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HA 044/027/000436 1

ENVIRONMENT & LANDSCAPE
Environmental Statement

01/04/2001 13:35:05

**A343 ANDOVER ROAD AND JUNCTIONS –
ENVIRONMENTAL STATEMENT 09/91**



HA 44/27/436# 1

A343 ANDOVER ROAD
AND JUNCTIONS

**ENVIRONMENTAL
STATEMENT**

September 1991

THE ANDOVER ROAD AND JUNCTIONS

Environmental Statement

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INTRODUCTION

This document summarises the environmental effects of the proposed re-alignment of the A343 Andover Road and formation of new junctions giving access to and from the proposed A34 Newbury Bypass. It has been prepared in accordance with sub-section 105A (2) of the Highways Act 1980.

The statutory powers to provide for the re-aligned Andover Road and the associated junctions are contained in draft Slip and Side Road Orders published with this Statement. The main order line for the Newbury Bypass together with slip and side road orders covering the other junctions were made in June 1991; this followed a public inquiry in 1988 at which the concept of a redesigned junction at Andover Road was recommended and subsequently approved in principle by the Secretaries of State in their decision of 1990. At the time of the Inquiry the Andover Road was to be left on its existing alignment with priority junctions giving access to the Bypass slip roads.

This document also includes, as an Appendix, a non-technical summary. Copies of this summary are available, free of charge, from the Department of Transport South East Construction Programme Division, Federated House, London Road, Dorking, Surrey RH4 1SZ.

1.0 THE ANDOVER ROAD AND JUNCTIONS

1.1 Historical Background and Study Area

1.1.1 The line of the new bypass together with associated slip and side roads was published in draft orders in 1987. A public inquiry followed and the joint decision of the Secretaries of State for Transport and the Environment was published in July 1990. This decision approved the line of the bypass, subject to modifications, and the concept of a junction with the Andover Road.

1.2 Regional Context

1.2.1 The section of the Andover Road and its proposed new junctions form part of the A343 and are located to the south west of the intended Newbury Bypass (see Figure 1). The A34 Newbury Bypass will form part of the important A34 trunk route linking the Midlands and South Coast via the M40 and M3. The A343 is a Hampshire County Primary Road linking Andover and Newbury. The junction will provide all turning movements between these two roads.

1.3 Existing Conditions

1.3.1 The line of the former Southampton to Didcot railway forms an effective boundary to extensive woodlands on the western side of the Bypass. Open fields extend northwards from the railway, sloping gently down to the River Enborne. The proposed route for the A34 Newbury Bypass in this area follows the line of this former railway and passes over the A343 Andover Road by the northern edge of Great Pen Wood. The proposed A34/A343 junction lies to the south-west of Newbury in an area of gently rolling landscape.

1.3.2 To the north and east of the railway embankment the area is open agricultural land whilst to the south and west there is dense woodland and a small open field, between the embankment and the A343, which is used for grazing. Within the dense woodland, an area is set aside by the National Trust as a nature reserve. Known as The Chase, it is located between the A343 and the disused railway.

1.3.3 A number of mainly residential properties front onto the eastern side of Andover Road, to the north of the disused railway, as far as Penwood Road. A single cottage is located just to the south west of the old railway embankment on the west side of Andover Road.

1.3.4 The A343 is basically a rural road with a single carriageway standard, bounded for the most part by fields or managed woodland except for the isolated ribbon development mentioned above.

1.3.5 The alignment from Newbury, north of the disused railway, is generally straight. The road passes through the disused railway embankment, where the old bridge structure has now been removed, and continues southwards through a recently improved double bend. There is no speed limit on this section of the route and visibility is generally satisfactory.

1.4 Planning Designations

1.4.1 Figures 2 and 3 show the planning designations within the study area.

1.4.1.1 Agriculture

The agricultural land affected by the junction falls within grades 3a, 3c and 4 of the Ministry of Agriculture, Fisheries and Food (MAFF) Agricultural Land Classification (see Figure 3). No areas of grade 1 or 2 exist in the vicinity. Non-agricultural classified land affected by the proposals is presently used for grazing purposes.

1.4.1.2 Landscape Classification

The mainly wooded area to the south and west of the disused railway forms part of the North Wessex Downs Area of Outstanding Natural Beauty (AONB). Within the AONB is the nature reserve known as The Chase. To the north east of the disused railway up to the River Enborne the land is designated by Hampshire County Council as an Area of Particular Landscape Interest (APLI).

1.4.1.3 Conservation Areas and Listed Buildings

There are no conservation areas or listed buildings within the study area.

1.4.1.4 Tree Preservation Orders.

There are no Tree Preservation Orders within the study area.

1.5 Geology and Topography

1.5.1 The site is on a reasonably constant slope from 97 m Above Ordnance Datum (AOD) in the northeast to 107 m AOD in the southwest along the line of the existing Andover Road.

1.5.2 The proposed junction is mainly situated on river and valley gravel deposits although a small amount of plateau gravel and London Clay is evident, the latter over the south western part of the A343 diversion.

1.5.3 It is understood that an area of gravel extraction to the north west of the Andover Road, forming part of Woodedge Farm, has been filled with builders' rubble and other construction waste materials.

1.6 Land Use (see Figure 3)

1.6.1 The area is predominantly rural with a row of houses and a garage fronting onto the A343 Andover Road. There are also isolated farm houses and their associated farm buildings.

1.6.2 The main land use affected by the re-aligned Andover Road and the proposed junction is agricultural grazing, forming part of Woodedge Farm and, to a lesser extent, Common Farm, both mainly stock farms. All of this land falls within the MAFF classified grades 3a, 3c and 4 agricultural land.

1.6.3 A small field, surrounding Yew Tree Cottage, is an area of grazing owned by the National Trust and used by Common Farm on a tenancy basis.

1.6.4 Further to the west and north but not physically affected by the junction is the managed woodland known as The Chase. This land, also owned by the National Trust, is open to the public. The Hampshire Wildlife Trust have a management interest, based on a leasehold agreement, in the woodland which is a local nature reserve.

1.7 Public Rights of Way

1.7.1 No public rights of way are affected by the proposals. A recreational path exists along the top of the disused railway embankment with access from the site of the old Woodhay Station and from the Andover Road. This path is owned by Hampshire County Council but is not a designated public footpath.

1.8 Wildlife and Conservation

1.8.1 The adjoining local nature reserve, The Chase, is owned by the National Trust and consists of woodlands managed by the Hampshire Wildlife Trust. It contains a pond and stream frequented by birds such as the Kingfisher, Grey Wagtail and Crossbill. The public are provided with limited access.

1.8.2 Ecological surveys have been carried out along the corridor of the bypass by the Institute of Terrestrial Ecology to identify the flora and fauna. The railway embankment has broadleaved scrub and saplings along its sides, merging into the woodland edges which are principally coniferous. Areas of good grassland do exist along certain sections of the embankment but the ground flora is generally not particularly rich in different or interesting plant species.

1.8.3 Evidence of recent badger activity has been identified at several sites along the disused railway line with regular crossing taking place from the woodland areas to the meadowland for feeding. The presence of Roe deer and Muntjac has been confirmed. Appropriate animal crossing facilities are being provided at regular intervals along the line of the bypass, however there is no specific requirement necessary within the junction arrangement.

1.9 Archaeological Interest

1.9.1 There are no designated sites of archaeological interest within the study area.

1.10 Planning Policies

1.10.1 The Basingstoke and Deane Borough Council's draft Local Plan sets out a policy to maintain a strategic gap between Burghclere and the River Enborne in which further development will not normally be permitted. The Council's policy is set out in Policy Statements C8 to C12 of their draft Local Plan.

1.10.2 This policy is also supported by the Hampshire County Council in their Mid Hampshire Structure Plan 1989 Policy Statement E8.

1.10.3 Further general conservation policies are summarised in 3.1 The Appraisal Framework.

2. THE PUBLISHED SCHEME

2.1 General

2.1.1 The Published Scheme, as contained in the draft Orders, would provide for the re-alignment of the Andover Road and the construction of two new junctions on that road to give access to the slip roads to the Newbury Bypass. Figure 1 shows its location in relation to the bypass and the surrounding area, and Figure 4 shows the proposed scheme in detail including the intended landscaping.

2.2 Description of the Scheme

2.2.1 The existing A343 will be realigned over a length of just under one kilometre to the north west of its present alignment, and carried beneath the elevated line of the Bypass.

2.2.2 Two junctions are proposed along the diverted Andover Road, a small roundabout to the north east and a T-junction to the southwest of the line of the Bypass.

2.2.3 On the north east side slip roads leading to and from the southbound carriageway of the Bypass will connect with the small roundabout. Access to the roundabout and its associated roads is to be provided to some fifteen houses fronting the severed section of the existing A343 by means of a short spur.

2.2.4 On the south west side, the slip roads leading to and from the northbound carriageway join the diverted A343 at the T-junction.

2.2.5 A private access road will be provided to the south west of Yew Tree Cottage from Andover Road.

2.2.6 The alignment of the A343 will be improved by the virtual elimination of the existing double bend on the south west side of the dismantled railway.

2.3 Road Standards

2.3.1 The diverted A343 Andover Road will consist of an all purpose 7.3 m wide two lane carriageway with 2.0 m wide verges. Lighting will be provided at the small roundabout and on its approaches.

2.3.2 At the T-junction the A343 will be widened in order to accommodate a right turning lane.

2.3.3 The new Andover Road will be in a 2-3 m cutting as it passes under the disused railway embankment. The headroom needed for the Andover Road constrains the level of the bypass, thus by lowering the level of the Andover Road the bypass can also be lowered.

2.4 Traffic

2.4.1 The traffic flows on the A343 are shown at Figure 5.

2.4.2 In future, with predicted traffic growth, increased flows on the Andover Road would make access to and from the individual properties to the east of the proposed Bypass more difficult. The creation of a cul-de-sac formed by the diverted Andover Road would provide safer access to some 15 properties.

3. ENVIRONMENTAL EFFECTS

3.1 Appraisal Framework

3.1.1 The effects of the Published Scheme on the environment are shown in the Appraisal Framework (Appendix A). This has been prepared in accordance with the guidelines given in the Department of Transport's "Manual of Environmental Appraisal" (MEA), the two options compared in the framework are:

- (a) The Published Scheme as described
- (b) The "Do Nothing" scheme, ie no junction of A343 Andover Road with A34 Newbury Bypass.

3.2 Summary of Major Environmental Effects

3.2.1 The proposed re-alignment of the A343 Andover Road leads to a significant reduction in noise and some reduction in visual intrusion to many of the properties at present directly fronting onto the Andover Road, as well as providing for a safer means of access to the realigned Andover Road. As the A343 and associated slip roads are moved closer to The Chase there would be some increase in the noise and visual intrusion there. There is no ecological evidence, however, to show that this aural intrusion would affect either plants or other wildlife within the area of the Chase.

3.2.2 On the south and west sides of the railway embankment the proposed T-junction would be screened to a great extent by the dense woodland. The provision of the proposed roundabout junction would intrude into the gentle rolling and open country scene to the north east of the disused railway line.

3.2.3 The re-alignment of Andover Road and the associated roundabout construction would necessitate the demolition of farm buildings belonging to Woodedge Farm, including the milking facilities, and the loss of most of its grazing land. This farm would, in the opinion of MAFF's Agricultural Development and Advisory Service (ADAS) become non-viable as a farm unit. Common Farm would also be affected, with a loss of grazing land and a corresponding reduction in stock size.

4. MITIGATION MEASURES

4.1 General

- 4.1.1 The proposed junction layout moves the existing line of the A343 Andover Road away from many of the houses which would lead to a reduction in visual intrusion.
- 4.1.2 The improved alignment of the A343 and the introduction of the roundabout junction with the slip road from the bypass southbound carriageway, will improve traffic control, reduce traffic speed and increase safety along this section of the A343. This section of the road currently has no speed restrictions.
- 4.1.3 The slip roads forming the junction would be sited to the west, away from the nearest houses to reduce visual intrusion and facilitate screening.
- 4.1.4 The realignment of the A343 away from the houses allows it to pass under the bypass at a lower level than previously intended, thus reducing its visibility from properties beside the Andover Road, including Yew Tree Cottage. This reduction in level also allows the bypass to be constructed as low as possible and at a lower level than that of the former railway. This will allow part of the remaining embankment to act as a screen and will facilitate further screening by additional bunding.

4.2 Earthworks

- 4.2.1 Extensive earthwork mounding and contouring would provide visual screening, both of the bypass and of the realigned A343 and slip roads, as well as softening the engineering landform of the junction to facilitate the integration of the roads into their surroundings.
- 4.2.2 Appropriate measures are to be taken throughout the bypass scheme to control the rate of surface water discharge from the road as well as providing for measures to reduce the effects of any pollution. In this location a balancing pond will be established to control the rate of run-off from the realigned A343. The most appropriate location for this would be in the north-eastern quadrant of the junction. The balancing pond would be suitably designed to integrate with the landscape setting with perimeter planting such that its character would be close to that of a natural pond. There would not be any permanent water in the base of the pond, the usual appearance being one of a shallow grassed depression, with adjoining tree planting.
- 4.2.3 The slopes around the north side of the pond would be extended to create a low bund up to about 2 m above the slip road level to screen the slip road and the bypass beyond from properties on Andover Road. This screening effect would be continued southwards by providing a further bund alongside the bypass together with a further length of acoustic fence where the Bypass is bridged over the Andover Road, to link to the bund created on the remaining part of the railway embankment, running south past Cremyll House.
- 4.2.4 The space between the original and the proposed line of the A343 would have gentle mounding extending up from the cutting slopes of the realigned road, grading up into the bypass embankment. This mounding would screen much of the new A343 alignment and the junction from houses along Andover Road and provide an attractive rolling landform on which to undertake planting.
- 4.2.5 Along the southern side of the bypass, to the east of the existing A343, there would be a low bund about 1 m high beside the road. This is intended primarily to screen headlight glare from Yew Tree Cottage, but would also improve the effectiveness of planting and screening.

- 4.2.6 There would also be careful grading and mounding on the embankment slopes within the south western loop of the junction. This would be limited in order to retain as many of the streamside alders as possible.
- 4.3 **Planting (see Figure 4)**
- 4.3.1 The present character of the setting of the junction is of open fields with occasional hedgerows to the north and east of the former railway, and of two sloping fields beside a tree-lined stream set in a woodland clearing south and west of the former railway. The proposed roads and earthworks would substantially change this character. In order to ameliorate visual effects on the local residents and to integrate the junction into the wider landscape, it is proposed that the woodland character be brought through to the eastern side of the bypass, linked to the existing vegetation beside the stream to the north.
- 4.3.2 This would be achieved by planting most of the available space with dense woodland planting, with species chosen to reflect those occurring in the area, especially within The Chase. Additional planting is intended to the north-west and north-east of the junction to allow connection between the proposals and existing woodland. Some open space with intermittent planting would be kept beside the stream west of Yew Tree Cottage to retain some of the attractive character of this space and maintain an outlook from the Cottage. Intermittent planting would also be used adjacent to the houses along Andover Road to create an attractive outlook without being too enclosed, with dense planting on the contouring beyond to screen the new roads, and, in time, the associated lighting.
- 4.3.3 The seeding of grass slopes and verges within the highway limits will employ a mixture of traditional meadowland species appropriate to the area.
- 4.3.4 The balancing pond would have adjoining intermittent planting. Dense planting would be continued along the bypass embankments to tie into the bypass landscape proposals and the existing vegetation on the former railway embankment. A hedgerow is proposed along the north side of the junction to tie into the existing hedgerow pattern.
- 4.4 **Noise**
- 4.4.1 The re-alignment of the Andover Road would generally reduce the noise climate for fronting properties; in addition the space created between the old and new lines of the Andover Road will be moulded and planted creatively to reduce noise further and the visual intrusion of the A343 route. Yew Tree Cottage will benefit from reduced traffic noise at its front, but this would be offset by traffic noise to the rear. The lowering of the diverted Andover Road would help to minimise this effect.
- 4.5 **Landscape and Visual**
- 4.5.1 The landscape proposals have been designed to minimise the effect of the proposals on the existing landscape, and to reduce its visual effect from the adjacent houses and homesteads. (Details are shown on Figure 4) Overall the effect of re-aligning the Andover Road has been to increase the possibilities for mounding and planting as part of the mitigation measures.
- 4.5.2 The form of earthworks, bunding and planting has been described in Sections 4.2 and 4.3 of this report.
- 4.5.3 The landscape planting consists of:
- 4.5.3.1 Extending the dense woodland to the north east side of the proposed bypass with species reflecting those already occurring in the area, and especially within The Chase.

4.5.3.2 Other dense planting would be continued along the bypass embankments in order to tie in with the bypass landscape proposals and any existing vegetation remaining along the disused railway embankment.

4.5.3.3 Hedgerows would be planted to tie into the existing hedgerow pattern (as shown on Figure 4).

4.5.3.4 Traditional meadowland seed mixtures including grasses and wild flowers appropriate to the area will be used on earthwork slopes and verges wherever possible.

4.6 Wildlife and Conservation

4.6.1 The nature reserve in The Chase would not be physically affected by the A343 realignment and the junctions. However, a temporary licence is required to enable the regrading of a short length of stream where this lies close to the embankment to be formed by the Bypass. The area of site for the contractors would be limited to the minimum required for the work and would be clearly defined by temporary fencing. The Bypass embankment will be densely planted with species of shrubs similar to those in the nature reserve.

4.6.2 There are no conservation areas affected by the proposals.

4.6.3 There is evidence of badger and deer activity nearby and badger and deer resistant fencing will be provided. Sufficient animal crossing facilities are being provided at regular intervals along the line of the bypass, however there is no specific requirement necessary within the junction arrangement.

4.7 Pollution

4.7.1 The arrangement of the surface water run-off from the new roads has been carefully designed to control the quality and quantity of water discharged from the road. A balancing pond as already described is to be established as part of these measures to allow the storage and treatment of drainage water before discharge. Interceptors would also be provided at appropriate outlets to avoid pollution being discharged from the road surfaces.

4.7.2 The level of gaseous vehicle emissions is well below that at which any air pollution problems are to be expected.

5. CHOICE OF PROPOSED SCHEME

- 5.1 The published scheme is based on a layout put forward by Hampshire County Council at the public inquiry in 1988. The Secretaries of State for Transport and the Environment were disposed to accept the recommendations of the Inspector to modify the Andover Road and its associated junctions in line with this suggested layout. This has since been amended by the provision of a roundabout on the slip road to the east of the Bypass to cater for an increase in traffic as indicated in the National Road Traffic Forecasts (NRTF) which was revised after the public inquiry closed.
- 5.2 The scheme originally proposed at the 1988 public inquiry maintained the A343 Andover Road on its existing alignment. The two slip roads to the bypass joined the A343 by means of two T-junctions, one to the north and the other to the south of the disused railway embankment.
- 5.3 The published scheme improves the alignment and visibility of the A343, it enables the bypass and its junction to be more easily integrated with the landscape as well as reducing visual and noise intrusion for the majority of residential properties in the area and it takes into consideration the increased traffic growth predicted in NRTF 1989.

FIGURES

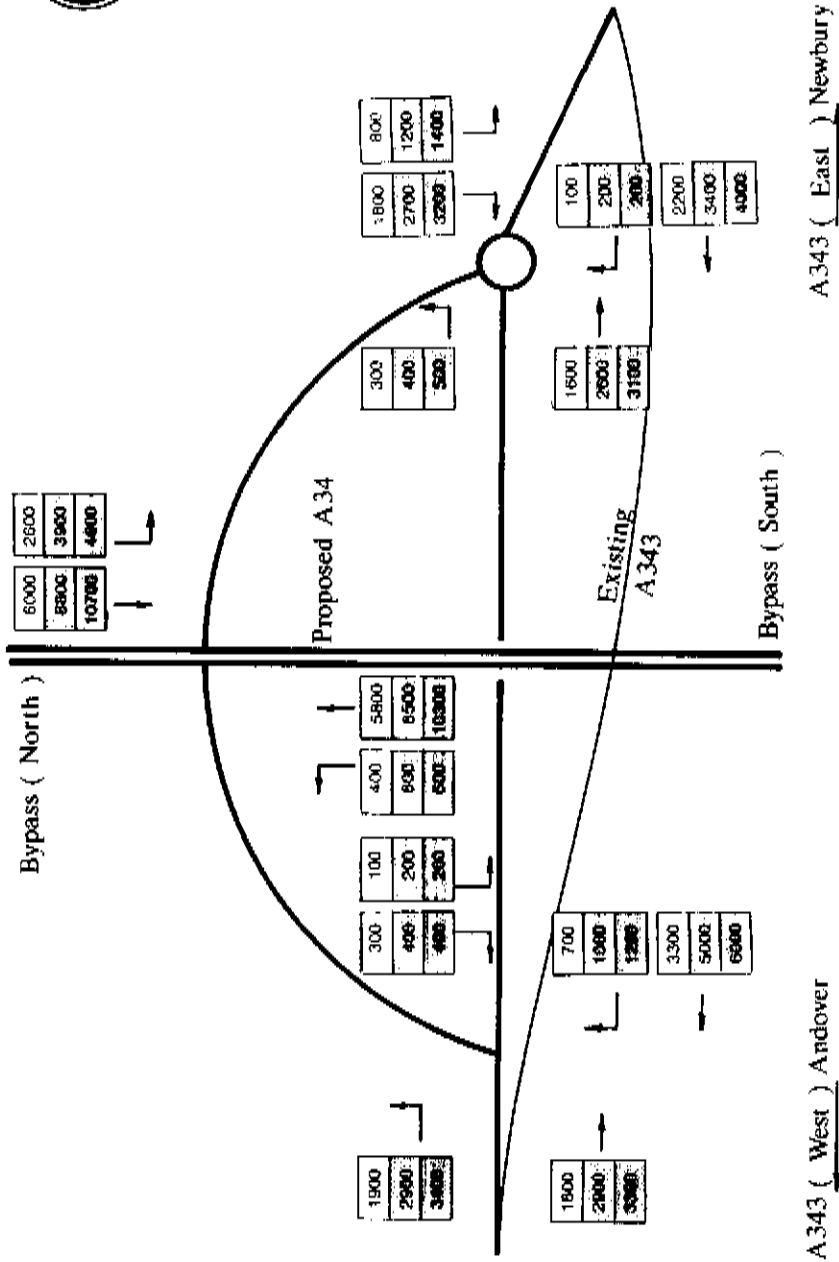
Figure 1: Location Plan

Figure 2: Planning Areas and Public Rights of Way

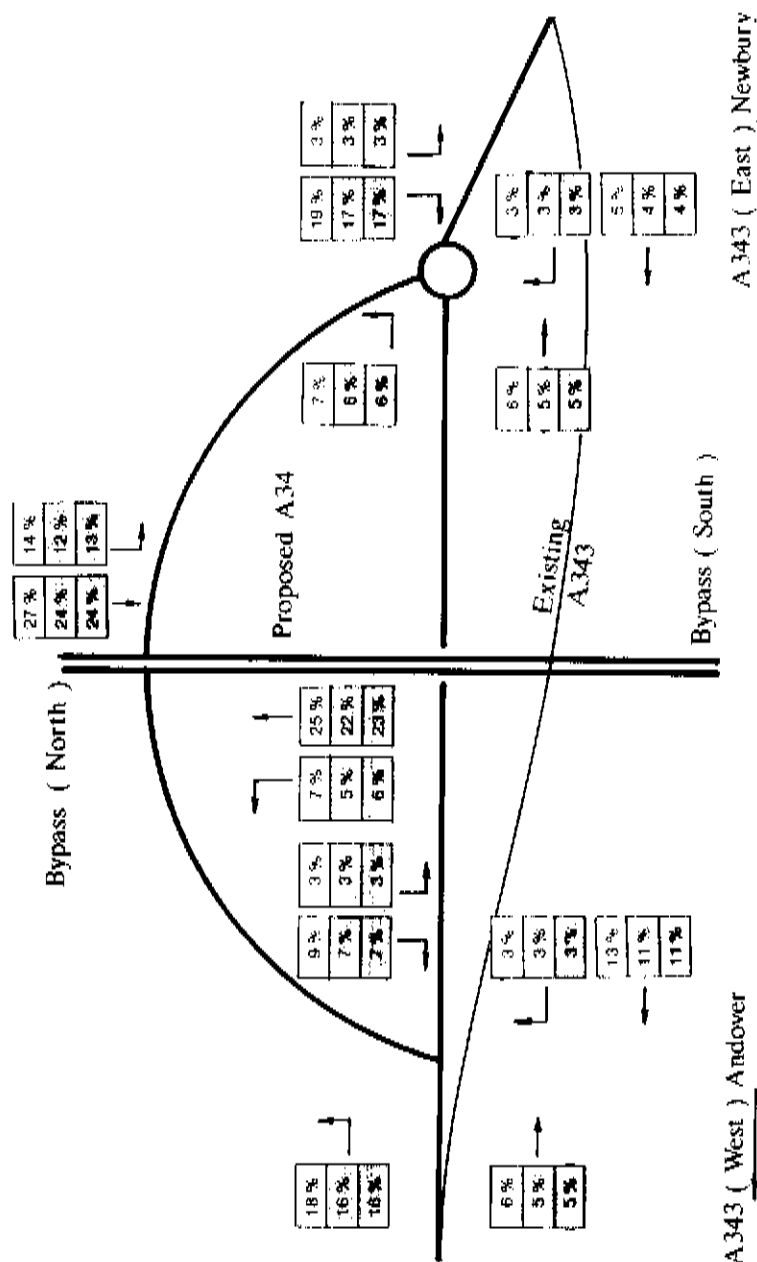
Figure 3: Agricultural Land Grades

Figure 4: Proposed Scheme with Landscaping

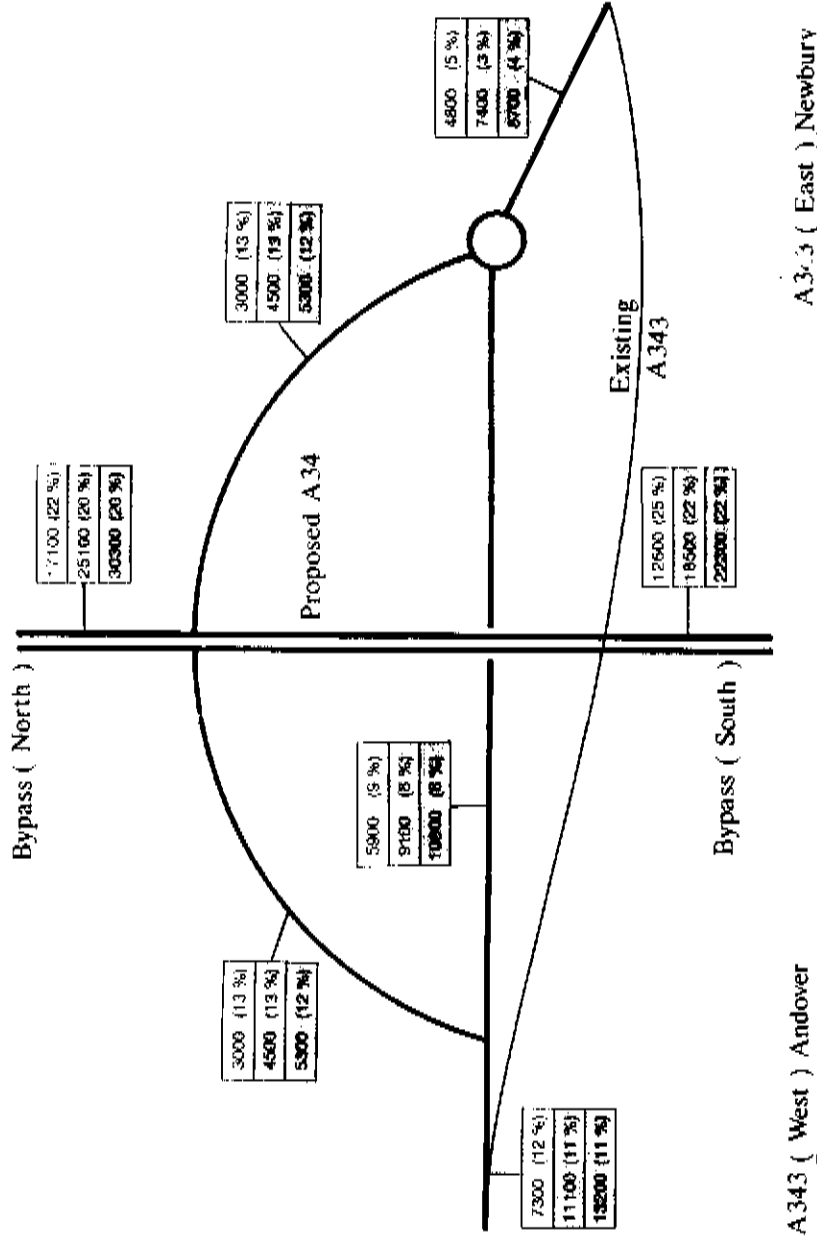
Figure 5: Traffic Figures



ALL VEHICLES



OTHER GOODS VEHICLES



Total Link Flows

- Key:**
- 1990
 - 2010 Low Growth
 - 2010 High Growth
- Notes:**
- All vehicles (Other goods vehicles)
 - 12hr May (Mon. to Thur.) 2way flows
 - Other goods vehicles as a percentage
 - All vehicles to nearest 100

APPENDIX A
APPRAISAL FRAMEWORK

Preamble

The intention is to provide for an all moves interchange between the A34 Newbury Bypass and the A343 Andover Road. The route of the Bypass has been fixed following a public inquiry. At this inquiry the need for an interchange was established; this summary is concerned with the form of that interchange and in particular changes to the local road, the Andover Road.

The Existing Situation

The Newbury Bypass will form part of the important A34 trunk route linking the Midlands and South Coast via the M40 and M3. The A343 is a County Road in Hampshire between Newbury and Andover. This interchange is located on the Bypass to the south west of Newbury. It is intended to provide for traffic movements between the A343 and the trunk road network.

THE ANDOVER ROAD AND JUNCTIONS

APPRAISAL FRAMEWORK

GROUP 1: TRAVELLERS THE ANDOVER ROAD AND JUNCTIONS

SUB-GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS
1.1 ALL VEHICLE TRAVELLERS	1.1.1 Traffic delays during Construction		Minimal	-	
	1.1.2 Expected Reduction in Casualties		Low Growth High Growth	Base Case	1 The figures indicate the probable total reduction in casualties over the whole of the 30 year assessment period 2 Reductions reflect new junction layouts improved alignment of A343 and reduced traffic flow on A343 on Newbury side of junction
	Fatal	Number	4 5		
	Serious	Number	29 36		
	Slight	Number	93 113		
	1.1.3 Vehicular accesses directly on to the A343, Andover Road				1 Accesses compared along A343 between Great Pen Wood (The Chase and Great Pen Wood accesses included) and Pen Wood Road 2 13 residential accesses connected to A343 via roundabout on published scheme 3 Other access is to Car Sales established on corner of Pen Wood Road
	Residential	Number	5	17	
	Agricultural/Woodland	Number	3	7	
	Others	Number	1	1	
1.2 PEDESTRIANS	Amenity and Safety along A343:		1 Creation of cul-de-sac considerably improves local residents' pedestrian environment with diversion of A343 through traffic 2 Pedestrian's environment towards Newbury benefits from reduced flows because of junction with bypass: 30% all vehicles and 74% HGVs	No change All frontages retain their direct access onto the main local road (A343).	
1.3 CYCLISTS	Amenity and Safety along existing A343		Improved on A343 towards Newbury due to traffic relief of 30% all vehicles and 74% of HGVs	No change	1 There are few cyclists on the A343 2 The published scheme offers an improved and safer arrangement. The roundabout on the A343 would help reduce vehicle speeds and visibility has been improved significantly.

GROUP 2: OCCUPIERS

SUB-GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS
2.1 RESIDENTIAL	2.1.1 Noise	No. of houses experiencing a decrease of: 10-15 dB(A) 5-10 3-5	- 11 1	Base case	Less noise for properties fronting Andover Road in Published Scheme, as A343 moved away and traffic reduced on A343 on Newbury side of junction. (Bypass already established in both cases)
	2.1.2 Visual Obstruction	Number of properties subject to: Severe Significant Slight	- 1 10		These figures take no account of screening mounds.
	2.1.3 Visual Intrusion Dwellings subject to: High Medium Low	Number	5 8 34	Base Case	<ol style="list-style-type: none"> 1 All affected properties are close to the existing A343 2 Extensive landscaping will be provided to ameliorate the effects. 3 Common Farm and Car Sales establishment in low category.
2.2 FARMING	2.1.4 Disruption during construction: Dwellings within 100 metres of site boundaries	Number	28	-	Moderate disruption due to roadworks directly outside frontages.
	2.2.1 Farm units affected by severance and/or landtake	Number	2	-	<ol style="list-style-type: none"> 1 Loss of grazing land to Common Farm (Grazing land leased from National Trust) 2 Significant loss of land from Wood Edge Farm on north side of A343. Increased severance to remaining land on this north side. 3 Minimal loss of land from Common Farm proper
	2.2.2 Agricultural landtake: Grade 3a Grade 3b Grade 3c Grade 4 (Non agricultural)	Hectares	0.1 - 2.1 1.6 (3.9)	No Change	<ol style="list-style-type: none"> 1 Grades based on MAFF land classification. Grade 1 being the highest 2 Areas have been taken off 1:2500 scale plans with boundaries between grades having been transferred from 1:25000 scale plan. Accuracy of sub-divisions reflects the limitations of the above method. 3 Landtake includes that required for the extensive landscaping proposed in the published scheme.

GROUP 2: OCCUPIERS (Continued)

SUB-GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS
2.2 FARMING cont'd	2.2.3 Safer more convenient access from existing A343		1 Access to Wood Edge Farm and Penwood Poultry Farm safer and easier via roundabout connection. 2 Easier access to Common Farm due to reduced traffic flow on A343, 30% all vehicles (74% HGVs).	No change	

GROUP 3: USERS OF FACILITIES

SUB-GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS
NATURE RESERVES	Amenity		The Chase affected by additional increase in visual intrusion and noise as roadworks moved closer	No change	The Chase is managed by Hampshire Wildlife Trust on land leased from National Trust

GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE AREA

AUTHORITY	POLICY	PUBLISHED SCHEME	DO NOTHING	COMMENTS
4.1 Dept of Environment Hampshire County Council (HCC)	To protect Areas of Outstanding Natural Beauty (AONB) as being of national importance. HCC policy also to protect 'Other Areas of Particular Landscape Importance' (APLI) see comment No 1	A343 Andover Road junction lies on the boundary between the Hampshire area of the North Wessex Downs AONB and area designated by HCC as an Area of Particular Landscape Importance	Existing A343 is within APLI & AONB respectively	<ol style="list-style-type: none"> 1 Mid Hampshire Structure Plan, approved 1989 (Policy E5) 2 Draft Hampshire Structure Plan (submitted May 1991 awaiting approval) (Policy C5) 3 Draft Basingstoke & Deane BC Whitchurch Area Local Plan (Policy C1) 4 DTP's policy is to minimise impact of new road scheme by providing landscaping
4.2 Dept of Environment Hampshire CC	(i) To protect Sites of Special Scientific Interest (SSSI) and Nature Reserves (ii) To safeguard habitats of value to nature conservation	Interchange does not take land from the nature reserve known as 'The Chase' There is no ecological evidence to show that aural intrusion would affect either plants or other wildlife within the area of The Chase.	No change	<ol style="list-style-type: none"> 1 Mid Hampshire Structure Plan approved 1989 (Policy E4) 2 Draft Hampshire Structure Plan (Policy C5) 3 The Chase is not designated in Structure or Local Plans
4.3 Ministry of Agriculture Fisheries and Food	The best and most versatile agricultural land has a special importance and should not be built on unless there is no other site suitable for the particular purpose	Agricultural Land Interchange takes, in total: Grade 3a 0.1 ha Grade 3c 2.1 ha Grade 4 1.6 ha (Non agricultural 3.9 ha)	No change	<ol style="list-style-type: none"> 1 Farming UK and Rural Enterprise and Development HMSO 1987 2 Mid Hampshire Structure Plan 1989 (Policy E2) 3 Draft Hampshire Structure Plan 1991 (Policy C2) 4 Draft Basingstoke & Deane BC Whitchurch Area Local Plan (Policy C16) 5 Best agricultural land normally considered to be grades 1, 2 and 3a.
4.4 Hampshire County Council Basingstoke & Deane Borough Council	To protect good quality agricultural, horticultural or forestry land	Junction partly located in strategic gap. Effects ameliorated by extensive landscaping/screening.	No Change	<ol style="list-style-type: none"> 1 Draft Basingstoke & Deane BC Whitchurch Area Local Plan (Policies C8-C12) 2 Mid Hampshire Structure Plan 1989 (Policy E8) 3 Draft Hampshire Structure Plan 1991 (Policy C6)
4.5 Hampshire County Council Basingstoke & Deane Borough Council	To prevent coalescence and to retain the separate identity of settlements by maintaining strategic gap between Burghclere and River Enborne.			

GROUP 5: TRANSPORT, DEVELOPMENT AND ECONOMIC POLICIES

AUTHORITY	POLICY	PUBLISHED SCHEME	DO NOTHING	COMMENTS
5.1 Department of Transport Basingstoke & Deane Borough Council	5.1.1 To assist economic growth by reducing transport costs 5.1.2 To improve the environment by removing through traffic (especially lorries) from unsuitable roads in towns and villages 5.1.3 To enhance road safety	Provision of junction reduces journey times from A343 to the north avoiding Newbury Provision of junction diverts A343 northbound traffic away from Newbury and reroutes it onto bypass thus providing environmental benefits for both the rural and urban residential areas along the existing A343. Will reduce accidents, decrease traffic conflicts and improve visibility sight lines on A343. The roundabout would help reduce vehicle speeds.	No change No change No change	1 Trunk Roads, England into the 90's (1990) A34 Newbury Bypass included in programme for Tender Invitation 1993 2 See also White Paper "Lorries, People and the Environment" Command 8439 3 Draft Basingstoke & Deane BC Whitchurch Area Local Plan (Policy T4)
5.2 Hampshire County Council Basingstoke & Deane Borough Council	To develop a hierarchy of roads viz: National Primary Routes County Primary Roads Distributor and Local Roads and encourage traffic to use the most suitable routes/maintain the effectiveness of the Strategic Road Network	Improves existing A343, reducing traffic flow through Newbury by diversion of northbound traffic via A34 Newbury Bypass. Provides local access roads to serve individual properties.	No change	1 Draft Basingstoke & Deane BC Whitchurch Area Local Plan Policies T1 & T4 2 Mid Hampshire Structure Plan 1989 (Policy T3) 3 Draft Hampshire Structure Plan 1991 (Policy T5)
5.3 Department of Transport Hampshire County Council	To take account of the needs of cyclists when road are designed or improved	Existing A343 towards Newbury safer for cyclists with less traffic and lower proportions of HGVs	No change	1 Secretary of State's Policy Statement January 1982 paragraph 3 2 Mid Hampshire Structure Plan 1989 Policy T8

GROUP 6: FINANCIAL EFFECTS

SUB-GROUP	EFFECT	UNITS	PROPOSED SCHEME	DO NOTHING	COMMENTS
DEPARTMENT OF TRANSPORT	Construction costs including Preparation and Supervision Costs		£1,000,000	-	
	Land and Compensation Costs		£100,000	-	
	TOTAL COSTS		£1,100,000	-	

APPENDIX B
NON TECHNICAL SUMMARY

**A343 ANDOVER ROAD
AND JUNCTIONS**

**ENVIRONMENTAL
STATEMENT**

**Non Technical Summary
September 1991**

NON-TECHNICAL SUMMARY

The Existing Situation

The A34 Trunk Road forms an important north-south link between the port of Southampton and the Midlands. The present road skirts the eastern edge of the town centre and is subject to increasing levels of traffic which has led to congestion within the urban area.

Proposals for a new bypass to the west of Newbury were published in 1987 and became the subject of a public inquiry in the second half of 1988. Following careful consideration of the Inspector's report, the Secretaries of State for Transport and the Environment decided to proceed with the Department's proposals for the Western Bypass with certain modifications.

The main line order and the majority of the other orders containing the proposals were made in June 1991, with the exception of the Andover Road junction where a draft proposal has now been published, as detailed below.

The A343, one of Hampshire's County primary roads, provides a link between the important centres of Andover and Newbury and crosses the line of the Bypass some two miles south west of Newbury. The design of the Andover Road junction is broadly in line with proposals put forward by Hampshire County Council at the 1988 Public Inquiry. These proposals show the Andover Road diverted nearer to an area of conservation interest (see Figure B1) but further away from existing properties.

The Scheme

The proposals are that the Andover Road (A343) will be realigned over a length of just under one kilometre generally towards the north-west. Slip roads will be provided to connect the Bypass with the Andover Road. These will join the Andover Road at a T-junction on the south west side of the Bypass and at a roundabout on the north-east side (see Figure B2).

The new roundabout will be linked to the cul-de-sac formed by the former Andover Road to provide access to the properties fronting that road and a new private access will be provided on the south side of the Bypass to give access to Yew Tree Cottage and adjoining land from the realigned road.

The new Bypass which follows the line of the dismantled railway embankment will be carried over the realigned Andover Road. The realignment enables the road to be lowered by 2-3 metres below ground level enabling the Bypass to be correspondingly lowered.

Benefits of the Scheme

The lowering of the A343 and consequent lowering of the Bypass will reduce visual intrusion and spread of noise generally.

The realignment of the A343 away from the properties fronting Andover Road will reduce visual intrusion and noise effects on these properties.

The proposed bridge under the bypass will be constructed clear of existing traffic reducing the need for traffic control measures and consequential traffic delays during construction.

The new proposal will allow for significant areas of earthwork mounding and contouring and with sympathetic planting will minimise intrusion to the surrounding landscape.

The alignment of the A343 will be improved, and the existing visibility difficulties removed. The inclusion of the roundabout junction will also slow the speed of traffic enhancing road safety close to the properties fronting the Andover Road.

Impact of the Scheme

One farm, Woodedge Farm, would be significantly affected by the proposals. It would lose most of its grazing land and its main group of farm buildings, which would be matters for compensation.

Although the new roads and structure forming the interchange will be visible across the open country to the north west of the disused railway, the new section of the A343 will be partly in cutting and mounding, contouring and extensive planting will mitigate against visual intrusion.

To the south of the Bypass the realigned Andover Road would affect an open field and watercourse owned by the National Trust. The field is presently used for grazing by a tenant farmer. The nature reserve, known as The Chase, will be subject to some slight increase in noise and visual intrusion due to the re-alignment of the Andover Road. The Chase consists of woodlands managed by the Hampshire Wildlife Trust and contains a pond and stream frequented by birds such as the Kingfisher, Grey Wagtail and Crossbill. The public are provided with limited access.

Yew Tree Cottage will have intrusion from the A343 removed from the front of the property but there would be an increase in noise and visual intrusion to the rear of the property.

To the south and west of the proposed bypass the scheme lies within the North Wessex Downs Area of Outstanding Natural Beauty and to the north and east within an Area of Particular Landscape Interest designated by Hampshire CC.

Mitigation Measures

The re-alignment of the A343 offers possibilities for landscaping works to screen properties along the Andover Road. Extensive earthworks including mounding and contouring are proposed.

In order to ameliorate the visual effects of the junction, intermittent planting and dense planting will take place to integrate the proposed junction into the existing woodland setting.

To prevent deer and badgers straying onto the new roads adequate fencing will be provided.

The Proposed Scheme

The proposed scheme is a result of revisions and improvements proposed at the public inquiry in 1988.

It improves the alignment and visibility of the A343, it reduces the intrusion of the junction for the majority of residential properties in the area, and it takes into consideration the increased traffic growth predicted in the new National Road Traffic Forecasts of 1989.

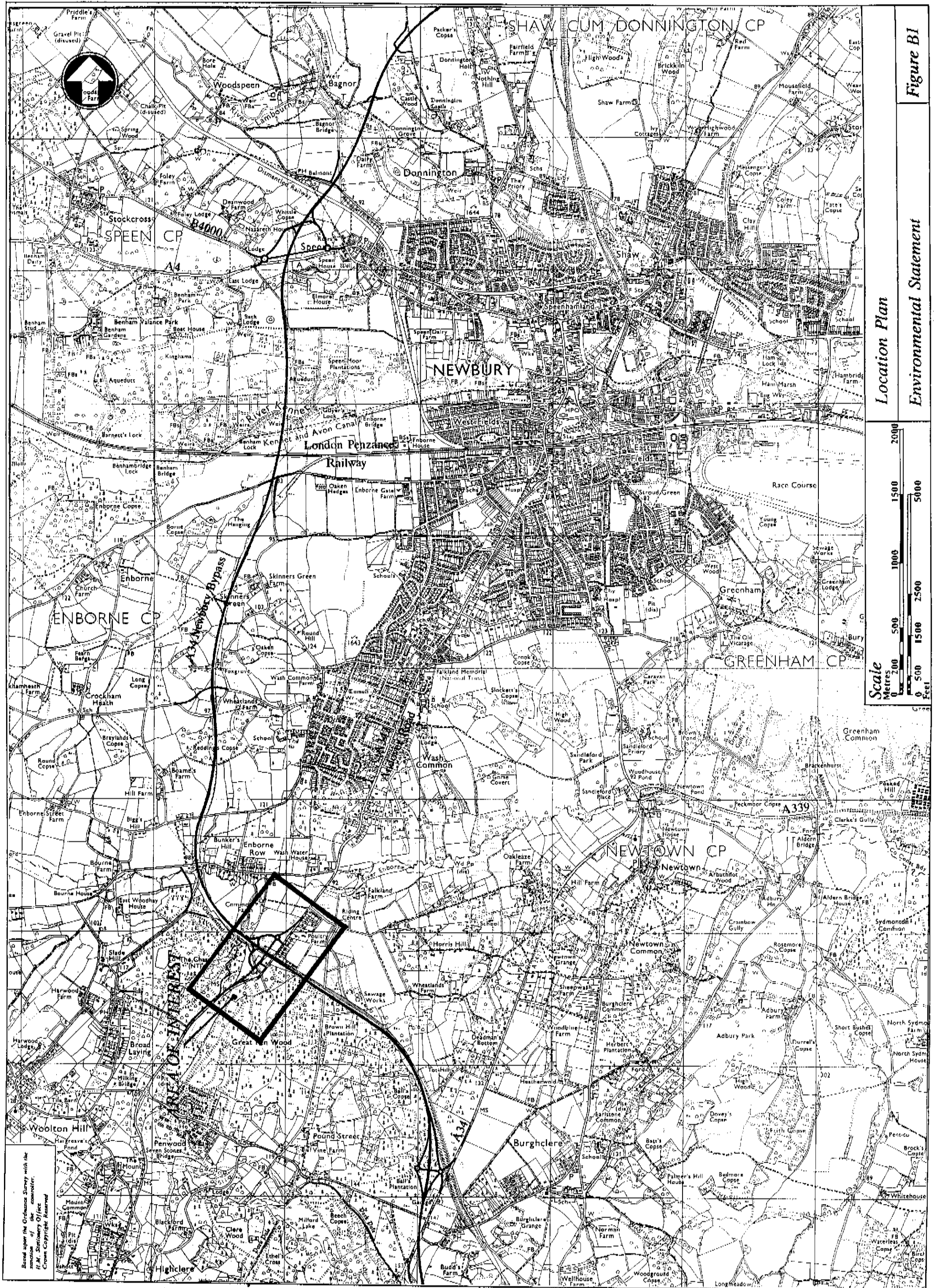
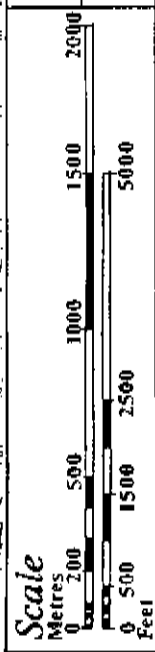
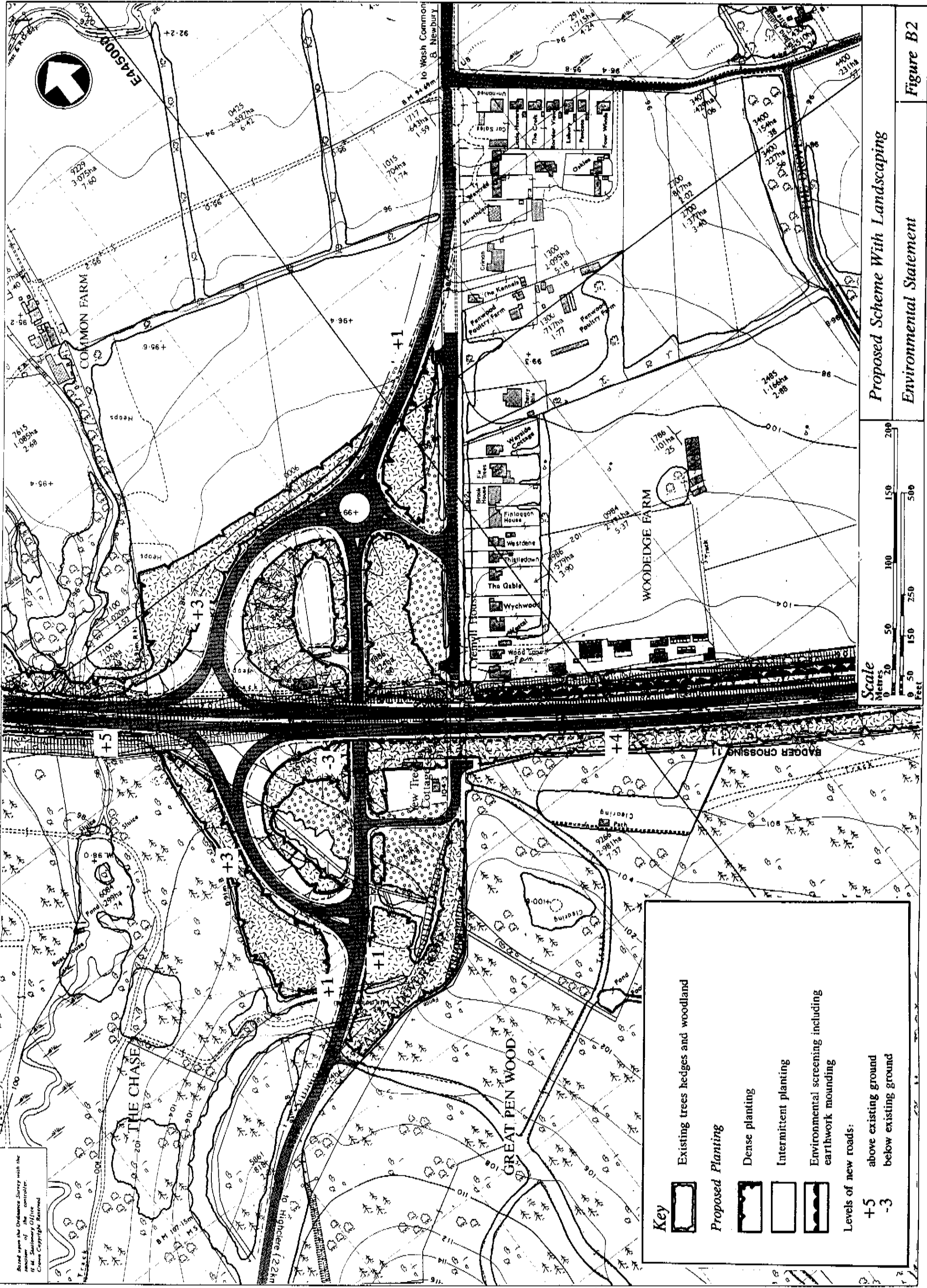


Figure B1

Location Plan
Environmental Statement



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Key

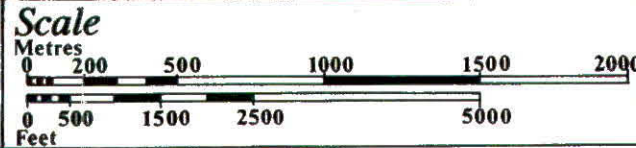
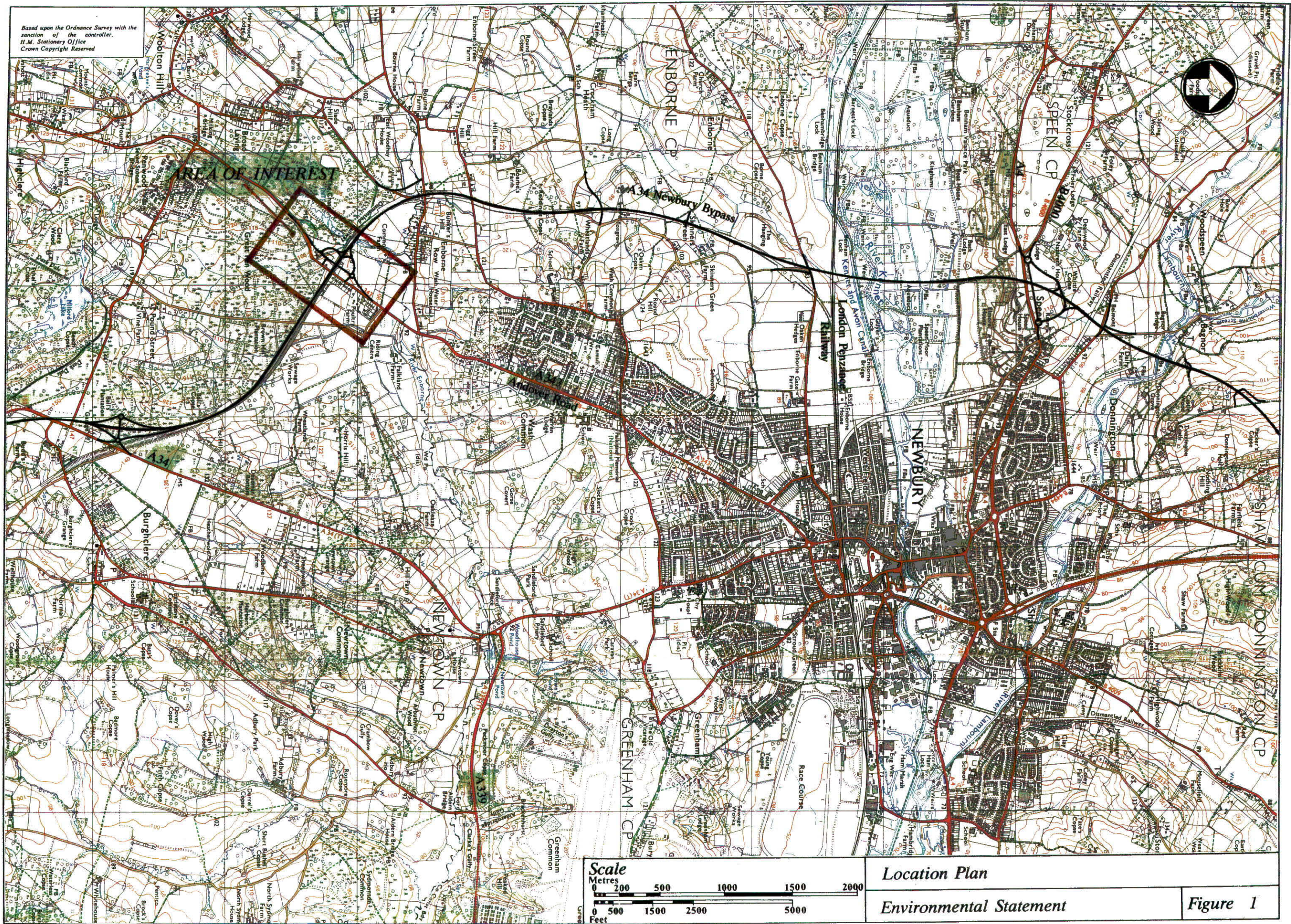
- Existing trees hedges and woodland
- Proposed Planting**
- Dense planting
- Intermittent planting
- Environmental screening including earthwork mounding
- Levels of new roads:**
- +5 above existing ground
- 3 below existing ground

Proposed Scheme With Landscaping

Environmental Statement

Figure B2

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Location Plan
Environmental Statement

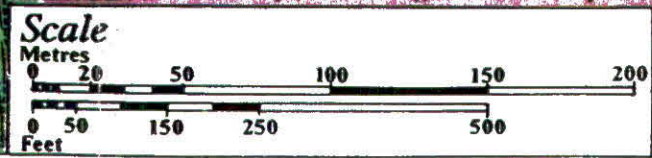
Figure 1

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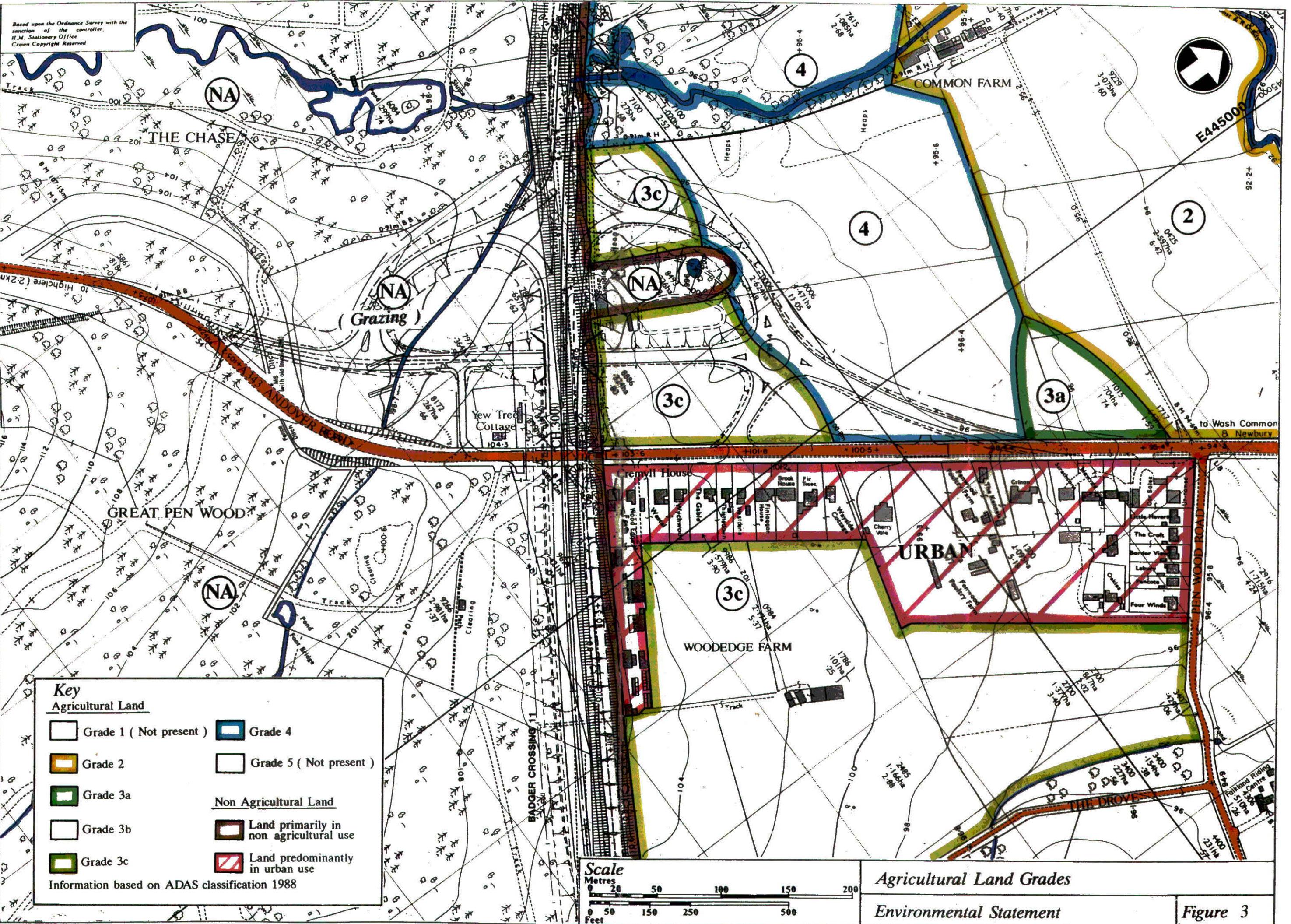
Key

- Area of particular landscape interest
- Area of outstanding natural beauty
- Nature reserve (The Chase)
- Public footpath



Planning Areas & Public Rights Of Way

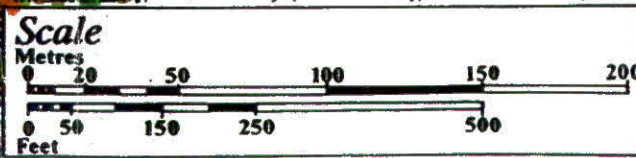
Environmental Statement *Figure 2*



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Key	
	Existing trees, hedges and woodland
	Intermittent planting
	Dense planting
	Hedge row planting
	Contouring
	Grass seeding
	Breakout existing road topsoil and seed
+5	Levels of new roads above existing ground
-3	Levels of new roads below existing ground



Proposed Scheme With Landscaping

Environmental Statement

Figure 4