

UNCLASSIFIED



TOLLGATE HOUSE

HA 044/027/000321 1

ENVIRONMENT & LANDSCAPE
Environmental Statement

18/03/2001 16:16:07

**A30/A303/A35 MARSH TO HONITON
IMPROVEMENT, HONITON EASTERN BYPASS –
ENVIRONMENTAL STATEMENT 06/92**



WHA 44/27/321# 1*



DEPARTMENT OF TRANSPORT
SOUTH WEST CONSTRUCTION PROGRAMME DIVISION

A30/A303 Marsh to Honiton Improvement and A35 Honiton Eastern Bypass

Environmental Statement



R/HNQ5/2/1

JUNE 1992

Rendel

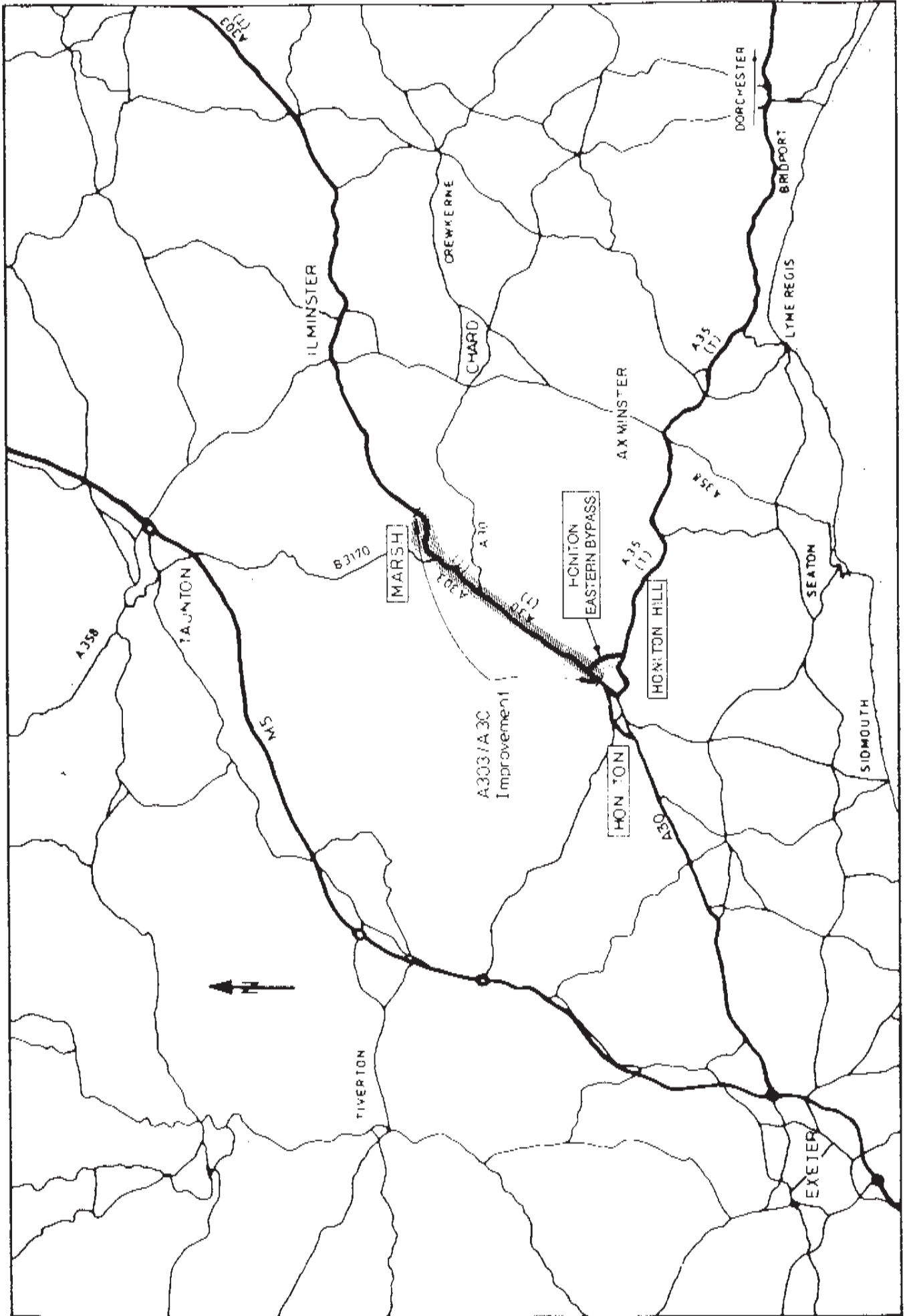
Rendel Palmer & Tritton
Development & Engineering Consultants



A High-Point Company

LOCATION PLAN

Scale 1:250000



A30/A303 MARSH TO HONITON IMPROVEMENT AND

A35 HONITON EASTERN BYPASS

ENVIRONMENTAL STATEMENT

LIST OF CONTENTS

<u>SECTIONS</u>	<u>PAGE NO.</u>
1. INTRODUCTION	1
2. SITE DESCRIPTION	3
3. SCHEME DESCRIPTION	12
4. MITIGATION MEASURES	20
5. DATA ON ENVIRONMENTAL EFFECTS APPRAISAL FRAMEWORK (Pages AF1 - AF29)	32
6. ALTERNATIVE ROUTES CONSIDERED	34
7. CHOICE OF PUBLISHED SCHEME	38
8. CONCLUSIONS AND SUMMARY	40
9. BIBLIOGRAPHY	43
10. DEPOSIT POINTS	44

ANNEX

NON-TECHNICAL SUMMARY

FIGURES

1. Areas of Conservation Value
2. Traffic Flows on Road Network
3. Road Levels and Earthworks
4. Landscape Plan
5. Public Consultation Routes

This Environmental Statement is issued in accordance with European Council Directive 85/337 as applied by Section 105A of the Highways Act 1980.

0561R-21

1. INTRODUCTION

- 1.1 The Secretary of State for Transport is publishing proposals for the improvement of the A30 between Honiton and Devonshire Inn and the A303 between Devonshire Inn and Marsh (hereafter referred to as the A30/A303 Marsh to Honiton Improvement) and the construction of the Honiton Eastern Bypass connecting the A35 at Mount Pleasant with a new intersection located on the A30 just east of Honiton. He has determined that this scheme should be the subject of an environmental assessment. Accordingly this Environmental Statement is published summarising the assessment of the environmental effects of the scheme in accordance with Section 105A of the Highways Act 1980, as amended by The Highways (Assessment of Environmental Effects) Regulations 1988. These Regulations implement the provisions of the European Council Directive on environmental assessment (85/337/EEC) in respect of trunk roads.
- 1.2 The M3 Motorway and the A30/A303 Trunk Roads constitute an important strategic inter-regional route into the South West region much of which has already been improved. The A35 Trunk Road links the South Coast ports with the South West peninsular and various bypasses have already been provided along its route. The published scheme would improve the A30/A303 between Marsh and Honiton, sections of which are below trunk road standards, improve sub-standard lengths of the A35 and bypass the north-eastern area of Honiton through which the A35 presently passes.
- 1.3 Subject to satisfactory progress through the statutory procedures, it is planned that construction of the A30/A303 improvement and the bypass for the A35 will begin in the mid 1990's taking about two years to complete.

1.4 Copies of this Environmental Statement will be on deposit until September 25th 1992 at the locations listed in Section 10 and will be available for inspection by members of the public free of charge. If you wish to comment on any aspect of the Statement please write to: Department of Transport, South West Construction Programme Division, Room 503 Tollgate House, Houlton Street, Bristol BS2 9DJ. Your comments should be received by September 25th 1992.

2. SITE DESCRIPTION

2.1 Settlements

2.1.1 Between Honiton and Marsh the existing A30/A303 trunk road passes through a rural area. There are no towns, and the only settlements to be found on the route are at Monkton and Newcott.

2.1.2 Honiton is the nearest town, situated just west of the scheme; Uppottery and Yarcombe are nearby villages and Marsh is a village situated at the eastern end of the scheme on the Devon-Somerset border.

2.1.3 There are no settlements on the route of the proposed A35 Honiton Eastern Bypass between its junction with the A30 at the northern end and Mount Pleasant at the southern end.

2.1.4 The settlements along the route corridor are described briefly as follows:

2.1.5 Honiton

Honiton is the largest town in the area, having a population of some 7400. It lies on the south side of the Otter Valley and forms an important shopping centre, market town and communication centre. Some light industry exists, including pottery, and much employment is dependent on tourism. The Waterloo-Exeter railway line serves the town which acts as a railhead to much of East Devon. A major annual agricultural show is held at the eastern end of the town. Honiton was bypassed by the A30 in the 1970's.

2.1.6 Monkton

Monkton is a small settlement with some 200 people and no shops. It has a fine church, a village hotel/inn and two listed buildings.

The road width through the village is narrow and in places there is no footway. During the summer months the residents also suffer from the hazardous and unpleasant effects of a heavy flow of holiday traffic such that the case for a bypass of Monkton has been long recognised.

2.1.7 Upottery

Situated in the River Otter valley about 9 km north-east of Honiton and 1½ km from the A30, Upottery has a population of about 600 people and was described as a 'Key Settlement' in the 1972 County Development Plan, (Second review). It has a primary school, a post office, two shops, a public house and a fifteenth century church. Access to the village is primarily via minor roads from the A30.

2.1.8 Yarcombe

Yarcombe lies 1½km south of the A303 trunk road. The village is situated on the lower slopes of the River Yarty valley and has a population of about 400 people. It has an attractive 15th century inn, a church, a village hall, post office and a shop.

2.1.9 Newcott

The settlement of Newcott lies on the A303 and consists of several dwellings, a cafe, (the 'Newcott Chef'), and a petrol filling station. Most dwelling enjoy a commanding view over a small north facing coombe towards the Otter valley.

2.1.10 Marsh

Situated on the lower slopes of the River Yarty valley, Marsh consists of a small group of buildings which once straddled the A303 trunk road. These have now been by-passed by the dual carriageway road improvement known as the Marsh Diversion.

2.2 Existing Road Network

2.2.1 A30/A303 Marsh to Honiton

The trunk roads in this area comprise the A303 between Marsh and Devonshire Inn, and the A30, from Devonshire Inn to the start of the existing Honiton Bypass.

They pass through the area in a north east/south west direction. The B3170 joins the A303 at Stopgate and provides a link to Taunton and the M5 at Junction 25. The A30 principal county road from Crewkerne and Chard joins the trunk roads at Devonshire Inn.

The geometry of the single two lane carriageway is generally poor by trunk road standards with a steep gradient at Reddicks Hill and at Knightshayne traffic is severely constrained by a 40m radius bend. Overtaking opportunities are very limited and poor visibility exists at steep side road connections. As a consequence, the accident record is poor along some sections of the road.

The A303 and A30 trunk roads between Marsh and Honiton are not subject to a speed limit and have accesses fronting directly onto them.

2.2.2 A35 Honiton Eastern Bypass

The A35 trunk road joins the A30 at Honiton and provides a link to Axminster, Dorchester and the South Coast. The geometry of the single carriageway road is very poor by trunk road standards with severe bends at Springfield Corner and Tower Bend, and steep gradients. Inadequate visibility and sub-standard verge widths are commonplace, and on Honiton Hill both the verges and overtaking opportunities are virtually non-existent.

2.3 Land Use

- 2.3.1 The whole of the area is devoted to agriculture and forestry. The agricultural land is mostly classified Grade 3 and Grade 4 with a small amount of Grade 2.
- 2.3.2 Farm units are generally small with a preponderance of dairy farming in the valleys and livestock rearing on the plateau.
- 2.3.3 Worthill Plantation constitutes the largest forestation operated commercially on the route. By contrast, on Reddick's Hill, large areas of woodland have recently been felled.
- 2.3.4 There is no inalienable or common land in the area under consideration.
- 2.3.5 Adjacent to the proposed intersection between the Honiton Eastern Bypass and the A30 Trunk Road is situated the Otter Valley Park with an access from Tunnel Lane. The Park consists of an area of mobile homes, holiday chalets and an area for caravans.
- 2.3.6 The area of Honiton Hill is used as a route corridor for two overhead high voltage lines running east-west connecting Axminster and Chickerelle.

2.4 Landscape

- 2.4.1 The two roads lie within an area of exceptional scenic quality forming part of the national landscape heritage which has been recognised by its designation as the Blackdown Hills Area of Outstanding Natural Beauty (AONB). To its south lies the East Devon AONB, the two areas having a common boundary between Honiton and Kilmington. The Blackdown Hills are best known for the steep wooded scarp face they present to Taunton Deane. To the south the

land drops away gently as a plateau deeply dissected by valleys and combs. Moving around the area the views are constantly changing from long distance panoramas to more intimate scenes of agricultural and village life. The area has a unique and special character arising from the combination of the creation of nature and work of man.

- 2.4.2 The basic form of this landscape results from the erosive effects of two rivers, the River Otter in the west and the River Yarty in the east. These rivers rise in the Blackdown Hills to the north and run southwards to the coast. They have cut down through the capping of erosion resistant cretaceous rocks into the softer underlying rock to produce steep sided valleys separated by a narrow, relatively flat, plateau. Much of the steep hillside is unstable with spring features in many areas.
- 2.4.3 The result is two distinct landscape types; the sheltered and introverted river valleys lying at approximately 100m AoD, and the bleak and exposed plateau at 260m AoD.
- 2.4.4 The valleys are predominately pasture, mostly classified as grade 3 with some Grade 2 and 4 under the Agricultural Land Classification scheme. The landscape is characterised by small rectangular fields at right angles to the river. These are defined by hedgerows punctuated by mature oak trees. Small isolated copses of indigenous tree cover, mostly willow and alder, follow the course of the river.
- 2.4.5 The valley sides have the most dwellings, some clustered in villages, isolated farmhouses, and more recently, bungalows and houses. The field boundaries tend to follow the contour of the slope or run at right angles to it. This produces a pattern of roughly rectangular fields parallel to the alignment of the valleys modified locally by surface features such as gulleys, streams and tracks.

2.4.6 The landscape of the valley floor and sides is essentially intimate with an intricate pattern of small fields, hedgerows and small copses. The proposed road will be relatively large scale in comparison and will require careful landscape treatment, particularly where it cuts through the existing fields and hedgerows and because it will be overlooked from the higher land surrounding it, to integrate it successfully into its surroundings.

2.4.7 A sharp transition from the valley to the plateau landscape occurs near the top of the valley sides. There are very steep slopes at the edge of the greensand plateau which form a distinctive ridge marked by linear woodlands and hedgerows. Elsewhere the cretaceous rocks that form the plateau frequently give rise to good, well drained soils producing higher grade agricultural land.

2.4.8 The plateau is characterised by the absence of habitations, larger fields bounded by beech hedgerows with occasional hedgerow trees, and relatively flat exposed land. It is much more open and exposed than the valleys and is not overlooked; visual intrusion will be slight especially as there are few dwellings or public footpaths. The larger scale of the landscape, the presence of hedgerows parallel to the route and the absence of nearby high ground would all help to ease the task of integrating the proposed road into the landscape.

2.5 Ecology

2.5.1 There are no sites of significant national or regional importance in the immediate vicinity of the published scheme, but there are several areas of significant local conservation value. Much of the area within the route corridors is highly managed and therefore of relatively limited ecological interest. This applies to both the plateau lands and the meadows of the Otter Valley floor. However, the valley sides, particularly the upper slopes are generally less intensively managed and the extensive woodland cover provides a range of interesting habitats and a valuable wildlife resource. The total area of woodland within the route corridor has increased significantly over the last 170 years and is still increasing.

2.5.2 The two river system within the corridor, the Otter and Yarty are of high water quality. However, minor water courses feeding these rivers are of variable quality.

2.5.3 Within the route corridor there are nine areas of general ecological interest of various sizes, of which three are major areas of valuable and diverse wild life habitat (See Figure 1). These are (i) the Knightshayne Bottom/Manning's Common Area near Marsh, (ii) the area around Sandpit Hill and (iii) the discontinuous woodland strip running from Bob Sheets Covert to Hayne Pit.

2.5.4 Within the areas of general ecological interest, ten sites of specific conservation value have been identified. These include unimproved meadow, mixed woodland, ancient woodland, areas of wide plant species diversity, species-rich areas, a large badger group etc. The following comments summarise the situation regarding various species within the route corridor:

- o **Plants** Although a considerable variety of plants occur within the route corridor, there do not appear to be any rare or protected species growing in the immediate vicinity of the proposed new roads.
- o **Badgers** Badgers are very abundant in the area. Setts belonging to three separate badger groups lie directly on the line of the proposed new roads.
- o **Dormice** Dormice have been found to occur at a number of sites in the area, one of which will be destroyed by the proposed alignment of the new road.
- o **Birds** The area provides excellent habitats for birds and at least 69 species have been recorded along the route corridor. Protected species frequenting the area include barn owls and hobbies.

- o **Roe Deer** Roe deer have become very abundant over the last few years and are now a significant problem.

2.6 Heritage

- 2.6.1 An archaeological assessment and field study by Exeter Museum's Archaeological Field Unit has identified a total of 23 archaeological sites in the vicinity of the Published Scheme. The majority of these sites date to the medieval and later periods but they also include sites dating from the Roman occupation.
- 2.6.2 From the results of the assessment it is clear that the routes of the proposed roads pass through several areas of archaeological interest. This part of north-east Devon was densely settled in medieval and post-medieval times but has never been subjected to archaeological excavation or detailed field study.
- 2.6.3 Two areas stand out as of special interest. One is the probable location of a pre-Conquest monastic establishment or a settlement attached to such an establishment. This was succeeded by a medieval manorial complex which included a grange, chapel, mill and deerpark. Most of this information has not previously been recorded for this site. The second site consists of a complex of deserted settlement sites of as yet undetermined date and character whose form and density is unlike that of any other parts of Devon.
- 2.6.4 Buildings of historic interest occur within the settlements of Rawridge, Upottery and Yarcombe, but there are no buildings belonging to the National Trust in the area of interest.
- 2.6.5 Listed buildings are shown on Figure 1. Three exist within the study area in the vicinity of the existing A35-Marwood House, Copper Castle and Bishops Tower. Six listed buildings occur in the vicinity of the existing A30/A303-"Glen Roy", "Glen Eden" and St Mary Magdelene's Church in Monkton, Crinhayes Farm near Devonshire Inn and Birch Mills and The Old Thatch south of Marsh.

2.7 Planning Factors

- 2.7.1 The Devon County Structure Plan, published in 1991, sets out the County Council's strategy, policies and proposals for development until 2001.
- 2.7.2 Honiton has been designated in the Structure Plan as an 'Area Centre'. As such it has been identified as one of six towns in East Devon where investment should be concentrated to support them as thriving centres in the more remote parts of the County.
- 2.7.3 Both East Devon District Council's Local Plan for Honiton and Devon County Council's Structure Plan anticipate the A303/A30 improvement and the construction of the A35 Honiton Eastern Bypass. The Local Authorities support these improvements in principle, acknowledging the recognised benefits they would bring to the area with regard to improved transportation links between Devon, the South and South East of England, and also with regard to tourism in Devon.
- 2.7.4 Retention of the existing mobile home facility at Otter Valley Park, on the outskirts of east Honiton, is also regarded as being important with respect to the Local Authorities' policies and strategies to encourage tourism at inland centres within the County.
- 2.7.5 As already described in paragraph 2.4.1 the proposed roads lie largely within the Blackdown Hills Area of Outstanding Natural Beauty. The primary aim of this designation is to conserve the natural beauty of the area, and is given due weight in the County Structure Plan (Policy CDE3). Nonetheless, the proposed roads are essential to the County's primary road network and are also included in the Structure Plan (Policy TRN3).

3. SCHEME DESCRIPTION

3.1 The Proposed Scheme

3.1.1 The Proposed Scheme consists of two separate parts:

- (i) The improvement of the A30/A303 from Marsh to Honiton to dual 7.3m wide carriageway all-purpose standard.
- (ii) The construction of the Honiton Eastern Bypass to single carriageway standard with an overtaking lane situated along the length of Honiton Hill.

A30/A303 Marsh to Honiton Improvement.

3.1.2 The Proposed Scheme is 13km long and commences at the eastern end of the Honiton Bypass east of the Langford Road Interchange after which it generally follows a line parallel to the existing A30 and A303 roads as far as the existing improvement at Marsh on the Devon/Somerset border. The route initially follows a straight alignment as far as Cheney Farm where a grade separated interchange with the A35 Honiton Eastern Bypass is proposed incorporating a three span bridge. The A35 Honiton Eastern Bypass connects to the eastbound carriageway of the A30 via a reverse trumpet loop road and sliproads. Connection to the westbound carriageway sliproads is by means of an at-grade roundabout situated on the Honiton Eastern Bypass which also connects to two-way link roads leading to Honiton and Monkton. The route then passes along the River Otter Valley on an embankment up to 3 metres high between the River Otter and Monkton to a bridge crossing the existing road north of the village and passing east of Aplin's Farm. The lowest level of the now A30 road is constrained by the flood level of the River Otter. The new road would pass behind the listed buildings of "Glen Roy", "Glen Eden" and St Mary Magdeline's Church and at somewhat lower level. It would be visible from public footpath No. 3, which runs eastwards from the existing trunk road near Monkton.

- 3.1.3 At Aplin's Farm underbridge the sections of the existing A30 Trunk Road on either side of the Published Scheme are linked by means of a 'dumb-bell' arrangement of two small roundabouts which also connect with Valley View Road. These roundabouts will be lit.
- 3.1.4 From a point adjacent to Yard Cross the route begins to rise out of the Otter Valley ascending Reddicks Hill at a steep gradient in a cutting excavated into the escarpment face of the hill, the maximum depth of cutting being 10 metres measured on the road centreline, before flattening out onto the upland plateau.
- 3.1.5 The route up Reddicks Hill will pass through a sensitive area and some disruption of the hedgerows and field pattern will occur. A small covert is lost near Aplin's Farm underbridge and near Yard Cross an area of Hayne Meadows, of ecological importance because of its range of grasses, will be lost. Also near Yard Cross, Hayne Pit and Wet Wood, of conservative interest because of their diverse habitat and the presence of dormice, will be affected. The adjoining Claypits Covert will be entirely lost.
- 3.1.6 From Cotleigh Crossing to Devonshire Inn Farm the new route alignment follows the line of the existing A30 Trunk Road near existing ground level.
- 3.1.7 At Devonshire Inn Farm the route joins the existing A303 at its commencement, by means of a large at-grade roundabout. Devonshire Inn Cottage, will require demolition. The existing road carrying the A303 will become a local road and will be diverted to join the A30 at a 'T' junction to the east of the roundabout. At this location the road will be on embankment which due to side long ground will be up to 9m in height on the western side. Additional side road links from the roundabout to Stockland Hill Road link road and the unclassified road UC27 would also be provided. An underbridge will also be provided to accommodate a link road under the new route joining Sandy's Lane with Stockland Hill link road. The roundabout will be lit. The route at this location is constrained by the proximity of Devonshire Inn Farm and the location of Hanson's Farm at the foot of the embankment.

- 3.1.8 From Devonshire Inn Farm to Newcott the route alignment generally runs parallel to the line of the existing A303, passing to the west of Crinhayes Farm and bypassing Newcott. The section of the route to a point past Crinhayes Farm will be near existing ground level followed by a short section of cut and then fill across the small combe at Newcott before entering a section of 13 metre deep cut where the new alignment crosses the line of the existing A303. Near Newcott, the eastern end of Sandpit Hill, of ecological value because of its diversity of plant species, will be affected.
- 3.1.9 An overbridge will be provided to the north-east of Newcott to provide a local connection for the former A303 between Devonshire Inn Farm Interchange and Stopgate Cross Interchange. Public footpath no. 27 at Newcott will not be affected by the new road.
- 3.1.10 East of Newcott the route ascends in cutting to a grade separated interchange at Stopgate Cross which connects to the B3170 from Taunton, which is carried over the route on an overbridge. An off-sliproad is provided from the eastbound carriageway whilst traffic from the westbound carriageway enters and leaves via acceleration and deceleration lanes and a loop link road to the B3170. Eastbound traffic wishing to join the trunk road will continue to do so via the existing interchange at Marsh. The route then descends towards the Yarty Valley in cutting up to 13 metre deep measured on the road centreline.
- 3.1.11 The route then proceeds downhill on a right hand curve towards Marsh, passing through steeply contoured terrain on embankment up to 8 metres high and crossing a tributary stream in the Knightshayne Bottom valley before linking into the existing dual carriageway at the western end of the Marsh Bypass.
- 3.1.12 Between Stopgate Cross and Marsh the route passes through Knightshayne Bottom and Manning Common an area of woodland and meadow of ecological value because of its diversity of plant species. South of the proposed improvement near Marsh are two

listed buildings "Birch Mills" and "The Old Thatch". The new road is about 130m from these buildings (30m less than the present trunk road) and at about the same level as the existing road. Public footpath no. 42 near Marsh will be maintained across the new road, using a stile as at present.

A35 Honiton Eastern Bypass

3.1.13 The Proposed Scheme is 2½km long and consists of a bypass commencing near the base of the Otter Valley at a new grade separated interchange with the A30 adjacent to Cheney Farm and bypassing the existing Axminster Road up Honiton Hill. The route climbs Honiton Hill at a steep gradient of 7.75% by means of a right hand curve on embankment up to 8 metres high. The embankment will be visible from public footpath no. 14 which will otherwise be largely unaffected. It passes over the Honiton railway tunnel before entering a left hand curve in cutting up to 7 metres deep, passing to the east of Tower Cross and linking with the existing A35 on the plateau at Mount Pleasant east of the proposed junction at Offwell Road. An overbridge will be provided to carry Hutgate Road over the Honiton Eastern Bypass.

3.1.14 Northcote Hill Meadow, a site of ecological significance, will be almost entirely lost through earthworks. "Bishops Tower", a listed building close to the existing trunk road would be about 250m from the new road. Two other listed buildings, "Marwood House" and "Copper Castle", close to the existing road will be well away from the proposed bypass.

3.1.15 Road Levels

Road levels relative to existing ground levels are indicated on Figure 3.

3.2 Structures

3.2.1 Bridges are required at various locations, as indicated on the drawings, associated with junctions and to provide connections across the new roads to maintain the existing road network. They will be principally in concrete and the designs, which will be similar throughout the scheme, will be as simple and unobtrusive as possible. The number of spans will depend on the length of the bridge and the nature of the road being bridged. Side spans, as distinct from solid abutments, will be provided to lighten their appearance. Bridges over the A30/A303 are typically about 70m in length and 10m to 13m in width. This is a high load route, for which a minimum vertical clearance of 6.25m is required. Under-bridges are about 40m in length and 25m in width with a minimum clearance of 5.3m. There is only one bridge on the Honiton Eastern Bypass, an overbridge carrying Hutgate Road. It is about 60m in length, 11m in width, and has a clearance in excess of 8m.

3.3 Lighting

3.3.1 Lighting will be provided to the roundabout junctions and link roads at the following locations:

- I) Cheneys Farm Interchange - The roundabout on the A35 close to its junction with the Marsh-Honiton Improvement.
- ii) Aplin's Farm - Both roundabouts of the 'dumb-bell' junction arrangement..
- iii) Devonshire Inn Farm Junction - The at-grade roundabout and approaches.
- iv) Stopgate Cross Interchange - The small roundabout on the B3170.

3.4 Laybys

3.4.1 Laybys will be provided on the A30/A303 Marsh Honiton Improvement at suitable sites on both carriageways at the following locations.

- i) Newcott, west of the proposed overbridge
- ii) Devonshire Inn, west of the junction
- ii) Reddicks Hill, at the bottom of the hill
- iv) Monkton, west of Monkton village

3.4.2 No laybys would be provided on the A35 Honiton Eastern Bypass due to its short length, and the difficulties of providing suitable sites.

3.4.3 The frequency of laybys is in accordance with the Department of Transport's current standards, i.e. approximately every 2.5km on dual carriageway.

3.4.4 An escape lane and arrester bed will be constructed on the Honiton Eastern Bypass at the bottom of the steep hill in order to enable vehicles whose brakes have failed, etc., to be brought to a halt safely.

3.5 Drainage

3.5.1 The two principal rivers in the area are the Otter and the Yarty. They flow from the Blackdown Hills, and are fed by numerous small tributaries from side valleys. The flood plains are comparatively narrow and the rivers can rise and fall very rapidly in times of flood. In July 1968 the River Otter almost inundated the A30 trunk road at Monkton when flood waters rose to a height of approximately 106m AOD.

3.5.2 Neither river is used for public water supply, but on the valley sides springs occur at the interface zone between the Mercia Mudstones and Upper Greensand deposits. The water from these springs is often used for private water supplies.

3.5.3 Although the value of the woodland at Knightshayne Bottom is reduced by being largely overrun by laurel, it nonetheless contains various features of ecological interest whose character and variability is heavily dependent on the hydrological regime. The hydrology of this area will therefore receive particular attention in the design of the road. The long downhill run from the higher ground down into the Otter and Yarty Valleys will also be carefully designed to have regard to the effect of large discharge volumes which could be particularly polluting after an extended dry spell.

3.5.4 Discharges into streams and watercourses would be by means of oil interceptors and, where necessary, energy dissipators.

3.6 Effect on Traffic

3.6.1 It is expected that the Published Scheme would significantly reduce traffic flows along the existing A30 and A303 between Marsh and Honiton and on the A35, Axminster Road. It is predicted that between approximately 95% and 98% of traffic using the existing A30/A303 trunk route would transfer to the new road and 80% of the traffic using the existing A35 would transfer to use the new bypass.

3.6.2 Figure 2 shows the levels of traffic predicted for the 1996 'Do Minimum Situation' (i.e. if the new road were not to be built) and the 1996 'Do Something' after the new road is opened. Both situations are estimated in terms of the Annual Average Daily Traffic levels (AADT). Existing traffic patterns were identified using data from extensive traffic surveys. The predictions of future traffic were derived from a local traffic model in accordance with the Department's Traffic Appraisal Manual combined with the use of local and national growth factors.

3.6.3 Traffic flow on the existing A30/A303 in 1996 is predicted to be 8,400 vehicles AADT near Marsh, rising to 12,700 vehicles at the existing A30 Honiton Bypass. After construction of the Improvement, very little traffic would use the existing road, the

highest predicted daily volume being about 700 vehicles on the section west of Ford Cross. The Improvement would carry about 8,200 vehicles near Marsh increasing to 17,200 vehicles near Honiton. The existing A35 carries about 11,200 vehicles AADT. This would decrease to 2100 vehicles following construction of the Honiton Eastern Bypass, which would carry about 9,900 vehicles. The traffic flow on Monkton road is expected to increase from 3500 to 4800 vehicles AADT.

4.0 MITIGATION MEASURES

4.1 Route Selection

4.1.1 Route selection involves the identification of a suitable "corridor" within which an alignment or several alternative alignments, will be developed. Alignment design is influenced by design criteria such as curvature and gradient which are basically dependent on traffic characteristics, particularly design speed. Within these constraints an alignment will be designed to meet various additional objectives. Generally a road will be kept as near to existing ground level as possible to minimise earthworks although this will be conditioned by the need to provide junctions and bridges carrying sideroads over or under the route, and by environmental needs such as screening to reduce visual or noise effects. Demolition, severance and other effects on property will be minimised as far as possible. Attention will be paid to heritage and ecological issues and sensitive areas will be avoided wherever possible. Conflicts in meeting these objectives cannot be avoided and compromises are inevitable where a balance between them has to be found. Safety, however, will always be an overriding consideration. The location of junctions is usually dictated by existing roads and traffic needs. Methods of dealing with other side roads will involve similar principles to those adopted for the main route but obviously the opportunities, for example, to meet a particular environmental objective are likely to be much more limited.

A30/A303 Marsh to Honiton Improvement

4.1.2 The proposed route of the A30/A303 Improvement follows the existing route corridor. This assists in minimising severance of property, particularly farms. The route bypasses the settlements of Monkton and Newcott, but the demolition of a single property near the

proposed Devonshire Inn Junction cannot be avoided. Two further houses and a filling station near Stopgate Cross will require demolition. Similarly various sites of ecological or archaeological value cannot be avoided by alignment design. In general the new alignment would result in an overall improvement regarding the effect of noise on property. The new road is expected to cause less visual intrusion and visual obstruction to nearby residents than the existing road and will further benefit from the screening effects of the landscaping proposals.

A35 Honiton Eastern Bypass

- 4.1.3 The A35 Honiton Eastern Bypass follows an entirely new route. This single carriageway road follows an alignment which is sympathetic with the existing landform and will be readily assimilated into the landscape. The volume of traffic using the existing road would decrease very substantially leading to a significant overall reduction in the number of properties affected by traffic noise and visual intrusion.

4.2 Earthworks

- 4.2.1 High embankments have been avoided as far as possible on the proposed A30/A303 to reduce visual intrusion although some are unavoidable because of the nature of the topography, e.g. at Knightshayne Bottom and Reddicks Hill. The road is thus generally close to ground level with a 1½ km section of cutting between Newcott and Knightshayne Farm. The result is a surplus of excavated material and about 250,000 cubic metres will require to be carted off site. The proposed A35 on the other hand has nearly balanced cuttings and embankments. Tips for surplus material will be off-site at locations licensed by the Local Authorities. The advice and assistance of the Local Authorities will also be sought regarding routes to the tips to minimise disturbance and nuisance.

4.3 Agriculture

4.3.1 The effects of the proposals on agricultural operations will be minimised by reducing land-take as far as possible. This will generally be achieved by using the steepest practicable slopes for embankments and cuttings unless landscaping measures dictate otherwise. Where extensive severance is unavoidable, disruption to farming operations will be minimised by the provision of alternative accesses where possible. These will in many cases be subject to joint use by the public and/or other landowners.

4.4 Landscape

A30/A303 Marsh to Honiton

4.4.1 The landscape proposals have been designed to integrate the alignment design into the surrounding countryside, to reinstate as much as possible lost wildlife habitats and to enhance those existing habitats affected by the proposed road. Proposed landscape areas are indicated on Figure 4 and include:-

Woodland, hedgerow and tree planting of indigenous species to mitigate the visual intrusion of the road and structures.

Provision of amenity bunds for visual protection. These will also help to reduce noise intrusion.

4.4.2 At Cheney's Farm Interchange a limited degree of environmental protection to Otter Valley Park will be afforded by the creation of a low amenity bund about a metre in height. The effects of the junction would be ameliorated by extending the earthworks shaping to appear as an extension of the valley side. Woodland planting would reflect the form of copses linking with existing hedgerows and masking the bridge abutments.

- 4.4.3 A planting screen will be introduced as the route leaves the Otter Valley in order to reduce the strong linear form of the route against the more natural form of the valley floor. There will be opportunities for woodland planting on several small parcels of land such as areas adjacent to Pugh's Farm which would enhance and complement existing woodlands in the area.
- 4.4.4 The road will pass close to Aplin's Farm and adjacent properties of Otter View and Valley View. The introduction of a junction will be visible from Monkton Barton, and adjacent footpaths and overlooked from Hartridge and Dumpdon Hill to the North. The location of the two small roundabouts within cutting will ameliorate the impact of the road on the landscape. In addition land acquired for landscaping between the new and existing road will be planted to provide a visual screen. Four other additional areas will be acquired and planted to integrate with the existing field pattern and vegetation cover of this locality.
- 4.4.5 About 3ha area of Hayne Meadows will be lost. This is an area of about 10ha, comprising a group of ten meadows of which four are significantly species rich having up to 18 non-grass species. Two of these meadows are affected by the proposed route. A fifth meadow is possibly the single most interesting site encountered in the ecological appraisal containing 30 species excluding grasses. It is not affected by the proposals. The topsoil from the affected area which should contain a relatively rich and varied seed 'bank' will be set aside and re-used on the roadside cuttings and embankments (approximately half the affected area) to help re-establish the interesting flora of the meadows.
- 4.4.6 The woodland areas of Wood and Hayne Pit are of conservation value because of their diverse ground flora. Both are affected by the proposals and it may not be possible to replace the lost ground flora. The proposed woodland planting in this area will physically link with Claypits Covert and provide a visual benefit, ie the view of the road entering the woodland of Reddicks Hill would be

screened from the opposite valley side. The replanted woodland on both the embankment and acquired land would integrate with the field pattern and irregular shaped copses which are typical of the valley side.

- 4.4.7 Virtually the entire woodland (1.5ha) would be lost to the route at Claypits Covert. However, substantial planting of the cutting and on land acquired for landscaping (approximately 1.3ha) will link previously unconnected areas of copse, consolidating an area of severed woodland and providing an extension to the linear flow of woodland down the valley. This would have particular benefits in that further habitats would be created for the badgers in the locality.
- 4.4.8 Immediately to the south of Reed's Covert and Rawridge Hill Covert, land severed by the route will be planted to complement and consolidate the existing woodland of Reddicks Hill.
- 4.4.9 To the south of Barn Covert, woodland planting on both the embankment and land acquired for landscaping will screen the road from the adjacent properties of "Avalon" and "Windwhistle Cottage".
- 4.4.10 The junction to the immediate north of Devonshire Inn Farm is formed by a roundabout which sits partly in cutting on a ridgeline, within one discrete field unit bounded by the A30 principal trunk road from Chard and hedgerows. The roundabout which links with the existing road network successfully retains the majority of hedgerows which form a strong visual feature in the open and exposed local landscape. The rectangular field form, characteristic of this upland landscape will be recreated through hedge planting. Small areas of surplus land (total approximately 3.4ha) will be planted to create copses which will break down the scale of the roundabout. This planting would also visually and physically link with Bob Sheet's Covert and therefore assimilate the roundabout into the wider landscape. Any lighting system in the roundabout would be screened in part by Bob Sheet's covert and ultimately by the new copse planting.

- 4.4.11 The arrangement of roads to the west of Devonshire Inn Farm has little impact on the landscape since the road is in cutting, runs adjacent to the proposed route and is contained by hedgerows. Nonetheless, indigenous type species will be planted on the cutting.
- 4.4.12 At Newcott the route will be on embankment and will be visible in the wider landscape from Knackers Hole Lane and the Cockhayes area situated on the opposite side of the valley. The route will encroach on the eastern edge of Sandpit Hill, an area of conservation value because of the diversity of plant species. However, woodland planting reflecting the original species composition will be carried out on the road embankment and on land acquired for landscaping which would replace lost vegetation and link existing scrub and hedgerow, integrating the road into the landscape. The planting will also help to screen the road in the wider landscape, although the planting will be relatively open to preserve the views from Newcott.
- 4.4.13 The road will be in cutting at Stopgate Cross, the site of an interchange with the B3170, which, together with the realigned access road to Newcott will disrupt the local field pattern. The visual impact of the junction will be reduced because the trunk road will be in cutting and the bridge carrying the B3170 across it will be at ground level. Planting will be carried out on additional acquired land to integrate the interchange into the landscape by linking hedgerows and planting a substantial block of woodland in similar scale to Rough Lot Copse on Knightshayne Bottom. The curvature of the road through the cutting avoids the creation of a "vee-notch" against the skyline.
- 4.4.14 Acquisition of land between Knightshayne Farm and the existing A303 will allow planting to screen the trunk road and bridge abutments thereby reducing the visual impact in both the local and wider landscape.

4.4.15 The embankment at Knightshayne Bottom will result in the loss of a significant area of woodland (approximately one third). The ecological value of this area is considerably reduced because a large part of it is overrun by laurel. Nevertheless, the wood contains much of ecological interest and variety which is heavily dependant on the hydrological regime. As part of the Works, it is intended to maintain this regime, and the loss of woodland will be a least partly mitigated by the removal of much of the laurel and by new planting on the embankments.

4.4.16 The road will be on embankment as it passes adjacent to Marsh Farm. It will therefore interrupt the natural form of the valley side, intruding upon views up the Knightshayne Valley and cause visual obstruction to "Birch Mills", "The Old Thatch" and "Fairway". Woodland planting on the roadside and land acquired for landscaping will reduce the visual impact of the road. The irregular shaped areas of new woodlands are designed to reflect the field pattern of this part of the landscape.

4.4.17 The existing trunk road will be retained throughout most of its length and will become a side road carrying only very light volumes of traffic. It will provide a safe and convenient route for local traffic, cyclists etc.

A35 Honiton Eastern Bypass

4.4.18 The proposed route will be in scale with the landscape and will have minimal impact on the local topography. Visual intrusion will be limited to local views, and the embankments visible from a footpath near Northcote Hill Road. Northcote Hill Meadow, an area of conservation importance, will be almost entirely lost through earthworks. However, woodland planting on the embankments and additional land acquired for landscaping will provide significant additional cover to compensate for this loss.

4.4.19 The road will approach Offwell Junction in cutting, limiting visual intrusion, and the curved alignment avoids a notch against the skyline. The route will cut diagonally across the existing pattern of hedgelines, but the impact of this will be reduced by limited tree planting. This planting will be discontinuous to avoid emphasising the linearity of the scheme but sufficient to screen views from nearby properties as necessary. The effects of the new junction at Offwell will be softened by appropriate planting.

4.5 Ecology

Roadside planting and habitat creation.

4.5.1 There will be, in total, a considerable area of land available for visual enhancement and habitat creation in the verges, embankments, severed land, and additional land acquired for landscaping. From a visual or landscaping viewpoint individual areas may be used for planting trees, shrub type vegetation or grassland. All three types of planting are desirable from an ecological point of view. Detailed proposals will be prepared following consultation between the landscape architect and the ecologist, particularly in relation to the areas of ecological interest (priority areas) mentioned in section 2.5. The following paragraphs therefore describe the measures to be taken in general terms only.

4.5.2 The following policy would be adopted in the principle of re-establishment of habitats:-

- a) Hedges - hedgerows will be established, using a mix of indigenous species. Devon Banks may be used in appropriate situations.
- b) Broadleaved Woodland - Indigenous species will be planted to link together existing areas of woodland or shrub vegetation. Woodland soils will be stored so that they can be re-used in suitable locations for woodland planting.

- c) Shrub Vegetation - As above, local species will be planted within landscaped areas and will be of particular value where they can be interspersed with existing areas of tall trees.
- d) Herb-rich grassland - The loss of herb rich grassland will be compensated for by the recreation of similar areas by :-
 - i) Utilisation of the existing seed bank in top soil from already herb rich sites.
 - ii) Subsequent insowing or inplanting of herb species.
 - iii) Encouragement of natural in seeding from surrounding areas.
 - iv) Appropriate future management

4.5.3 Knightshayne Bottom

Knightshayne Wood has been excluded from the list of priority areas because large parts have been overrun by laurel. Nevertheless, the woodland, which is heavily dependant on its hydrological regime, is of considerable ecological interest. Mitigation of the effects of the road will be undertaken by the following actions :-

- i) Ensuring the design of the road does not affect the hydrological regime;
- ii) Enhancement the remaining woodland including the eradication of the laurel

4.5.4 Badgers

Further to the extensive studies already carried out, additional investigations will be undertaken to confirm the location of badger setts and routes during detailed design and shortly before construction. Any relocation which might be necessary will be carried out under the guidance of a qualified and experienced expert of appropriate standing licensed by English Nature to move

badgers. This would be accompanied where necessary by the provision of suitably located badger crossings, for example tunnels under the proposed road, together with badger fencing.

4.5.5 Roe Deer

Roe Deer have become very abundant in the last few years and have become a traffic hazard. Surveys will be carried out to establish the routes most commonly used by deer and game warning reflectors ("wolf eyes") will be set up as a deterrent.

4.5.6 Dormice

Dormice are known to inhabit various sites along the route corridor although only one site will be destroyed by the current alignment. Although there is little experience in the UK or Europe, it is intended to set up a relocation programme by trapping under licence from English Nature and transporting the dormice to alternative locations. Extensive new planting will eventually reintroduce cover suitable for colonisation by dormice.

4.5.7 English Nature will be consulted regarding the proposals for safeguarding badgers or dormice and their views and assistance will be sought prior to finalising and carrying out the appropriate measures.

4.6 Heritage

4.6.1 Preliminary Archaeological Assessment

The preliminary archaeological assessment of the line of the proposed A30/A303 improvement scheme, and the Honiton Eastern Bypass (A.35) was based on documentary evidence. It is apparent from the assessment that a wealth of archaeological sites and features - settlements, boundaries, etc. - exists along, or lies directly adjacent to, the route. Given the concentration of these features it is inevitable that some will be affected by the construction of the road.

4.6.2 Fieldwork and Document Survey

In view of the wealth of archaeological sites identified in the preliminary assessment a detailed field survey of the entire length of the Published Scheme was carried out in conjunction with a documentary study of any new sites identified. An archaeological evaluation will take place before construction commences when opportunity will be given for excavation and recording.

4.6.4 During the construction work, further archaeological sites are likely to be revealed, especially those of prehistoric or Roman date which may leave no trace on the surface. A watching brief carried out with the co-operation of the contractors will be undertaken at this stage to provide the opportunity to record any such sites.

4.6.5 The listed buildings in Monkton should experience a slight environmental improvement since the new trunk road will be behind them and somewhat lower and further away. Crinhayes Farm is immediately adjacent to the existing trunk road. It will enjoy a considerable improvement being some distance away from the proposed road and partly shielded from it by the existing farm out-buildings. The listed buildings near Marsh, will be closer to the new road, though still 130m away, and new planting will provide some screening. The listed buildings near the existing A35 will experience a marked environmental improvement since the new bypass will be a considerable distance away and there will be a large reduction in traffic using the existing road.

4.7 Lighting

4.7.1 Where new lighting is necessary at roundabouts and junctions, due account of environmental issues will be taken in the design. For instance, lanterns of the "low threshold increment" type could be included in the design to limit the amount of light falling outside the highway.

4.8 **Drainage**

4.8.1 The necessary offsite surface water outfalls have been agreed with the National Rivers Authority. The NRA require that each outfall is provided with a storm water interceptor to remove pollution due to oil and fuel leakage. In addition, various works will be undertaken in consultation with the NRA to improve the existing water courses to ensure that any flooding problems will not be worsened. These could include bunding, improvements to existing channels, stone lining of channels to dissipate energy and prevent scouring, improvement of existing culverts and the provision of new culverts.

4.8.2 Due care will be taken at Knightshayne Bottom to protect the existing wetland by ensuring that the design and construction of the road and its drainage system have has a minimal effect on the existing hydrological regime upon which the woodland is heavily dependant.

4.9 **Noise**

4.9.1 Analyses have been carried out to predict the noise levels likely to occur during construction and fifteen years after opening the new road. Where applicable noise insulation measures will be offered to the owners of those properties qualifying under the Noise Insulation Regulations. An amenity bund will be provided to the north-west of the Otter Valley Park which will provide a degree of noise screening as well as reducing issued intrusion.

4.10 **Air Quality**

4.10.1 The new roads will reduce the adverse effects on air quality which increasing traffic volumes might otherwise have caused, through more efficient use of fuel arising from less congestion, fewer steep gradients, fewer junctions etc. East Honiton will benefit in particular by the removal of the trunk road, the proposed scheme being up to 1½km away from the built-up area.

5. DATA ON ENVIRONMENTAL EFFECTS (APPRAISAL FRAMEWORK)

- 5.1 A summary of the environmental effects of the published scheme is provided in tabular form in this section. The format follows that of the appraisal framework specified in the Department of Transport's Manual of Environmental Appraisal. The framework summarises the overall effects of construction and operation of the published scheme. The framework also describes the implications of not constructing the scheme within columns headed "do-minimum".
- 5.2 The summary of the environmental effects of the Published Scheme, as presented within the framework, has been derived from more detailed work comprising consultations with Statutory Authorities and other bodies, desk studies and computer modelling.
- 5.3 The framework is sub-divided into six groups which consider the effects on 1) travellers; 2) occupiers of property; 3) users of facilities; 4) policies for conserving and enhancing the area; 5) policies for transport and development; and 6) financial effects.
- 5.4 The effects on travellers are considered in Group 1 which comprises an economic appraisal of the savings associated with the scheme, an estimate of the reduction in road traffic casualties as a result of the scheme, and estimates of driver stress and quality of views from the road. Estimated values for the various items are quoted for both low and high traffic growth forecasts.
- 5.5 Within Group 2, effects of the scheme on occupiers are assessed including residential, industrial, commercial, farming and other interests. The effects considered relate to changes in the noise and visual environment, severance, and loss of land or buildings.
- 5.6 The implications of the scheme for users of facilities which will be affected are addressed in Group 3, followed, in Group 4, by a description of the effects of the scheme on policies for conserving and enhancing the area. The latter group is concerned with the

change in the general environmental quality of the area, rather than the direct effect on individuals. Where policies would be affected by not constructing the scheme the effect is referred to in the "do minimum" column.

- 5.7 The degree to which the scheme complies with central and local government policies relating to land use and economic development and transport is outlined in Group 5.
- 5.8 Group 6 considers the Net Present Value (NPV) of the scheme by balancing the scheme costs against the benefits derived from its operation.
- 5.9 Certain issues listed within Annex III of the European Council Directive on Environmental Assessment (85/337/EEC) have not been considered within the framework (such as effects of the scheme on climatic factors) as they are not relevant. The effects of consequential development have not been considered as these would be subject to the policies of the relevant Planning Authorities.

GROUP I: TRAVELLERS

Sub-Group	Effect	Units	Preferred Route	Do Minimum	Comments
Car Users	Time savings	Growth £ (PVB)	High 19.168	Low 11.912	0
	Vehicle operating cost savings	£ (PVB)	-0.845	-1.079	0
	Time savings	£ (PVB)	2.892	1.651	0
Users of Light Goods Vehicles	Vehicle operating Cost savings	£ (PVB)	-0.095	-0.117	0
	Time savings	£ (PVB)	1.375	0.784	0
	Vehicle operating cost savings	£ (PVB)	0.049	0.026	0
Bus Operators and Passengers	Time savings	£ (PVB)	0.186	0.130	0
	Vehicle operating cost savings	£ (PVB)	0.005	0.006	0
	Value of accident savings	£ (PVB)	22.762	15.395	0

Notes A,B and C apply to all the comparisons on this page.

A. Each column shows the improvement of the particular route over the "Do minimum" option. Hence the "Do minimum" entries are zero.

B. Present value of benefits (PVB) are for 30 year periods from the expected date of opening and discounted to 1988 prices at 8% pa.

C. It is assumed that the national average figures for vehicle occupancy and for accident costs will apply.

Traffic figures used in the analysis do not include traffic which is likely to transfer from other strategic routes to the A30/A303 following its improvement. Local accident rates derived from 1979-1983 date

GROUP 1: TRAVELLERS (Cont.d)

Sub-Group	Effect	Units	Preferred Route	Do Minimum	Comments
	Reduction in casualties:	Growth	High	Low	
	Fatal	number	79	67	
	Serious	number	660	558	
	Slight	number	1840	1552	
					The figures indicate the probable total reduction in casualties over the whole of the 30 years assessment period based on local accident rates for the existing road network for the period 1979-1983 and default national rates for the proposed scheme with distribution between groups derived from national figures. They take no account of the safety implications of the detailed design of the new route.
	Drivers Stress		Low	High	High stress in do minimum situation arises from poor geometry, sub standard visibility, lack of overtaking opportunities etc.
	View from road		Scenic and agricultural with good long distance views.	Mixed residential (A35) and scenic & agricultural A30/A303)	The surrounding area is of high scenic value being part of the Blackdown Hills AONB.
	Traffic delays during construction	£ (PVB)	-	-	Previous economic assessments for this scheme have considered the delays to traffic caused by construction in both do minimum and do something scenarios. These delay costs proved to be very small in relation to overall user benefits and construction costs and therefore have been omitted from latest economic assessment.

GROUP 1: TRAVELLERS (Cont.d)

<u>Sub-Group</u>	<u>Effect</u>	<u>Units</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
Cyclists	Safety		Situation will be improved. The Preferred Route will provide better road width and visibility. Also the existing A30/A303,A35 trunk roads will be relieved of most of their traffic and thus will provide a safer and more enjoyable route for cyclists	Existing traffic congestion hazardous for cyclists. Situation will deteriorate with the increase in traffic on A30/A303 and A35.	1m hard strips on new A30/A303 and A35 will improve safety for cyclists.
Pedestrians	Change in amenity		Major improvement by reducing vehicular/pedestrian conflict in the vicinity of A35 Kings Road due to removal of trunk road traffic.	Hazards on A35 Kings Road will also increase with the growth in traffic volume and an increase in pedestrian/vehicular conflict.	A footpath is available on existing A35, Kings Road.
	Safety		Will remove A30 through traffic from Monkton and so reduce hazard Safety will be improved by a large reduction in traffic on the existing A30/A303 and A35 after construction of the new roads.	Hazards on A30 at Monkton will increase with the growth in traffic volume With an increase in traffic on the existing A30/A303 and an increase on the A35 between 1990 & 1995 the danger to pedestrians will increase	No footway available, on existing A30 for pedestrians near to the Monkton Court Hotel. The existing A30/A303 and A35 Kings Road will become increasingly difficult to cross by people and animals.

GROUP I: TRAVELLERS (Cont.d)

<u>Sub-Group</u>	<u>Effect</u>	<u>Units</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
Severance	Crossing of existing trunk road improved by reduction in traffic volume		Severance of existing side roads will also sever pedestrian routes involving detours via new over - or underbridges. Lengthy detours at Ford Cross, (max 2.3km) Northcote Hill Road, (max 700m) Aplins Farm, (max 650m) Cotleigh Crossing (max 250m)	Severance would be worsened by increasing traffic making it more difficult to cross.	All footpaths are very lightly used.

GROUP 2 OCCUPIERS

<u>Sub-Group</u>	<u>Effect</u>	<u>Units</u>	<u>Preferred Route</u>	<u>Do. Minimum</u>	<u>Comments</u>
Residential	Properties to be demolished	Number	3	0	Devonshire Inn Farm Cottage, Bungalow at Stopgate Cross Filling Station, Eastcote Bungalow at Stopgate Cross The cost of acquisition is included in Group 6.
	Noise	Number of houses experiencing increase of: more than 15dB(A)L10 10-15 dB 5-10 dB 3-5 dB	0 2 (1) 8 (2) 6 (2)	0 0 0 0	Does not include farm houses (see Commercial & Industrial) or mobile homes. The predicted changes in noise levels are the differences between the prevailing noise levels existing immediately before the start of construction and the forecast noise levels for the year 2011 (ie 15 years after completion of the work). The units are dB(A) L10 18hr, 6am- midnight & AAWT. Allowance has been made for the presence of noise barriers in calculating these figures. The figures in parenthesis in the right hand column are the number of houses likely to be eligible for sound insulation.

GROUP 2 OCCUPIERS (Cont.d)

Sub-Group Effect Units Preferred Route Do Minimum Comments

Residential Contd

Sub-Group	Effect	Units	Preferred Route	Do Minimum	Comments
	Number of houses experiencing decrease of:				
	more than 15dB(A)L10	0		0	Does not include farm houses or mobile homes
	10-15 dB	3		0	* Includes 47 houses in Kings Road experiencing a noise reduction of between 5-10dB.
	5-10 dB	68 *	(1)**	0	** Overall reduction of noise but increase on relevant facades.
	3-5 dB	12	(4)**	0	

Visual obstruction

Number of properties within 300m of centre line subject to:

High	1	
Moderate	9	No Change
Slight	50	

Does not include farmhouses (see Commercial & Industrial) or mobile homes

Visual intrusion

Number of properties subject to:

High	45	Visual Intrusion will increase as traffic flow increases
Medium	14	
Low	21	

Does not include farmhouses (see Commercial & Industrial) or mobile homes. Landscaping proposals will over time, reduce the visual intrusion.

GROUP 2 OCCUPIERS (Cont.d)

<u>Sub-Group</u>	<u>Effect</u>	<u>Units</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
Residential Contd	Severance				
	a) Relief from existing severance		Relief from trunk road traffic will reduce severance effects at Monkton in particular. The Old Thatch and Birch Mill will be severed from Marsh by new road (A30). Severance at Ford Cross caused by closure of junction. Severance for properties in Northcote Hill (A35).	Severance will increase at Monkton (A30) with growth in traffic volume. Severance will increase on Kings Road (A35) with growth in traffic volume.	
	b) Imposition of new severance				
	Access		Access via the network and new side roads and junctions.	No change	
	Disruption during Construction		There are 87 houses within 100m of the site of which 21 will be affected by disruption during the contract.	No change	

GROUP 2 OCCUPIERS

<u>Sub-Group</u>	<u>Effect</u>	<u>Units</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
Industrial & Commercial Premises	Properties to be demolished		Sawmill (Wylam House Farm)	No effect	Erected after TRIII Order published 1979. Would require complete demolition as sawmill situated on the line of the road.
			BT. Telephone Exchange (Near to Devonshire Inn Farm)	No effect	Complete Demolition required. Reprovision on alternative Site.
			Stopgate Cross Filling Station	No effect	
<hr/>					
	Noise	Number of premises experiencing increase of: more than 15dB(A)L10 10-15 dB 5-10 dB 3-5 dB		No Change	Agricultural premises including those for residential use (ie Wylam Farm House Sawmill (see below) The predicted changes in noise levels are the difference between prevailing noise levels existing immediately before the start of construction and the forecast levels for the year 2011 (ie 15 years after completion of the work). The units are dB(A) L10 18 hr, 6am-midnight & AAWT. Allowance has been made for the presence of an amenity bund at Otter Valley Park in calculating these figures.

GROUP 2 OCCUPIERS (Cont.d)

<u>Sub-Group</u>	<u>Effect</u>	<u>Units</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
		Number of premises experiencing decrease of: more than			
		15dB(A)L10	1		
		10-15 dB	1		
		5-10 dB	0		
		3-5 dB	5	No Change	
Industrial and Commercial Premises Cont.d	Visual Obstruction	Number of premises within 300m of centre line subject to:			
		Severe	0		
		Significant	7	No Change	
		Slight	12		
	Severance				Farm severance
		High	2		
		Moderate	10		Severance will increase with growth of traffic
		Slight	21		

GROUP 2: OCCUPIERS (Cont.d)

<u>Sub-Group</u>	<u>Effect</u>	<u>Units</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
	Access		Access to the preferred route from Industrial and Commercial Premises will be via the local road network and the new link roads and junctions.	No change	
	Disruption during construction		There are 18 properties within 100m of the site of which 14 will be affected by disruption during contract.	No change	
<u>Schools</u>					
Manor House Primary School	Noise reduction	dB(A)L10	Reduction of 5dB(A)L10	Noise increases as volume of traffic increases	School is situated on Springfield Road at a distance of 130m from Axminster Road (A35).
	Visual obstruction		None	No Change	
	Severance		Will decrease	Will increase as volume of traffic increases on existing A35.	
	Disruption during construction		None	No effect	

GROUP 2: OCCUPIERS (Cont.d)

<u>Sub-Group</u>	<u>Effect</u>	<u>Units</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
Farming a) General		Number of farms affected by land take	33	0	Of the 33 farms affected by the route 2 are considered severely affected, 10 are significantly affected and 21 slightly affected. A total of 17 farms will suffer some severance and on all these the land separated from the main holding will be relatively small. None of the severed farm land is included in the draft CPO, although some small areas will be included for essential landscaping purposes.

<u>Land take</u>	<u>Hectares of Land:</u>	<u>Based on MAFF land classification in 1986</u>
Grade 2	5.5	0
Grade 3	65.5	0
Grade 4	12.8	0
Non-agricultural	5.2	0

Non-agricultural land is mostly woodland

GROUP 2: OCCUPIERS (Cont.d)

<u>Sub-Group</u>	<u>Effect</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
b)	Specific Farms Farms subject to significant changes			i) - xxvi) relate to A30/A303 xxvii) - xxxv) relate to A35.
i)	Cheneys Farm	Land Loss	No effect	
ii)	Higher Northcote	Land Loss	No effect	See also xxxiii)
iii)	Tovehayne Farm	Severence Land Loss	Increasing hazard crossing A30 due to traffic growth.	
iv)	Ridgeway Farm	Severence Land Loss	No effect	Farmhouse offsite
v)	Littletown Farm Estate of FS Walden	Severence Land Loss	No effect	Farmhouse offsite

GROUP 2: OCCUPIERS (Cont.d)

<u>Sub-Group</u>	<u>Effect</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
vi) Monkton Barton	Severance Land Loss	Land west of existing A30 severed by new road. Access to be continued via existing A30 and PMA Aplins/. Ford Cross, Land east of existing A30 affected. Access from the existing A30 and from the farm road.	Increasing hazard crossing existing A30 due to traffic growth	
vii) Aplins Farm	Severance Land Loss	Land to be acquired west of existing A30. Access from existing A30 and PMA Aplins/Ford Cross. Land on east side severed. Access from existing A30 and from Hedgend Road.	Increasing hazard crossing existing A30 due to traffic growth	
viii) Yard Farm	Severance/ Access Land Loss	Land on west side of existing A30 un-affected. On east side land severed. Access to be provided from Hedgend. Road across Aplins Land.	Increasing hazard crossing existing A30 due to traffic growth	
ix) Hugginshayes Farm	Severance Land Loss	The new road severs fields on the east side of existing A30. Access to be provided from existing A30; Viney Lane and new link road. Land on west side not affected. New Viney Lane/existing A30 junction safer.	Increasing hazard crossing existing A30 due to traffic growth	
x) Perrie Hale	Access Land Loss	Non agricultural land taken for new road. Main access from Viney Lane cut. Alternatives from A30 very steep. New Access to be provided from A30.	No effect	Perrie Hale Farmhouse is offsite
Highwood Farm	Land Loss	Small area of land taken on east side of new road. Access not affected.	No effect	

GROUP 2: OCCUPIERS (Cont.d)

<u>Sub-Group</u>	<u>Effect</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
xi) Wellsprings Farm	Access Land Loss	Land West of existing A30 un-affected. Land for new road taken on east side. Access to retained land from Cooks Moor Lane.	Increasing hazard crossing existing A30 due to traffic growth	
xii) Courtmoor Farm	Access Land Loss	Small area taken at west side of existing A30. Access still available from existing road. On east side access available from Cooks Moor Lane.	Increasing hazard crossing existing A30 due to traffic growth	
xiii) Manor Farm	Access Land Loss	Small area taken on east side of existing A30. Access available from Stockland Hill.	No effect	Farmhouse offsite
xiv) Devonshire Inn Farm	Severance Land Loss	Small area of land on west side of existing A30 south of Sandy's Lane and opposite A30 junction, taken. Access to retained land from Sandy's Lane access road. Parts of fields on east side taken. Access to retained land from A30 - Stockland Hill Link. Farm severed.	Increasing hazard crossing existing A30 & A303 due to traffic growth	
xv) Hansons Farm	Access Land Loss	Small area of land on west side of existing A30 taken. Access to retained area from existing farm track.	Increasing hazard crossing existing A30 & A303 due to traffic growth.	
xvi) Shells Knapp	Access Land Loss	Small area of field on west side and adjacent to A30 taken. Access from Shells Knapp onto new road safer via existing access road past Hansons Farm then via roundabout to the trunk road.	Increasing hazard crossing existing A30 & A303 due to traffic growth.	

GROUP 2: OCCUPIERS (Cont.d)

<u>Sub-Group</u>	<u>Effect</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
xvii) Preston Farm	Severance Land Loss	Fields east of existing road affected. Access to small areas of retained land from A30 link road more difficult.	Increasing hazard crossing existing A303 due to traffic growth.	
xviii) Phillishayes Farm	Access Land Loss	Small area taken west of existing A303. Access to retained land from the road to the Farm.	No effect.	
xix) Crinhayes Farm	Severance/ Access Land Loss	Small area taken from fields on east side. Access from the A30/existing A303 link road. Land required on west side severs the fields. New road severs a common access track from A303 which provides access into land owned by Newcott Farm, Phillishayes Farm and Preston Palmer Charity Trust.	Increasing hazard crossing existing A303 due to traffic growth.	
xx) Newcott Farm	Severance/ Access Land Loss	1100m length of new road severs land on west side of existing A303. Access across Knightshayne Farm and Highley Farm land. Access to retained land between existing A303 and new road from A303.. Land required on east side for new road and existing road link. Access from new link road.	Increasing hazard crossing existing A303 due to traffic growth	
xxi) Clifthayne Farm	Severance/ Access Land Loss	Land required on east side of existing A303 severs the fields. Access unchanged from existing A303. Access to severed land could be made from road to Yarcombe.	No effect	

GROUP 2: OCCUPIERS (Cont.d)

<u>Sub-Group</u>	<u>Effect</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
xxii) Knightshayne Farm(Yarcombe Estate)	Severance Land Loss	On west side of existing A303 small areas of land are taken for link road. Access to retained land from the link roads. A larger area is required for the new road and existing road link. Access to retained land available via existing accesses from A303 near the Farm.	Increasing hazard crossing existing A303 due to traffic growth.	
		A large area of land is taken on the east side of existing A303 severing fields. Access from road to Yarcombe and existing road to Back Allens Farm.		

GROUP 2: OCCUPIERS (Cont.d)

<u>Sub-Group</u>	<u>Effect</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
xxiii) Higher Pithayne Farm (Yarcombe Estate)	Access Land Loss	Land for new road taken from field 8782 (near road to Yarcombe) Access to adjacent farmland from road to Yarcombe. Small area of non-agricultural land taken for realigned road to Buckshot Cross. Access to retained land from this realignment. A large area of land for the new road severs Knightshayne Bottom. Access to the retained new agricultural land from the existing A303 and from Back Allers Farm. A small area of non agricultural land to construct the new road is taken just east of Knightshayne bottom. Access available through Yarcombe Estate Land.	No effect	
xxiv) Birch Oak Farm (Yarcombe Estate)	Severance Land Loss	Areas required for new road. Access to area at west end, not available except through Yarcombe Estate Land. Access for retained land in middle area (opposite 'Fairway') available from gate at junction opposite Marsh Farm and from Birch Mills access road. Access to retained land on the eastern area from the Birch Mills access road.	No effect	

GROUP 2: OCCUPIERS (Cont.d)

<u>Sub-Group</u>	<u>Effect</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
xxv)	Woodhayes Farm Severance Land Loss	Fields severed. Land on north side of new road to be landscaped. Access to retained land on south side from Birch Mills access road.	No effect	
xxvi)	Newbarn Farm (Yarcombe Estate) Land Loss	A small triangular area of land required. Access as existing.	No effect	
xxvii)	J W Browne (Walsingham House) Land Loss	Small area required for new road adjacent to existing A35. Access to property to be stopped up and new access provided from Northgate Lane.	No effect	
xxviii)	Ridgeway Farm (also at Monkton) Severance Land Loss	Fields severed by new road. Access to retained land from Northgate Lane and existing A35.	No effect	
xxix)	Mrs Collins Hale Farm Land Loss	2 small areas required at Tower Cross, access unchanged. A third small area in NE corner, required for new road. Access as existing.	No effect	
xxx)	Mrs S J North Severance Land Loss	The new road severs fields. Access from existing Northcote Hill road.	No effect	
	Highley Farm Land Loss	Small triangular area of land required. Access as existing.	No effect	

GROUP 2: OCCUPIERS (Cont.d)

<u>Sub-Group</u>	<u>Effect</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
xxxix)	Northcote Hill Farm Land Loss	A small triangular area of land required for new road. Access to retained land as existing.	No effect	
xxxii)	Middle North Cote Farm Severance Land Loss	Fields severed by new road. Access unchanged from Tunnel road and North Cote Hill.	No effect	
xxxiii)	Higher North Cote Farm Land Loss	Land required for new road severs fields. Small severed area to be landscaped.	No effect	See also ii)
xxxiv)	R Mortimore Severance/ Access Land Loss	New road severs fields. Access to retained land at south side from Tunnel Lane. North side to be landscaped.	No effect	
xxxv)	RWC Mortimore Severance/ Access Land Loss	New road/intersection severs fields. Main access adjacent to existing A30, taken. Possible access to retained land - south side from Tunnel Lane. Access to retained land on east side to be provided from Higher Northcote Farm access road.	No effect	

GROUP 3: USERS OF FACILITIES

<u>Sub-Group</u>	<u>Effect</u>	<u>Units</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
a. General	Freedom of movement		Access to properties generally improved (A30/A303).	Situation will deteriorate as volume of traffic increases on A30/A303 & A35.	
b. Monkton: St. Mary Magdalene's Church	Change in Amenity	-	Reduction in vehicle/ vehicle/pedestrian conflicts, noise, visual intrusion and severance	As above	
c. Monkton: Monkton Village Hall	As above	-	As above	As above	
d. Monkton Court Hotel	As above	-	As above	As above	
e. Petrol Filling Stations	Severance	-	Severe at Otter Vale. No access will be permitted on to the Trunk road.	None	Comments relate to severance from direct access to trunk road traffic.
Otter Vale		-	Severe at Newcott for west bound traffic; severe for east bound traffic. Severe at Stopgate Cross for west-bound traffic severe for east-bound traffic. Local traffic only slightly affected.		
Newcott		-			
Stopgate Cross		-			
	Disruption during construction	-	Severe at Otter Vale, slight at Newcott, severe at Stopgate Cross	Slight (during routine maintenance)	

GROUP 3: USERS OF FACILITIES (Cont.d)

<u>Sub-Group</u>	<u>Effect</u>	<u>Units</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
f. Roadside Cafes 'Little Chef' at Monkton and 'Newcott Chef' at Newcott	Noise effects adjacent to existing road traffic flow	dB(A)L10	Reduction of noise:- Little Chef, 5dB (A) Newcott Chef, 9dB (A)	Noise level will increase with growth in traffic volume	Cafes would be situated on side roads rather than on the trunk roads.
	Visual obstruction	-	None	No Change	
	Visual intrusion	-	Will be reduced	Will increase with growth in volume of traffic	This category included since it is pertinent to the rest facility also provided by the cafes. Existing trees and side roads between Cafe & preferred route.
	Severance	-	At Monkton and Newcott moderate for West bound traffic but severe for east bound traffic	Increased volume traffic will result in less trade from east-bound lane due to difficulty in turning right into the premises.	Severance from direct access to trunk road. Traffic will be maintained or available through side roads.
	Disruption during construction	-	As above	Minimal, during routine maintenance	

GROUP 3: USERS OF FACILITIES (Cont.d)

<u>Sub-Group</u>	<u>Effect</u>	<u>Units</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
g. Honiton High Street	As above	-	Will remove much traffic from High Street	Situation will deteriorate as volume of traffic increases	
h. Kingslea Hotel (King's Road)	As above	-	The majority of traffic on King's Road will revert to the bypass	As above	
j. Caravan Park Other Valley Park	Noise	dB(A)L10	Increase or decrease in noise levels less than ± 5 dB	Situation alongside A30 will deteriorate as volume of traffic increases	115 towing caravans 18 static holiday caravans
	Visual Obstruction	-	Slight		Amenity Bund to be provided at A30/A35 Intersection
	Severance	-	Small area of land taken	No effect	
	Disruption during construction	-	Some disruption		
k. Commercial Honiton & District Showground	Severance	-	Small area of land taken for the new road affecting an entrance to the showground	No effect	Existing privileged access arrangements from the trunk to Cheney's Lane to be reprovided.
	Disruption during construction	-	Disruption to traffic arrangements for 2 consecutive annual Honiton Shows.		

GROUP 4: - POLICIES FOR CONSERVING & ENHANCING THE AREA (A30/A303/A35)

<u>Policy</u>	<u>Authority</u>	<u>Interest</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
a. To improve the environment of towns and villages	Department of Transport	To relieve towns and villages from through traffic and to reduce noise and pollution.	East Honiton, Monkton and Newcott will experience considerable relief from through traffic.	These communities will suffer steadily worsening effects from increasing traffic volumes.	
b. To preserve and enhance the character of the Blackdown Hills Area AONB	Countryside Commission Devon CC (Structure Plan Policy CDR3) East Devon DC (Rural Areas Local Plan Draft Policy (C5))	To minimise the effect of the schemes on the landscape over the whole of the routes.	A30/A303: Low embankment through Otter Valley; 9m cutting at Reddicks Hill; 13m cutting at Newcott; 12m cutting at Stopgate Cross, 11m & 7m embankment at Knightshayne Bottom, loss of Woodland at Claypits Covert, Knightshayne, Hayne Pit and Wet Woods. A35: 9m embankment at Higher Northcote Farm; 9m cutting at Hutgate Cross. General: effect on existing hedgerows and field patterns.	No change	Extensive mitigation proposals through shaping of earthworks and planting. Planting using indigenous species will be carried out along the roadside and offsite. Lost woodland will be compensated by this planting and existing hedgerows knitted together. Planting will also provide both screening and habitat creation. Special measures will be adopted where necessary (eg re-use of soil containing 'seed bank' etc).

GROUP 4: - POLICIES FOR CONSERVING & ENHANCING THE AREA (A30/A303/A35)

<u>Policy</u>	<u>Authority</u>	<u>Interest</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
c. To protect Listed Buildings	Department of Transport	St Mary Magdalene Church and houses at Monkton.	Reduced dust and noise nuisance for church. Some improvement for houses.	Increased noise visual intrusion and dust.	Planting screen will be provided.
	Department of Environment	Department of Crinhayes Farm	Increased noise and visual intrusion until mitigated by planting.	As above	As above
	Devon County Council (Structure Plan Policy CDR6)	Birch Mills and The Old Thatch.	New road 130m away, 30m less than existing, hence slightly increased noise and intrusion.	Noise levels will increase.	Intrusion mitigated by planting.
	East Devon DC (Rural Areas Local Plan Draft Policies C6 and C8)	Bishops Tower	No effect	No effect	
		Copper Castle	New trunk road 1.5km away. Existing is 6m away.	Increasing traffic might physically affect structure as well as causing higher noise levels.	
		Marwood House	Would remove trunk road traffic from in front of building.	As above	

<u>Policy</u>	<u>Authority</u>	<u>Interest</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
d. To protect and enhance wild life habitats and encourage the planting of broad leaved trees.	Department of Transport English Nature Devon Wildlife Trust	To safeguard habitats at Knightsbayne Bottom wood complex, Sandpit Hill, Claypits Covert, Wet Wood, Hayne Pit.	Some loss of habitat in the locations, but especially Claypits Covert, Wet Wood, Hayne Pit.	No effect	Some mitigation by planting to replace lost habitat and to establish a range of new habitat; reuse of existing, topsoil to preserve 'seed bank'.
	Devon CC (Structure Plan Policies CDE 9&12)	To safeguard dormouse colonies	One dormouse habitat destroyed.	No effect	Efforts will be made to trap and translocate colonies, though success is uncertain.
	East Devon DC (Rural Areas Local Plan Draft Policy C12)	To safeguard roe deer. To safeguard badger groups	Abundant population is becoming a traffic hazard Three badger groups affected - setts destroyed and territories bisected.	As for preferred route	Deterrent devices will be installed at crossing points. Badgers will be trapped and translocated as necessary together with provision of fences and tunnels at crossing points.

GROUP 4: - POLICIES FOR CONSERVING & ENHANCING THE AREA (A30/A303) (Cont.d)

<u>Policy</u>	<u>Authority</u>	<u>Interest</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
e. To protect sites of historic interest.	Department of Environment English Heritage Devon CC (Structure Plan Policy CDE14) East Devon DC (Rural Areas Local Plan Draft Policy C13)	To safeguard and to permit inspection and recording of existing and new sites of archaeological interest.	There are at least 23 archaeological sites in the vicinity of the routes of which two are of special interest.	No known effect	Further monitoring will take place during construction. Opportunity for rescue archaeology will be arranged through English Heritage.
f. To protect trees worthy of preservation	East Devon DC (Rural Areas Local Plan Draft Policy C11)	To safeguard trees where possible protected by TPO's at Northcote Hill Road, Honiton Hill Road and Old Chard Road.	The route is in the vicinity of the trees subject to TPO.	No effect	Further monitoring will take place during construction
g. To protect water resources and their quality.	National Rivers Authority	To prevent pollution of existing water courses and to ensure no increase in the likelihood of flooding.	Increased rate of runoff to existing water courses.	No change	Temporary stilling basins provided to remove material arising from construction process. Interceptors provided to remove pollutants especially hydrocarbons. Treatment of water courses to avoid increase in risk of flooding, reduce erosion and reduce energy.

GROUP 5: TRANSPORT DEVELOPMENT AND ECONOMIC POLICIES

<u>Policy</u>	<u>Authority</u>	<u>Interest</u>	<u>Preferred Route</u>	<u>Do. Minimum</u>	<u>Comments</u>
<u>Transport</u>					
a To improve part of the A30/A303 & A35 trunk road network to the West Country	Department of Transport	To assist economic growth by reducing transport costs through improving accessibility for industrial, commercial and tourist traffic to and from the South West.	Significant improvement	Situation will deteriorate further as traffic volumes increase	White paper 1989 'Roads for Prosperity' refers.
b To reduce accidents	Department of Transport.	Removal of through traffic including HGV's from Monkton Road	Significant improvement (Monkton bypassed) (Kings Road severed)	As above	
	As above	Removal of tight curvature. Improvement in visibility. Removal of direct access. Provision of safer overtaking facilities.	Significant improvement	As above	Narrow carriageway width, sharp bends and absence of a footway at Monkton gives rise to accidents on A30.
	As above	Improvements of Offwell junction (A35)	As above	As above	Improves and simplifies the poor existing junction on A35.

GROUP 5: TRANSPORT DEVELOPMENT AND ECONOMIC POLICIES

<u>Policy</u>	<u>Authority</u>	<u>Interest</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
---------------	------------------	-----------------	------------------------	-------------------	-----------------

Development and Economic Policies

a To develop Honiton as an Area Centre	Devon County Council	Access to and from Honiton	Significant improvement of accessibility to and from the East (A30 /303). Moderate improvement on A35	Accessibility will deteriorate as traffic volumes increase.	Devon County Structure Plan
b To provide employment land within or on the peripheries of Area Centres	Devon County Council and East Devon District Council	Access to land east of Honiton	Improvement scheme will enhance employment land by providing good access to a major West Country route (A303/A30). Will improve access generally (A35)	Accessibility will deteriorate as traffic volumes increase.	Devon County Structure Plan Honiton Local Plan
c To reduce maintenance costs	Department of Transport and Devon County	Recurrent expenditure on Reddick's Hill	Significant reduction in traffic on Reddick's Hill will reduce related costs	Road maintenance scheme will reduce costs arising from hillside instability.	
d To assist the viability of rural bus services.	Devon County Council	Effect on Service reliability	Improvement	Increased traffic volumes will result in deterioration of service reliability.	

GROUP 6: FINANCIAL EFFECTS

<u>Sub-Group</u>	<u>Effect</u>	<u>Units</u>	<u>Preferred Route</u>	<u>Do Minimum</u>	<u>Comments</u>
Department of Transport	Construction Costs	£(PVC)	22.059	2.394	Costs & Benefits are discounted from years of expected expenditure to 1988 at 1988 prices (PVC = present value of costs. PVB = present value of benefits. NPV = net present value.) Excess maintenance cost due to additional length of road or improved lighting, signing etc.
	Land Costs	£(PVC)	1.476	-	
	Compensation Costs	£(PVC)	0.170	-	
	Maintenance Costs	£(PVC)	0.296	-	
	Total Cost	£(PVC)	24.001	2.394	
		Growth	High	Low	
	Total qualified monetary benefits compared to 'Do Minimum'	£(PVB)	45.503	28.699	Includes savings in time, vehicle operating costs and accidents. Taken from Group 1
	Net present value compared to 'Do Minimum'	£(NPV)	21.502	4.698	0
	Construction costs include preparation & supervision costs				

6.0 ALTERNATIVE ROUTES CONSIDERED

A30/A303 Marsh to Honiton

- 6.1 Prior to the Public Consultation held in November 1986, several route corridors were studied for the scheme.
- 6.2 At the western end between the top of Reddicks Hill and Honiton, the following were the main options considered :-
- o a route which rose onto the plateau directly east of the present Honiton Bypass. It passed to the south east of Homeleigh Farm and continued along the plateau passing west of Westwood Farm until it joined the existing trunk road corridor at the top of Reddicks Hill. This scheme was rejected mainly for its severe impact on the landscape as it climbed to the east of Honiton and its longer length, leading to poorer economic performance.
 - o a route which climbed gradually up the face of the hillside to the south east of Ottermere passing to the north of Hedgend Barton Farm, then east of Monkton Barton Farm, and west of Westwood Farm, before again joining the existing trunk road at the top of Reddicks Hill. This scheme was rejected primarily because of the adverse visual impact it made on the landscape as it traversed the face of the hill between Ottermere and Westwood Farm. It would have also traversed long lengths of unstable hillside.
 - o a route which basically followed the corridor of the existing trunk road. At its western end it passed between Monkton and the River Otter, then crossed the existing road to pass to the east of Aplin's Farm and finally climbed

Reddicks Hill on an alignment to the east of the present trunk road which, like the previous two options, it rejoined at the top of the hill. This option became the route exhibited as the Blue route at the Public Consultation, being considered preferable to the other options in engineering, environmental and economic terms.

6.3 On the central sector between the top of Reddicks Hill and to the east of Newcott all options followed the corridor of the present trunk road. The variations to the road network were mainly on the treatment of the junctions with the A30 and the various side roads. This route option became the one exhibited as the Blue Route at the Public Consultation.

6.4 At the eastern end of the project between Newcott and Marsh, apart from a preliminary study of routes around Birch Hill and the Beacon Plantation the main options investigated were:-

- o a route which cut across the Knightshayne Bottom low down in the valley on a high embankment then passed south of Sandy's Cottage, along the northern edge of the Worthill Plantation and then joined the central option just north of Newcott. Whilst the route had favourable economics it was unacceptable in landscape terms as a high embankment ran completely across the Knightshayne valley.

This was shown as a rejected route at the Public Consultation.

- o a route that kept close to the existing road corridor between Marsh and Knightshayne Farm, crossed the valley on a low embankment just south of the farm and then, after passing to the north west of Stopgate Cross, joined the central option to the east of Newcott. The option whilst not being good in economic terms had an acceptable impact on the landscape. This option was the one presented as the Red Route at the Public Consultation.

A35 HONITON EASTERN BYPASS

6.5 Prior to the Public Consultation preliminary studies were carried out on several routes for the A35 which climbed the hill to the east of Honiton and also incorporated a realignment of the A30. All these options were deemed to have an unacceptable impact on the landscape, and were not pursued subsequently .

6.6 The options which were considered in more detail were:-

- o The original scheme prepared by Devon County Council, and for which Orders had previously been published by the Secretary of State, commenced at Langford Road Bridge on the Honiton Bypass, incorporated a roundabout at Monkton Road and then passed under the Waterloo/Exeter railway line. Thereafter it ascended in cutting to Springfield Corner where a sharp left hand bend was necessary. The route then ascended Honiton Hill on the existing road line but with extensive earthworks in cutting, and with a sharp right hand bend at the top of the hill.

This route afforded less relief from traffic noise to residents in eastern Honiton. The earthworks necessary on Honiton Hill would have been unsightly in landscape terms. The economics were poor and an alignment to current trunk road standards could not have been achieved.

This was shown as a rejected option at the public consultation.

- o a route which commenced with a junction to the A30 near Cheney Farm, just east of the existing Honiton Bypass. It ascended the hillside at a uniform gradient, crossing the existing rail tunnel and then passing to the east of Northcote Hill Farm in cutting to a junction at Hutgate Road. Beyond the junction the route connected to the existing A35 at Mount Pleasant.

The route passed through countryside already affected by an overhead power line and a railway. The road alignment fitted into the landform, passing through a dip in the hillside on Honiton Hill. Through traffic on the A35 would be routed clear of Honiton on a smoother and safer alignment. The tortuous connection to the A30 via a mini-roundabout at the eastern end of the town would be avoided, and the existing road would serve local traffic.

This option was exhibited as the Green Route at the Public Consultation.

7.0 CHOICE OF PUBLISHED SCHEME

A30/A303 Marsh to Honiton Improvement.

7.1 The Consultation Route described as the Blue and Red Route for the Marsh to Honiton A30/A303 improvement was exhibited at the Public Consultation held in 1986.

7.2 There was overwhelming public endorsement of the Consultation Route proposal. However, local residents and farmers living between Newcott and Marsh proposed that the Consultation Route be modified in order to reduce the likely adverse effects on property and agriculture at Stopgate Cross and at Knightshayne Farm. As a result, the Consultation Route was subsequently modified to a new route referred to as the Blue and Modified Red Route. This proposed amendment was also favoured by both East Devon District Council and by Yarcombe Parish Council.

7.3 In January 1988 the Minister announced that the Blue and Modified Red Route was the Preferred Route for this part of the scheme.

A35 Honiton Eastern Bypass.

7.4 The Consultation Route which was described as the Green Route was exhibited for the Honiton Eastern Bypass A35 at the Public Consultation held in 1986.

7.5 Comment was sought on the acceptability of the Green Route and as a result, objections were received from the public regarding (i) the proximity of the Green Route to Otter Valley Park, (ii) the arrangement at Offwell Junction, and (iii) the closure of Northcote Hill. In order to address these objections the Green Route was subsequently amended to the Modified Green Route.

7.6 In January 1988 the Minister announced that the Modified Green Route was the Preferred Route for this part of the scheme.

- 7.7 The Public Consultation routes for the Marsh to Honiton Improvement A30/A303 and the Honiton Eastern Bypass A35 are indicated on Figure 5.
- 7.8 The Published Scheme has been based on the Preferred Route which was selected for the reasons given above.

8.0 SUMMARY AND CONCLUSIONS

8.1 Routes

The improvement of the road from Marsh to Honiton is one of a number of improvement schemes on the A303/A30 London-Penzance Trunk Road. The A35 Honiton Eastern Bypass is similarly one of a number of road improvements on the A35 Folkestone-Honiton Trunk Road enabling trunk traffic between the A35 and the A30 to bypass Honiton town centre. Although the A303/A30 improvement follows an existing route corridor, the Honiton Eastern Bypass follows a new alignment which climbs the steep area of Honiton Hill.

Both the A303/A30 improvement and the Honiton Eastern Bypass pass through an Area of Outstanding Natural Beauty. The Environmental Statement has sought to identify the various impacts on the area and to outline the corresponding mitigation measures which would be undertaken in response to the sensitivity of the countryside through which the routes pass, and also to demonstrate the various alternative routes considered and their corresponding environmental constraints

8.2 Alternative Routes Considered

The Environmental Statement outlines various route corridors which were considered prior to the Public Consultation which was held in November 1986. Following extensive feasibility studies single route proposals for the A303/A30 and the A35 were presented at the Public Consultation which produced strong support from the general public, following which the Minister announced that the Preferred Route would be the route presented with some minor modifications.

8.3 Landscape and Ecology

The Statement describes the Published Scheme has been located to minimise the effect on the landscape and how extensive planting of both indigenous species in appropriate areas and hedgerows is designated to knit together severed field patterns and wooded

areas. The recommendations of the ecological appraisal for mitigating the adverse effects of the schemes on flora and fauna have been taken fully into account including the relocation of badger groups and dormouse colonies, the construction of badger crossings and fences and the provision of warning reflectors to discourage deer from crossing the road.

8.4 Heritage and Archaeology

Some 23 archaeological sites have been identified by the Archeological Assessment and are referred to in the Statement, as are listed buildings.

It is concluded that the schemes will have little effect on listed buildings but some impact on archaeological sites is inevitable. A watching brief will be maintained during construction and the opportunity given for excavating and recording sites, as appropriate.

8.5 Noise and Visual Intrusion

A small number of properties would experience an increase in noise levels and, where appropriate, noise insulation or other measures would be undertaken to reduce this. However, many properties adjacent to the existing road would experience a reduction in noise and overall the net effect of noise is not significant.

8.6 Water Pollution

The discharge points for surface water drainage from the new roads have been agreed with the National Rivers Authority and measures have been outlined in the Statement to remove pollutants by the use of interceptors and where necessary to control the rate of discharge into the existing streams and water courses.

8.7 Conclusions

This Statement comprehensively examines the effect of the schemes on the environment. The scheme is sympathetic to the areas of countryside through which it passes whilst adequately dealing with forecast of traffic on these routes and representing value for money. Environmental impacts have been minimised as far as possible and measures have been incorporated to mitigate the adverse environmental and ecological effects of the schemes.

9.0 **BIBLIOGRAPHY**

1. Ecological Appraisal Report
2. Archaeological Assessment Report
3. Landscape Report

These documents are available for inspection at the deposit points listed in Section 10.

10.0 **DEPOSIT POINTS**

This Environmental Statement may be examined by the general public free of charge during normal office hours until September 25th 1992 at the following locations:

Department of Transport,
Southwest Construction Programme Division,
Room 826,
Tollgate House,
Houlton Street,
Bristol BS2 9DJ

Devon County Council,
County Hall,
Topsham Road
Exeter

East Devon District Council,
Knowle
Sidmouth

Honiton Public Library,
48 New Street
Honiton

Offwell Sub-Post Office
Offwell

Upottery Sub-Post Office
Mill Stream
Rawridge

Yarcombe Sub-Post Office
Glebe Farm
Yarcombe

ANNEX

NON-TECHNICAL SUMMARY

FIGURES

- Figure 1 Areas of Conservation Value
- Figure 2 Traffic Flows on Road Network
- Figure 3 Road Levels Relative to Existing Ground Levels
- Figure 4 Landscaping
- Figure 5 Public Consultation Routes

