

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: SUMMARY OF ORAL REPRESENTATION AT COMPULSORY ACQUISITION HEARING 9TH JULY 2019 ON BEHALF OF WEST AMESBURY FARMS AND MRS P.M.SANDELL
Date: 19 July 2019 15:33:52

Dear Sirs ,

On behalf of Mrs .Sandell I raised the question as to why when the scheme was designed that the scheme had been designed that did not give Park Farm West Amesbury access to the Countess Road as currently Park Farm has three access points to the A303, but after the scheme as currently designed these access points will be extinguished . This is despite raising this as early as 2016. Suggestions have been made about getting a route out via Countess Farm but the National Trust have suggested Countess Farm is held inalienably but have not produced the proof and neither have Highways England provided the proof . It was pointed out therefore that if the land is held inalienably Highways England will have to use the powers available to them to construct an access across Countess Farm to get an access to the Countess Road.

On the issue of restrictions as to operations over the Tunnel it was pointed out to the Examiners that the restrictions had been negotiated by Highways England with both HMAG and National Trust but Mrs .Sandell as the affected owner due to the location of the Eastern Portal was excluded from the negotiations and the detail was presented as a fait accompli. The details of the restrictive covenants were available to the National Trust but not to my client despite the advocate indicating they had been made available. What is available are the terms of the intended restrictions but not the wording of the restrictive covenants in a legal form, which are still awaited as of todays date. The production in draft form of these covenants require urgent action by Highways England.

On behalf of West Amesbury Farm the question was raised again concerning access to the Countess Road post construction which has not been allowed for in the present design. We have previously provided details of likely vehicular movements that are in existence at West Amesbury Farm on its present scale, and the present design will mean all of these movements will be re routed through Amesbury town centre which will include grain lorries both empty and full, fertiliser lorries again full and empty, livestock lorries and tractors towing large equipment.

The answer given by Highways was that it was possible for all of the above to legally use Amesbury town centre, however what is possible from a plan of the existing lay out and what is practicable on any given day is very different. Movement through Amesbury town centre is regularly restricted by poorly parked or incorrectly parked vehicles which then involves waiting time until the obstacle is cleared. Further delays can be expected in passing through the road narrowing restrictions in Church Street before negotiating the road bridge over the River Avon to gain access to Stonehenge Road. Doubts still remain about the ability to continue to be able to use the road bridge over the River Avon.

Additionally West Amesbury Farms cannot physically drive their combine through Amesbury ,due to its turning circle , to access their land at Stockport Farm Amesbury or undertake their stubble to stubble contracts on 150 acres on the Durnford Estate which is the opposite side of the road to Stockport Farm, or undertake their obligations on 600 acres at Fox Farm Amport. The National Trust have put forward a proposal about using an existing trackway as combine access however they do not appear to have grasped that Mrs.Sandell has to be a party to this as the

route from West Amesbury Farm to the trackway offered includes passage across her land . The offered option is unacceptable as it does not deal sufficiently with all the access concerns and required traffic management . The National Trust also raised an objection on the basis that any new route to Countess Farm would increase traffic within the World Heriage Site. This was refuted as no additional traffic would be created as the traffic already enters the World Heritage Site to get to West Amesbury Farm, they would simply be taking an alternative route and is not an intensification of use.

Yours faithfully

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