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ENVIRONMENT & LANDSCAPE
Environmental Statement

**A30 HONITON TO EXETER IMPROVEMENT -
ENVIRONMENTAL STATEMENT 10/91**



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DEPARTMENT OF TRANSPORT

LONDON - PENZANCE TRUNK ROAD

A30 HONITON TO EXETER IMPROVEMENT

ENVIRONMENTAL STATEMENT

OCTOBER 1991

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Acer Consultants Ltd
Charles Fox House
46-48 Queen Charlotte Street
Bristol BS1 4AT
(0272) 290 911

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1.0 INTRODUCTION

- 1.1 The A30 Honiton to Exeter Improvement consists of the improvement of the stretch of Trunk Road between Honiton and Exeter in east Devon. Honiton is some 20km east of Exeter and lies at the junction of the A35 and A373 with the A30 which itself joins the A303 some 8km east of Honiton. Exeter is at the southern termination of the M5 motorway and the junction of the A30 with the A38, A376, A377, A379, A396, and A3092.

This section of the A30 is a busy commuter and commercial vehicle route throughout the year but in addition the holiday traffic during the summer months causes considerable congestion and associated long delays.

Following the publication of the report "Roads in England, 1982", the improvement scheme between Exeter and Iron Bridge, west of Honiton, was added to the active Trunk Road programme in May 1983. Following public consultation from February to April 1987, a Preferred Route was announced by the Minister for Roads and Traffic in August 1988.

The 2.5km section between Honiton and Iron Bridge was added to the Scheme in 1989 as a result of its inclusion in the Government White Paper 'Roads for Prosperity' published in May 1989. A public consultation exercise was held for this section from January to March 1990.

- 1.2 The Secretary of State for Transport has determined that the scheme shall be the subject of an environmental assessment. This environmental statement summarises that assessment and the environmental effects of the scheme in accordance with Section 105A of the Highways Act 1980 (as added by the Highways (Assessment of Environmental Effects) Regulations 1988).

2.0 SCHEME DESCRIPTION

2.1 Description of Site

The section of existing trunk road which is being proposed for improvement lies between the M5 motorway on the eastern side of Exeter and the western end of the Honiton By-pass north of Honiton. It crosses a mainly rural area with scattered villages and farms and is flanked by the small town of Ottery St Mary to the south. It broadly follows the line of the old Roman Road between Jack-in-the Green and Fairmile and passes through a total of seven small villages or settlements along the route. There are also many small businesses such as inns, cafes, petrol stations and the like.

The Published Scheme runs through a mainly low lying, gently undulating landscape which is underlain by soft easily eroded sandstones giving rise to the reddish soils characteristic of the area. The most prominent landmark within the route corridor is the Woodbury Common-Aylesbeare Common-Straightway Head ridgeline aligned north-south across the route which rises 171 metres above sea level. The existing A30 crosses this ridgeline at Straightway Head. Most of the ridge has substantial tree cover.

2.2 Existing Road Network

This length of trunk road is part of the M3-A303-A30 route from London and the south-east to the south-west Peninsula. It is one of the most important traffic routes serving Devon and Cornwall and to the east of Honiton it is being progressively improved, generally to dual carriageway standard. At Exeter the A30 joins the M5 and the A38 but continues westwards separately from the A38 through Okehampton into Cornwall.

No Principal Roads intersect this section of the A30 but there are four Class II roads and it is also influenced by Moor Lane (C693) just to the west of the M5. These roads are, B3174 to Ottery St Mary and Sidmouth, B3180 to Exmouth and Budleigh Salterton, B3184 (formerly C93) Clyst Honiton to Sidmouth which gives access to Exeter Airport, and B3177 to Ottery St Mary and Sidmouth. At Honiton, just east of the scheme, the A30 is joined by the A35 trunk road and the Principal Roads A373 and A375.

Of the Class III roads, the C96 at Hand and Pen gives access to Whimble and its cider industry, the C808 (formerly B3176) crosses the A30 at Fairmile, and the C97 at Patteson's Cross serves the extensive residential development at Feniton Gardens.

2.3 Land Use and Planning Constraints

2.3.1 Land Use

The area is mainly agricultural, devoted largely to mixed arable and dairy farming. The majority of the land is Grade III Agricultural land but there are also areas of Grades I, II, and IV land. Soil depth, drainage and quality are generally good. Farm units are generally well equipped and structured, varying in size up to about 200 hectares, the average being about 40 hectares. The largest single ownerships are those of the Rockbeare, Escot and Coombe Estates, although these are divided into a number of tenancies. There are many small and medium sized areas of natural woodland and numerous forestry plantations, some of which are used for pheasant rearing. Some of these areas are designated as Acquired and Dedicated Woodland. There is no Common Land in the area of interest.

2.3.2 Properties

Outside the villages and settlements the properties consist largely of semi-isolated farms and agricultural cottages. There is also a certain amount of sporadic residential development and a number of substantial country houses such as Redhayes (now empty), Rockbears House, Westcott House, Bishop's Court (now offices), Escot House, and Cadhay House. There are several buildings listed as being of special architectural or historic interest.

2.3.3 Industry

The principal industry in the area is agricultural with both arable and dairy farming. There is also some intensive pig rearing and a limited amount of market gardening and small nurseries.

Other substantial sources of employment are light engineering in the growing industrial/commercial estates at Heathpark and near Exeter Airport, including the Airport itself. There are quarries at Rockbears Hill and an abattoir at Whimple.

There are minor sources of employment in petrol stations, cafes, public houses, hotels and various service industries.

There is a substantial amount of commuting to employment in Exeter and to a lesser extent Honiton, especially from the larger residential areas of Ottery St Mary and Feniton.

2.3.4 Planning Constraints

The Devon County Structure Plan sets out a comprehensive series of policies intended to safeguard the historic and natural heritage of Devon.

The proposed road would not affect any area designated as of Outstanding Natural Beauty, of Great Landscape Value or a Conservation Area. At the eastern end of the scheme, however, to the south of the road, there is an area of Outstanding Natural Beauty which contains the village of Gittisham. To the north of the A30 in the Buckerell-Awliscombe area there is an area of Great Landscape Value. The village of Sowton at the western end of the scheme is a Conservation Area under the Town and Country Planning Act.

A survey carried out by Exeter Museums has revealed a large number of sites along the proposed route which may have archaeological importance. A report has been prepared giving details of these potential sites and makes recommendations proposing further action at specific locations.

There are a number of buildings which are listed as having historic or special architectural value but only Fairmile Mill and Mill Farm, both Grade II, would be affected by the close proximity of the proposed highway.

The proposals do not affect trees with Preservation Orders although several blocks of woodland and individual mature trees are affected along the route.

There is a Mineral Consultation Area affected by the proposals on the east side of Straightway Head.

2.4 Landscape Character and Quality

2.4.1 Landscape Features West of Straightway Head

The western section of the corridor consists of gently undulating ground sloping from the Straightway Head ridgeline to the low-lying floodplain of the meandering River Clyst.

The higher slopes near the Straightway Head ridgeline are substantially wooded, with a pattern of relatively small fields comprising mainly pasture land. The ridgeline is a prominent landscape feature appearing as an attractive wooded hillside and skyline, which marks the edge of the low-lying landscape centred on the River Clyst.

The existing A30 west of Straightway Head has attracted a variety of roadside developments over the years including inns, petrol filling stations, and garden nurseries. The intermittent commercial character of such developments along the road sets the A30 corridor apart from the more attractive rural landscape on either side, particularly to the south, where the landscape contains fewer settlements.

The lower slopes west of the Straightway Head ridgeline become progressively less undulating towards the River Clyst floodplain, with larger fields and fewer hedgerow trees. However, substantial woodland blocks and hedgerow treelines occur in the vicinity of Westcott village. Exeter Airport, with its long runways and its associated industrial buildings scattered around the airfield perimeter, is situated on the lower land east of the River Clyst. The visual quality of the area is most attractive in the unspoiled rural section between Westcott village and Straightway head, where the combination of an undulating landscape, woodland blocks, small field parcels and Devon banks alongside the roads produce a small scale and well compartmented landscape. The visual quality in the larger scale more open landscape between the River Clyst and Westcott is more mundane, due to the presence of detracting features such as the pylon lines in the Clyst Valley, and the industrial development associated with the Airport.

2.4.2 Landscape Features East of Straightway Head

The land east of Straightway Head falls away to the valleys of the Rivers Tale and Otter. It comprises a gently undulating lowland vale with large arable fields separated by blocks of woodland contained between high ground at Straightway Head in the west and East Hill forming a wooded skyline to the east.

The Tale Valley at Fairmile forms a distinctive landscape feature lying at right angles across the route corridor. The valley is steep sided, attractively wooded, and contains a number of hamlets and farmsteads dispersed along the valley floor. The small-scale valley landscape has an attractive visual quality contrasting with the more open landscape of mainly large arable fields on either side of the valley corridor.

The Otter Valley at Fenny Bridges is a low-lying but more open swathe of pastureland which is crossed by the route. The loose-knit settlement of Fenny Bridges straddles the valley, and the Exeter - Waterloo railway line crosses the valley on a high embankment to the north of the village. The landscape quality, although pleasant, is affected by the presence of the existing A30 and the railway line on viaduct.

East of Fenny Bridges the road corridor follows the line of the existing dual carriageway which runs on generally level ground along the south side of the Otter Valley. The area is overlooked by East Hill to the south, designated as an Area of Outstanding Natural Beauty. However, the immediate landscape quality along the existing A30 is adversely affected by the presence of the road and the traffic on it.

2.5 Heritage Factors

- 2.5.1 There are a total of 37 listed buildings within 500m of the proposed road. Some of these would experience a degree of visual intrusion but none would be severely affected. 27 of the listed buildings would experience an increase in noise level and 10 a decrease.
- 2.5.2 The route would pass immediately to the south of the listed gardens of Rockbeare House but none of the parkland would be required by the scheme.
- 2.5.3 The route would sever the former parkland of Escot House but the church of St Philip and St James's would remain as part of Fairmile village.
- 2.5.4 An archaeological assessment of the Published Route was carried out early in 1991 by Exeter Museums Archaeological Field Unit and a report prepared dated April 1991. It represented an update of the Preliminary Assessment of the Preferred Route prepared by EMAFU in 1989 as a desk study.
- 2.5.5 Of the total of 38 sites described in the Report, five have been immediately identified for preservation, four of which are listed buildings.

One site which is a probable prehistoric or Roman enclosure has been identified for full area excavation before construction begins. This lies in the area just south of the A30, west of Sowton Lane East. A further four sites have been identified as requiring archaeological evaluation in the form of limited trial excavations. These include a complex of deserted farmsteads with medieval origins at Fair Oak, Clyst Honiton, a potential Roman settlement site at Castle Hill near Fenny Bridges and sites of the Roman Road specifically at Birdcage Lane and Iron Bridge. Many of the sites identified relate to landscape features such as boundaries which are not appropriate for full-scale excavations and include the important discovery of a medieval deerpark in Aylesbeare Parish.

- 2.5.6 Exeter Museums have recommended that the following actions be taken:-

2.5.6.1 Preservation

Sowton Lodge
The brick drying shed at Strete Raleigh
Patteson's Cross
Church of St Phillip & St James's, Fairmile
Talatan Mill, Fairmile (now known as Fairmile Mill)
(Only the brick drying shed would be affected by the proposed road).

2.5.6.2 Excavations

In addition to the specific sites previously mentioned for full area excavation at an early date, there are others where further recordings are desirable. Examples of these are sundry sites of possible settlements in the area of Patteson's Cross, the mill and leat system at Fairmile and an area identified as Castle Fields at the proposed Straightway Head Junction site. Apart from the recommendation to preserve the brick drying shed at Strete Raleigh, an intensive survey of the workings of the associated brickworks site is desired immediately following site clearance of the area.

2.5.6.3 Watching Brief and Possible Salvage Operations

This is desired throughout the Contract period of the proposed works, with the opportunity to carry out detailed survey or excavation in the event of any important discovery.

2.6 Ecological Aspects

There are no designated ecological or wildlife areas on or adjacent to the proposed route.

An ecological survey was carried out by the Environmental Advisory Unit of Liverpool University in 1990 and a report prepared dated November 1990. A further survey was undertaken by EAULU in July 1991, the results of which are contained in their report dated August 1991. Extracts from these reports are as follows:

2.6.1 Impact on Habitats

2.6.1.1 Arable and Pasture

Much of the land within the route corridor is arable or improved pasture of low ecological interest. The loss of these habitats is not ecologically significant, although some displacement to birds and mammals feeding in these areas will result.

Two species-rich unimproved damp meadows, potentially of county significance, occur at Beautiport Farm. Some land loss would occur in the north corner of the northern field although it is not yet known whether the corner which would be lost supports any species of particular significance.

2.6.1.2 Woodland and Scrub

Woodland which would be directly affected by land loss include remnant Ancient Woodlands such as Fairmile Big Wood, Larkbeare Brake and Straightway Head Big Wood; secondary woodlands such as Chapel Covert and a number of small copses and plantations.

The Nature Conservancy Council and the Devon Trust for Nature Conservation identify Larkbeare Brake and Fairmile Big Wood as areas of conservation interest.

The route would pass through Fairmile Big Wood taking 2.6ha of land and dividing the remainder into two sections. Much of the woodland taken by road construction is coniferous and of low ecological importance. However fragmentation of the woodland and disturbance would have an indirect effect on birds and mammals.

Loss of woodland at Larkbeare Brake would be confined to a narrow strip and therefore the ecological impact is low. At Straightway Head Big Wood the area is again coniferous but there would be a loss of the more interesting open areas.

At Chapel Covert, Fairmile, road construction would take 0.3ha of woodland and several very large old trees would be lost as would be an area of recently planted broadleaved trees.

Other woodland blocks which would be directly affected are of low ecological interest such as Laurel Copse and Bob's Close Copse.

2.6.1.3 Aquatic Habitats

All the rivers, watercourses and ditches in the area have a general conservation interest in terms of aquatic habitats and have high water quality. This could be degraded quite easily should any pollution occur.

There is likely to be some loss of bankside and aquatic flora where the proposed route would cross the rivers Clyst, Tale and Otter. Disturbance to the river banks may also affect nesting birds such as Kingfisher and Sand Martin, and in the case of the River Clyst and adjoining ditches, loss of potential breeding sites for amphibians, particularly the Great Crested Newt, a protected species.

The proposed route would also cross and affect some drainage ditches on the flood meadows adjacent to the rivers Clyst and Otter. It is probable that there would be a loss of aquatic and emergent vegetation, particularly where the ditches are widened and deepened to take outfall drainage from the road.

Several other field ditches, streams, and some ponds would be directly affected by the route. The loss of these habitats would again reduce the number of potential breeding sites for amphibians.

2.6.1.4 Field Boundaries

The proposed route would cross many field boundaries, the majority of which are earth banks topped with species-rich hedgerows often with mature trees. Therefore the overall loss of hedgerows in the route corridor would be quite substantial.

A number of isolated mature trees would be lost, the most significant being large oaks at East Strete Farm and in the meadow below Chapel Covert.

2.6.2 Impacts on Fauna

2.6.2.1 Badgers

The most significant impact would be on two sets of badger colonies in the Fairmile area.

2.6.2.2 Hobbys

Hobbys have been reported nesting in previous years in Fairmile Big Wood. However investigations during the 1991 breeding season indicated that the birds have deserted this area.

2.6.2.3 Roe Deer

Roe Deer have been sighted near the ponds east of Deer Park Copse, the small copse areas north of Higher Upcott and in Fairmile Big Wood. The deer feed, shelter and possibly fawn within or near these locations.

2.6.2.4 Buzzards

Buzzards have been observed nesting in Fairmile Big Wood.

2.6.2.5 Otters

Evidence suggests that only occasional migrant individual otters pass along the River Otter. Any impact on these would be negligible.

2.6.3 Other Impacts

2.6.3.1 Hydrology

The quantity of water reaching the rivers Clyst, Tale and Otter would be likely to increase due to run-off from the impermeable road surface. Unless this flow is controlled it could have adverse effects on the plant and animal communities of these waterways.

Aquatic plant and animal communities are also sensitive to changes in water quality. Degradation of quality can be brought about by an increase in the sediment load due to erosion of bare surfaces during construction or an increase in pollutants such as hydrocarbons and salts. There is also a pollutant risk from accidental spillage of fuel and leaching from stockpiled fuels during construction.

2.6.3.2 Noise and Light Pollution

Noise during and after road construction could cause short term abandonment of the area by some birds and mammals. Many species including deer, fox and probably badger will become accustomed to increases in noise levels and return to the area.

Light from traffic at night may result in an increase in animal road casualties. Car headlamps are known to startle and mesmerise many nocturnal species such as badgers, barn owls and hedgehogs.

2.7 Description of Published Route

2.7.1 Description

The route of the proposed improvement is shown in Appendix 1. The new dual carriageway would be about 21km in length including the existing dual section to be improved between Iron Bridge and Honiton. It would comprise in most part two 7.3m carriageways separated by a central reserve, with 1m wide hardstrips and 2.5m grass verges on each side. Between the M5 and Sowton Lane junction there would be two 11m wide carriageways plus the hardstrips and verges. The estimated cost of the works is in the order of £52 million. Most of the bridges would be concrete with circular columns but the river bridges would probably have steel beams of a type which need very little maintenance.

The new road would run in a generally easterly direction from Junction 29 of the M5 motorway passing just south of the existing A30 at Blackhorse to cross over the River Clyst some 300m south of the existing bridge. At Sowton Lane (east), a junction would be provided to allow local traffic and that from the existing A30 to join the new road and proceed towards Exeter, and traffic from Exeter and the motorway to join the existing A30. The side road would be bridged over the new trunk road. Between Sowton Lane West and Sowton Lane East the road passes into a cutting of maximum depth 6.5 metres. In the Clyst Valley the road would be on a low embankment of maximum height 5 metres which would continue over the severed lane to Marlborough Cross before passing into a cutting south of the Airport boundary and B3184 (formerly C93) road. This cutting would be about 5 metres deep. The embankment section across the valley would intrude on views mainly from properties situated on the edge of the valley at Clyst Honiton. A new full junction would be provided just to the east of Clyst Honiton which would also form the diversion route for the severed C171 road to Marlborough Cross and beyond. The junction would be formed by a single bridge over the new road with a roundabout on each side into which the appropriate slip roads and side road diversions would be fed.

The road would continue eastwards to cut Spain Lane and pass some 20 metres south of Fair Oak Farm and only 6 metres from the north side of Wares Farm house, the distances being to the proposed fencelines. The severed Spain Lane would be diverted to join the B3184 road between Wares Farm and Marwood Cross which would pass under the new route on a locally revised alignment. At this point the road would be on an embankment of 7 metres maximum height. It would continue towards Westcott passing 55 metres north of Westcott House, a Grade 2 listed building on which the road would have an adverse visual impact, although the carriageway would be about 80 metres away. It would however stay south of the listed gardens and woodlands of Rockbears House, being about 300 metres from the house itself. The lane between Lower Southwood Farm and Westcott would be bridged over the new road but Rag Lane would be severed. From Rag Lane the new road would veer slightly towards the north into a deep cutting of maximum depth 6 metres before crossing the C92 road from Rockbears to Marsh Green which would be bridged over the new route slightly to the north of the existing road.

Continuing in this same general direction the road would cross a small valley on an embankment of maximum height 6 metres before veering north-east, severing Turkey Lane north west of Allercombe. From Turkey Lane the road would pass some 110 metres north of East Strete Farm buildings and south of Brickyard Cottage where it again heads east before turning more northerly to cross the ridgeline of Straightway Head. Brickyard Road would be diverted to pass over the new road to rejoin the road between Allercombe and Daisymount. In this area the road would pass through two areas of woodland, Bob's Close Copse and Laurel Copse. An attractive pond would also be lost. A full junction would be provided at Straightway Head, a bridge taking the new road over the B3174 Ottery St Mary road. The B3180 road to Exmouth would be severed just south of Willow View Farm, the alternative route being via the B3174 and the existing A30. This area is also well wooded with the new road passing through Straightway Head Big Wood in a cutting of 8.5m deep.

The new route would cross the existing A30 at its junction with Birdcage Lane where it would head in a more easterly direction to run parallel with the existing road keeping on the north side. Birdcage Lane would pass under the new road and would also be connected to the existing A30 on each side so that it can continue as a through route. Unfortunately part of Birdcage Copse would be lost. The road would then run generally at existing ground level to sever Larkbeare Avenue and pass into Fairmile Big Wood on sidelong ground before emerging to cross the River Tale valley. The C808 (formerly the B3176) road to Talaton would be diverted slightly to the west and pass over the new road. The route would then be bridged over the River Tale just to the north of the church of St Phillip and St James, the setting of which would be affected by the proximity of the proposed road. The edge of carriageway would be about 85 metres from the church itself. East of the church the road would go into a 10 metres deep cutting severing Langland Lane, the private access and footpaths being diverted to pass under the new road alongside the River Tale.

At Patteson's Cross the road would be very close to the north side of the existing A30 where it crosses over the C97 road to Feniton. At this point there would be partial junction to enable traffic from the west to leave and local traffic heading west to join the new road. The road would then cross over the Exeter-Waterloo railway line just north of Fenny Bridges where it would be on an embankment some 5 metres maximum height severing the private lane to Buckerell Cross. This part of the route would intrude on the properties in parts of Fenny Bridges and Alfington. It would then continue east on an embankment maximum 10 metres high bridging over the C129 road to Old Feniton, and the River Otter. From there it would partially join the existing dual carriageway towards Honiton just to the east of Iron Bridge.

At Iron Bridge, the existing A30 would continue under the railway on its present alignment, then pass under the new route to join the existing eastbound carriageway of the A30 which would revert to being a two way road. The existing westbound carriageway would become the new eastbound and a new westbound carriageway would be constructed south of the existing road. The old eastbound carriageway would thus become a service road for local traffic to link Fenny Bridges to Honiton via Weston and Hamlet. The construction of the new westbound carriageway would involve the demolition of the residential property known as The Forge. Eastbound-on and westbound-off slip roads would be provided just to the east of Iron Bridge. The existing arrangement of slip roads at Turk's Head, immediately west of Honiton, would be maintained with minimal realignment. At this location the new route would join the existing dual carriageway by-pass of Honiton. There would be an overbridge at Hamlet to link Weston with Hayne Lane and to allow access into Honiton for local traffic from the existing A30 and from surrounding villages via link roads and through Heathfield housing estate (Old Elm Road).

2.7.2 Main Earthworks

The most significant cuttings along the proposed route are as follows:-

Blackhorse - max 6.5m

West of Fair Oak Farm - max 7m X 5

East of Rockbeare House - max 6m

Straightway Head - max 8.5m

Fairmile Big Wood - max 6m (on sidelong ground)

Langland Lane - max 10m

The most significant embankments along the proposed route are as follows:-

River Clyst Valley - max 5m

Marwood Cross - max 6m X 7

Marsh Green - max 6m

Daisymount - max 6m

Birdcage Lane - max 11m

Patteson's Cross - max 8m

Fenny Bridges - max 10m

2.7.3 Structures

There would be 20 major structures along the route and the locations of these are shown on Appendix 2. Most of the structures are bridges which take the diverted side roads over or under the new road. There would be eight road overbridges, six road underbridges, five river or floodplain bridges and one railway underbridge. Appendix 3 schedules and describes these major structures. In addition there would be retaining walls at Junction 29, Redhayes Lodge, Stocker's Farm and Hamlet.

The retaining wall at Redhayes Lodge would be of sheet pile construction faced with brick to match the brickwork of the Lodge. The one at Hamlet would be of concrete construction faced with a suitable stone or brick cladding. Similar attention to appearance would be paid to the other retaining walls.

It is proposed that the bridges themselves would be constructed of reinforced concrete with overbridges of open sidespan form with circular columns. The underbridges would be a mixture of open side span and rectangular box type as indicated in the schedule in Appendix 3. The bridges over the Rivers Clyst and Otter would have steel beams, with abutments and deck of reinforced concrete.

Great attention would be given to the treatment of the bridge fascias to give an aesthetically pleasing appearance when viewed from the road and surrounding areas. Where large exposed faces of concrete are unavoidable, special features would be included to relieve the overall bland appearance of otherwise plain concrete.

2.7.4 Lighting

The only section of the Published Route which is proposed to have street lighting is that between Junction 29 of the M5 motorway and the junction at Sowton Lane.

2.8 Traffic Effects

Appendix 4 shows the existing road network in the area together with the proposed new route for the A30. It also compares the predicted traffic flows for 1996, with the new A30 in place, with the existing (1989) flows. Roads with significant changes in traffic flow (greater than 30%) are highlighted. The overall increase in traffic flow from 1989 to 1996 is expected to be 18% with low traffic growth and 29% with high traffic growth.

In addition to the new road, there will be significant increases in traffic flow on Sowton Lane East, because of the closure of Sowton Lane West; on the B3184 (formerly C93) between the Airport junction and Marwood Cross and on the C93 from Marwood Cross to the B3180 at Tipton Cross; on the road north from Rockbeare to the existing A30; on the road from Whimple to the existing A30; on the B3180 between the B3174 and the C92 at West Hill; on the B3174 from the B3180 to the B3177, and also east of Ottery St Mary. The flow on the M5 motorway north of Junction 29 (Sowton) and south of Junction 30 (Sandygate) will also increase significantly.

The flows on several roads in the eastern fringes of Exeter will also increase significantly. In particular, the radial routes from the motorway junctions (the B3183 from Junction 29 and the A379 from Sandygate), Pinn Lane north of Honiton Road and Moor Lane through the Sowton industrial estate will experience significant increases in traffic flow.

Significant decreases in flow will occur on the existing A30, which would however remain open as a through route for local traffic, and on those roads that are severed: Sowton Lane West, Spain Lane, Rag Lane, Turkey Lane, B3180 at Straightway Head and Larkbeare Avenue. Other roads where a significant decrease in traffic flow will occur are the road through Clyst Honiton village: the western access to Rockbeare from the existing A30; the B3174 from the existing A30 to the junction with the new A30; and the road from the A30/B3180 junction through Larkbeare to the B3176 at Beacon Cross. The flow on the service road between Iron Bridge and Hamlet will also reduce significantly.

Noise from traffic on the proposed new road would affect residential properties along the route principally in the Fair Oak, Brickyard, Daisymount, and Hamlet areas. Noise from construction machinery would also affect residential properties, especially in areas of cutting and embankment, but only for limited periods during the construction stage. Construction of the road would be expected to take two years but the earthworks operations, which would produce the most noise, would be carried out mostly during the first year. The amount of time spent in any one area would depend upon the amount of cut or fill in that area.

However, many residential properties along the existing A30 would experience a reduction in noise level due to traffic diverting onto the new road.

3.0 MITIGATION OF ADVERSE ENVIRONMENTAL EFFECTS

3.1 General

The proposed route would pass mostly through an area which is largely unpopulated so the main adverse environmental effects would be on farmland, the general landscape, and natural ecological habitats. The choice of route and alignments sympathetic to the existing terrain is part of the mitigation measures already taken.

The Scheme has been designed to take the minimum amount of land within the physical constraints of the area, fitting the road into its surroundings, and the engineering requirements to be applied. Earthworks slopes in cuttings and embankments are as steep as geotechnical parameters permit, generally in the order of 1:2.5, although in some cases retaining walls have been proposed to limit land-take in particularly sensitive areas. In a few instances the slopes of embankments have been flattened to avoid the introduction of harshness into the landform and in these cases the land, where suitable, would be offered back to the landowners for farming use.

Landscape Architects, Ecologists, and Archaeologists have been involved to advise on route selection, alignment of routes and in the case of the Landscape Architects, in the preparation of landscape proposals for the Published Scheme.

Extensive landscaping measures would be provided along the route. These would take the form of mounds and false cuttings for both visual and noise screening, and careful attention to grading of slopes alongside the road integrating them as much as possible into the landscape. Planting of trees and shrubs would be provided for screening and to fit the highway into the surrounding pattern of woodland and hedgerow. In addition to planting on the earthworks slopes, a total of some 25 hectares of land are proposed to be landscaped throughout the whole of the proposed route.

The landscape proposals would help to mitigate the visual effects of the road and to some degree offset the destruction of some of the natural habitats.

Farm severance has been kept to a minimum by the selected route alignment running where possible near to farm boundaries, but even so, some farms would be seriously affected. Where significant areas of farmland would be isolated, alternative means of access would be provided.

3.2 Specific Noise Measures

Where residential properties qualify for insulation against road traffic and construction noise in accordance with Noise Insulation Regulations 1975, then this will be offered. It is anticipated that in the region of 40 properties would be recommended for insulation.

The only type of noise barrier proposed along the route are earthbanks which would probably also form part of the landscaping proposals.

Particular areas where the earthworks and mounding would help to mitigate the noise effect on residential properties are as follows:

Blackhorse; where the road would be in cutting.

Clyst Honiton; landscape mounding in the Clyst Valley.

Westcott; slight cutting with mounding adjacent to Westcott House.

Strete Raleigh; slight cutting near East Strete Farm.

Little Ash; new route would be located north of existing A30 embankment.

Fenny Bridges; to the north, the proposed road would be shielded from the village by the existing railway embankment. To the west there would be extensive landscape mounding.

3.3 Specific Landscape Proposals

3.3.1 Blackhorse Cutting

The cutting on the west side of the Clyst Valley to the south of Blackhorse would be extensively planted to soften the effect on the valley landscape.

3.3.2 Clyst Valley Crossing

The road emerges from cutting on the west side of the Clyst Valley and runs on embankment across the flood plain before rising towards the junction serving the Airport on the eastern valley side. Planting is proposed on the long straight section over the valley to soften its impact on the valley landscape. This would be mainly limited to the embankment due to the requirements of the National Rivers Authority who impose limitations on the extent of any embankments in the flood plain area, together with restrictions on tree planting. Towards the Airport junction, the road on embankment runs close to adjoining properties in Clyst Honiton. Landscape measures to reduce the impact of the road includes extensive tree and shrub planting together with grading works to create false cuttings and to fit the highway into the existing contours of the area. Some land along the embanked section would be regraded and subsequently returned to agriculture to reduce the effect of the embankments on the adjoining properties. The proposed creation of a pond and associated waterside vegetation near Marlborough Cottages would compensate for the disturbance of an existing wetland habitat in that area.

3.3.3 Westcott House, Home Covert, and Rockbeare Area

The route would run in a narrow gap between Westcott House and Home Covert in shallow cutting. To the west a new overbridge would take the diverted UC1625 over the road. To reduce the impact at Westcott a false cutting and wide area of planting is proposed. Areas of land adjacent to Home Covert would be planted with trees to consolidate the woodland pattern in the area. Views of the road from the grounds of Rockbeare House and the other properties on the south side would be screened by further planting adjacent to the highway.

3.3.4 Road Edge Tree Cover Along C92

The route would cut the C92 just south of Westfield House. To minimise loss of existing oaks, the required overbridge has been moved north-eastwards allowing the retention of the existing vegetation, including some mature oak trees, along the existing road.

3.3.5 Bob's Close Copse Area

The proposed road would run through the southern part of Bob's Close Copse. Extensive additional planting is proposed extending from Bob's Close Copse eastwards along the route. The road would intrude on views from Brickyard Cottage, but adverse effects would be reduced by the provision of mounding and planting. The proposed creation of a pond would compensate for the loss of the existing pond adjacent to the side road.

3.3.6 Straightway Head Big Wood

The route would run on embankment over an open section on the approach towards Straightway Head Big Wood. The proposed road junction with associated bridges and embankments is proposed just south-west of the wooded area. Landscape proposals would consolidate the fragmented woodland pattern with tree planting on and adjacent to highway land. Planting would also screen the main views of the road from properties in the vicinity.

3.3.7 Fairmile Big Wood, Tale Valley, Fairmile Area

The road would run through the eastern section of Fairmile Big Wood emerging from cutting to cross the narrow Tale valley on embankment, then to enter a cutting to climb the opposite valley side. The Tale embankment and bridge crossing intrudes on views mainly from properties in Fairmile and Taleford. The church of St Phillip and St James, Escot is close to the proposed route and its valley setting would be adversely affected. These impacts would be reduced by screen planting on embankments and on the valley slopes. Planting in the vicinity of the river is restricted by National Rivers Authority requiring the flood plain to be kept free from obstructions. New planting on road cuttings, embankments and adjoining land would compensate for the loss of woodland from Fairmile Big Wood and as far as possible consolidate the woodland pattern in the area.

3.3.8 Fenny Bridges

The proposed route would run north of Fenny Bridges across rising ground on embankment over the railway line which would be in cutting at this point. The road then would curve around parallel with the railway. The section of embankment would be visible from some Fenny Bridges properties and also more distantly from Alfington on the other side of the Otter Valley. The embankment west of the railway would be graded to allow the formation of a false cutting and to fit the slope as far as possible with existing contours. The false cutting and planting would improve the screening especially from Alfington and the properties at Castle Hill.

3.3.9 Hamlet/Weston

The proposed improvement to the stretch of highway on its existing alignment would include an overbridge connecting Hamlet and Weston, together with the widening of the road adjoining the settlement of Hamlet. Space alongside the widened road would be limited, restricting the options for screening on highway land adjacent to the affected properties at Hamlet. Planting east and west of Hamlet would reduce the impact of the road in views from nearby properties. The embankments leading to the overbridge would also be planted to reduce their impact on the relatively open landscape in this area.

3.4 Alignments to Avoid Heritage or Ecological Areas

3.4.1 Heritage Areas

The route of the proposed alignment has been chosen to avoid as far as possible any known heritage site. The only site which could not be entirely avoided is Fenny Meadow which is the site of a battle during the Prayer Book Rebellion of 1549. Exeter Museums say that there are unlikely to have been any fortifications of any substance here since the battle site was probably chosen at short notice. However, provision should be made for observations during a watching brief whilst the proposed construction work is in progress.

As described in the Archaeological Assessment Report, there are numerous other possible sites where buried archaeological features or artifacts may be found during construction and in general the Department of Transport would give consideration to facilitate a watching brief during this period.

One of the most important heritage features which has been avoided in the final alignment of the proposed route are the listed gardens of Rockbeare House. Previous routes had penetrated the boundaries of this parkland but the present alignment passes adjacent to, but to the south of the land. Care has also been taken in the proposals not to affect the church at Escot, Fairmile (even though the former parkland has been severed) or the monument of Patteson's Cross.

By keeping away from the line of the existing A30 as far as practicable, it has been possible to minimise the effect on the line of the Roman Road. The only areas where this may be affected is at Birdcage Lane, where it is crossed, and at Iron Bridge where the proposed route joins the existing dual carriageway, which is itself already on the line of the Roman Road.

3.4.2 Ecological Areas

To safeguard the risk of polluting watercourses, a permanent oil/sediment interceptor would be provided at each outfall into rivers, streams and ditches. During construction, temporary stilling ponds or diffusion areas would be constructed downstream of each crossing to allow for the settlement of silt and prevent pollutants which may inadvertently occur from construction work, from entering the watercourses.

The loss of wooded areas has been minimised as much as possible and where woodland would be taken the effect has been mitigated by further planting to maintain the woodland blocks. A fairly large wild deer herd exists within the Fairmile Big Wood area and provisions would be made to prevent these from crossing the proposed new highway. These measures could include roadside reflectors or high fencing although the latter could be dangerous to birds.

It is hoped that the badger colonies in the Fairmile area could be successfully moved and hopefully a suitable location would be found in the adjacent woodland on the north side of the proposed road. If proved necessary badgerproof fencing could be provided alongside the road to prevent the badgers crossing to the remaining woodland and pastureland on the south side.

The landtake from the unimproved damp meadows at Beautiport Farm, near Westcott, would be minimised as far as possible. Any movement of the route northwards at this point to avoid the meadows altogether would mean an encroachment into the listed gardens of Rockbeare House.

The widely bridged crossings of the rivers Clyst, Tale and Otter should minimise the disturbance to riverbanks and adjoining habitats and therefore reduce the impact of construction on bank nesting birds and other wildlife such as otters and amphibians.

In order to help with the creation or enhancement of woodland, topsoil from Fairmile Big Wood would be removed to retain its seedbank and replaced in new woodland areas.

Two new ponds would be created to compensate for those lost during the proposed road construction. One of these at Brickyard would be quite large and also act as a balancing pond for the stormwater system in the neighbourhood. The other would be at Airport junction which would help to compensate for the loss of wetland habitat in the Clyst Valley.

It is hoped to time tree felling and hedgerow clearance to avoid disturbance to wildlife at sensitive periods such as during the bird breeding season. This is particularly important in the event of reoccurrence of nesting of hobbys in Fairmile Big Wood.

4.0 DATA ON ENVIRONMENTAL EFFECTS (Appraisal Framework)

- 4.1 A summary of the environmental effects of the preferred 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 frameworks summarise the overall effects of construction and operation of the preferred scheme. The frameworks also describe the implications of not constructing the scheme within the columns headed "do-minimum".
- 4.2 The summary of the environmental effects of the preferred scheme, as presented within the frameworks, has been derived from more detailed work comprising consultations with Statutory Authorities and other bodies, desk studies, fieldwork, and computer modelling.
- 4.3 The frameworks are 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.
- 4.4 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.
- 4.5 Within Group 2 the 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.
- 4.6 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. This 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 "comments" column.
- 4.7 The degree to which the scheme complies with transport policies and with central and local governments' policies relating to land use and economic development is outlined in Group 5.
- 4.8 Group 6 considers the Net Present Value (NPV) of the scheme by balancing the scheme costs against the benefits derived within Group 1. Groups 1 and 6 are considered only within the overall framework for the scheme, as financial benefits are dependent on the scheme in its entirety. The effects of the scheme on transport and development policies are also considered within the overall framework but not within the sub-frameworks.
- 4.9 Certain issues listed within Annex III of the European Community Directive on environmental assessment (85/337/EE) 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 either as these will be subject to the policies of the relevant Planning Authorities.

A30 HONLTON TO EXETER IMPROVEMENT
FRAMEWORK ASSESSMENT

GROUP 1: TRAVELLERS						
SUB-GROUP	EFFECT	UNITS	LOW GROWTH	PREFERRED ROUTE HIGH GROWTH	DO MINIMUM	COMMENTS
Car Users	Time Savings	£m (PVB)	43.11	78.63	0	a. Column 4 & 5 show the improvement of the Preferred Route over the do-minimum option. b. All benefits are discounted to 1988 and are relative to the do-minimum.
	Veh operating cost savings	£m (PVB)	-3.05	-2.36	0	
Light Goods Vehicle Users	Time savings	£m (PVB)	7.44	14.85	0	b. All benefits are discounted to 1988 and are relative to the do-minimum.
	Veh operating cost savings	£m (PVB)	-0.38	-0.31	0	
Other Goods Vehicle Users	Time savings	£m (PVB)	2.52	5.15	0	b. All benefits are discounted to 1988 and are relative to the do-minimum.
	Veh operating cost savings	£m (PVB)	-0.10	-0.04	0	
Bus Operators and Passengers	Time savings	£m (PVB)	2.18	3.52	0	b. All benefits are discounted to 1988 and are relative to the do-minimum.
	Veh operating cost savings	£m (PVB)	0.05	0.05	0	
All Vehicle Travellers	Value of accident savings	£m (PVB)	20.94	31.87	0	See note in Group 5
	Reduction in casualties	Fatal Serious Slight	89 836 1995	109 1019 2458	0 0 0	
All Vehicle Travellers	Time, accident and vehicle operating cost savings due to reduced maintenance	£m (PVB)	4.88	5.85	0	The impact of the proposed road with view from the road itself will be more apparent due to its larger scale and accompanying earthworks and bridge structures.
	View from road					

A30 HONITON TO EXETER IMPROVEMENT
FRAMEWORK ASSESSMENT

GROUP 1: TRAVELLERS (cont'd)

SUB-GROUP	EFFECT	UNITS	PREFERRED ROUTE LOW GROWTH HIGH GROWTH	DO MINIMUM	COMMENTS
All Vehicle Travellers (cont'd)	Views from other roads affected by proposals		Road embankments and new bridges will intrude on or obstruct some views. Traffic on the new road will intrude on views where the new road is visible on embankment, at grade, or in shallow cuttings but the effect will be softened as roadside planting matures.	Anticipated increases in traffic will increase intrusion on views from adjoining roads but additional effects will not be significant due to the presence of screening vegetation, buildings etc alongside existing road corridor.	The network of rural lanes provides the public with a succession of viewpoints from which the new road will be visible in a rural context, the landscape of which is otherwise mainly undisturbed.
	Traffic delays during construction		Slight delays, mainly at East and West tie-ins, B3174 to Ottery, and Pattenon's Cross.		
	Driver stress		Low	Moderate on most open sections but high at Clyst Honiton, Jack-in-the-Green, Hand and Pen, Straightway Head, Fair-mile, Fenny Bridges, and Iron Bridge.	Will become high throughout the Do-Minimum as traffic increases.

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FRAMEWORK ASSESSMENT

GROUP 1: TRAVELLERS (cont'd)						
SUB-GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS	
Pedestrians (footpaths and footways)	Safety and amenity	-	Improved safety will follow reduction in traffic in villages along existing A30, notably in Blackhorse, Clyst Honiton Jack-in-the-Green, Mand and Pen, Fairmile and Fenny Bridges.	Traffic growth on existing roads will cause increased vehicle/pedestrian conflict and increase the danger of accidents	Proposed overbridge at Hamlet/Weston will ensure safety of pedestrians crossing over the dual carriageway.	
	Severance	-	FP6 (Fairmile) and FP7 (Langland Lane) - Diverted alongside River Tale Diversion 130m & 270m longer respectively FP1 (Little Ash Farm) - diverted over bridge. No increase in length. FP at Castle Hill, Fenny Bridges - diverted to C129 Feniton Road - Diversion 230m longer.	No change	Devon County Council Policy RC14: To maintain and improve the existing footway and bridleway system. East Devon District Council Policy T2 : To ensure that a satisfactory network of Public Footpaths is provided and maintained.	
Cyclists and Equestrians	Safety	-	Improved safety will follow reduction in traffic generally along the existing A30. Particularly with regard to side road crossings.	Traffic growth on existing roads will cause increased vehicle/cyclist/equestrian conflict and increase the danger of accidents.	Special attention would be paid to cycle routes at J29 between the existing A30 at Sowton Lane East and Moor Lane.	

A30 HONITON TO EXETER IMPROVEMENT
 FRAMEWORK ASSESSMENT

GROUP 1: TRAVELLERS (cont'd)					
SUB-GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
Cyclists and Equestrians (cont'd)	Severance	-	Moderate Five side roads will be severed:- Sowton Lane (West) Spain Lane Rag Lane Turkey Lane B3180 Exmouth Road (north of B3174)	No change	Turkey Lane is used by equestrians. Diversion via Brickyard Road and Allercombe Lane is 1.2 km longer.
Pedestrians and Equestrians (footpaths, bridleways, footways and lanes)	Views	-	Road embankments and new bridges will intrude on or obstruct some views. Traffic on the new road will intrude on views where the new road is visible on embankment, at grade, or in shallow cuttings but the effect will be softened as roadside planting matures.	Anticipated increases in traffic will increase intrusion on views from adjoining roads but additional effects will not be significant due to the presence of screening vegetation, buildings etc alongside existing road corridor.	The network of rural lanes provides pedestrians and equestrians with a succession of viewpoints from which the new road will be visible in a rural context, the landscape of which is otherwise mainly undisturbed.

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FRAMEWORK ASSESSMENT

GROUP 2: OCCUPIERS					
SUB-GROUP	EFFECT	UNITS	PREFERRED ROUTE	DD MINIMUM	COMMENTS
Residential	Properties demolished	Number	1	0	The Forge - concrete block and tile chalet bungalow. The cost of property acquisition and demolition is included in Group G.
	Noise	Number of houses experiencing an increase of: more than 15dB(A) 10 - 15dB(A) 5 - 10dB(A) 3 - 5dB(A)	33 16 46 48	1 1 12 15	The changes in noise are the difference between the forecast for 2011 and the 1993 levels prior to start of works. The units are dB(A)L 10 18 hour. 6 am to midnight. These figures take into account the presence of screening mounds at Clyst Honiton, Westcott and Fenny Bridges. There are no specific noise barriers or bunds proposed.
	Noise	Number of houses experiencing a decrease of: more than 15dB(A) 10 - 15dB(A) 5 - 10dB(A) 3 - 5dB(A)	9 21 86 59	0 0 0 0	
	Visual obstruction	Number of properties within 300m of centre line subject to:- High (dominant intrusive) Medium (important intrusive) Low (intrusive)	1 8 5	No effect	

A30 HONITON TO EXETER IMPROVEMENT
FRAMEWORK ASSESSMENT

GROUP 2: OCCUPIERS (cont'd)					
SUB-GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
Residential (cont'd)	Access Routes		<p>Construction traffic is likely to use:-</p> <ol style="list-style-type: none"> M5 Motorway Existing A30 C385 Sowton Lane East B3184 (C93) - Clyst Honiton to Airport and Marwood Cross. C129 A30 to Bukerell Cross at Fenny Bridges. and to a lower extent:- UC1625 Airport to Westcott. UC1627 Rag Lane. B3174 - A30 to Daisymount. UC1332 Daisymount to Brickyard Road. 	No effect	Construction traffic should use these routes to a decreasing extent during the 2 year construction period.
Industrial Premises	Noise	<p>Number of units experiencing an increase of:</p> <p>more than 15dB(A) 10 - 15dB(A) 5 - 10dB(A) 3 - 5dB(A)</p>	<p>6 1 29 17</p>	<p>0 0 33 0</p>	<p>The changes in noise are the difference between the forecast for 2011 and the 1993 levels prior to start of works. The units are dB(A)L 10 18 hour. 6 am to midnight.</p>
	Noise	<p>Number of units experiencing an decrease of:</p> <p>more than 15dB(A) 10 - 15dB(A) 5 - 10dB(A) 3 - 5dB(A)</p>	<p>0 0 2 4</p>	<p>0 0 0 1</p>	

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FRAMEWORK ASSESSMENT

GROUP 2: OCCUPIERS (cont'd)					
SUB-GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
Residential (cont'd)	Visual intrusion		<p>Slight from Blackhorse Moderate from Clyst Honiton Moderate at Airport and Deer Park Moderate at Westcott Slight/Moderate at Strete Ralegh Slight/Moderate at Straightway Head Moderate/Slight at Tale Valley crossing Slight from Alington Slight at Hamlet</p> <p>Overall totals of properties within 1000m subject to:- Slight : 37 Moderate : 64 High : 2</p>	No change	Tree planting on highway land will gradually reduce the level of visual intrusion. Amelioration of adverse effects will occur within a 15 year period.
	Severance Relief from existing severance		<p>Reduction in traffic on existing A30 will reduce severance of communities based on either side of existing A30.</p>	No relief	
	Disturbance during construction Noise level	<p>No. of houses experiencing an increase of: more than 15dB(A) 10 - 15dB(A) 5 - 10dB(A) 3 - 5dB(A)</p>	<p>49 23 31 2</p>	No effect	Noise from construction operations should gradually decrease during the two year construction period.

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FRAMEWORK ASSESSMENT

GROUP 2: OCCUPIERS					
SUB-GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
Commercial Premises a. Retail/Shops Post Office and Bookshop at Clyst Honiton	Noise	dB(A)10	Decrease of less than 3.	Increase of less than 3.	The changes in noise are the difference between the forecast for 2011 and the existing 1993 levels. The units are dB(A)10 18-hour 6am to midnight.
	Loss of passing trade		Reduction in traffic flow along the existing A30 may reduce trade at retail shops.	No change	Traffic flow on affected road reduced by 74% at Clyst Honiton.

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FRAMEWORK ASSESSMENT

GROUP 2: OCCUPIERS (cont'd)					
SUB-GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
Commercial Premises (cont'd) b. Restaurants, Public Houses Cafes and Hotels	Noise	Number of units experiencing an increase of: more than 15dB(A) 10 - 15dB(A) 5 - 10dB(A) 3 - 5dB(A)	1 1 0 1	1 1 1 0	
		Number of units experiencing a decrease of: more than 15dB(A) 10 - 15dB(A) 5 - 10dB(A) 3 - 5dB(A)	0 1 6 3	0 0 0 0	
		Loss of passing trade	Reduction in traffic flow along the existing A30 may seriously reduce trade at 12 establishments.	No change	Traffic flow on affected road reduced by between 99% and 74%.

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FRAMEWORK ASSESSMENT

GROUP 2: OCCUPIERS (cont'd)					
SUB-GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
Commercial Premises (cont'd) c. Garages and Service Stations	Noise	Number of units experiencing an increase of: more than 15dB(A) 10 - 15dB(A) 5 - 10dB(A) 3 - 5dB(A)	0 0 0 0	0 1 0 0	
		Number of units experiencing a decrease of: more than 15dB(A) 10 - 15dB(A) 5 - 10dB(A) 3 - 5dB(A)	0 0 5 4	0 0 0 0	
	Loss of passing trade	-	Reduction in traffic flow along the existing A30 may seriously reduce trade at 9 garages/filling stations.	No change	Traffic flow on affected road reduced by between 99% and 74%.

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GROUP 2: OCCUPIERS (cont'd)						
SUB-GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS	
Schools - Clyst Honiton Primary School	Change in traffic noise	dB(A)10	+9.7	+2.3	Increase in noise level on S West facing facade.	
	Visual intrusion		New road will be over 200m distant. Planting and false cutting will lessen impact of highway Adverse affect will be reduced progressively within a 15 year period as planting matures.	No effect		
Farming	Land take	Hectares of land:			Land grades on MAFF land classification.	
		Grade I	22.59	0		
		Grade II	10.11	0		
		Grade III	93.25	0		
		Grade IV	11.37	0		
		Non agricultural	3.14	0		
		Number of farms affected by land take	36	0	Includes tenancy divisions on the three large estates.	
Premises Severance		Number of farms subject to:			Agricultural survey and report yet to be produced, will provide more details.	
			Slight severance	3		No effect
			Moderate severance	9		
		Severe severance	10			
Disruption		Number of farms subject to:				
			Slight disruption	10		0
			Moderate disruption	5		0
		Severe disruption	7	0		

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FRAMEWORK ASSESSMENT

GROUP 2: OCCUPIERS (cont'd)						
SUB-GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS	
Forestry	Land take	Hectares	11.81	0	Includes both Forestry Commission land and private ownership plantations.	
		Number of plantations affected by land take	6	0		Ditto
Owners of non-agricultural land	Land take	Hectares: Other land	1.53	0	Includes frontages small nursery and paddock lands. Area is included in the land grading.	

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GROUP 3: USERS OF FACILITIES						
	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS	
Users of Church Hall, Clyst Moniton	Change in traffic noise	dB(A)10	+9.7	+2.3		
	Visual intrusion		New road will be over 200m distant. Planting and false cutting will lessen impact of highway. Adverse affect will be reduced progressively within a 15 year period as planting matures.	No effect	The Church Hall is presently for sale.	
	Severance		No change	No effect		
Users of Church of St Philip and St James's, Escot	Change in traffic noise	dB(A)10	+26.8	+2.7 (south east facade)	Largest increase of noise on North facing facade. The church would be about 80m from the proposed road.	
	Visual intrusion		Planting on and in front of embankment will lessen impact of highway. As planting matures within a 15 year period, adverse effects will be reduced.	No effect	Services are held every Sunday morning and in the evening on festive occasions. Congregation is usually between 10 and 20 persons who mostly live in the Taleford area south of the A30.	
	Severance		No change in access from existing A30 or footpath from CB08 (B3176)	No effect		

A30 MONITOR TO EXETER IMPROVEMENT
FRAMEWORK ASSESSMENT

GROUP 3: USERS OF FACILITIES (cont'd)					
	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
Users of Long Range Swimming School at Straightway Head	Change in traffic noise	dB(A)10	+12.5	+2.5	The swimming school is situated between the existing A30 and the proposed improvement. This will produce an increase in noise levels on the east and south facades and a decrease on the north and west facades. Largest increase on south facing facade.
			-10.0	0	Largest decrease on west facing facade.
	Visual intrusion		New road will be 120m distant. Existing shrub planting around the building and a shelter belt to the east provide a good screen. New road is in cutting south of the building. This and the planting on the sides of the cutting will reduce the impact of any views in this direction.	No effect	
	Severance	-	No change in access from existing A30. Access from the South (B3180) no longer available due to severance by new route.	No effect	

A30 HONITON TO EXETER IMPROVEMENT
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GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE AREA					
POLICY	AUTHORITY	INTEREST	PREFERRED ROUTE	DO MINIMUM	COMMENTS
C01 To protect and preserve buildings of historical or architectural value and conserve their setting.	Devon County Council	Rockbeare House Grade 1 listed	Route is 300m away in cutting hidden by trees and buildings.	No change	House is within listed gardens which would be unaffected by the proposals.
		Sowton Lodge Grade 2 listed	No change	No change	Adjacent to both existing and proposed scheme.
C06 Demolition of listed buildings and buildings within conservation areas will not be permitted.	East Devon District Council	Starr's Dairy, Sowton Grade 2 Listed	Route is 430m away in cutting. Building will benefit from planting on overbridge embankment which will reduce adverse effects within 15 year period.	No change	
		1 & 2 Sowton Lane Grade 2 listed	Route is 500m away in cutting.	No change	
To protect & enhance the heritage of the area	DoE	Clyst Honiton: House opposite Sunnyside Grade 2 listed	Route is 330m away on embankment. Adverse effects of road on embankment will be reduced by planting, and nearer Clyst Honiton by a false cutting.	No change	Closer to existing A30.
		Sunnyside, Clyst Honiton. Grade 2 listed	Route is 390m away on embankment with houses in between. Adverse effects of road on embankment will be reduced by planting, and nearer Clyst Honiton by a false cutting.	No change	Closer to existing A30.
		St Michael & All Angels Church, Clyst Honiton Grade 2* listed	Route is 310m away on embankment with buildings in between. Area adjacent to road will be landscaped and planted.	No change	

General Comments: 1. Listed buildings within 500m of proposed route are considered. Buildings are not considered if only their immediate setting is thought to be relevant and this is unaltered: examples are gravestones and milestones. Under do minimum the increase in volume of traffic over time will be detrimental. Buildings near the existing A30 will benefit from the removal of traffic onto the new route. This benefit is largely related to the reduction in noise and so is considered in Group 2. However, where a building is near both a proposed route and the existing route, the fact is mentioned here.

A30 HONITON TO EXETER IMPROVEMENT
FRAMEWORK ASSESSMENT

GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE AREA (continued)

POLICY	AUTHORITY	INTEREST	PREFERRED ROUTE	DO MINIMUM	COMMENTS
C01 To protect and preserve buildings of historical or architectural value and conserve their setting. (continued)	DCC	Lower Southwood Farmhouse and Lower Southwood Cottage. Grade 2 listed	Route is 170m away Extensive planting alongside the highway will be provided to reduce adverse effects.	No change	
C6 (continued)	EDDC	1 & 2 Little Silver (Silver Lane cottages) Grade 2 listed	Route is 430m away	No change	
		Westcott House Grade 2 listed	Route is in shallow cutting 80m away. Landscaped mounds will be provided to screen the road.	No change	
To protect and enhance the heritage of the area.	English Heritage	Westcott Farmhouse Grade 2 listed	Route is 120m away in shallow cutting screened by Westcott House, trees and landscaped mound.	No change	
	DoE	The Coach House Westcott Grade 2 listed	Route is 140m away in shallow cutting screened by Westcott House, trees and landscape area.	No change	
		Stables, Coachhouse and Courtyard, Rockbeare Grade 2* listed	Route is 230m away in cutting.	No change	
		3 Manor Cottages Rockbeare Grade 2 listed	Route is 110m away in cutting Screen planting will be provided to reduce adverse effects.		

General Comments : 2. There are 42 listed buildings within 500 metres of the existing road. 26 of these would benefit due to traffic diverting onto the proposed route, 2 would be worse off but due to their location the remainder would not experience any change.

A30 HONITON TO EXETER IMPROVEMENT
 FRAMEWORK ASSESSMENT

GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE AREA (continued)					
POLICY	AUTHORITY	INTEREST	PREFERRED ROUTE	DO MINIMUM	COMMENTS
C01 To protect and preserve buildings of historical or architectural value and conserve their setting (continued)	DCC	The Knoll, Marsh Green Grade 2 listed	Route is 450m away.	No change	
		Higher Uppcott Grade 2 listed	Route is 330m away in cutting.	No change	
		Little Uppcott Grade 2 listed	Route is 480m away.	No change	
and C6 (continued)	EDDC	Strete Raleigh Farmhouse Grade 2 listed	Route is 390m away screened by other buildings and the lie of the land.	No change	
To protect and enhance the heritage of the area.	DoE	Middle Allercombe Farmhouse. Grade 2 listed	Route is 360m away.	No change	
		Lower Allercombe Farmhouse. Grade 2 listed	Route is 330m away.	No change	
		Strete Raleigh House Grade 2 listed	Route is 290m away.	No change	
		1 & 2 Escott Cottages	Route in cutting, 280m away, hidden by trees.	No change	
		Front Lodge Escot Estate	Route is 250m away screened by landscaping.	No change	

A30 HONITON TO EXETER IMPROVEMENT
FRAMEWORK ASSESSMENT

GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE AREA (continued)

POLICY	AUTHORITY	INTEREST	PREFERRED ROUTE	DO MINIMUM	COMMENTS
C01 To protect and preserve buildings of historical or architectural value and conserve their setting (continued) and	DCC	Hawthorn Cottage	Route in cutting, 270m away, hidden by trees.	No change	
		Fairmile Mill Grade 2 listed	Route 170m away at transition between cutting and embankment. Partly screened by trees. Proposal for tree planting in this area. Exeter Museum considers that further recordings of Mill Leat and brick bridge should be made prior to road construction.	No change	Between existing A30 and proposed route.
C6 (continued)	EDDC	Mill Farm (Fairmile Farm) Grade 2 listed	Route 180m away at transition between cutting and embankment. Partly screened by trees. Proposal for tree planting in this area.	No change	Between existing A30 and proposed route.
		Fairmile Inn Grade 2 listed	Route is 350m away on embankment with other buildings between.	No change	Adjacent to existing A30.
To protect and enhance the heritage of the area.	DoE	Row of Cottages Fairmile Grade 2 listed	Route is 370m away on embankment with other buildings between.	No change	Adjacent to existing A30.
		Church of St Philip and St James's, Escot.	Route is 80m away on embankment. Tree planting proposed between church and road.	No change	See Escot House below. Between existing A30 and proposed route.
" "		Escot House (Grade 2 listed) and Parkland	Route is 650m away on embankment over the River Tale. Partly screened by trees but distant view of route probable. Tree planting is proposed north side of new road. Part of former parkland is severed.	No change	Although former parkland would be severed, church of St Philip and St James's would remain part of Fairmile village. NRA constraints on planting in valley or grading of embankment would limit screening effect.
		Patterson's Cross Grade 2 listed	Route is 60m away on embankment. Side road works will not affect cross.	No change	Adjacent to existing A30.
		Ash Farm Grade 2 listed	Route 170m away. Tree planting proposed south of new road.	No change	South of existing A30.

A30 HONITON TO EXETER IMPROVEMENT
FRAMEWORK ASSESSMENT

GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE AREA (continued)						
POLICY	AUTHORITY	INTEREST	PREFERRED ROUTE	DO MINIMUM	COMMENTS	
C01 To protect and preserve buildings of historical or architectural value and conserve their setting (continued)	DCC	Ash Cottages Grade 2 listed	Route 180m away Existing buildings between cottages and new road.	No change	South of existing A30.	
		St Ann's Chapel Fenny Bridges (Site of) Grade 2 Listed	Route is 300m away, hidden by railway.	No change	Adjacent to existing A30.	
and C6 (continued)	EDDC	Fenny Bridge Grade 2 listed	Route is 270m away, hidden by railway.	No change	On existing A30.	
		Kamlet House Grade 2 listed	Route is 40m away. Existing A30 is only 30m away.	No change	Close to existing A30.	
To protect and enhance the heritage of the area. " "	DoE	Weston Manor Grade 2 listed	Route is 390m away with other houses between.	No change		
		Toll House Cottage Grade 2 listed	Route is 40m away. Minor alteration to existing Honiton Bypass.	No change		

ASO HONITON TO EXETER IMPROVEMENT
FRAMEWORK ASSESSMENT

GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE AREA (continued)					
POLICY	AUTHORITY	INTEREST	PREFERRED ROUTE	DO MINIMUM	COMMENTS
C04: To safeguard scheduled Ancient Monuments and other archaeological sites in their settings	Devon County Council	Cropmark enclosures or settlement sites west of Sowton Lane East	Northernmost site lies within route corridor. Southern site is outside.	No change	Exeter Museums considers that evaluation excavations should be carried out prior to construction of road.
	East Devon District Council	Jackets, deserted farm site, Sowton Lane East	Site is within route corridor.	No change	Exeter Museums considers that evaluation excavations should be carried out prior to construction of road.
C11: ... ensure that opportunities are available for the investigation and recording of features of archaeological sites. The most important archaeological sites should be preserved	English Heritage	Smearths tenement and adjacent brickfield west of Spain Lane	Majority of site is within route corridor.	No change	Exeter Museums consider that a detailed field survey is made followed by selective evaluation excavations with possible extensive excavations prior to construction of road.
		Brick and Tile drying shed Brickyard Road	Site is within route corridor.	No change	Exeter Museums consider that surveys should be carried out followed by dismantling and re-siting prior to road construction commencing.
To protect and enhance the heritage of the area.	DoE	Talaton (Fairmile) Mill and leat	Site is within the route corridor.	No change	Exeter Museums consider that a measured survey should be carried out. A watching brief during construction would also be desirable with provision for rapid salvage excavation if necessary.
" "		Possible prehistoric and Roman settlement sites between Patteson's Cross and Castle Hill Fenny Bridges.	Site may be within the route corridor.	No change	Exeter Museums consider that evaluation excavation should be carried out should more evidence come to light from further field study. A watching brief during construction would also be desirable.

A30 HONITON TO EXETER IMPROVEMENT
FRAMEWORK ASSESSMENT

GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE AREA (continued)

POLICY	AUTHORITY	INTEREST	PREFERRED ROUTE	DO MINIMUM	COMMENTS
c04: To safeguard scheduled Ancient Monuments and other archaeological sites in their settings (continued)	Devon County Council	Fenny Meadow (Site of Battle AD 1549)	Route passes through site on embankment.	No change	Exeter Museums consider that observations should be made whilst construction work is in progress.
c11: (continued)	EDDC	Roman Road at Birdcage Lane and Iron Bridge	Sites may be within the route corridor.	No change	Exeter Museums consider that observations should be made whilst construction work is in progress
To protect and enhance the heritage of the area.	English Heritage	Other possible sites as noted in Archaeological Report	Some sites may be within the route corridor.	No change	Exeter Museums consider that watching brief should be made during construction with opportunity to carry out further examination/excavation.

A30 HONITON TO EXETER IMPROVEMENT
FRAMEWORK ASSESSMENT

GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE AREA (continued)					
POLICY	AUTHORITY	INTEREST	PREFERRED ROUTE	DO MINIMUM	COMMENTS
C05: To seek the retention of broadleaved woodland and to encourage the planting of new broad-leaved trees to enhance the landscape.	Devon County Council	Taylor's Brake	The Route takes a small area along the northern edge woodland a max of about 4m wide.	No change	Contains sycamore, oak and sweet chestnut. Subject to a recent tree Preservation Order by EDDC.
		Deer Park Copse	The Route touches the edge of the copse extending up to 12m into the woodland on embankment. Side road diversion also affects this copse.	No change	Plantation of mature oak.
C8: against development on high quality agricultural land and on productive woodland	East Devon District Council	Laurel Copse	0.7ha of this Copse will be lost. Remainder will be included in a landscape area.	No change	Mature oak and ash plantation with understorey of cherry laurel birch and hazel.
		Birdcage Copse	Route will take 0.6ha of woodland.	No change	Mixed plantations of probable ancient origin. Conifers include Douglas fir and larch, broadleaves include rowan, beech and sycamore. Remnant hazel coppice along the south western edge. Wet willow and alder woodland in south eastern corner.
C10: encourage the planting of broadleaved trees to enhance the landscape	East Devon District Council	Larkbeare Brake (Dedicated Woodland)	The Route runs inside the edge of the woodland for a distance of 240m, encroaching up to 40m into the woodland. Loss of woodland will be partly compensated by extension of woodland planting along highway and additional woodland in locality.	No change	Modified ancient woodland with former sweet chestnut coppice and oak high forest. Area to the north east planted with Douglas fir and larch. Mature beech along the southern boundary. Identified by English Nature and Devon Trust for Mature Conservation as an area of nature conservation interest.

A30 HONITON TO EXETER IMPROVEMENT

FRAMEWORK ASSESSMENT

GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE AREA (continued)					
POLICY	AUTHORITY	INTEREST	PREFERRED ROUTE	DO MINIMUM	COMMENTS
C06: To seek the retention of broadleaved woodland and to encourage the planting of new broad-leaved trees to enhance the landscape. (continued)	Devon County Council	Big Wood Fairmile (Dedicated Woodland)	There will be very slight encroachment at the south west tip of the woodland. Further east, the route takes 2.6ha and separates 4.6ha of woodland from the rest. Loss of woodland will be partly compensated by planting of woodland species on adjoining embankments and additional woodland in locality.	No change	Modified ancient woodland. Former hazel coppice with oak standards along the southern boundary. Inner areas planted with Douglas fir, sitka spruce, cedar, beech and sycamore. Identified by English Nature and Devon Trust for Mature Conservation as an area of nature conservation interest.
C8 and C10 (continued)	EDDC	Chapel Covert, Fairmile (Dedicated Woodland)	0.3ha of this woodland would be lost and a small area (less than 01.ha) cut off from the rest. Loss of woodland partly compensated by planting of woodland species on adjoining embankments.	No change	Mature plantation of sweet chestnut, beech and ash. Area of recently planted young broadleaves.

GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE AREA (continued)					
POLICY	AUTHORITY	INTEREST	PREFERRED ROUTE	DO MINIMUM	COMMENTS
C015: To encourage the retention and management of Broad-leaved woodland and of all areas of semi-natural habitat of importance to wildlife.	Devon County Council	Beautifort Farm Unimproved Pasture	Slight encroachment at northern end of the Meadows.	No change	
		Wetland habitats along and adjacent to: 1) River Clyst 2) River Otter 3) River Tale	Disturbance to aquatic and bankside habitats during construction. Additional wetland habitats are proposed at Marlborough Cottages and Bobs Close copse to compensate for loss of similar habitats.	No change	
Protection of Fauna (Wildlife and Countryside Act 1981 amended 1985)	English Nature	Badger setts in Fairmile area. (Schedule 6)	Loss of two main setts.	No change	Recommended mitigation measures by EN: Translocation of badgers, instalment of badger tunnels, and badger proof fencing.
		Hobbits, breeding pair recorded in Fairmile Big Wood. (Schedule 1)	Potential loss of nesting site. Disturbance during construction and from road may cause abandonment of the breeding site. Consideration will be given to the timing of operations to avoid hobby breeding season.	No change	
		Otters, individual animals recorded along River Otter. (Schedule 5)	Disturbance to movements along river corridor.	No change	

A30 HIGHWAY TO EXETER IMPROVEMENT

FRAMEWORK ASSESSMENT

GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE AREA (continued)					
POLICY	AUTHORITY	INTEREST	PREFERRED ROUTE	DO MINIMUM	COMMENTS
Protection of Fauna. (Wildlife and Countryside Act 1981 amended 1985) (cont'd)		Great Crested Newts, recorded by Exeter Museum in ditches and ponds of River Clyst floodplain. (Schedule 5)	Loss of habitat. Newts could be accidentally killed during construction. Consideration will be given to the translocation of Newts to surrounding habitats prior to commencement of road construction.	No change	
To prevent pollution of watercourses, protect water abstractions and drainage systems, and protect fish.	National Rivers Authority (SW)	Rivers Clyst, Tale and Otter and various watercourses	Special requirements of the National Rivers Authority, South West Region will be complied with in design and construction of the scheme.	No change	All the rivers, watercourses and ditches have general conservation interest in terms of aquatic habitats and have high water quality. This could quite easily be degraded by any pollution.
PR8: Normally within Mineral Consultation Areas there will be a presumption against non-mineral development of a type which could lead to the sterilisation of mineral deposits.	Devon County Council	Mineral Consultation Area east of B3180 at Straightway Head (Sand and Gravel)	2.5ha of the Rockbore Mineral Consultation Area taken for the proposed road.	No change	
PR10 and PR11: Within Areas for Mineral Working normally there will be a presumption in favour of the extraction of minerals.	Devon County Council				

A30 HOVLION TO EXETER IMPROVEMENT
FRAMEWORK ASSESSMENT

GROUP 5: TRANSPORT, DEVELOPMENT AND ECONOMIC POLICIES					
POLICY	AUTHORITY	INTEREST	PREFERRED ROUTE	DO MINIMUM	COMMENTS
PR1: To maintain and improve existing infrastructure serving the agricultural industry, including roads, services and facilities, whilst having regard to the aims of the settlement pattern landscape and conservation policies.	Devon County Council	Existing A30	The removal of through traffic from the existing A30 will greatly improve its value in serving the agricultural industry.	The increase in traffic using the existing A30 will make it an increasingly inconvenient road for short distance traffic to use. The lack of grade separated crossings makes it something of a barrier to movement across it.	
To improve road safety and in particular to achieve reduction in personal injury accidents.	Devon County Council ("Transport Policies and Programme" Part 1: 6.2.6)	Reduction in casualties:	Low Growth	High Growth	The effects of the scheme on road safety can be expressed either as 'reductions in casualties', as here, or in monetary terms as 'accident benefits', as in Group 1. The two measures describe the same impact and care should be taken not to double count the effects of the scheme on road safety.
			89	109	
		Fatal	836	1019	0
		Serious	1995	2458	0
		Slight			0
To make roads safer.	Department of Transport ("Policies for Roads in England: 1987" Part 1: 1.3)	Reduction in casualties:	Same effect as above.		

A30 MONITOR TO EXETER IMPROVEMENT
FRAMEWORK ASSESSMENT

GROUP 6: FINANCIAL EFFECTS					
SUB-GROUP	INTEREST	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
Department of Transport	Construction Costs	£ m (PVC)	35.27	0	<p>1. All costs and benefits are in £ million at 1988 prices, discounted to 1988 at 8% per annum and are relative to the do-minimum.</p> <p>2. The maintenance costs are the costs of non-traffic related maintenance (relative to the do-minimum), plus the capital costs of traffic related maintenance with the Preferred Route, less the capital costs of traffic related maintenance with the do-minimum.</p> <p>3. The benefits (PVB) are the sum of the items given in Group 1 : Travellers.</p> <p>4. PVC = Present Value Costs PVB = Present Value Benefits NPV = Net Present Value (PVB-PVC)</p>
	Land and Compensation Cost	£ m (PVC)	3.09	0	
	Maintenance	£ m (PVC)	-1.54	0	
	Total Cost	£ m (PVC)	36.82	0	
	Total Quantified Monetary Benefits	£ m (PVB)	Low Growth High Growth	77.59 137.21	
Net Present Value	£ m (NPV)	40.77 100.39	0	0	

5.0 ALTERNATIVE ROUTES

At the Public Consultation in March 1987 for the section between Junction 29 of the M5 motorway and Iron Bridge, five routes were put forward. Four of these were located north of Exeter Airport and one was to the south. These routes are shown on Appendix 5 which is extracted from the Public Consultation Document. All these routes included only one line between Strete Raleigh and Iron Bridge. In 1989 the scheme was extended to include the section between Iron Bridge and Honiton. Only one option was put forward at Public Consultation in 1990. The Published Scheme includes both the modified original scheme and the extension to Honiton.

The Red and Brown routes ran between Junction 29 and Coach Bridge. These had a very similar effect on the environment. They were both quite near to Blackhorse but further away from Clyst Honiton than the Published Scheme. They did however cross the parkland of Redhayes and would be visible across the Clyst Valley from Pinhoe, the Brown route having less impact. They both also crossed the existing road at Coach Bridge causing some severance.

The Yellow and Purple route options ran from Coach Bridge to Strete Raleigh, Purple being further south. This had a lesser impact on the residential area of Low Brook than the Yellow route which ran only about 50 metres from it.

The Blue route ran substantially on the line of the Published Scheme between Junction 29 and Strete Raleigh. One major modification was that the consultation route passed through the north west corner of the grounds of Rockbeare House whereas the Published Scheme is located further south to avoid this parkland. The other major change is that the Published Scheme passes north of Wares Farm house instead of to the south.

From Strete Raleigh to Iron Bridge, the single option Green route, was accepted with only minor modifications as the Published Scheme over this length.

6.0 CHOICE OF PUBLISHED SCHEME

6.1 Resulting from Public Consultation

The main reason for choosing the line for the Published Scheme followed the preference shown by the public at the Public Consultation. This was known at the time as the Blue/Green route and differed from the other routes proposed at that time principally by being routed south of the Airport instead of to the north. The northern routes crossed more sensitive countryside and would have been visible from Pinhoe as well as the parts of Blackhorse which at present are hidden from the existing A30. They did have a lesser direct impact on Clyst Honiton and the Clyst Valley but traffic would still have to use the main village street of Clyst Honiton on route to the Airport so the village would not have gained one of the advantages of the Blue route.

The Blue/Green route evaded the difficulties and impact of having to cross the existing A30 at Coach Bridge and also avoided the residential area of Low Brook, Rockbeare, which would have been very close to the Yellow and Purple routes.

Although the Blue/Green route was estimated to be marginally the most expensive of the routes proposed, the capital cost of each route was similar as were the economic benefits.

It should also be noted that the route south of the Airport was favoured by both Devon County Council and East Devon District Council, providing problems with the Airport radar safety could be overcome.

6.2 Changes Post Public Consultation

Following discussions with Devon County Council and the Airport management, it was ascertained that the effect of new road traffic on the radar system could be avoided by amending the horizontal and vertical alignments which together with earth mounding and extensive cuttings would physically screen the traffic from the radar.

This overcame the immediate objections, but in order to alleviate adverse environmental effects it would have been necessary to carry out extensive ground mounding and tree planting and even then the effect on the general landscape of the mounds and cuttings would have been quite sweeping and with considerable additional loss of land.

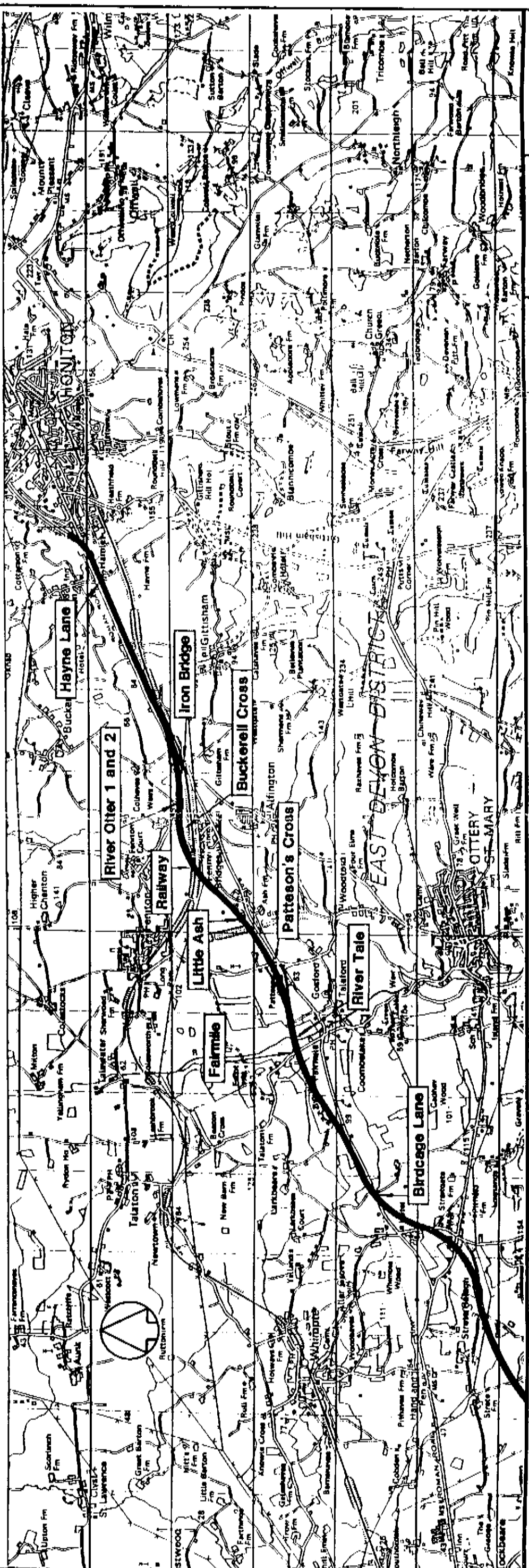
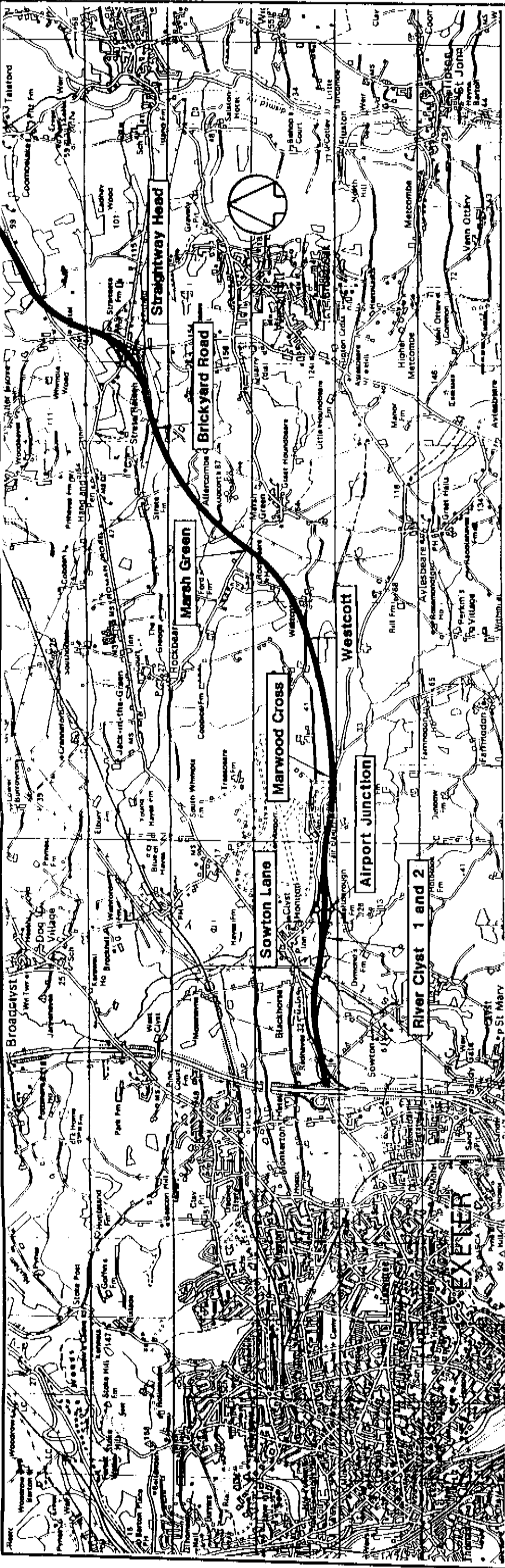
Fortunately the development of radar systems has since enabled an electronic means to eliminate the problem of road traffic clutter on the radar screen to be developed. Neither unusually deep cuttings nor earthmounding would now be required and planting would only be needed for normal landscaping and environmental purposes.


Other alterations which came about as a result of the Public Consultation were:-

- A move north at Blackhorse which placed the route marginally further from Sowton Village
- A move north at Wares Farm to prevent intrusion into the countryside.
- Changes at Rockbeare House which moved the alignment southwards to avoid the listed gardens and woodland but would still affect Westcott environmentally. Ameliorative measures would be taken to overcome this.
- At Birdcage Lane the old road would be maintained as a through route by means of an underbridge.
- The improvement of the existing dual carriageway section between Iron Bridge and Honiton would now be included in the scheme.
- A minor realignment west of Fenny Bridges brings the proposed route closer to the existing road with environmental advantages of less land-take and intrusion.

Route of Proposed Improvement





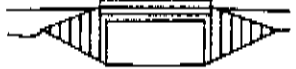





Location of Major Structures










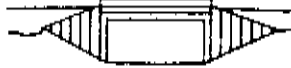


	Department of Transport A30 Hornton to Exeter Improvement Locations of Major Structures		Scale 1:50 000	Date SEPT 1991
				Drg No APPENDIX 2

Schedule and Description of Major Structures

SCHEDULE AND DESCRIPTION OF MAJOR STRUCTURES

No	LOCATION	DESCRIPTION	SCHEMATIC ELEVATION
1	SOWTON LANE	4 - SPAN REINFORCED CONCRETE OVERBRIDGE WITH CIRCULAR COLUMNS	
2	RIVER CLYST 1	SINGLE SPAN STEEL GIRDER AND CONCRETE BRIDGE OVER RIVER	
3	RIVER CLYST FLOOD RELIEF	SINGLE SPAN STEEL GIRDER AND CONCRETE BRIDGE OVER RIVER	
4	AIRPORT	3 - SPAN REINFORCED CONCRETE OVERBRIDGE WITH CIRCULAR COLUMNS	
5	MARWOOD CROSS	REINFORCED CONCRETE BOX UNDERBRIDGE	
6	WESTCOTT	3 - SPAN REINFORCED CONCRETE OVERBRIDGE WITH CIRCULAR COLUMNS	
7	MARSH GREEN	3 - SPAN REINFORCED CONCRETE OVERBRIDGE WITH CIRCULAR COLUMNS	
8	BRICKYARD ROAD	4 - SPAN REINFORCED CONCRETE OVERBRIDGE WITH CIRCULAR COLUMNS	
9	STRAIGHTWAY HEAD	3 - SPAN REINFORCED CONCRETE UNDERBRIDGE WITH CIRCULAR COLUMNS	
10	BIRDCAGE LANE	REINFORCED CONCRETE BOX UNDERBRIDGE	

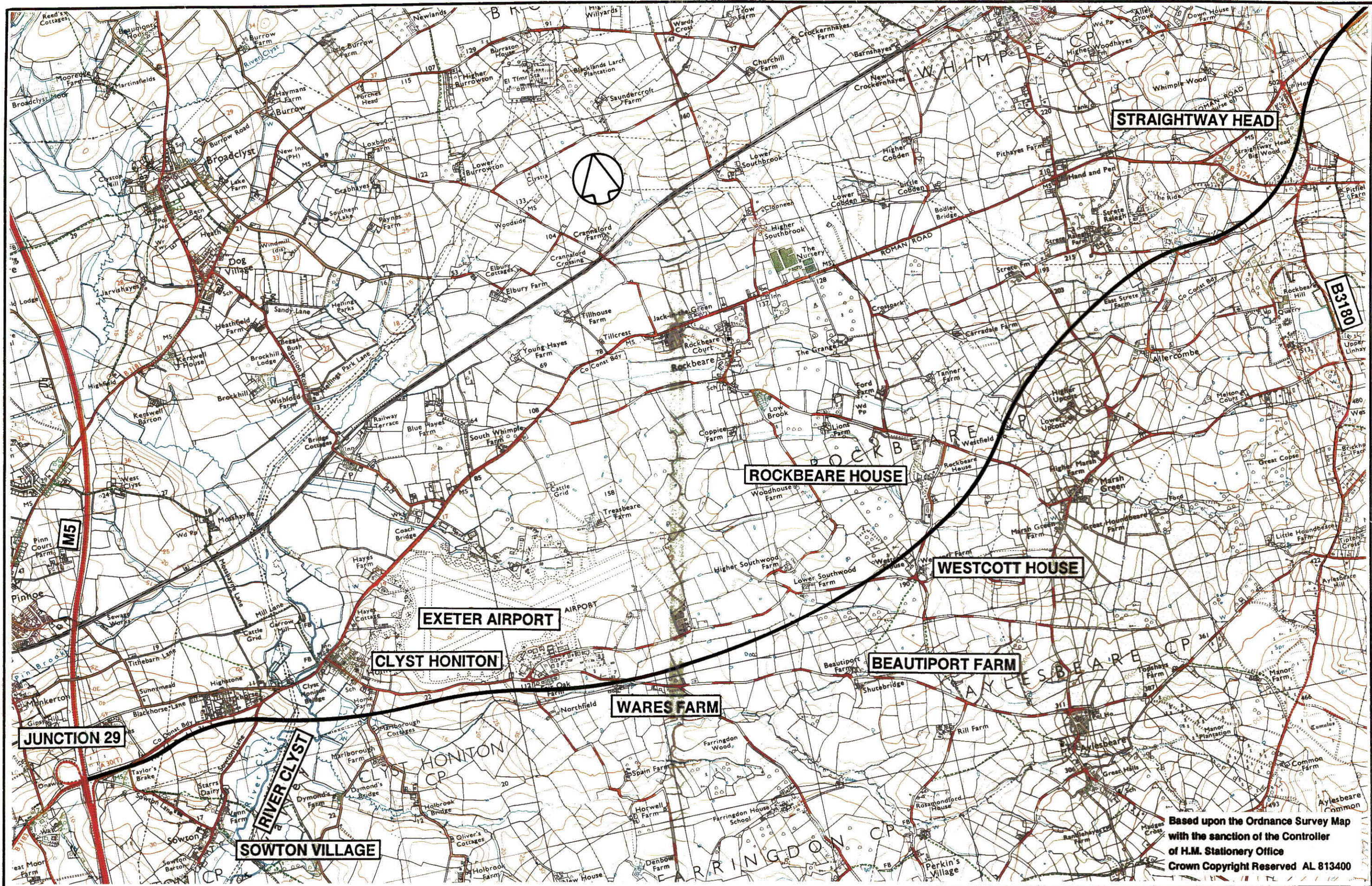
SCHEDULE AND DESCRIPTION OF MAJOR STRUCTURES

No	LOCATION	DESCRIPTION	SCHEMATIC ELEVATION
11	FAIRMILE	4 - SPAN REINFORCED CONCRETE OVERBRIDGE WITH CIRCULAR COLUMNS	
12	RIVER TALE	3 - SPAN REINFORCED CONCRETE BRIDGE WITH CIRCULAR COLUMNS OVER RIVER AND ACCESS	
13	PATTESON'S CROSS	3 - SPAN REINFORCED CONCRETE UNDERBRIDGE WITH CIRCULAR COLUMNS	
14	LITTLE ASH	3 - SPAN REINFORCED CONCRETE OVERBRIDGE WITH CIRCULAR COLUMNS	
15	RAILWAY	PRECAST PRESTRESSED CONCRETE BEAM BRIDGE OVER EXETER - WATERLOO RAILWAY	
16	BUCKERELL CROSS	REINFORCED CONCRETE BOX UNDERBRIDGE	
17	RIVER OTTER 1	SINGLE SPAN STEEL GIRDER AND CONCRETE BRIDGE OVER RIVER	
18	RIVER OTTER FLOOD RELIEF	REINFORCED CONCRETE BOX BRIDGE OVER FLOOD PLAIN DITCH	
19	IRON BRIDGE	3 - SPAN REINFORCED CONCRETE UNDERBRIDGE WITH CIRCULAR COLUMNS	
20	HAYNE LANE	3 - SPAN REINFORCED CONCRETE OVERBRIDGE WITH CIRCULAR COLUMNS	

Major Changes in Traffic Flow

Public Consultation Routes

Layout of Route Showing Earthworks
(Sheets 1 to 3)



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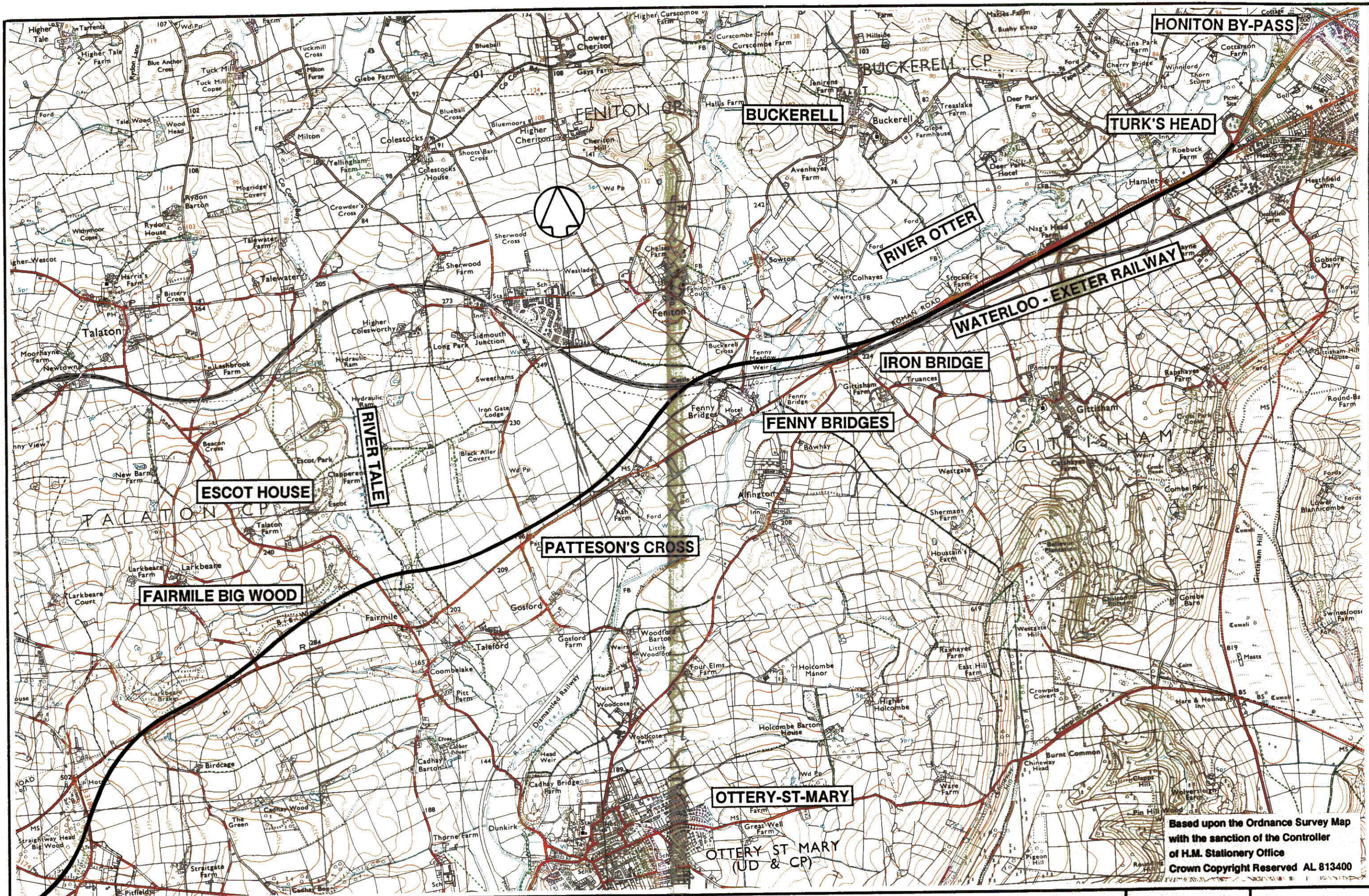
Acer Consultants Ltd, Charles Fox House,
46 - 48 Queen Charlotte Street, Bristol BS14AT. Tel (0272) 290911

DEPARTMENT OF TRANSPORT
A30 HONITON TO EXETER IMPROVEMENT
ROUTE OF PROPOSED IMPROVEMENT

1:25000

SEPT 1991

APPENDIX 1 SHEET 1



HONITON BY-PASS

BUCKERELL

TURK'S HEAD

RIVER OTTER

WATERLOO - EXETER RAILWAY

IRON BRIDGE

FENNY BRIDGES

ESCOT HOUSE

RIVER TALE

PATTESON'S CROSS

FAIRMILE BIG WOOD

OTTERY-ST-MARY

OTTERY ST MARY (UD & CP)

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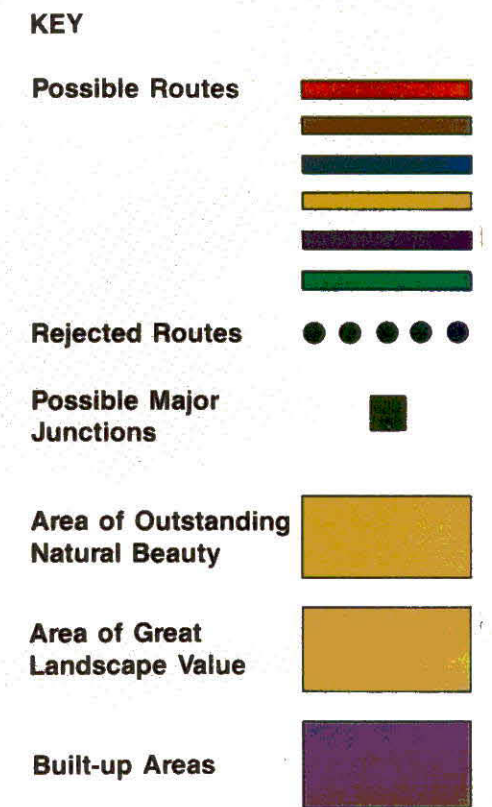
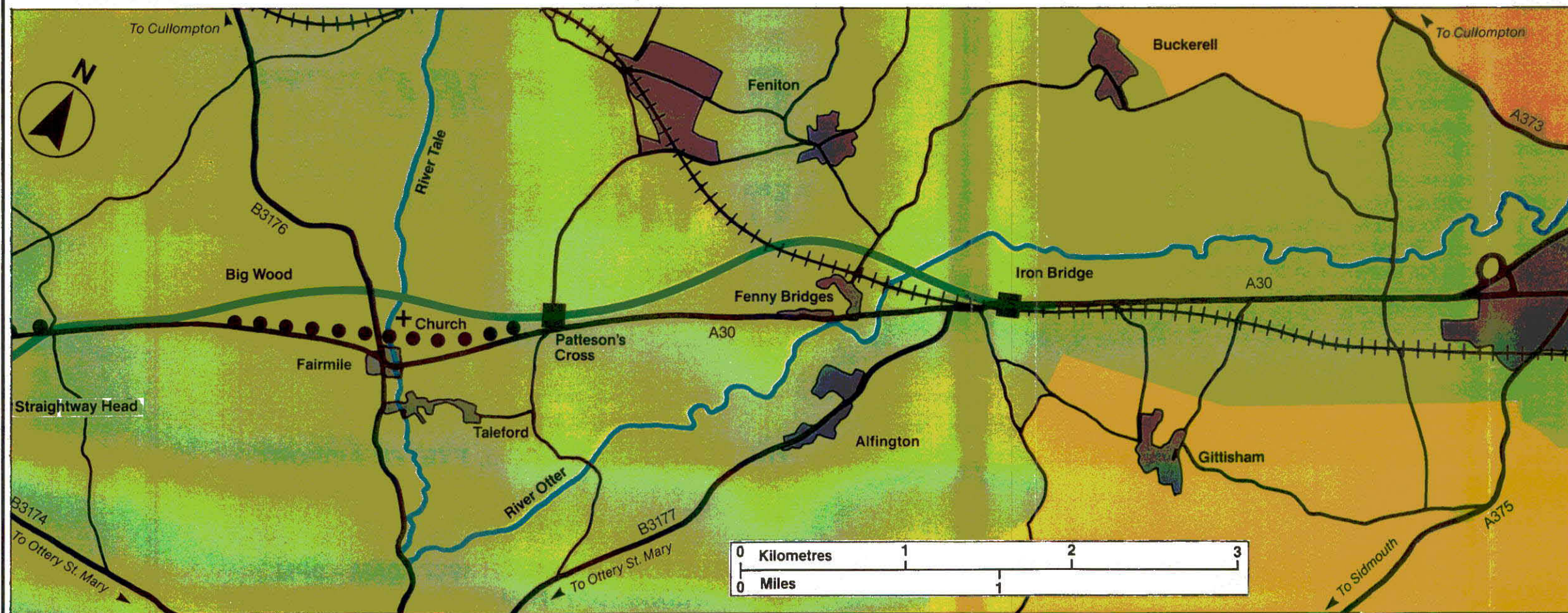
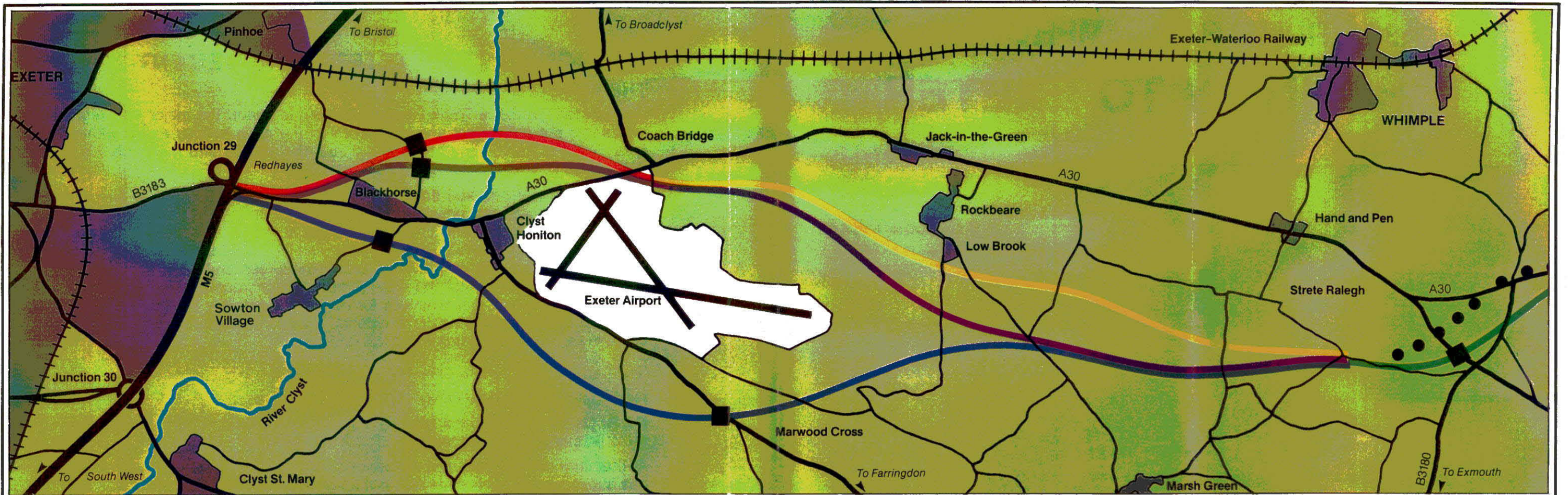
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 A30 HONITON TO EXETER IMPROVEMENT
 ROUTE OF PROPOSED IMPROVEMENT

1:25000

SEPT 1991

APPENDIX 1 SHEET 2



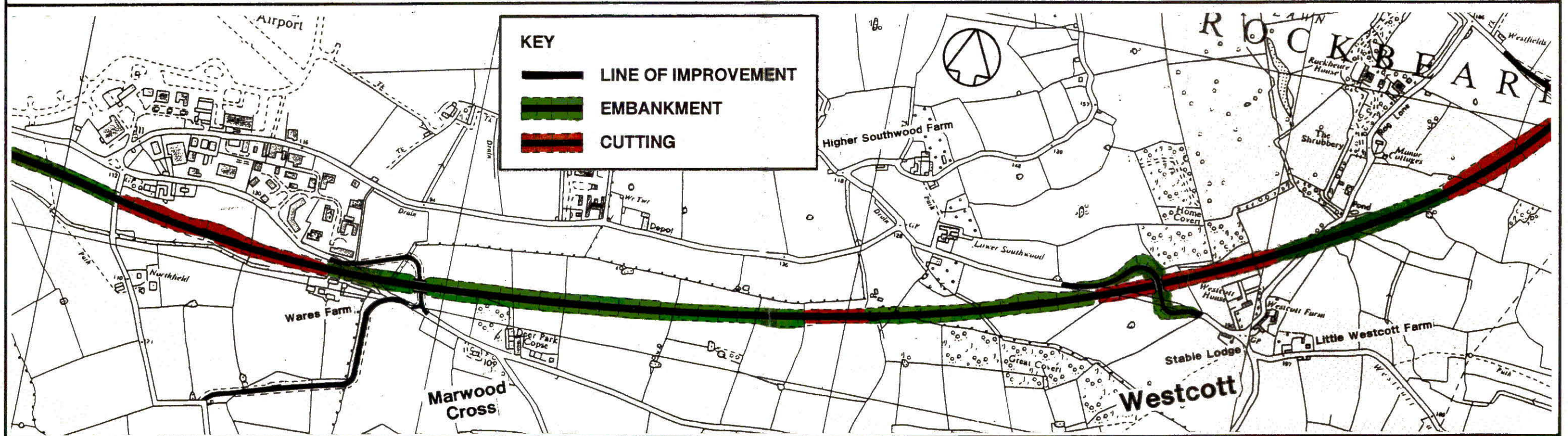
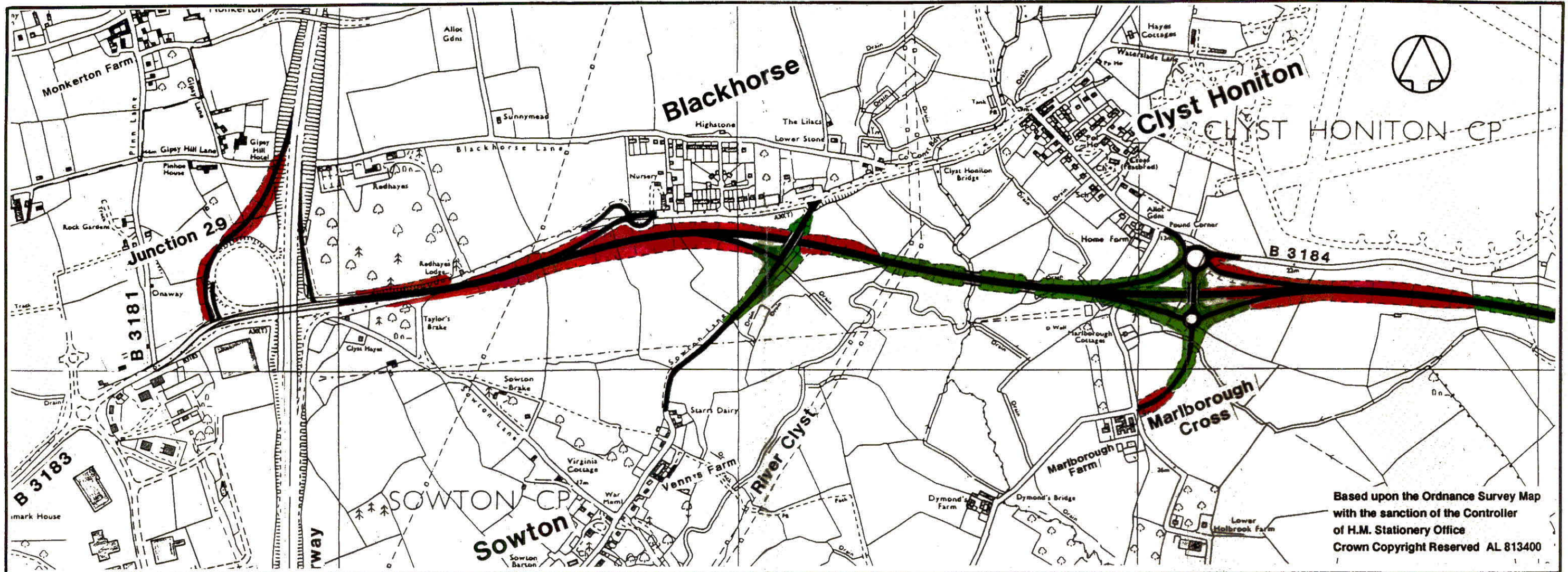
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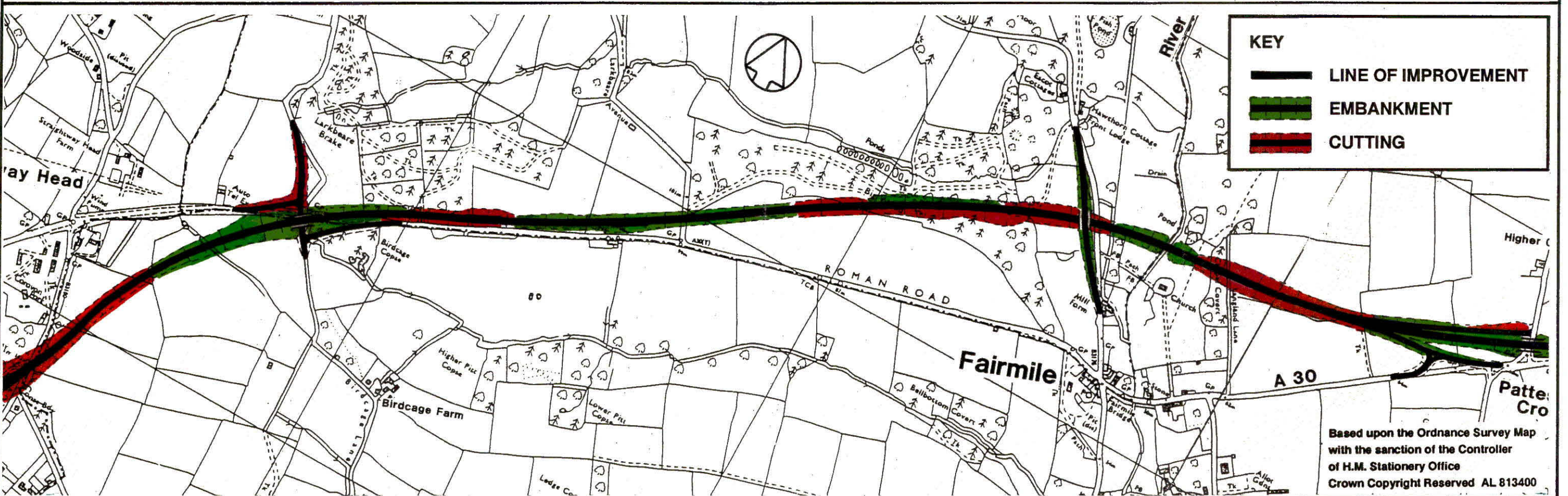
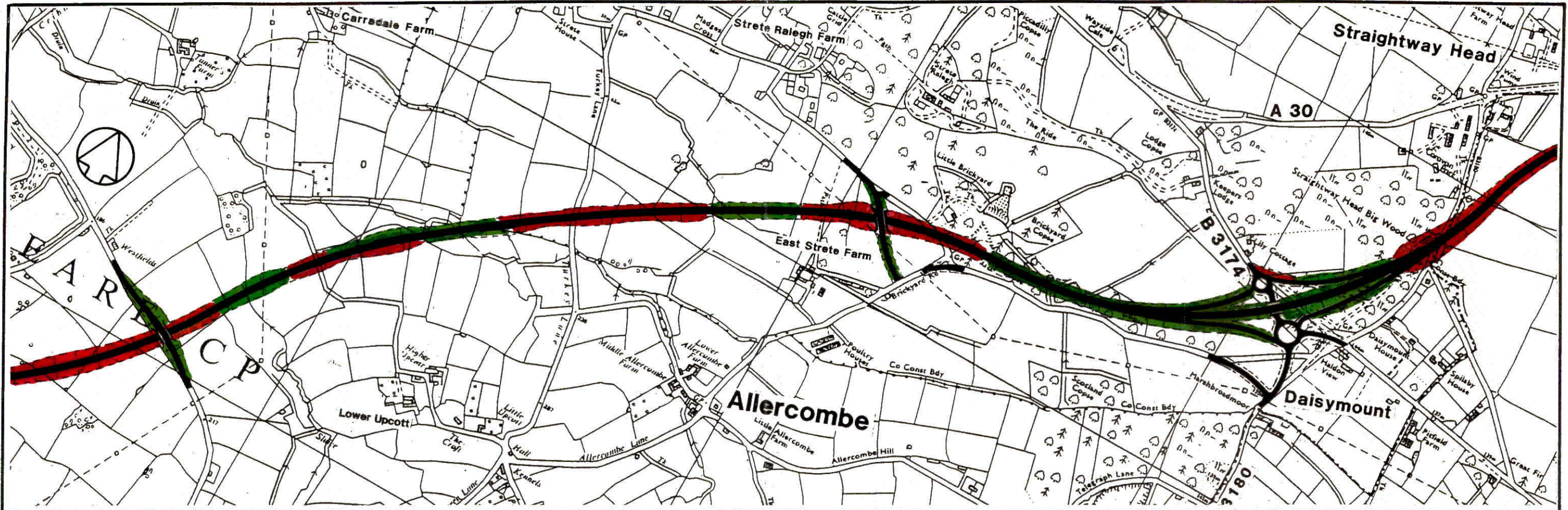
DEPARTMENT OF TRANSPORT
A30 HONITON TO EXETER IMPROVEMENT
PUBLIC CONSULTATION ROUTES - MARCH 1987

Scale
As Shown

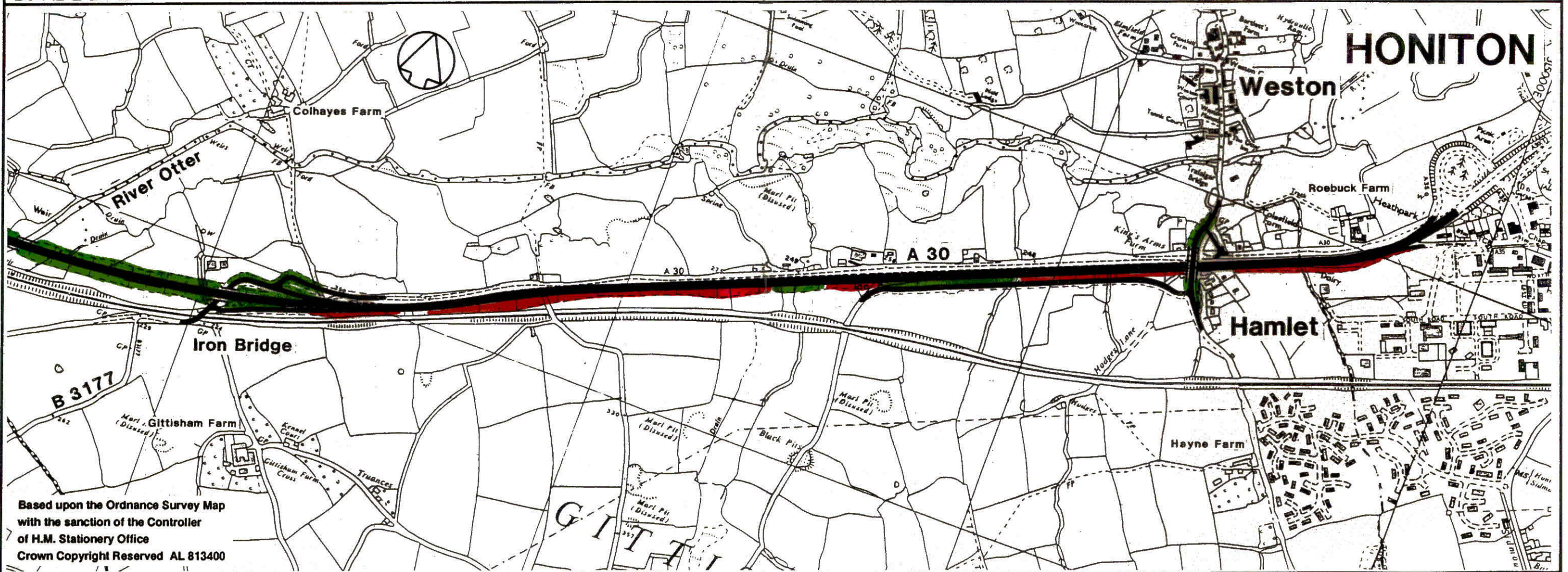
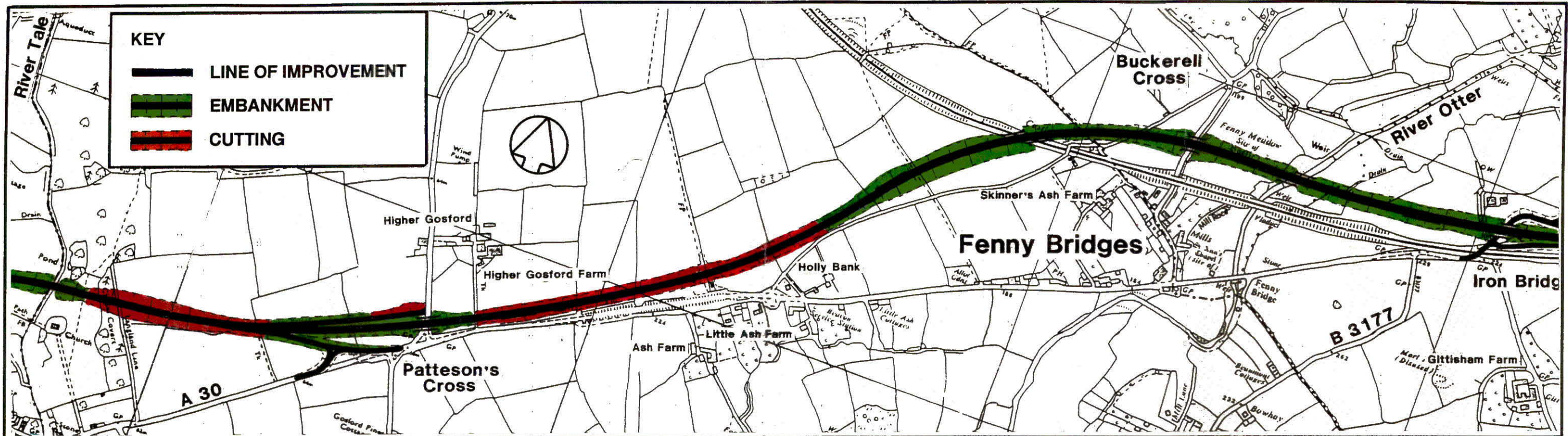
Date
SEPT 1991

APPENDIX 5





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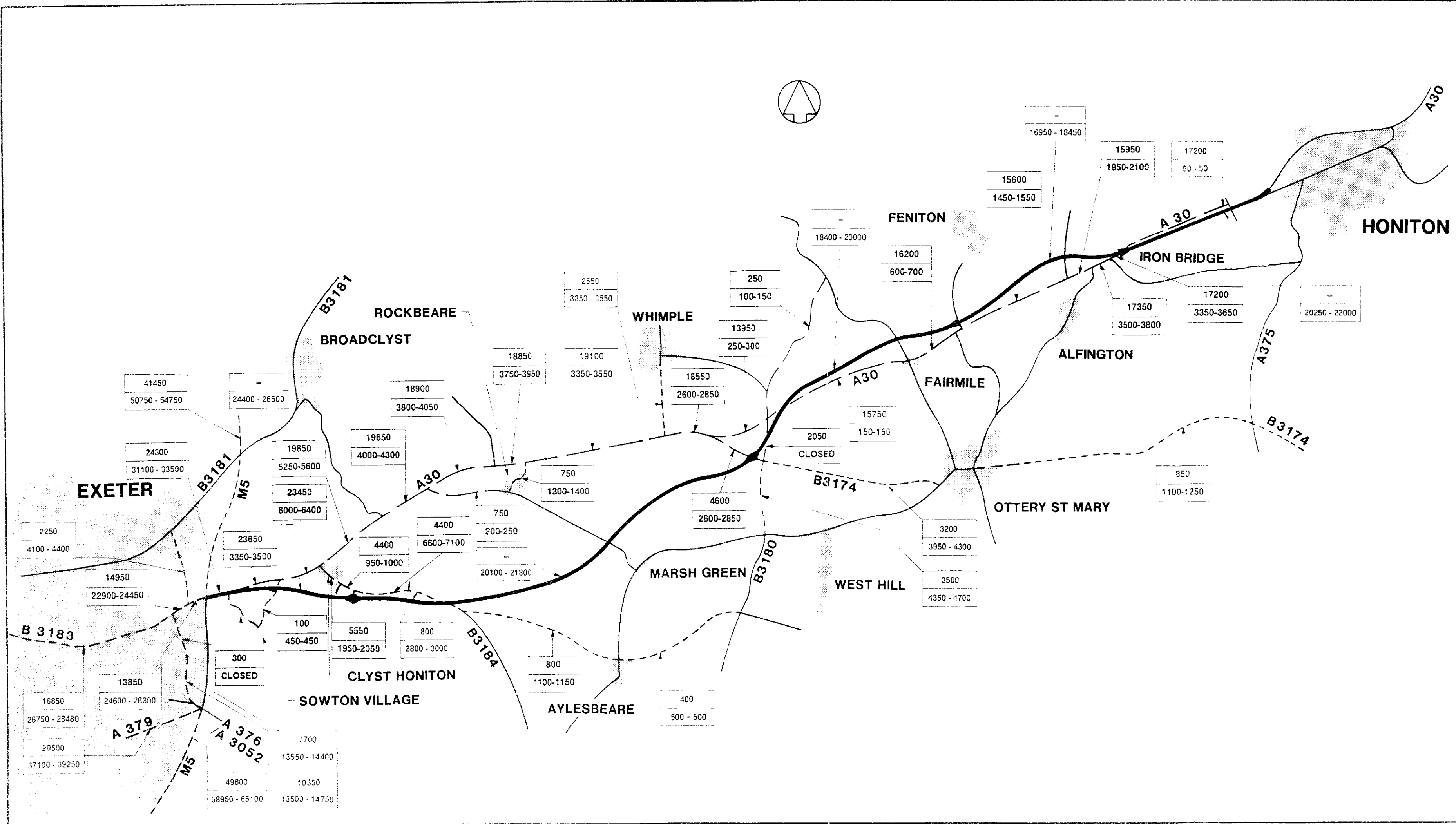


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DEPARTMENT OF TRANSPORT
A30 HONITON TO EXETER IMPROVEMENT
LAYOUT OF ROUTE SHOWING EARTHWORKS

1:10000 SEPT 1991

APPENDIX 6 SHEET 3

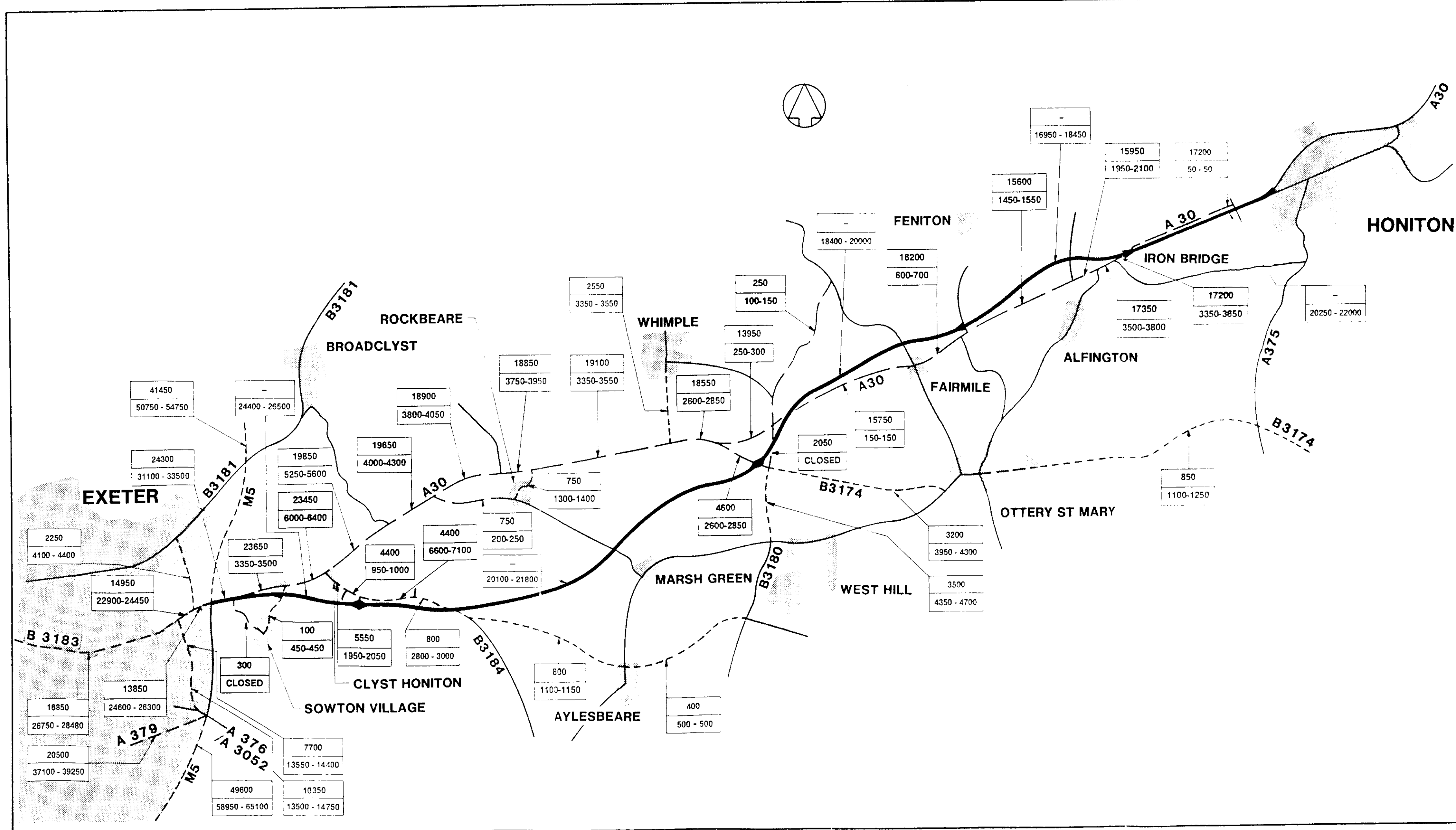


KEY

- PREFERRED ROUTE
- ROADS WITH SUBSTANTIAL INCREASE IN TRAFFIC FLOW
- ROADS WITH SUBSTANTIAL DECREASE IN TRAFFIC FLOW
- 1989 TRAFFIC FLOW
- 1996 TRAFFIC FLOW LOW - HIGH (WITH SCHEME IN PLACE)
- JUNCTIONS

NOTE
TRAFFIC FLOWS ARE 24HR AAWT

DEPARTMENT OF TRANSPORT	
A30 HONITON TO EXETER IMPROVEMENT	
EXISTING ROAD NETWORK SHOWING PREFERRED ROUTE AND ROADS WITH SUBSTANTIAL CHANGES IN TRAFFIC FLOW	
	Acer Consultants Ltd Charles Fox House 46-48 Queen Charlotte Street Bristol BS1 4AT Telephone: (0272) 290911
NOT TO SCALE	SEPTEMBER 1991
APPENDIX 4	



KEY

- PREFERRED ROUTE
- ROADS WITH SUBSTANTIAL INCREASE IN TRAFFIC FLOW
- ROADS WITH SUBSTANTIAL DECREASE IN TRAFFIC FLOW
- 1989 TRAFFIC FLOW
- 1996 TRAFFIC FLOW LOW - HIGH (WITH SCHEME IN PLACE)
- JUNCTIONS

NOTE
TRAFFIC FLOWS ARE 24HR AAWT

DEPARTMENT OF TRANSPORT

A30 HONITON TO EXETER IMPROVEMENT

EXISTING ROAD NETWORK SHOWING PREFERRED ROUTE AND ROADS WITH SUBSTANTIAL CHANGES IN TRAFFIC FLOW

acer Acer Consultants Ltd
Charles Fox House
46-48 Queen Charlotte Street
Bristol BS1 4AT
Telephone: (0272) 290911

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APPENDIX 4