

## Turner Family response to EXA Question CA 2.48

*“Please explain further how the boundaries could be realigned more efficiently to reduce the area of the proposed acquisition”*

The areas of land take in places are both excessive and poorly designed by Highways England which will have significant adverse long-term implications for the Turner family. These design flaws will also unnecessarily increase the compensation burden on HE. The following amendments are therefore requested:

### 1. Settlement Ponds (SP)

- SP 1 to the east of the B3083 has been deleted from the scheme but the red line remains in the original position. As a result, the area of land take on the south side of the new road is excessive and prevents the use of invaluable grazing land near the main farm buildings. The red line also prevents the Turner family from making a minor planning change to the curtilage of Foredown House as part of proposed building alterations to screen the new road. The red line should be moved north to match the area required for landscape reprofiling.
- SP2 should be relocated west towards the B3083 and redesigned to be narrower in shape to reduce the area of land take. This would eliminate an unworkable pocket of agricultural land on the west side of the pond.
- SP3 should be moved north to be as close to the carriageway as possible. The proposed location of the maintenance access track from the south results in unnecessary land take and creates an unworkable field area to the west side of the pond. Changing the route of the track so it runs east/west parallel with the new road carriageway with access gained from Green Bridge 2 whilst being slightly longer, would avoid another access point onto the old A303 and eliminate the unworkable field area to the west of the pond.
- SP5 increases land take and sterilises productive farmland unnecessarily. A better location is further east, closer to the roundabout, thereby minimising land take and the unnecessary spread of road infrastructure. It is admitted by HE that a conservative ground infiltration rate has been used, resulting in oversized ponds being specified in the design. It is requested that more representative ground infiltration data is used to minimise the land take of all the settlement ponds.

2. A360 north of Longbarrow Junction

- There is excessive land take to the north-east side of the new dumbbell roundabout. The CPO boundary should align with the highway boundary on the south side of the realigned A360.
- The land take on the west side of the A360 to the north of Kighton Farm Track heading north to the Stonehenge Visitor Centre roundabout is excessive and should align with the new highway boundary.
- The proposed compound areas to the north side of the new A303 and realigned A360 are excessive and should be reduced in size.

3. Compound adjoining the B3083

- The proposed compound to the east side of the B3083 should be relocated to the west side of the B3083 onto land that is subject to landscape reprofiling.

4. Landscape reprofiling area to the north of Green Bridge 2

- The area of land take significantly exceeds the proposed landscape reprofiling area and should be reduced in size to match this area.