and in its written representation that the application for an Order granting a DCO is to improve the A303 between Amesbury to Berwick Down under the Planning Act 2008. An application is not being made to enhance or create new public rights of way therefore under this application any rights of way which are disconnected or severed should only be re –connected. Under this scheme proposed new public rights of way are to be created on

- A new restricted byway on the west side of Green Bridge 1 on the north and south side of the A303.
- A new bridleway to the west side of Longbarrow Junction from Winterbourne Stoke.
- A new bridleway going round the new Longbarrow junction and continuation to Green Bridge 4.
-

These are new rights of way and should not be created as they are all taking further land out of agricultural production and they are not needed for the highway scheme itself. The Planning Act 2008 is very clear that no more land should be taken than is need for the scheme itself.

2.2 **SLAN 3** junction at Yarnbury Castle should be improved to be an even safer crossing. If this improvement is carried out it is not necessary to create the new restricted byway north or south of the A303.

2.3 The proposed **new bridleway** from Winterbourne Stoke to Longbarrow junction should not be created. HE confirmed at the hearing that this new bridleway does not connect up to a bridleway in Winterbourne Stoke.

2.4 If it can be proven that a **new cycle way** is necessary in to Winterbourne Stoke then this should be created along the existing A303 which will be maintained as a local access route. It is not necessary to take agricultural land out of production to create a cycle way.

2.5 **Green Bridge 4** should not be created as a cut and cover tunnel 150m wide. It is strongly felt that this Green Bridge should stay in line with the A360. It was highlighted at the hearing that a right of way should stay with the alignment and be direct and easy to use.

2.6 Omission of a link between **AMES 11 and AMES 12**. The NFU stated that if a decision was made by the Examiners that a link should be kept between AMES 11 and AMES 12 for the Trail Riders then it should be provided along the existing A303 with agricultural access only. No land should be taken out of agricultural production to create a new link.

2.7 There is concern from landowners that the new rights of way to be created and the existing A303 being downgraded will lead to an increase in improper an illegal use of the byways. Unauthorised fly tipping, hare coursing, parking up, camping and motorhomes parking up is already an issue. Rural Crime is an ever growing issue and so all the new rights of way to be created must be considered carefully and whose responsibility it will be to control the PRowWs.