

## COMPULSORY ACQUISITION HEARING 1

Tuesday 9<sup>th</sup> July 2019

ORAL PRESENTATION BY BEN MYERSCOUGH MRICS FAAV

for and on behalf of

**BERWICK DOWN LTD & BIDDESSEN HOUSE FARM PARTNERSHIP**

### Introduction

Acting on behalf of both Berwick Down Ltd (BDL) and Biddesden House Farm Partnership (BHFP), I wish to reiterate the concerns previously raised via our consultation responses and with particular emphasis on the potential disruption to/impact on my clients businesses.

By way of background information, my clients own the Druids Lodge Estate which is a mixed portfolio family investment broadly consisting of:

- An arable farming business over c. 3,200ac (1,300ha)
- Dairy Business producing 8 million litres of milk per year, producing annual revenue in excess of £2 million
- Commercially run Shoot
- Residential Property Portfolio to include the principle residence, Druids Lodge House
- Commercial Property Portfolio to include Druids Lodge Polo

A further 500ac (200ha) is separately owned (by BDL) and contract farmed by BHFP.

The Estate has been owned by the family partnership for 25 years.

### Groundwater/Private Water Supplies:

Concern has previously been raised regarding the potential for the aquifer to be contaminated and for there to be a significant impact on supply levels both during and after the construction phase. Indeed, I attended the Issue Specific Hearing 4 on 11<sup>th</sup> June and I look forward to seeing the conclusions that are reached as a result of that hearing.

However, for the record, I wish to reiterate my clients concern that any impact on the private water supplies would have far reaching consequences on both the agricultural businesses on the Estate as well as the private water supplies to numerous residential dwellings in the area.

This item is still under discussion via our Position Statement and therefore assurances are still required that should supplies be affected either during or following completion of the construction works, then the nominated undertaker will provide sufficient alternative supplies in an expedient manner.

### Public Rights of Way:

We have previously raised concern regarding the extent of the improvements to the public rights of way and the creation of new ways, which will result in the intensification of illegal or improper public access on my clients land.

Further to this, we have questioned the justification of the position of and potential acquisition of rights for the new restricted byway running north/south from Longbarrow roundabout to connect to

BSJA11 (A360 – A303). In its current form the new PRoW will result in the formation of a small triangular field west of the new byway which, due to its shape, will be impractical to farm commercially. We have therefore requested that consideration be given to diverting the new way so that it runs south of the new A303 along the route of the proposed cycleway to the newly formed junction and then in a south easterly direction to run parallel with the realigned A360.

This has been the subject of discussion during our Position Statement meetings with HE but as yet agreement has not been reached on a suitable resolution.

### **Traffic Management:**

Concern is raised that insufficient consideration has been given to traffic management during the construction phase, particularly in relation to the potential use of the minor roads and the network of public rights of way in the area as convenient 'rat runs' to avoid the inevitable delays around the construction site.

This concern has been discussed during Position Statement meetings and we are advised that traffic flows are unlikely to change to any significant degree (Ref: Transport Assessment APP-297 sec 9.5). Indeed, Para 9.5.3 states that;

*'During construction there is forecast to be a decrease in flows on the A303 mainline near the scheme'*

However para 9.5.4 goes on to state;

*'To the north of the A303 there will be an increase in flow on the B390 through Shrewton as traffic re-routes from the A36/A303 as a result of increased journey times on the A303. To the south of the A303 there is forecast to be some rerouteing for areas to the north west of Salisbury to access the A303 west via the A36 rather than the A360, again due to the increase in journey time on the A303.'*

Clearly this latter point provides evidence to support our concern, and as no formal agreement has been reached or sufficient reassurances provided that traffic will be prevented from using the Public Rights of Ways through the Estate, we remain concerned that this could have a significant impact on the business being run on the Estate.

### **Meaningful Negotiations:**

Finally and for the record, I wish to confirm that whilst discussions with the acquiring authority and their agents have been reasonably productive, these have purely centred around the points we have raised within our consultation responses and subsequent discussions. We have not, as yet, entered into any formal discussions or negotiations regarding the acquisition of my clients land or rights over my clients land. No attempt has been made, at this stage, for the acquiring authority to agree terms for the acquisition of my clients land either by agreement or via Compulsory Purchase Powers subject to DCO approval.