

From: [REDACTED]
To: [A303 Stonehenge](#)
Cc: [REDACTED]
Subject: RE: Re-determination of the Application by National Highways (formerly Highways England) for an Order Granting Development Consent for the A303 Amesbury to Berwick Down - UR A303-AFP058
Date: 07 April 2022 00:16:03
Attachments: [image001.png](#)
[image002.png](#)
[image004.png](#)
[image006.png](#)
[Lincoln College- A303 Stonehenge 04.04.2022.pdf](#)
[HE551506-AMW-HGN-Z4_SR_B30_Z-DR-CH-0006-P02.1-\[REDACTED\].north west field access \(draft\).pdf](#)
[Allington Track design, DCO plots and aerial image - Sheet 1-compressed.pdf](#)
[Allington Track design, DCO plots and aerial image - Sheet 2-compressed.pdf](#)

Dear Sir/ Madam,

I write to seek clarification of the email I sent below. I am unsure whether all attachments were included as intended correctly.

Can you please consider this email and its attachments against the one of 04/04/2022 @ 23:14 and confirm whether the attachments are the same?

My concern is the written representations "Lincoln College- A303 Stonehenge 04.04.2022" were not included.

My concern is that I have missed the deadline for submission and would appreciate your thoughts on whether this information will be included and indeed considered as a result.

I had sent a similar email containing the basis of our representations earlier in the week to [REDACTED] CC'd and hope this assists in demonstrating our intent?

Kind regards

Hywel



Lincoln College
UNIVERSITY OF OXFORD

Hywel Morse, MRICS FAAV

Land Agent

[REDACTED] F: 01865 279960
www.lincoln.ox.ac.uk | Lincoln College, Turl Street, Oxford, OX1 3DR

Secretary: [REDACTED]
[REDACTED] hours: Mon, Thur & Fri – 9.30am-5.45pm
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From: Hywel Morse

Sent: 04 April 2022 23:14

To: A303Stonehenge@planninginspectorate.gov.uk

Subject: Re-determination of the Application by National Highways (formerly Highways England) for an Order Granting Development Consent for the A303 Amesbury to Berwick Down - UR A303-AFP058

Dear Sir/ madam,

Please find attached our representations to the current consultation, along with supporting plans.

Please acknowledge safe receipt by reply.

Kind regards



Lincoln College
UNIVERSITY OF OXFORD

Hywel Morse, MRICS FAAV

Land Agent

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www.lincoln.ox.ac.uk | Lincoln College, Turl Street, Oxford, OX1 3DR

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Lincoln College
UNIVERSITY OF OXFORD

4th April 2022

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

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

By Email to A303Stonehenge@planninginspectorate.gov.uk

Dear Minister

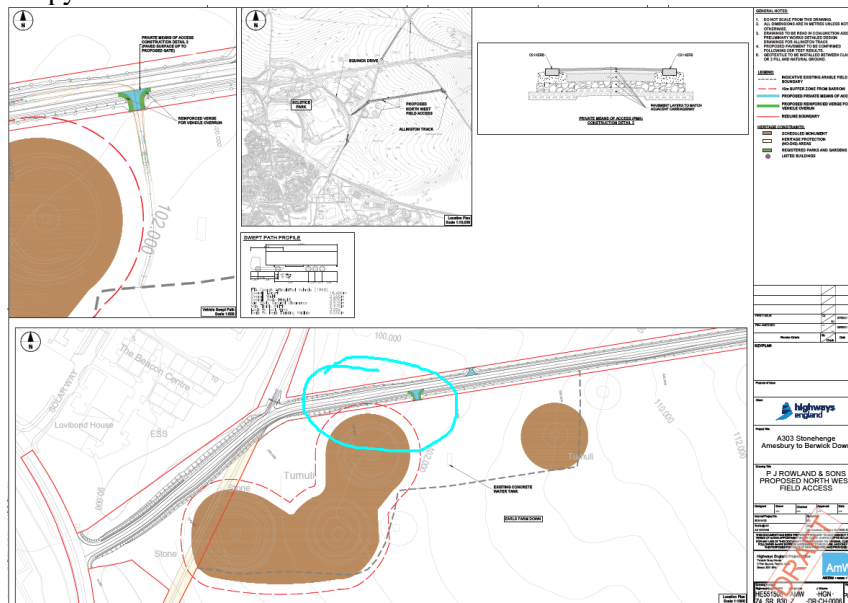
**Written Representation to A303 Stonehenge Development Consent Order Examination Process
UR A303-AFP058**

I write on behalf of The Warden or Rector and Scholars of the College in the Blessed Mary and All Saints Lincoln in the University of Oxford of Oxford, OX1 3DR (Lincoln College) in relation to land within their ownership affected by the above scheme Title Numbers WT1249 and WT125102.

The scheme affects land to the south of the A303 known as Earl's Farm Down. The land is let to Mr Charlie Rowland. I understand Mr Rowland is making a similar representation.

In addition to all previously submitted representations, I set out below concerns and questions for your consideration. I have attempted to refer to extracts of plans within the text to avoid having to look these up separately. However, all plans can be provided separately in original format and quality if this assists.

1. Plan - HE551506-AMW-HGN-Z4_SR_B30_Z-DR-CH-0006-P02.1 - Mr Rowland north west field access (draft) - Copy attached



Hywel Morse, Land Agent

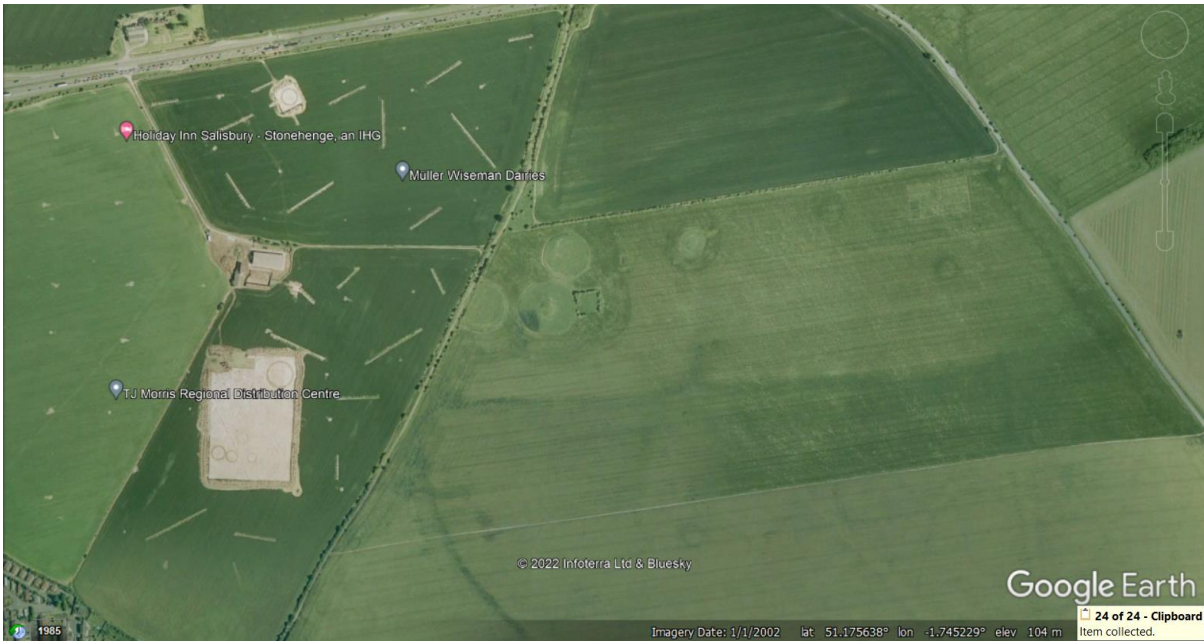
- 1.1. Lincoln College request the proposed road widening to form AMES1/Allington Track link road is realigned further north onto Title WT27534 for the following reasons;
- 1.1.1. the proposed works will enter the “10m BUFFER ZONE FROM BARROW” as highlighted in turquoise above, an unnecessary intrusion which could and should easily be avoided
- 1.1.2. the plans will require the removal of an established hedgerow, diverse in hedgerow species of flora and fauna. The proposal that a new hedge will be planted in replacement is not an ecological equivalent, nor would it be for decades. Any new hedge will require maintenance, gapping up and as this field is free draining along this route, establishing any new hedge will likely require summer irrigation to ensure it succeeds. All reasons to leave the hedge in situ as much as possible by moving the track north.
- 1.1.3. moving the AMES1/Allington Track link road north, leaving the existing hedge in place would minimise ecological impact, instead removing and annual arable crop, rather than a mature hedgerow. For note, the growth along the north of the existing track is almost exclusively wind blown elder, regarded as a hedge weed and not worthy of retention, but also the lesser of the two hedges in all forms of assessment. By retaining the southern hedge, you will have more than halved your ecological impact in this area.
- 1.1.4. the land take proposed from Lincoln College will be against the gradient and the plans drawn show batters (creating a self supporting gradient between two differing levels) to cope with this change in level. These batters are in the area which intrudes on the 10m Barrow exclusion zone. This will require further unnecessary archaeological watching briefs, which would be reduced by building to the north.
- 1.1.5. The cost of building the AMES1/Allington Track as proposed would be reduced by moving it north and off Lincolns land, as it would reduce the engineering work and earth moving entailed in battering the side of the hedge bank, retain the established and historic hedge, remove the need to replant and maintain a new hedge to maturity and in the process reduce the Carbon footprint of the project.
- 1.1.6. The positioning of the track widening to date appears to have no more technical input to positioning than the convenience of widening the existing track equally on each side. I reference an email below from Max Flowerdew 02/12/2021 at 16:47
“The alignment of the link road is to ensure that the carriageway runs along the same path/line as the existing track. This is the proposed reasoning from the principle highways engineer.”

This seems rather too simplistic an approach, for the reasons set out in this letter above and those raised on site at our meeting with Highways England (as they were then referred to) 18th June 2021. Our proposal would achieve the same net result, reduce cost, reduce impact on wildlife and reduce carbon emissions.

- 1.1.7. We understand from our Tenant Farmer that the existing track was built by ClassMaxi before Title No. WT27534 was sold. Therefore, the impact of this track is already established and the likelihood is there will be less archaeological impact widening the track to a road by building to the north, than the south where we have scheduled monuments and you are currently proposing works in the exclusion zone of these scheduled monuments.
To evidence this, please see Google earth image below which Google suggests (I cannot confirm) is from 2002;

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Please note the track in question has not been built. Nor does it appear to form part of the archaeological trial work being undertaken on the now Solstice park site at the time of the photograph.

By 2003 it appears work had commenced on the Solstice Park site in levelling the area, but also note the track has appeared;



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Zoomed in;

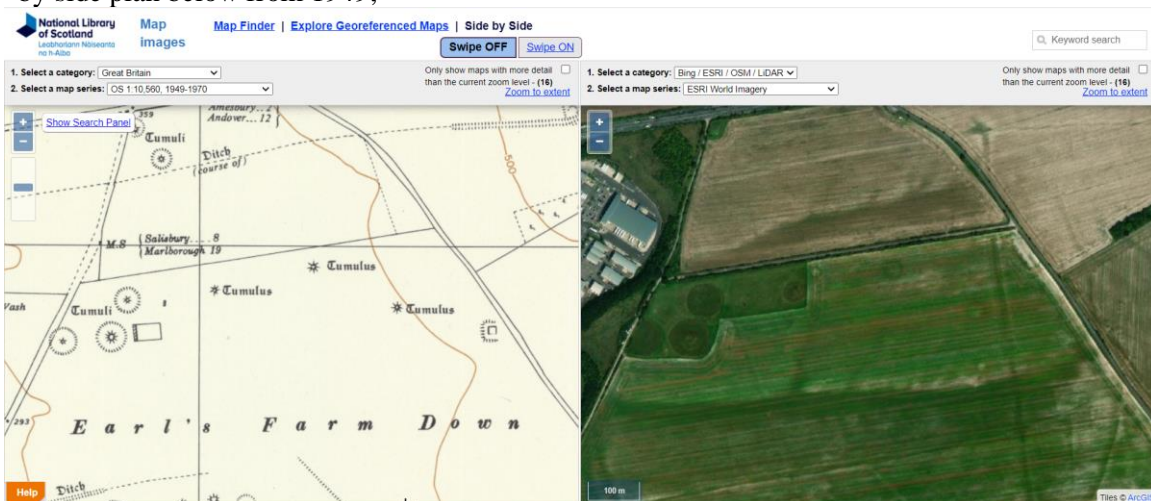


You will note there is no hedge present north of the track. However, our hedge is clearly present to the south.

By 2017 the line of elder to the north of the track is visible;



The College hedge alignment appears in plans as early as the 1930's but is clearly set out on the side by side plan below from 1949;

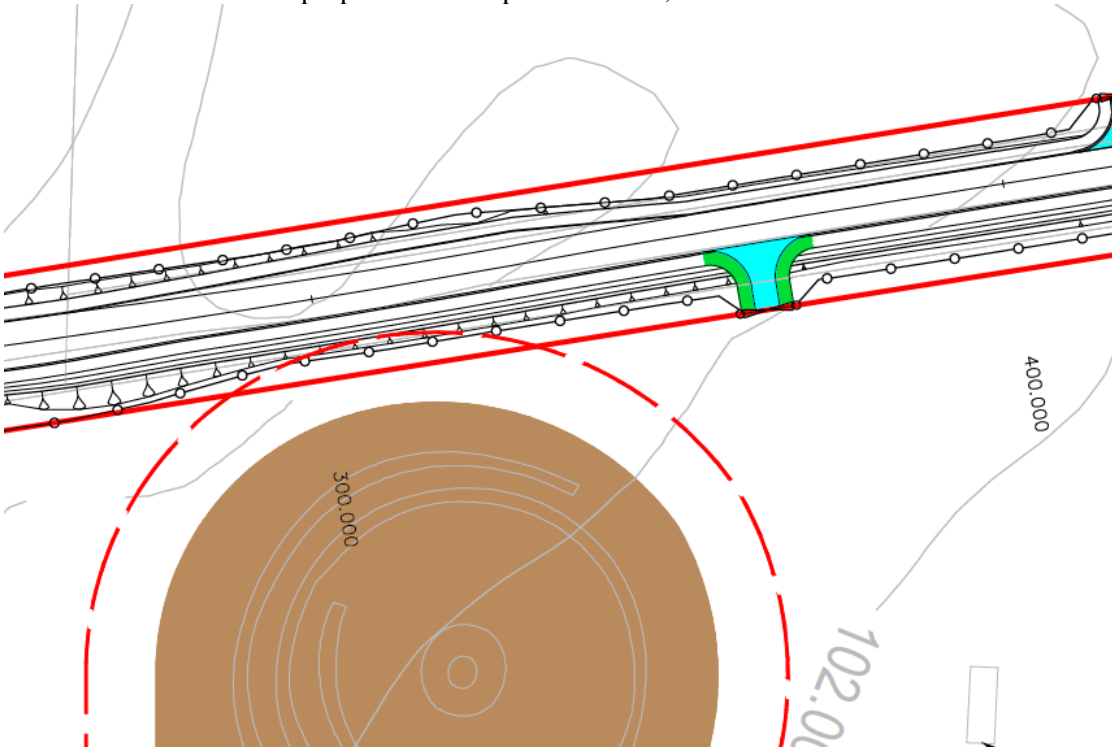


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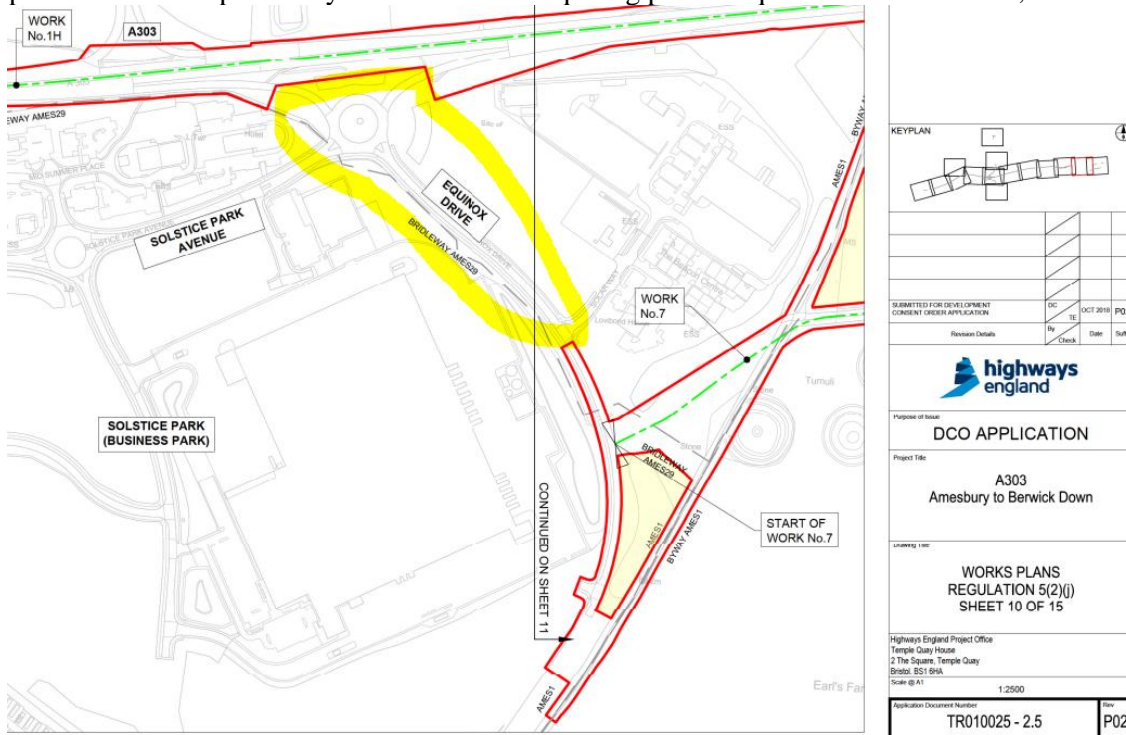
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1.2. The field entrance proposed on this plan as below;



This entrance is acceptable on the following conditions;

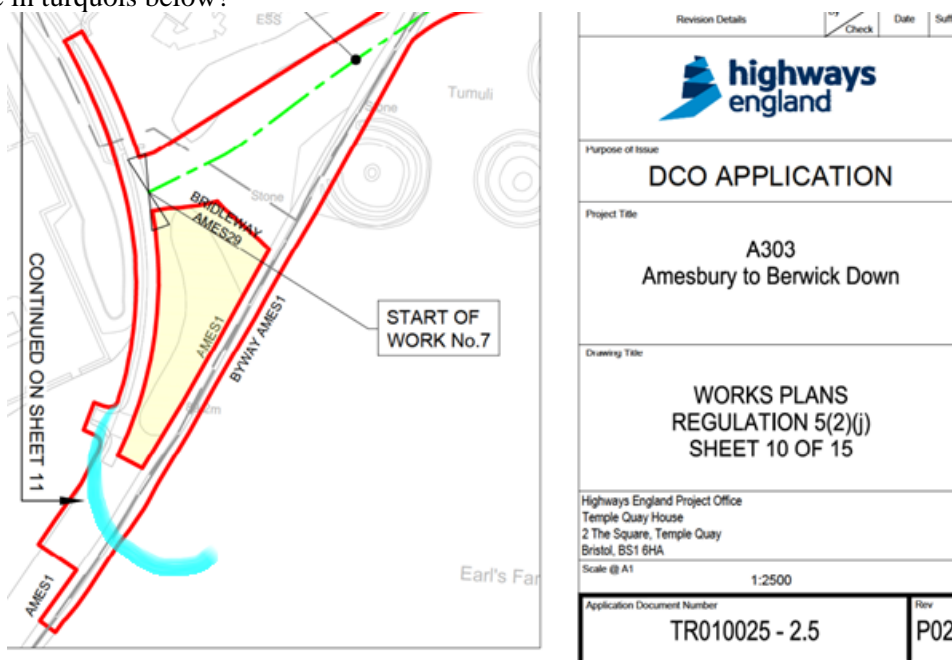
- 1.2.1. The access is to connect to the public highway without any form of ransom.
- 1.2.2. There is to be no third party ownership between the edge of the of the new AMES1/Allington Track link road land designated as Highway and Lincoln's ownership along the full length of the AMES1/Allington Track link road.
- 1.2.3. The access will be unrestricted for all purposes at all times
- 1.2.4. The AMES1/Allington Track link road will be fully adopted and built to a fully adoptable standard
- 1.2.5. The access to the AMES1/Allington Track link road will be a fully adopted road through Solstice park. The current plans only show the DCO acquiring part of Equinox Drive as below;



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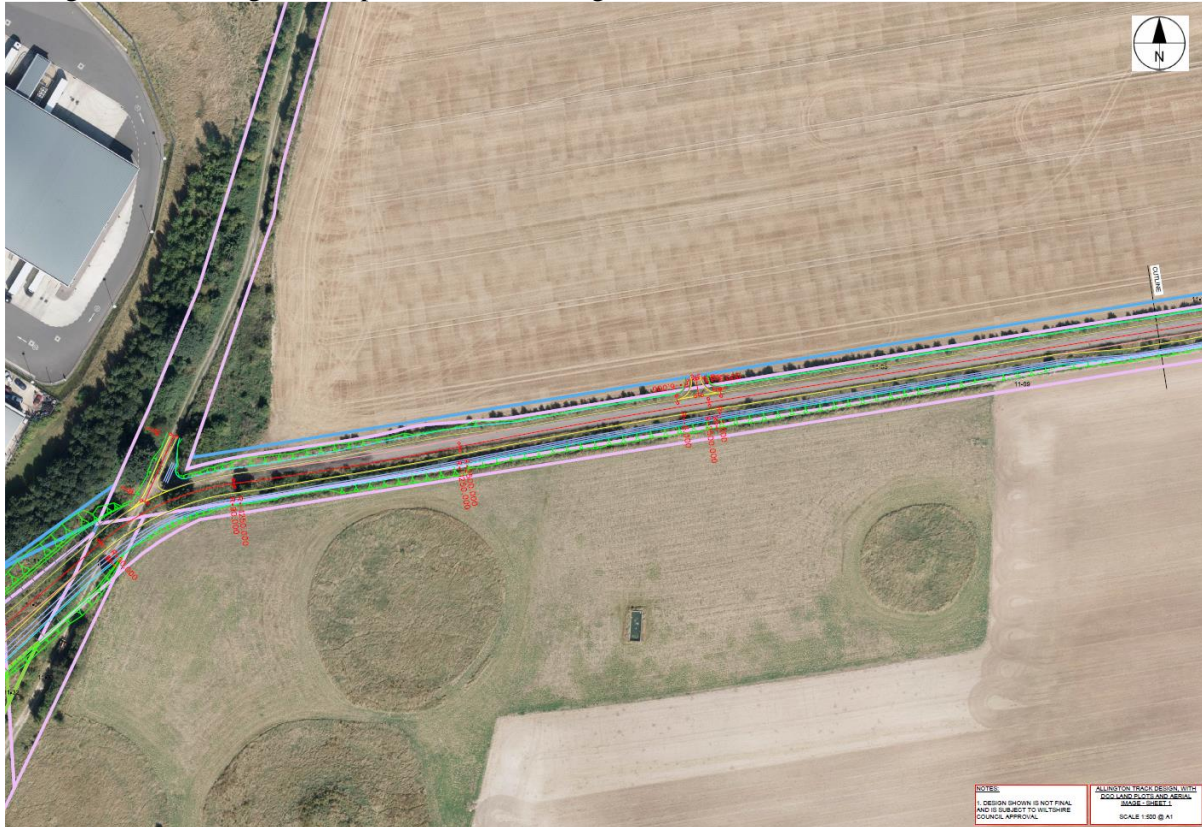
- 1.2.6. As proposed, what rights of access will the College have over the area circled yellow?
- 1.2.7. We understand that there is a Tripartite agreement between Classmaxi, Wiltshire Council and Highways England/ National Highways. This document is not in the public domain but should be. We understand that it is proposed that Classmaxi will dedicate the surface only of the part of Equinox drive above, rather than have the road acquired as part of the DCO. When I raised this at our site meeting on 18th June 2021 with David Bullock of Highways England, he noted that the justification of this approach over acquiring Equinox Drive was cost saving, in not needing to acquire the road. The College will need to rely on access over this route and should be entitled to understand what rights they are being offered? We also request a copy of this Tripartite agreement again, or request where we should address the freedom of information request, as this is in the public interest, in addition to why this was not raised at the EIP? We would also appreciate the thoughts of the District Valuer in understanding the estimated cost saving when comparing acquiring Equinox Drive and Classmaxi dedicating the surface as Highway under the terms of their Tripartite Agreement? I am unsure what value Equinox Drive has when considering the maintenance liability the owners of the premises of Solstice park currently have versus the adoption of Equinox Drive by either Wiltshire Council or National Highways who will be responsible for its maintenance as part of the dedication. There may be an argument for betterment.
- 1.2.8. We had previously agreed with Highways England to provide an access to Earls Farm Down which was removed within NMC-07 deleting the private means of access on the western boundary of the block of land known as Earl's Farm Down. This access, which was proposed to link through from Equinox Drive, was identified as PMA 42 and was proposed to mitigate the loss of an access on the western boundary of Earl's Farm Down due to the partial deletion of byway AMES1. We have still not received an explanation as to why this cannot be accommodated in the Proposed DCO boundary I outline in turquoise below?



Hywel Morse, Land Agent

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2. Allington Track design, DCO plots and aerial image - Sheet 1



- 2.1. The land to the north has an entrance drawn accessing the AMES1/Allington Track link road. The Lincoln College land does not. Can this be remedied?
 - 2.2. The impact of the hedge removal can clearly be seen from this overlay of the proposed works.
3. Allington Track design, DCO plots and aerial image - Sheet 2



- 3.1. The position of the eastern access seems to be positioned in such a way that will obscure visibility on exit and entry to the road, make an area of corner of the field unfarmable (as the area either side of the track is too small to economically farm) and also leave a large bell mouth entrance which will attract

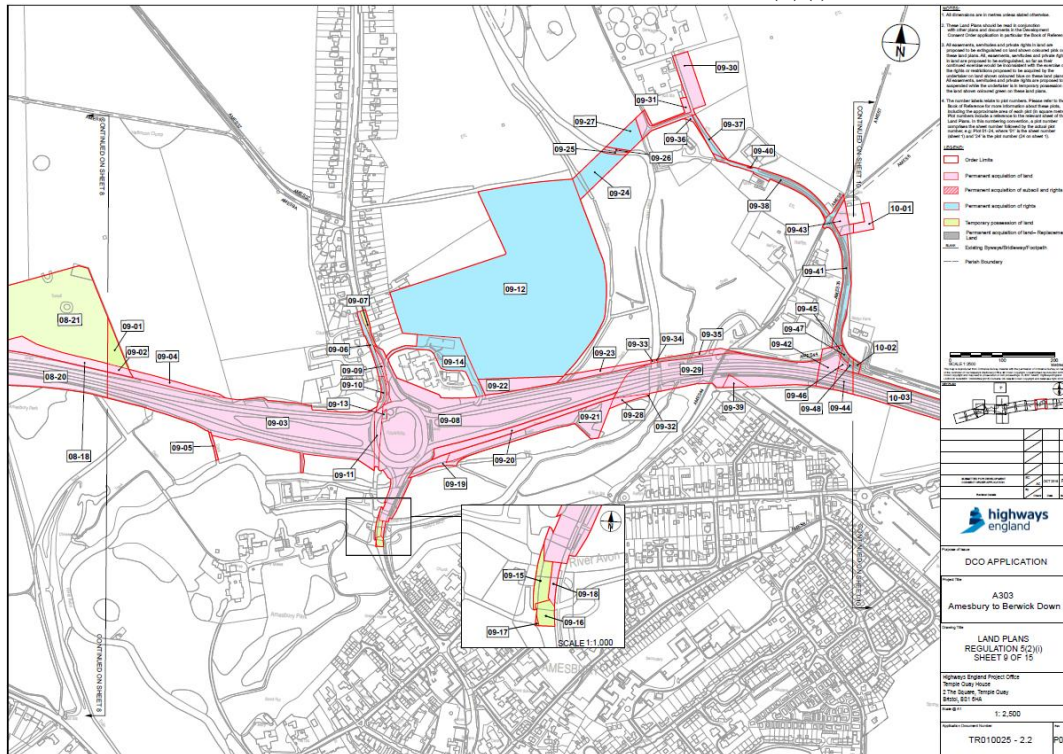
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Lincoln College, Turl Street, Oxford OX1 3DR | Tel: 01865 279983 | Email: [REDACTED]

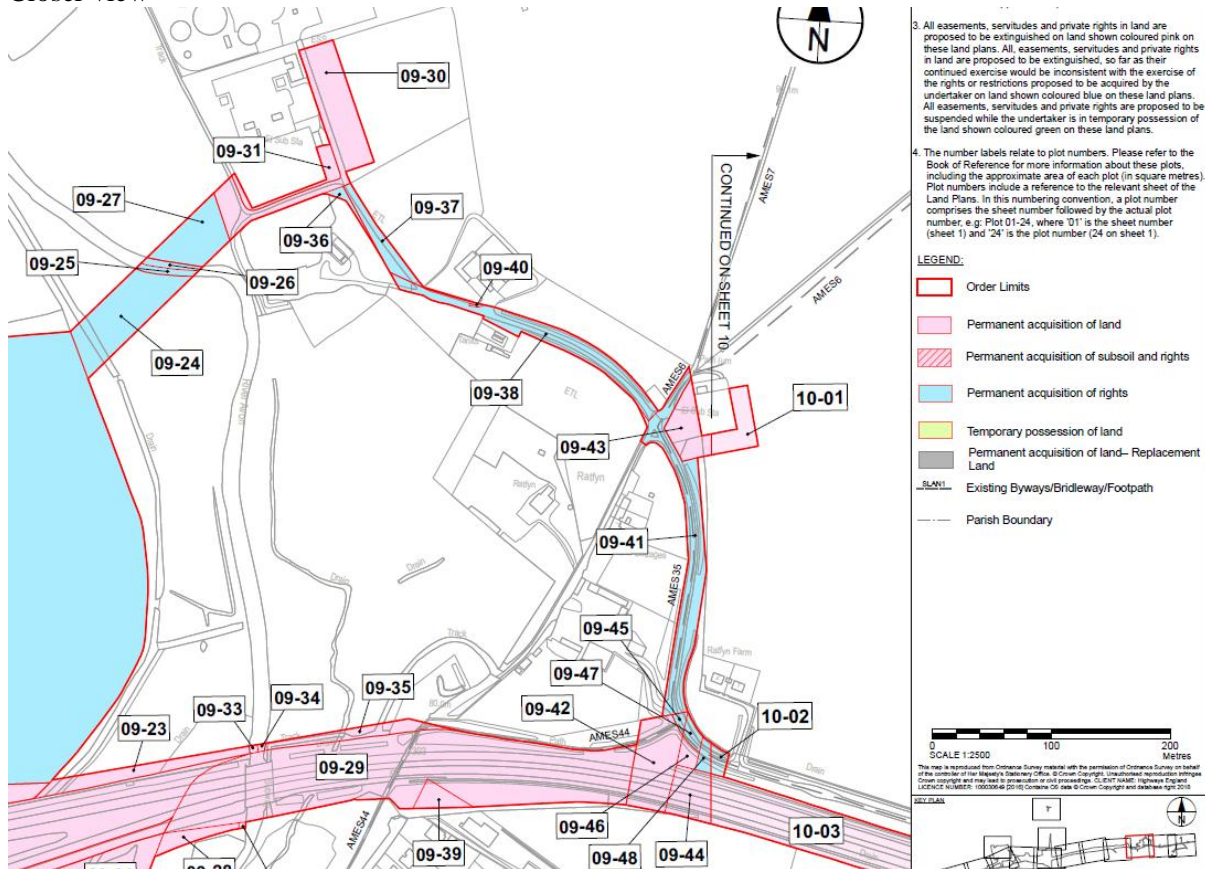
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fly tipping. Can an access be provided from the Allington Track further south east of where it is proposed?

4. TR010025-000157-2-2-LandPlans - LAND PLANS REGULATION 5(2)(i) SHEET 9 OF 15



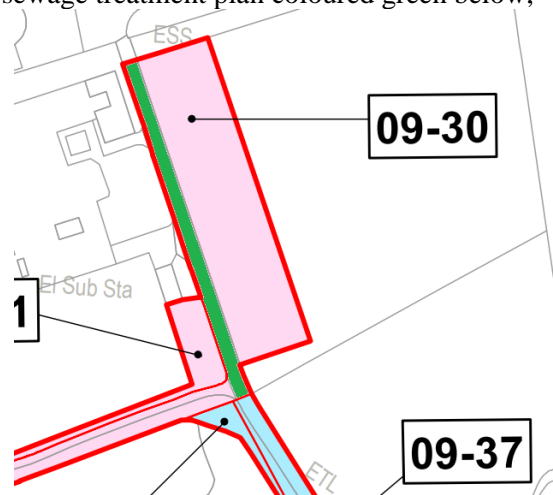
4.1. Closer view



4.2. 09-30 Permanent acquisition of land - All interests and rights in land comprising of approximately 4823 square metres of field, agricultural land and access track (Ratfyn Farm) (excluding all interests

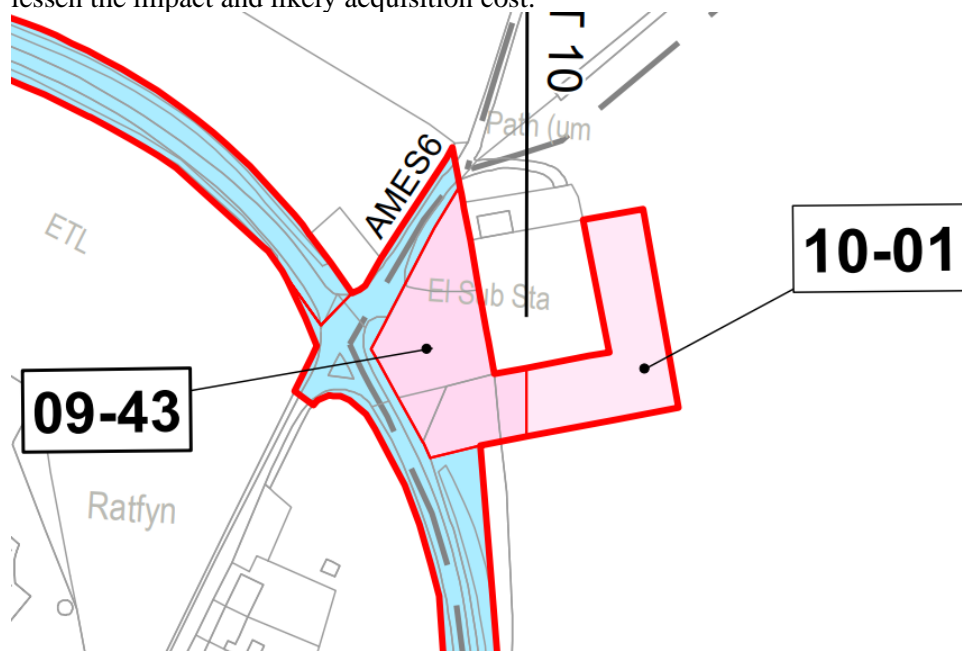
Hywel Morse, Land Agent

of the Crown). We are unsure why this area of land is to be acquired rather than the acquisition of rights? This area is currently part of title number WT1249 owned by Lincoln College provides access between the WT23365 owned by THE SECRETARY OF STATE FOR DEFENCE and WT7350 owned by SOUTHERN ELECTRIC POWER DISTRIBUTION PLC. Its acquisition would potentially prevent access to the river and the associated businesses which use it. It would be preferable to grant rights similar to those sought in Plot Ref. 09-27. Plot 09-30 also seeks to acquire the existing access for the sewage treatment plan coloured green below;



If this were successful we would seek rights of access over this area as are currently enjoyed to access retained land

- 4.3. 09-43 Permanent acquisition of land - All interests and rights in land comprising of approximately 1436 square metres of field and agricultural land and hardstanding (Ratfyn Farm) (excluding all interests of the Crown). The purpose of this acquisition has not been made clear and unlike 10-01 which seems a logical extension of the substation, 09-43 seeks to acquire a part of a yard used for machinery but also brings the substation unnecessarily close to Ratfyn House and Ratfyn Farm Cottages. To reduce impact and visibility 10-01 could be enlarged to accommodate the same area and lessen the impact and likely acquisition cost.



I look forward to your responses to the above and hope we can make progress in addressing these concerns constructively and to the aim of delivering a better project.

Hywel Morse, Land Agent

Lincoln College, Turl Street, Oxford OX1 3DR | Tel: 01865 279983 | Email: [REDACTED]

- 4.4. 09-42 and 09-46 - Permanent acquisition of land - All interests, save for all interests of Highways England, in land comprising of approximately 319 square metres of woodland (north of A303). We are currently making investigations into the ownership of these parcels as it is not clear how they came to be in the ownership of Highways England Company and whether they should have reverted to Lincoln College. This is an observation and not a point of objection.

As the landlord's agent, my reason for submitting this representation is twofold: to support our tenant, and to protect the long term rental and capital value of the holding by ensuring it is not adversely impacted by the A303 scheme, nor the rights the property currently enjoy are diminished.

Yours faithfully,

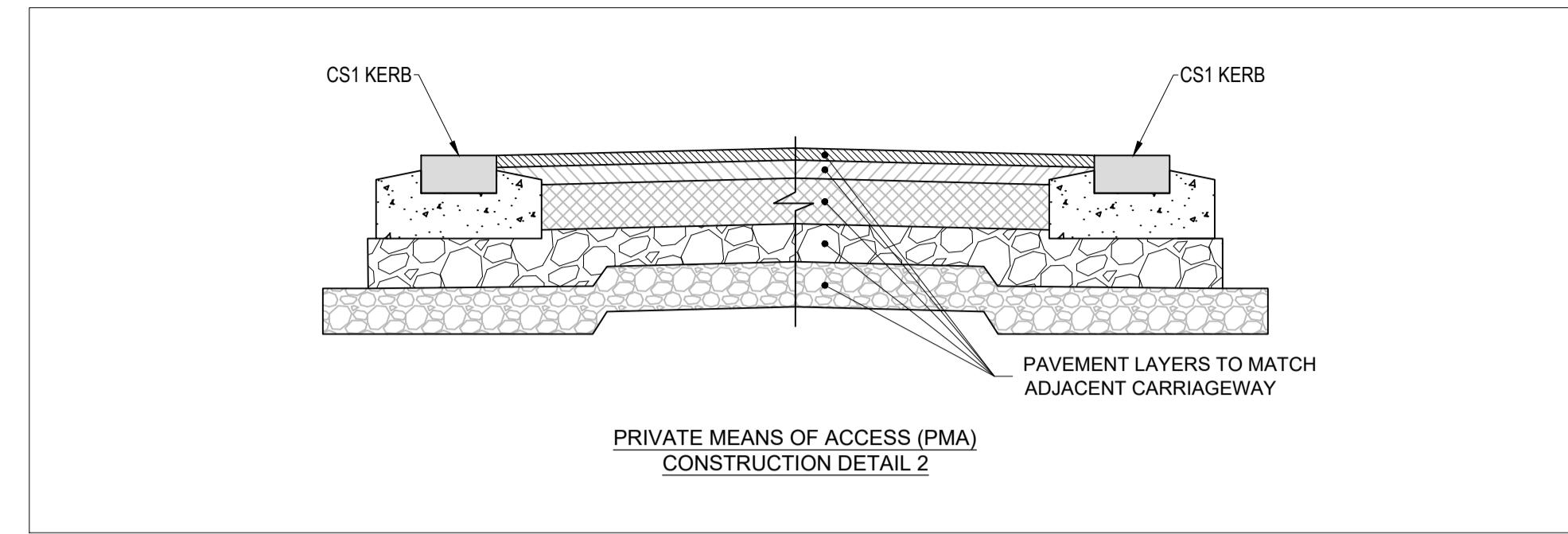
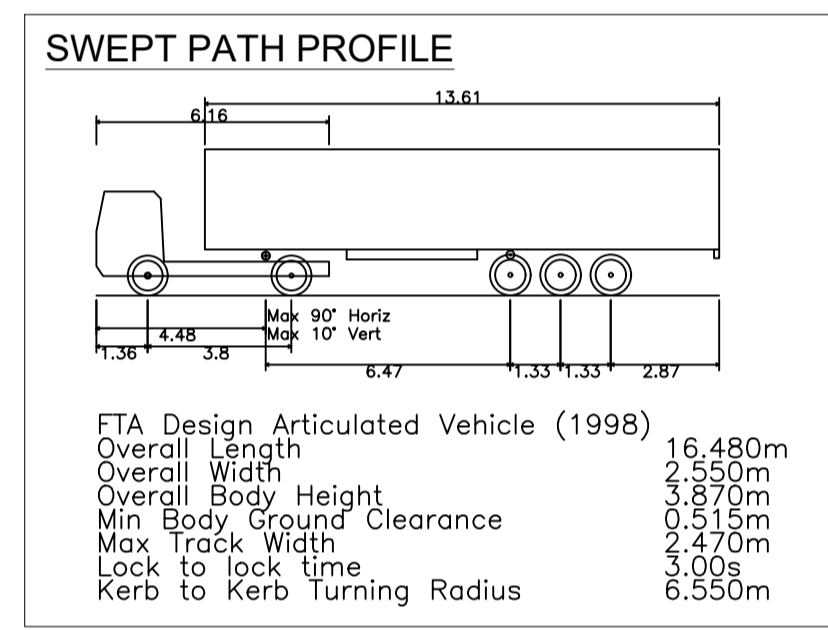
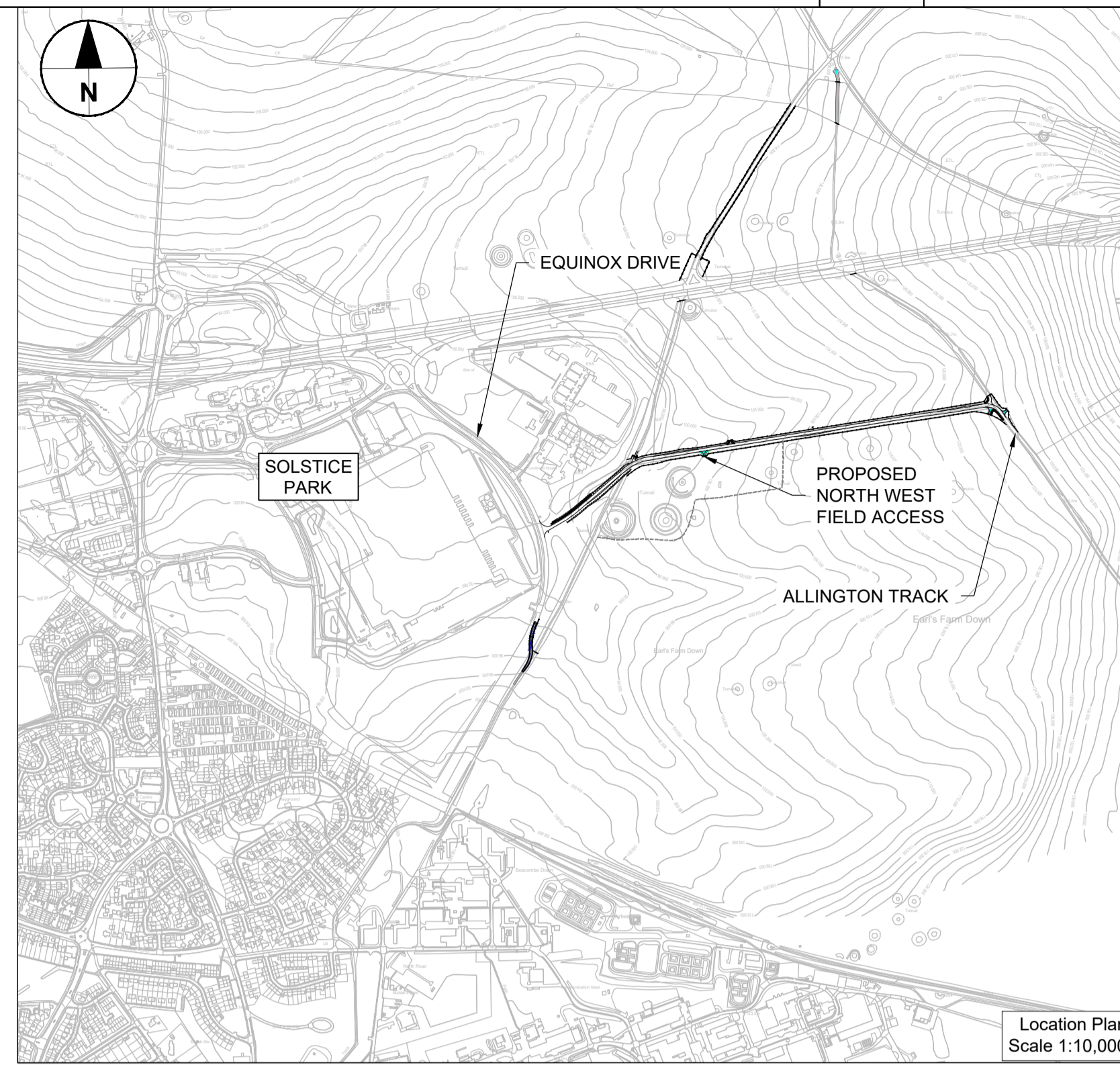
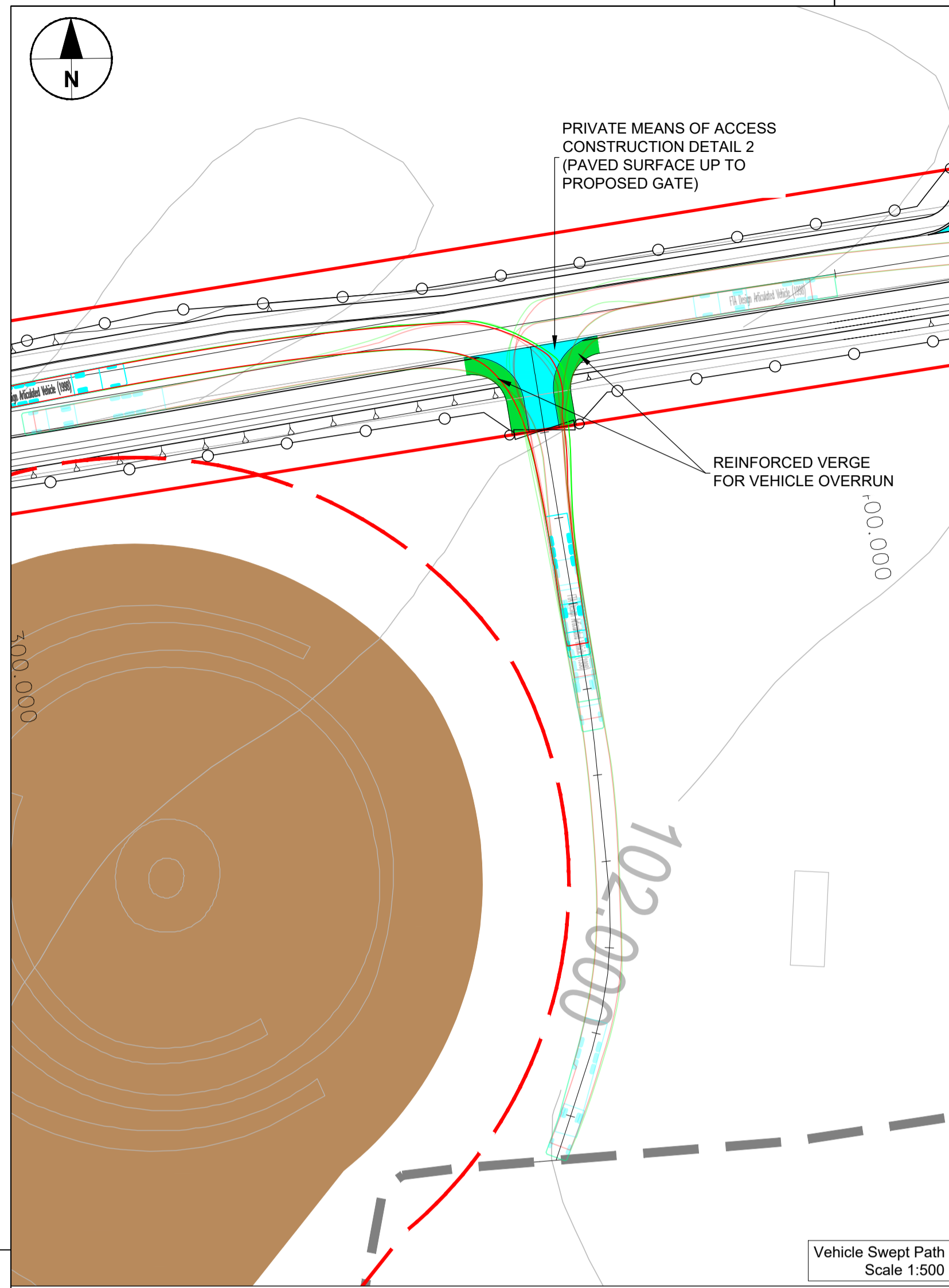


Hywel Morse
Lincoln College Land Agent

Hywel Morse, Land Agent

Lincoln College, Turl Street, Oxford OX1 3DR | Tel: 01865 279983 | 

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- GENERAL NOTES:**
- DO NOT SCALE FROM THIS DRAWING.
 - ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
 - DRAWINGS TO BE READ IN CONJUNCTION A303 PRELIMINARY WORKS DETAILED DESIGN DRAWINGS FOR ALLINGTON TRACK
 - PROPOSED PAVEMENT TO BE CONFIRMED FOLLOWING CBR TEST RESULTS.
 - GEOTEXTILE TO BE INSTALLED BETWEEN CLASS 1 OR 2 FILL AND NATURAL GROUND.

- LEGEND:**
- INDICATIVE EXISTING ARABLE FIELD BOUNDARY
 - 10m BUFFER ZONE FROM BARROW
 - PROPOSED PRIVATE MEANS OF ACCESS
 - PROPOSED REINFORCED VERGE FOR VEHICLE OVERRUN
 - REDLINE BOUNDARY
- HERITAGE CONSTRAINTS:**
- SCHEDULED MONUMENT
 - HERITAGE PROTECTION (NO-DIG) AREAS
 - REGISTERED PARKS AND GARDENS
 - LISTED BUILDINGS

FIRST ISSUE	OJ	07/09/21	P01
PMA AMENDED	SJ	09/09/21	P02.1
Revision Details	By	Date	Suffix
	Check		

KEYPLAN

Purpose of issue

Client



Project Title

**A303 Stonehenge
Amesbury to Berwick Down**

Drawing Title

**P J ROWLAND & SONS
PROPOSED NORTH WEST
FIELD ACCESS**

Designed	Drawn	Checked	Approved	Date

Internal Project No. 60541439

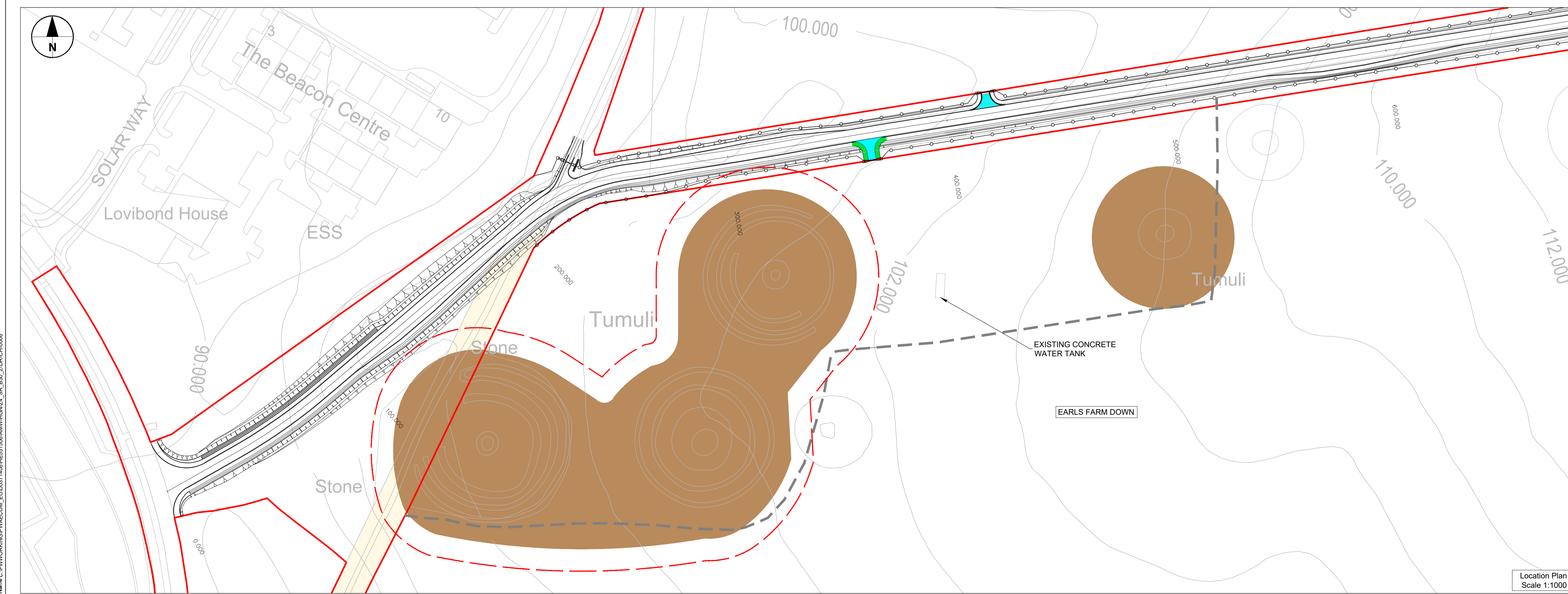
Scale @ A1 AS SHOWN

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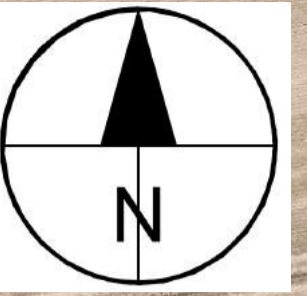
Highways England Project Office
Temple Quay House
2 The Square, Temple Quay
Bristol, BS1 6HA

AmW
AECOM + mace + WSP

Drawing Number	1 Volume	Rev
HE551500-AMW-HGN-006		P02.1
Z4 SR B30-Z	-DR-CH-0006	
Location	I Type	I Role



Plot Time: 10:00
 File Name: C:\Users\prowland\Documents\HE551500-AMW-HGN-Z4-SR-B30-Z-DR-CH-0006



CUTLINE

11-06

11-09

11-04

11-05

11-06

11-08

11-09

11400.000

11250.000

11350.000

11500.000

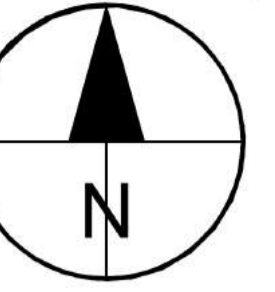
11-06

11-09

11-10

NOTES:
1. DESIGN SHOWN IS NOT FINAL
AND IS SUBJECT TO WILTSHIRE
COUNCIL APPROVAL

ALLINGTON TRACK DESIGN, WITH
DCO LAND PLOTS AND AERIAL
IMAGE - SHEET 1
SCALE 1:500 @ A1



CUTLINE

11-10

11-2000.000

11-1800.000
11-2000.000

11-1800.000
11-1500.000

11-35.000

11-28°

11-27

NOTES:
1. DESIGN SHOWN IS NOT FINAL
AND IS SUBJECT TO WILTSHIRE
COUNCIL APPROVAL

ALLINGTON TRACK DESIGN, WITH
DCO LAND PLOTS AND AERIAL
IMAGE - SHEET 2
SCALE 1:500 @ A1