

These representations are made without prejudice to making further representations for different reasons, or in order to amplify these representations, and in response to the applicants responses to previously submitted Relevant Representations.

We understand that National Highways intend to acquire approx. 12 acres of land that is occupied by Mr Longfoot. The loss of this land will impact negatively on Mr Longfoot's farm business as he will be losing a secure lifetime tenancy over a productive area of arable land. We note National Highway's comments that Mr Longfoot will receive fair and reasonable compensation for his losses, and this will be agreed with the District Valuer.

National Highway's proposals seek to stop up Upton Road, which is the principal access for Mr Longfoot to reach the A47. Mr Longfoot uses Upton Road to travel from his main holding to land at Castor, which is where the majority of his farming business is based. The alternative route along 'Upton Drift' is extremely narrow and has a ditch on one side of the highway and a banked hedge on the other, making it difficult to get out of the road with any urgency. The poor visibility also makes this section dangerous. We understand that National Highways have undertaken further design work and have included, new passing places, widening of the existing junction of Langley Bush Road and the junction adjacent to Model Farm, and straightening and widening parts of 'Upton Drift'. The design of the passing places along 'Upton Drift' have been amended to provide sufficient space to accommodate agricultural vehicles, and National Highways have commented that the closure of 'Upton Road' will create a relatively small increase in traffic along 'Upton Drift' with traffic only being associated with Model Farm and up to 30 properties, with no through traffic. Mr Longfoot strongly disagrees with this as in his opinion there will be a lot more traffic along 'Upton Drift' due to heavy lorries continuously visiting Manor Farm on the east side of Upton.

The section of Langley Bush Road which road users would be required to follow once turning out of the 'Upton Drift' is both winding and narrow, with poor visibility. Much of the metalled road is bordered tightly by vegetation. There would be very little room for agricultural machinery to manoeuvre along this road. This stretch of road is also considered 'fast' and in icy conditions it is dangerous. Vegetation clearance will be required as well as the inclusion of a sufficient number of passing bays or widening of the road. The junction which leads on to Sutton Heath Road from Langley Bush Road has poor visibility and is potentially dangerous when agricultural machinery is manoeuvring out of the junction, it is understood that visibility splays at this junction will be improved.

Mr Longfoot has arranged for video footage and photographs to be taken whilst he takes agricultural machinery along the 'Upton Drift' and down to the A47 via Langley Bush Road and Sutton Heath Road, which we can forward to you for reference.

There are concerns surrounding unauthorised access, fly tipping and travellers if the access road to the south of the village were to be stopped up. The provision of new signage would help to mitigate any negative impact.

Mr Longfoot wishes to request that National Highways consider the option to leave the existing roundabout in situ to then construct additional lanes on the existing A47, opposed to constructing the new road and roundabout as proposed. This would prevent the need to stop up Upton Road access.

Mr Longfoot wishes to seek reassurance and confirmation that there will be unimpeded access at all times throughout the construction period for him to travel to and from Upton village where his

main farmstead is based. He will need to be informed of any restricted road use or closures in advance and kept fully informed during the construction phase.