

Department of Transport South West Nets of Management Division

A36
Codford
to
Heytesbury
Improvement

Environmental Statement

June 1993

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Wiltshire Civil Engineering Design

Wiltshire

PLANNING & PLOTINAYS

DEPARTMENT OF TRANSPORT SOUTH WEST NETWORK MANAGEMENT DIVISION

A36 Codford to Heytesbury Improvement

ENVIRONMENTAL STATEMENT

June 1993

Volume 1

WILTSHIRE COUNTY COUNCIL

DEPARTMENT OF PLANNING & HIGHWAYS

WILTSHIRE CIVIL ENGINEERING DESIGN

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1.0 INTRODUCTION (SEE FIGURE 1)

- 1.1 The Codford to Heytesbury Improvement forms part of the A36 Trunk Road between Southampton and Bath providing an important link between the M27 and M4 Motorways. The National Roads Programme includes a number of improvement schemes on this route of which the Codford to Heytesbury Improvement is an essential component.
- 1.2 The estimated cost of the 3.70 kilometre long dual carriageway Improvement is £8.6m. Subject to the continuing availability of funds and satisfactory progress through statutory procedures, the scheme is programmed to open to traffic in mid 1996.
- 1.3 This Environmental Statement is published in accordance with Section 105A of the Highways Act 1980 as amended by the Highways (Assessment of Environmental Effects) Regulations 1988, such amendment being in compliance with EC Directive 85/337/EEC.
- The purpose of the Environmental Statement is to identify the effects of the Published Scheme on the environment and describe the measures taken to reduce these effects. It is published at the same time as the draft highway orders for the scheme and it therefore gives the public and statutory environmental bodies an opportunity to express an opinion on the Published Scheme before the orders are made.
- The Environment Statement is divided into three parts. Volume 1 summarises the effects of the Published Scheme on the environment and identifies the measures taken to reduce those effects. Volume 2 contains the summary reports on the Archaeological Assessment and the Ecological Appraisal carried out for the scheme. The third part consists of a non-technical summary briefly summarising the effects of the Published Scheme on the environment in non-

technical language (a copy of the non-technical summary is also included in Volume 1).

The non-technical summary is available separately, free of charge, from the Department of Transport, South West Network Management Division, Tollgate House, Houlton Street, Bristol, BS2 9DJ. Copies of Volumes 1 and 2 of the document may be purchased from the same office or inspected at the addresses listed in Appendix A. Comments on these documents should be sent to:

The Department of Transport,
South West Network Management Division,
Room 401, Tollgate House,
Houlton Street,
Bristol, BS2 9DJ.

by 15th October 1993.

2.0 THE EXISTING A36 AND ITS SURROUNDING AREA

2.1 Regional Context (Figure 1)

- 2.1.1 The A36 is the West of Southampton to Bath Trunk Road. It leaves the M27 to the west of Southampton and runs as far as Bath, from where it leads on to Bristol and M4/M5 motorways.
- Directly feeding the major port of Southampton, and providing links to the port of Bristol, the A36 is an important route for industry attracting a high proportion of heavy lorries, often in excess of 20 per cent of the total traffic flow. For much of its length the A36 is a poorly aligned, narrow, substandard single carriageway road, unable to cope satisfactorily with the traffic using it.
- 2.1.3 With many schemes already completed and further schemes included in the National Roads Programme the A36 route is being progressively improved over its entire length.
- The Codford to Heytesbury Improvement is an integral part of this improvement strategy and if constructed would remove some 90% of traffic at present passing along the existing substandard route through Upton Folly. In addition, it would link the single carriageway Codford Bypass completed in August 1990, with the single carriageway Heytesbury Bypass which was completed in December 1986.

2.2 <u>Planning Policies</u>

2.2.1 Western Wiltshire Structure Plan

Strategic planning policies for this area are contained in the Western Wiltshire Structure Plan. This was last approved by the Secretary of State for the Environment in April 1993, incorporating Alterations No. 1 and No. 2.

- Approved Structure Plan Policy T1A includes the A36 Codford to Heytesbury Improvement as a proposal for construction. The greater part of the proposed road improvement lies within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty. Only the Heytesbury end of the scheme to the north of the B390 junction is outside the AONB but this section still falls within an area designated in the Structure Plan as part of the 'Salisbury Plain Special Landscape Area'.
- 2.2.3 The proposal lies within an area defined in the Structure Plan as an 'Area of Important Archaeological Landscape' which covers much of southern Wiltshire.
- 2.2.4 The proposal would also involve development on land that runs close to an 'Area of High Ecological Value' bordering the River Wylye.

2.2.5 Landscape Local Plan

Local planning policies for the area are contained in the County Council's Landscape Local Plan, adopted in July 1986. This provides detailed identification of areas worthy of special protection. The Landscape Local Plan defines the locations of Special Landscape Areas; Areas of High Ecological Value and Areas of Special Archaeological Significance (the latter being areas of particular interest within the Areas of Important Archaeological Landscape identified in the Structure Plan).

The areas of Special Archaeological Significance affected by the proposals are:-

- (a) Area 26, Salisbury Plain Training Area
- (b) Area 29, Wylye Valley

2,2.6 West Wiltshire District Plan

West Wiltshire is centred on the five towns of Bradford on Avon, Melksham, Trowbridge, Warminster and Westbury.

The study area for the scheme lies in the southern part of the District entirely within West Wiltshire; the southern boundary of the District lying approximately 5 km due south of Upton Lovell.

A District wide draft local plan was placed on deposit in February 1993 incorporating land use policies from the Wiltshire Landscape Local Plan (1986) and policies in this plan will eventually replace those in the Landscape Local Plan.

2.3 Topography

This section of the A36 runs along the north-eastern slopes of the River Wylye Valley which itself falls from north west to south east. The base of the valley is a broad plain (88m AOD) approximately 500m wide bounded on both sides by strongly inclined valley slopes, which rise at an average angle of 7-80 to a height of about 170m AOD. Locally the slopes steepen to as much as 15-200.

The valley sides are incised by dry valleys running north south, two of which lie along the proposed route; an unnamed dry valley between Knook Camp and West Farm at the northern end of the route and Well Bottom to the south. These dry valleys are separated by Knook Horse Hill.

The River Wylye flows to the south east past two small settlements, Knook Village and Upton Lovell, which lie immediately to the south of the existing A36.

2.4 <u>Land Use</u>

2.4.1 The land adjacent to the A36 is used predominantly for arable and dairy farming. Close to the road there are also two substantial areas of woodland. The first forms part of the grounds of Heytesbury House and the second is located on the lower slopes of Knook Horse Hill and is known as Guernsey Belt. There is no industry in the immediate area but there are commercial activities arising from the presence of a small market garden, a 'Happy Eater', a Transport Cafe and the White Horse Trekking Centre. In addition there is a military training camp at Knook located astride the B390 to Chitterne.

2.5 Landscape

2.5.1 General

Desk studies and field surveys were carried out to make an assessment of the landscape character, quality and capacity for change.

The road corridor skirts the south western scarp of Salisbury Plain and the north eastern edge of the Wylye valley between Codford St. Mary and Heytesbury. Two small settlements at Upton Lovell and Knook lie just south of the existing A36 and some scattered properties front onto the existing Trunk Road.

Between Codford and Heytesbury the road corridor lies roughly at the interface of the chalk escarpment and the alluvium and river gravels of the Wylye valley. The soils reflect the sub-strata, and so they vary from relatively thin soils over the chalk to the deeper loams associated with the alluvium.

Land-use is predominantly agricultural, consisting of mixed arable and pasture. Some woodland cover occurs on the scarp at Heytesbury Plantation, Guernsey Belt and at a small derelict quarry east of West Farm.

With the exception of a small section at the Heytesbury end of the scheme, which is contained within the Salisbury Plain Special Landscape Area, the road corridor lies within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty.

Although there are no Sites of Special Scientific Interest within the corridor, the band of interest runs through a Site of Nature Conservation Interest as defined by Devizes Biological Records Centre.

2.5.2 Vegetation

For the most part, the woody vegetation of the scarp is concentrated in plantations, forming positive blocks in the landscape particularly when viewed from across the valley. Of the two major plantations in the band of interest, Heytesbury Plantation is a mixed deciduous woodland; Guernsey Belt is a stand of beech with some spruce additions. Both plantations are of variable quality with regards to their plant material but they form significant visual features in the landscape of the band of interest. Beyond the existing road edge, hedges are few, although the greenway passing north east of Upton Folly appears as a significant green finger rising up the scarp. The low vegetation cover is dominated by pasture or arable crops at various stages.

In comparison to the scarp, the river valley vegetation appears more lush even though many hedges have been lost to increase field sizes. The main woody vegetation is principally associated with the settlements and the river course. The trees and shrubs of the valley are mainly deciduous with much willow, poplar and alder. Hedges are mixed with a predominance of thom. Low vegetation cover is mainly pasture but with some large arable fields.

2.5.3 Landscape Character

The existing road largely defines the boundary between two different character zones; to the north east, the slopes of the scarp; to the south west, the relatively flat floor of the river valley. The scarp slope is broken by a dry combe at Knook and another north east of Upton Folly, leaving Knook Horse Hill projecting out to hang over the river valley. The fields tend to be large, although the scale is diminished visually by the short horizons caused by the rising ground. However, this varies, for where the scarp is opened up by the dry valleys, a relatively spacious feeling is created by the large field system being more readily apparent. The plantations tend to punctuate the landscape

statement rather than produce a feeling of enclosure except for where the trees and hedges skirt the edge of the existing road. A sizeable plantation on the hillside north east of the Happy Eater forms a strong visual backdrop to the dry valley.

The valley floor also has a considerable area of large field layout divided by fences. To the east of Upton Lovell, this arrangement produces quite a spacious feeling because of the lack of vertical features. The environs of both Upton Lovell and Knook, with their properties, gardens and small, hedge bounded local fields, contrast quite sharply with the more open agricultural land of the surrounding valley landscape. This intimate character is, to a large extent, protected by buildings, trees and hedges.

For the most part the landscape is attractive, with the River Wylye valley being an important feature in the AONB. Agricultural improvements and some of the development, for example in the vicinity of the Happy Eater, have caused changes which have affected the visual character of the area but the quality remains generally good. Change has introduced a more variable scale to both the scarp and valley landscapes. Loss of the intimacy has to some extent increased the area's capacity to absorb a development such as a dualling improvement largely within the existing road corridor, provided care is taken with the alignment and detailed design. However, any development extending further up the scarp or onto the valley floor would have a damaging effect because of the introduction of new disturbance.

2.5.4 Cultural Associations

Cultural and artistic associations appear to be limited to literary connections. Heytesbury House was once the home of the First World War poet Siegfried Sassoon. Settlements along the River Wylye were extensively visited and referred to by Cobbet in his "Rural Rides." The road corridor affects neither

Heytesbury House nor the Wylye settlements directly nor will it change the character of the part of the valley most directly associated with Cobbet.

2.6 Existing A36 (See Figures 2a, 2b 2c & 2d)

- 2.6.1 The 3.7 kilometres of existing A36 to be improved is a single carriageway varying in width between 6.1 and 11.0 metres. During an average 12 hour October Thursday in 1990, it carried some 10,800 vehicles, of which about 25%, approximately 2,700, were commercial vehicles.
- 2.6.2 From the south eastern end of the single carriageway Heytesbury Bypass, the A36(T) has a very poor vertical alignment and the Trunk Road rises quickly to the peak of a crest at its junction with the B390 and then falls again rapidly.
- 2.6.3 From this point onwards the A36 is generally narrow with no flat verges and banks and hedges abut the road edges.
- 2.6.4 The horizontal alignment is twisting at Knook, but reasonably straight otherwise. The vertical alignment is poor in several locations. The combined effect of these circumstances is to give the motorist limited forward visibility and very few safe opportunities for overtaking throughout the whole length under consideration.
- 2.6.5 At the south eastern end the route rejoins the single carriageway Codford Bypass.
- 2.6.6 From a point west of the unclassified road to Knook to a point west of Station Road, a distance of some 2.5 kilometres, the route is subject to a speed limit of 50 mph. The remainder of the route is subject to a national speed limits of 60 mph. No street lighting is provided throughout the whole length under consideration.

- 2.6.7 There are short lengths of footway on the north east side of the Trunk Road either side of the B390 junction to Chitterne; on the south west side of the Trunk Road at Upton Folly and either side of the Trunk Road at the end of the Codford Bypass.
- 2.6.8 There are four junctions on the length of the A36 under consideration, one with the B390 to Chitterne which provides an east-west link between the A36 and the A303 and three with minor roads leading to Knook, Upton Lovell and Boyton. The Upton Lovell junction is in effect a crossroads, with the northern arm being a local byway, used mainly by farm traffic but with general vehicular rights of way.
- Accident data for the five year period from 1987 show that the road has a poor record. It is noticeable that most accidents occurred in clusters at the B390 and Upton Lovell junctions where there is very poor visibility; at the Happy Eater/Transport Cafe site where there are frequent turning movements, and at Knook where the road alignment is tortuous.

2.7 Settlements

- 2.7.1 The length of the A36 under consideration extends between the villages of Heytesbury (population approximately 670) in the north west and the village of Codford (population approximately 690) in the south east.
- 2.7.2 Between the two villages the A36 is rural in character. To the north east of Heytesbury is situated a military training camp and to the south east lies the hamlet of Knook (population approximately 50).

- Approximately midway between Heytesbury and Codford a small number of houses have frontages directly onto the Trunk Road at Upton Folly and suffer the environmental disadvantages of dirt, pollution, noise, vibration, visual intrusion and severance.
- 2.7.4 To the south of the Trunk Road at Upton Folly is situated the village of Upton Lovell (population approximately 150).
- 2.7.5 On the outskirts of Codford are situated a small group of residential properties, a pony trekking centre, a 'Happy Eater Cafe', a transport cafe and a small market garden.

2.8 Heritage and Archaeology

- 2.8.1 The whole of the scheme area is defined in the County Council's Structure Plan as an Area of Important Archaeological Landscape. The designation recognises the fact that the adjacent Salisbury Plain Area is rich in archaeology with many scheduled ancient monuments and perhaps the greatest concentration of pre-historic and Romano-British sites in Britain.
- 2.8.2 Heytesbury House, its stables and coach house are all separately listed as Grade II listed buildings. West Farm is also a Grade II listed building and in addition there are several cast iron milestone and boundary posts designated as Grade II listed features adjacent to the existing Trunk Road.
- 2.8.3 The area does not contain any Scheduled Ancient Monuments but in the light of the area's potential richness in archaeological remains, a detailed archaeological assessment (see Volume 2) has been carried out.

- Earthworks marking the site of a shrunken settlement were known to exist to the east of the unclassified road to Knook immediately adjacent to the existing Trunk Road (Archaeological Report Volume 2 Reference A36.4). The archaeological investigation has revealed the presence of other earthworks extending a further two hundred metres west of the unclassified road to Knook (Archaeological Report Reference A36.3).
- 2.8.5 The archaeological investigation has also drawn attention to the area between Bagbury Road and Station Road which forms the mouth of a dry valley where material which has been washed down from higher ground to the north has collected over very long periods. The depths of material which have been deposited are substantial and may contain a long a detailed palaeoenvironmental sequence, which would be of considerable local significance (Archaeological Report Reference A36.8).
- 2.8.6 On the south side of the existing A36 below Knook House Hill a trench was excavated which revealed the presence of a prehistoric lynchet, a shallow colluvial sequence and a possible truncated land surface (Archaeological Report Reference A36.5).
- 2.8.7 Four further areas with limited archaeological potential have also been identified:-
 - (a) An undated ditch in the grounds of Heytesbury House (Archaeological Report Reference A36.1);
 - (b) An undated narrow ditch of probable prehistoric date located in the field south of the existing A36 to the south east of Knook Camp (Archaeological Report Reference A36.2).

- (c) A test pit located near Guernsey Belt providing seven worked flints (Archaeological Report Reference A36.6).
- (d) Two adjacent test pits located near Upton Folly providing seventeen worked flints (Archaeological Report Reference A36.7).
- 2.8.8 The detailed report of the archaeological appraisal forms part of Volume 2 of this Environmental Statement.

2.9 Geology

- 2.9.1 The geology outcropping in the area is predominantly Upper Cretaceous overlain in place by superficial deposits of Quaternary age.
- 2.9.2 The stratagraphic sequence underlying the route is Lower Chalk overlain by Middle Chalk with Upper Chalk capping the higher ground to the north. The Lower Chalk comprises grey marly chalk with a few thin marls interbedded with hard marly limestones in its lower part. Both the base and top of the Middle Chalk are marked by hard nodular chalk beds, the Melbourne Rock and Chalk Rock respectively. The majority of the Middle Chalk comprises less hard chalk becoming massive white firm chalk with thin marl seams. The Upper Chalk comprises homogenous massively bedded chalk with nodular flints throughout.
- 2.9.3 Superficial deposits in the area are:-
 - Head (comprising compact deposits of soliflucted chalk derived material with broken flints and some loessial drift and clay with flints) which mantles the lower hill slopes and valley bottoms;

- b) Colluvium (comprising flintless to slightly flinty loose chalky material) overlaying compact chalky head;
- c) River Terrace deposits (comprising silty clayey flint gravel) found in patches on the floor of the dry valley at Knook;
- d) Alluvium (comprising calcareous soft clays and gravel) on the floor of the River Wylye flood plain;
- e) Clay with flints which directly overlays the chalk on the high ground.
- 2.9.4 The regional dip of the Cretaceous strata is to the east at a shallow angle of 2/3°. Superimposed on this dip is a gentle anticlinal structure plunging ESE along the Wylye Valley. No faults are known to be in the immediate area.

2.10 Hydrology

2.10.1 The main watercourse in the area is the River Wylye which is particularly valued because of the purity of its water and the wealth of associated flora and fauna.

The River Wylye flows south east through the Wylye Valley to Wilton where it joins the Nadder.

With the exception of the River Wylye no flowing or standing surface water is normally visible within the scheme area. However, at the western end of the scheme is a winterbourne stream which flows close to Heytesbury House and southwards beneath the existing Trunk Road to join the River Wylye. This stream flows intermittently and there is flow most winters.

2.10.2 The major aquifer in the area is the Chalk due to its broad outcrop and permeability. Wessex Water Authority have sited water abstraction boreholes to extract water from the Chalk and underlying Upper Greensand in the River Wylye Valley and the highway improvement therefore falls within the catchments of two major public water supply sources, Heytesbury to the west and Codford/Ashton Gifford to the east.

2.11 Ecology

- 2.11.1 An Ecological Appraisal was commissioned to assess the impact of the road on the ecology. The detailed report of the appraisal forms part of Volume 2 of this Environmental Statement.
- 2.11.2 The survey included habitat classification, detailed vegetation surveys and faunal investigations of specific groups.
- Consultations were undertaken with local and national nature conservation organisations. These included English Nature (Nature Conservancy Council); Wiltshire Trust for Nature Conservation; Biological Records Centre, Devizes; Wiltshire Recorders for the Botanical Society of the British Isles; Mammal recorder for Wiltshire; the Butterfly Recorder for Wiltshire, and West Wiltshire Badger Group.
- Data gathering on flora and fauna was carried out through a combination of on-site identification during field visits and referral to existing records held by Biological Records Centre, Devizes; Wiltshire Trust for Nature Conservation; English Nature and the Botanical Society of the British Isles Recorder for South Wiltshire.

- 2.11.5 These consultations and field investigations revealed that there were nationally important habitats and species that could be affected by the road improvement proposals.
- 2.11.6 The Salisbury Area River system in particular of which the valley of the River Wylye is part, is considered to be of international significance because of the purity of the water and the wealth of flora and fauna associated with the chalk streams.
- 2.11.7 The other habitat of major interest is the unimproved chalk downland forming the lower western facing slopes of Knook Horse Hill. This area is traditionally farmed by means of grazing cattle or sheep and supports very short turf and highly diverse plant species, distinctive of Southern English Chalk downlands. It has a rich diversity of chalkland plant species, including:
 - a) Carex humilis (dwarf sedge) a nationally rare sedge which was observed during the field visits in September 1990 but not during the subsequent visits in May and June 1991.
 - b) Gentianella angelica (Early Gentian) currently considered as rare or threatened on a continental scale which has been recorded by English Nature from Knook Horse Hill but was not located during the current surveys.
 - c) Orobanche elatior (Tall Broomrape) an extremely localised plant to the chalk and limestone areas of Wiltshire was found in June 1991.
 - d) Polygala calcarea (Chalk Milkwort) a nationally restricted plant associated with southern chalk and limestone was recorded in June 1991.

- e) Thesium humifusium (Bastard Toadflax) grows in Wiltshire, Hampshire and Dorset and was recorded in June 1991.
- 2.11.8 This type of unimproved chalk downland supports large numbers of Horseshoe Vetch which is an important foodplant for two butterfly species which have nationally restricted distributions. These are Lysandra bellargus (Adonis Blue) and Lysandra coridon (Chalk Hill Blue). Survey work during 1991 confirmed the presence of Adonis Blue but not the later breeding Chalk Hill Blue.
- Other areas of particular ecological interest which were identified in the Ecological Report include the chalk cutting slope formed as part of a road improvement to the B390 Junction and which is now being colonised by herb species and Guernsey Belt which, although of secondary nature as woodland, contains large numbers of rabbits and some evidence of badgers.
- 2.11.10 Badger activity is evident throughout the scheme and it would therefore be necessary to carry out further surveys immediately prior to construction of the road in order to finalise detailed proposals for dealing with their presence. Evidence was also noted of the presence of foxes, rabbits and deer.
- 2.11.11 In summary, the main areas of ecological interest are:the River Wylye; the unimproved chalk downland on Knook Horse Hill; the
 chalk cutting slope at the B390 Junction and the presence of badgers
 throughout the scheme.

2.12 Air Quality

Calculations have been carried out, based on the methods set out in the Manual of Environmental Appraisal (MEA), to provide a guide to the existing levels of air pollution from road traffic.

The MEA suggests that an air pollution problem from road traffic could exist if the 8 hour average concentration of carbon monoxide exceeds 9 parts per million (ppm) more than once a year. If the peak hour level is more than 4 ppm then the 9 ppm could be exceeded in an 8 hour period.

Calculations show that levels of carbon monoxide at roadside properties at Upton Folly will reach 2.0 ppm by 1996 (the year in which the proposed road improvement would open to traffic) and 2.9 ppm by 2011 (15 years after the proposed opening year).

2.13 Noise

A limited number of properties have frontages directly onto the Trunk Road. The closest are those situated at Upton Folly which consequently suffer from the highest existing noise levels.

Calculations have been carried out in accordance with procedures described in the publication entitled 'Calculation of Road Traffic Noise' to predict noise levels from traffic using the Trunk Road in the year 1996 (the year in which the proposed road improvement would open to traffic) and the year 2011 (15 years after the proposed opening year). No allowance has been made in the calculations for the effects of texture depth of the road surface. The predicted noise levels for these properties will be approximately 77 dB(A) L10 18-hour in 1996 and approximately 79 dB(A) L10 18-hour in 2011.

The noise levels may be compared with the noise level of 55 dB(A) L10 18-hour derived from a National Survey and quoted in the MEA as the national median level of noise experienced by people outside their homes.

3.0 THE PUBLISHED SCHEME

3.1 General (See Figures 3a, 3b, 3c & 3d)

The published scheme comprises a dual two lane all purpose road 3.7 kilometres in length replacing the existing A36 between Heytesbury and Codford. The road consists of two 7.3 metre wide carriageways with generally a 4.5 metre wide central reserve and 3.5 metre wide verges. A 1.0 metre wide hardstrip will be provided within the central reserve and the verges adjacent to the carriageway. There will be widening where necessary to provide adequate sightlines resulting in the central reserve and verge widths increasing to a maximum of 8.1 and 12.0 metres respectively. There will be no gaps in the central reserve thereby preventing any right turn manoeuvres across the new road. Side roads crossing the new dual carriageway will be carried over via new bridges. Where practical rights of way will be diverted to these bridges. Safety fencing will be provided throughout the central reserve; on high embankments and at obstructions such as at bridge abutments and piers; and at large signs. It is not proposed to use road lighting.

3.2 The Main Alignment And Junctions

3.2.1 The route starts in front of Heytesbury House and immediately departs the line of the existing road to cut through the higher ground just to the north through a cutting of up to 14 metres depth. Construction of this cutting would require the removal of approximately 7,300 square metres of woodland from Heytesbury Plantation. Formation of the cutting would also remove the existing cutting slope identified in the ecological survey as being of local ecological value.

- 3.2.2 The existing B390 Chitterne Road junction would be closed and a new grade separated junction would be formed between Knook Camp and West Farm to include a bridge over the new dual carriageway. Two way sliproads would allow east and west bound traffic to join and leave the Trunk Road. Connections from the side roads would be provided to West Farm, Knook Village and the old A36 Trunk Road to Upton Folly. A new side road would be constructed from the bridge over the dual carriageway to connect back into the B390 north of Knook Camp. This new road would be approximately 900 metres long and it would be built as a 7.3 metre wide single carriageway. Its construction would allow the old length of the B390 through Knook Camp to be closed as a public highway and reclassified as a private access to the adjacent farmland and the military camp (pedestrian rights of way would be retained at the southern end of the B390 to maintain public access to the existing rights of way network).
- 3.2.3 Beyond this junction the route would continue on the south side of the existing Trunk Road, crossing the unclassified road to Knook Village and climbing on a low embankment to recross the existing Trunk Road at Knook Horse Hill. A farm underpass would be provided at this location to reduce farm severance; to assist in the safe movement of animals and vehicles; and to act as a public right of way.
- 3.2.4 The route would pass through a cutting up to 14 metres deep through Knook Horse Hill affecting approximately 500 square metres of unimproved grassland and approximately 4,250 square metres of woodland in Guernsey Belt. The route would continue on the north side of Guernsey Belt falling in cutting on a long gentle gradient to pass to the north of Upton Folly and eventually crossing the existing Trunk Road before 'The Happy Eater'. A bridge would be provided over the new Trunk Road at Upton Folly to reduce farm severance and to allow users of the farm access and public right of way to cross the new Trunk Road safely.

- A second junction would be formed to the west of 'The Happy Eater' including a bridge over the new Trunk Road and allowing for connections to Station Road, Upton Folly and 'The Happy Eater'/Hillside Cafe/Garden Centre/White Horse Trekking Centre complex. The improvement would terminate at the western end of Codford Bypass.
- 3.2.6 Amenity laybys would be provided on the Trunk Road 200 metres east of Upton Folly for eastbound motorists and 300 metres west of Upton Folly for westbound motorists.
- 3.2.7 For safety reasons there would be no private accesses onto the dual carriageway; access to the new Trunk Road would be available via the local road network and the two new junctions at Knook and 'The Happy Eater'.

3.3 Structures

Along the route there would be four major structures which would be constructed in reinforced concrete. The structures would consist of 3 overbridges and 1 underpass. The overbridges would be located close to Knook, Upton Folly and The Happy Eater. The underpass would be located beneath the new Trunk Road to the east of West Farm.

3.3.2 Knook Overbridge

A two span insitu concrete structure with a 7.3 metre wide carriageway and two 1.5 metre wide footways. The bridge would be 28 metres long with full height abutments and 45° raked back wingwalls. The bridge would be located between Knook Camp and West Farm and would carry the B390 on its new alignment over the new Trunk Road.

3.3.3 Upton Folly Overbridge

A three span overbridge in reinforced concrete with a 4 metre wide carriageway and two 1.5 metre wide footways would carry Byway traffic over the new Trunk Road. There would be a full height abutment at the north end and a bank seat beyond an open spandrel at the south end. The structure would be skewed at an angle of 280 to the main road below and would have a longitudinal fall of about 10%.

3.3.4 Happy Eater Overbridge

A two span insitu concrete structure with a 7.3 metre wide carriageway and two 1.5 metre wide footways. The bridge would be 32 metres long with full height abutments and 45° raked back wingwalls. The bridge would be located to the west of the Happy Eater and would carry a minor road over the new Trunk Road to provide access to adjacent properties and to Boyton and Upton Lovell.

3.3.5 West Farm Underpass

Approximately 50 metres east of West Farm a 30 metre long, 4.5 metre wide by 4.25 metre high reinforced concrete underpass would provide a farm underpass and Public Right of Way beneath the new Trunk Road.

3.4 Footpaths And Other Rights of Way

3.4.1 Throughout its length the new Trunk Road intersects a number of public rights of way. It is proposed that these would be retained by diversions or by providing facilities for pedestrians to cross the new Trunk Road. Horse riders would be able to use the three new bridges over the new Trunk Road and the

local road network to gain access to affected rights of way. Details are shown in Figures 3a, 3b, 3c & 3d.

3.5 Traffic (Figure 4)

3.5.1 Figure 4 shows the existing roads that would be likely to experience a substantial reduction in annual average daily traffic flows. The major traffic flow changes relate to the existing A36 through Upton Folly where construction of the bypass would be predicted to lead to a reduction in traffic of over 90% in the year of opening. For the purpose of this evaluation, substantial is taken to be changes of 30% or greater when the 1990 traffic flows are compared with the 1996 high growth forecasts, ie. the earliest possible opening year of the bypass. The traffic figures shown in Figure 4 are based on surveys carried out in 1990 from which predicted traffic flows have been obtained by using the National Roads Traffic Forecasts.

3.6 Road Lighting

3.6.1 It is not intended to provide road lighting in association with the scheme.

4.0 ENVIRONMENTAL EFFECTS

4.1 <u>Landscape Quality</u>

- 4.1.1 The published route together with its earthworks and junctions would be an intrusive development within the Area of Outstanding Natural Beauty (AONB) and the Wiltshire County Council designated Special Landscape Area.
- 4.1.2 In particular it would be a significant intrusion into views from the southern side of the Wylye Valley and the villages of Knook and Upton Lovell.
- 4.1.3 The proposed junction between Knook Camp and West Farm would be locally prominent especially when viewed from Knook Village. Similarly the proposed junction near the Happy Eater Restaurant would be a prominent feature from across the Wylye Valley and from Upton Lovell.
- The proposed Byway overbridge at Upton Folly would be another prominent feature, but would be masked to some extent by the existing development at Upton Folly.
- 4.1.5 Views of the deep cutting at Heytesbury Plantation would be generally hidden by the surrounding topography.
- 4.1.6 The deep cutting into Knook Horse Hill would follow the direction of the contour lines and thus would not present an artificial notch when viewed from across the Valley.

4.2 <u>Visual Impact on Settlements</u>

- 4.2.1 It is estimated that the new road would intrude on the view of some 11 properties at Heytesbury, 23 properties in the vicinity of Knook, 50 properties at Upton Folly and Upton Lovell and 11 properties at the Codford end of the scheme.
- 4.2.2 However, this intrusion would be only slight in respect of some 65 properties and in all cases ground reshaping and planting would reduce the impact.

4.3 Effect On Existing Vegetation

- 4.3.1 The construction of the published route would affect two areas of woodland, an area of unimproved chalk downland, and an area of chalk cutting slope at the B390 Junction.
- 4.3.2 Approximately 0.73 hectares would be taken from the southern end of Heytesbury Plantation.
- 4.3.3 Approximately 0.43 hectares, representing approximately ¼ of the total area, would be taken from the northern side of Guernsey Belt.
- 4.3.4 Both Heytesbury Plantation and Guernsey Belt are described in the Ecological Survey as being of recent origin and containing a limited diversity of species.
- 4.3.5 Approximately 0.15 hectares of additional woodland would be created on the north side of the Trunk Road at Guernsey Belt.
- 4.3.6 Some 0.05 hectare of unimproved chalk downland would be taken from the western slopes of Knook Horse Hill, as would a similar area of scrub.

4.3.7 Approximately 0.23 hectare of chalk cutting slope within the existing highway would be lost from the north side of the Trunk Road at Heytesbury Plantation.

4.4 Nature Conservation - Ecology

- 4.4.1 Paragraph 4.3 lists the main areas of vegetation that would be lost by construction of the proposed road.
- 4.4.2 The area of unimproved chalk downland that would be lost from the lower western slopes of Knook Horse Hill has a rich diversity of chalkland plant species.
- 4.4.3 The area of chalk cutting slope that would be lost at Heytesbury Plantation is improving annually through colonisation by chalk downland species.
- 4.4.4 Badger activity has been recorded adjacent to the published route and construction of the carriageway would affect badger setts.
- 4.4.5 Immediately prior to construction further investigation into badger activity would be necessary and fencing undertaken to ensure the badgers were kept clear of the works.

4.5 <u>Agriculture</u>

- 4.5.1 The agricultural land that would be affected by the scheme is approximately 50% arable and 50% grass land, the grass land being used for dairy farming.
- 4.5.2 Ten holdings would be affected spread throughout the length of the works. Most would lose between approximately 0.05 and 3.5 hectares of land except for Manor Farm at Upton Folly which would lose approximately 7.5 hectares.

4.5.3 The published route closely follows the existing A36 corridor and consequently would not have a major effect on farm boundaries.

The agricultural holdings most affected by severance would be West Farm, land owned by Heytesbury Estate, Manor Farm and Heytesbury House.

West Farm would be affected by the relocation of the B390; Heytesbury Estate and Manor Farm by the realignment of the new Trunk Road and Heytesbury House by the removal of accesses to Heytesbury Plantation.

Where possible, severance affects would be reduced by the provision of new field accesses; access tracks and other accommodation works. In addition the published route has been designed to minimise severance through the provision of overbridges at Knook, Upton Folly and The Happy Eater; through the provision of an underpass at West Farm and through the network of local access roads.

4.6 Heritage and Archaeology

- One Grade II listed building (Heytesbury House) would be slightly closer to the new road, but the distance to Heytesbury House Stables and Coach House, also Grade II, would be unaltered.
 - The proposed route would be approximately 40 metres further away from West Farm (Grade II).
 - Grade II listed boundary posts, outside Guernsey Farm, opposite the Happy

 Eater Restaurant, and a mile post south of the entrance to Hillside Cafe would

 all be further away from the new road.

- 4.6.4 A Grade II listed boundary post outside Bunters would be affected by the works.
- 4.6.5 The proposed route would cross, on a low embankment, the site of earthworks indicating the presence of a shrunken settlement to the east of the unclassified road to Knook (Archaeological Report Reference A36.4). The archaeological investigation revealed the presence of other earthworks extending a further two hundred metres west of the unclassified road which would also be affected by the proposed route (Archaeological Report Reference A36.3).
- 4.6.6 Between Bagbury Road and Station Road, opposite the Happy Eater Restaurant, the new road would cross an area of colluvial deposits believed to contain a long and detailed palaeoenvironmental sequence (Archaeological Report Reference A36.8).
- 4.6.7 On the south side of the existing Knook Horse Hill the scheme would affect an area containing a prehistoric lynchet, a shallow colluvial sequence and a possible truncated land surface (Archaeological Report Reference A36.5).
- 4.6.8 The route would also cross four other areas believed to have limited archaeological potential:-
 - (a) an undated ditch in the grounds of Heytesbury House (Archaeological Report Reference A36.1);
 - (b) an undated narrow ditch of probable prehistoric date located in the field south of the existing A36 to the south east of Knook Camp (Archaeological Report Reference A36.2).
 - (c) a test pit located near Guernsey Belt providing seven worked flints (Archaeological Report Reference A36.6).

(d) two adjacent test pits located near Guernsey Belt providing seventeen worked flints (Archaeological Report Reference A36.7).

4.7 **Hydrology**

- 4.7.1 The whole length of the road improvement would be in a source protection area associated with public water supply resources. Construction of a new road through this area could result in contamination of the ground water and a loss of water to the acquifer.
- 4.7.2 Drainage from the new highway could cause damage to the existing ecology of the area; reduce the purity of the water in the River Wylye and damage the flora and fauna associated with the River Wylye.

4.8 Property

- 4.8.1 No properties would need to be demolished for the proposed route.
- 4.8.2 Some 7 properties would receive an increase in road traffic noise of between 5 & 10 dB(A) from the new road up to the design year of 2011. However, 3 properties would receive a reduction of over 15 dB(A), 1 property would receive 10-15 dB(A) less, 4 properties 5-10 dB(A) less and 6 properties 3-5 dB(A) less.
- 4.8.3 The properties adjacent to the roadside at Upton Folly could expect to receive the most benefit from noise reduction with noise levels falling from a predicted future level of approximately 79 dB(A) L10 18-hour in 2011 if the road improvement is not carried out, to a predicted future level of under 55 dB(A) L10 18-hour if the improvement is carried out.

- 4.8.4 There are 29 houses within 100 metres of the proposed works and all would experience some disruption during construction of the new road, which is expected to take 18 months.
- 4.8.5 The works would cause visual intrusion to some 95 properties, however, this would be only slight in respect of 65 properties.

4.9 Air Quality

- 4.9.1 From the Manual of Environmental Appraisal (MEA) it is suggested that an air pollution problem from road traffic could exist if the 8 hour average concentration of carbon monoxide exceeds 9 ppm (parts per million) more than once a year. If the peak hour level is more than 4 ppm then the 9 ppm could be exceeded in an 8 hour period and an Air Quality Report could be needed.
- 4.9.2 Calculations based on MEA indicate that the peak hour level of concentration of carbon monoxide at properties near the proposed road would be unlikely to exceed 1 ppm.
- 4.9.3 Calculations show that roadside properties at Upton Folly will experience levels of carbon monixide concentration during peak hour periods of approximately 2.9 ppm by the year 2011 if the road improvement is not constructed. These levels are predicted to fall to under 0.5 ppm however if the new road is constructed.

4.10 Accesses

4.10.1 Direct access onto the new dual carriageway would be restricted to the two grade separated junctions at Knook and the Happy Eater Restaurant.

- 4.10.2 Access to the Trunk Road would be available via the local road network and the interchanges mentioned in 4.10.1.
- 4.10.3 The access from Knook Camp onto the A36 would be closed and a new access constructed onto the diverted B390.

4.11 Footpaths and Other Rights of Way

- 4.11.1 Five footpaths and other rights of way connect with the existing A36 over the length to be improved.
- 4.11.2 One footpath would be unaffected by the published route and would remain connected to a bypassed length of the old road.
- 4.11.3 In other instances short diversions would be necessary to connect these rights of way to the local road network.

4.12 Cyclists

4.12.1 Amenity and safety for cyclists would be improved by the extension of the local road network which would provide a more lightly trafficked and quieter alternative to the new Trunk Road.

4.13 Construction

4.13.1 Construction of the new road is likely to take 18 months. During this period material would be excavated and moved around the site as required particularly during the formation of earthworks, i.e. embankments and cuttings. It is envisaged that this excavated material would be utilised for construction and landscaping works, e.g. earth shaping and therefore contained on site.

- Approximately 500,000 cubic metres of material would need to be excavated from within the site and deposited in embankments or landscape areas; approximately 58,000 cubic metres of material would need to be imported onto the site as sub-base and surfacing materials; and approximately 3,000 cubic metres of concrete would need to be imported for construction of the structures within the site.
- 4.13.3 These and other construction activities would generate some noise and air pollution, dust etc which could cause nuisance to local residents. Typically the activities of excavation and deposition of earthworks material could give rise to an equivalent continuous noise level of 75 dB(A) at the facade of a property 30 metres away.

4.14 After Construction

After the construction of the new Trunk Road there would also be some positive environmental effects such as the removal of most of the traffic from Upton Folly and to some degree a masking of the Trunk Road traffic by the containment provided by the earth mounding compared to the open nature of some of the existing Trunk Road.

5.0 MEASURES TO REDUCE THE IMPACT OF THE SCHEME

5.1 Highway Layout

- 5.1.1 The proposed route of the Codford to Heytesbury Improvement has been chosen in order to limit adverse effects of the proposed development on residential properties and the environment in general. The horizontal and vertical alignments of the Published Route have been refined to produce what is considered to be the most suitable alignment for the bypass.
- A single route was offered for consideration at Public Consultation in June 1989 (see Chapter 7) and this route was subsequently developed to become the Preferred Route which was announced in 1990. Particular areas where mitigation of effects has influenced the road layout are listed below.
- Between the western end of the scheme and West Farm the horizontal alignment of the scheme has been altered to avoid the demolition of the property called 'Bunters'.
- 5.1.4 The height of embankments at Knook has been minimised to reduce the visual impact on West Farm and Knook Village.
- Over the central section of the route the alignment has been altered to reduce the effect on Guernsey Belt and to give greater clearance to the houses at Upton Folly.
- A near balance of the earthworks cut and fill quantities has been sought in order to avoid a large deficit or surplus which would require transportation of materials to and from the site in heavy lorries along public roads.

5.2 <u>Landscape Effects and Mitigation Measures</u> (See Figures 5a, 5b and 5c)

5.2.1 General

The landscaping proposals involve a combination of earth shaping and planting and form an integral part of the development proposals. The purpose of the landscaping is to reduce the impact of the scheme from both the overall perspective of the broad landscape and in a local sense from the perspective of residential properties and rights of way.

5.2.2 Earth Shaping

- Low earthmounds would be provided alongside the bypass to reduce the noise and visual intrusion arising from the traffic using the new road. The locations of these earthmounds would be of principal benefit to the residential properties at Knook, West Farm, Upton Folly and Upton Lovell. The benefits of these earthmounds would also be apparent in masking long distance views of traffic across the Wylye Valley and in providing some reduction in transmitted noise.
- 5.2.2.2 To reduce the area of landtake and to eliminate otherwise angular changes in land form, some areas where the road would be on embankment would be regraded at a gentle gradient to blend into the adjacent field levels. These areas would then be available to be returned to agriculture.

5.2.3 Planting

5.2.3.1 The majority of the proposed planting would consist of locally occurring native species, thereby integrating the proposals into the adjacent landscape and increasing the attractiveness of the planted areas as a potential habitat for local wildlife.

5.2.3.2 There would be three principal types of planting:

- 1) Hedgerow planting is proposed with intermittent tree groups using species native to the locality. This would be used to tie in to existing hedgerows; to re-establish severed field boundaries and to help assimilate the road into the overall landscape.
- 2) Mass tree and/or shrub planting is proposed to integrate the road into the landscape and to provide screening to the bypass and its junctions where appropriate. Newly planted trees usually reach a height of about 3 metres in 5 to 6 years and about 6 metres in 15 years. Shrubs usually reach a height of about 3 metres within 5 years.
- 3) With the agreement of affected landowners, offsite planting could be considered where it offers opportunities to screen the road from particular viewpoints.

5.2.4 Principal Landscape Proposals

- At the Heytesbury end of the scheme a large new chalk cutting would be formed adjacent to Heytesbury Plantation. It is intended that the cutting slope would be given only a thin covering with topsoil to allow the chalk substrate to colonise naturally with local species. The higher slopes would be planted with chalk loving shrub species.
- 5.2.4.2 The Knook junction would be locally prominent when viewed from surrounding roads and properties. Embankment slopes would be slackened to ease the transition to existing field levels and mass tree and shrub planting would be used to contain the junction and provide screening locally and from across the Wylye Valley. A combination of local ground shaping and planting would be used to help to separate West Farm and the properties at Knook from the dual carriageway. Offsite planting would also benefit West Farm. Ground shaping would be used to soften the edge appearance of the link road from the existing A36 to Knook where it extends onto the valley floor.
- 5.2.4.3 The new chalk cutting which would be formed to the west of Guernsey Belt would provide an opportunity to encourage the spread of existing downland plants from adjacent unimproved areas of chalk downland. This would be encouraged by stripping and storing the existing topsoil and relaying it thinly over the bare chalk exposed in the cutting. The soil can be expected to contain a reservoir of localised downland seed which would then regenerate. In addition downland plants would be encouraged to regenerate by spreading harvested material from the unimproved areas on the adjacent highway cutting slopes.

- The cutting slopes through the western end of Guernsey Belt would provide an opportunity for mass tree planting to replace some of the trees lost through the road construction process.
- The new bridge to be provided at Upton Folly would be locally prominent and the construction of the connecting access track on the north side would remove some of the existing hedgerow. These effects would be reduced by replanting the hedgerow and planting trees and shrubs on the embankment and cutting slopes adjacent to the overbridge. Extensive ground shaping and bunding would be used between the eastern end of Guernsey Belt and the junction at the Happy Eater to contain the dual carriageway in the toe of the scarp. This would screen the view of traffic from the valley and preserve to some degree the image of the scarp rising from the valley floor.
- The 'Happy Eater' junction would be a prominent feature across the Wylye Valley. The movement of traffic on the Trunk Road would be masked by the adjacent side roads which would be on embankment linked to an overbridge. As at the Knook junction, embankment slopes would be slackened to ease the transition to field levels and mass tree and shrub planting would link with existing vegetation and provide screening locally and from across the Wylye Valley. The appearance of the tree surrounded junction would link visually with the plantation backdrop behind the Happy Eater when viewed from the valley floor.

5.3 Heritage and Archaeology

The only listed feature which is directly affected by the works is a Grade II listed boundary post situated in the highway verge outside Bunters. At the same time as the draft orders are published for the scheme an application will be made for consent to allow the boundary post to be relocated on the highway boundary.

- 5.3.2 The Archaeological Assessment Report identified the most archaeologically sensitive areas that would be either directly affected by the development proposals or adjacent to them. The Report also put forward proposals for mitigation measures to be taken against the adverse effects of the proposed road improvement on the archaeological resource.
- Although there are no Scheduled Ancient Monuments affected by the improvement scheme there are several archaeological features which would be affected. It is therefore proposed that amongst other measures, archaeologists would be provided with the opportunity and full co-operation to carry out either excavation in advance of the construction of the road or to maintain a watching brief of construction work being carried out.
- The sites considered to be worthy of excavation include: The remains of earthworks from a medieval settlement to the north east of the sewage works at Knook.

A long and detailed paleoenvironmental sequence of colluvial deposits in the fields opposite the Happy Eater.

5.3.5 A further list of sites are considered worthy of maintaining a watching brief during the initial stages of the earthworks of the road improvement construction and include:-

An undated ditch in the grounds of Heytesbury House.

An undated ditch in the field south of the existing A36 to the south east of Knook Camp.

A test pit located near Guernsey Belt.

Two adjacent test pits located near Upton Folly.

The site of a prehistoric lynchet located on the south side of the existing A36 below Knook Horse Hill.

- 5.3.6 In addition to the specific areas mentioned above a watching brief would be kept on all areas of topsoil stripping and other initial earth disturbance activities.
- 5.3.7 Further discussions would be held with English Heritage to discuss insitu preservation of the earthworks indicating the presence of a medieval settlement at Knook.

Any unavoidable excavations in this area would be undertaken under archaeological supervision allowing sufficient time for a complete record of all archaeological features to be obtained.

As far as possible excavations would be avoided in this area.

Further details on the archaeology are contained in the Archaeological Assessment Report prepared by Wessex Archaeology which forms one of the supporting documents in Volume 2 of the Environmental Statement.

5.4 Ecology

- 5.4.1 The ecological survey identified the most ecologically sensitive areas that would be either directly affected by the development proposals or adjacent to them.
- Construction of the bypass would, in its earliest stages, affect badger setts and foraging routes. It would therefore be necessary to determine whether the badger setts are in active use close to the commencement of the road construction. If they are in active use, the badgers would need to be relocated prior to construction of the new road. To minimise disturbance to the badgers this should take place between the beginning of July and the end of November and close liaison would be maintained with English Nature to determine how

this should be done. On completion of the road improvement, fences and tunnels would be incorporated into the permanent works to prevent badgers from straying on to the highway while still allowing them to reach their former foraging grounds.

- Fencing would be part of the first site works to be undertaken and would limit encroachment onto ecologically sensitive areas by construction plant and materials storage.
- Areas identified in the ecological survey as requiring particularly careful treatment include the cutting areas adjacent to the Heytesbury Plantation; Knook Horse Hill and Guernsey Belt. The detailed treatment of those areas is described under paragraph 5.2.4 'Principal Landscape Proposals'.
- Further details on the ecology are contained in the Ecological Survey, prepared by Conservation Consultancy, which forms one of the supporting documents in Volume 2 of the Environmental Statement.

5.5 Hydrology

The treatment of water run off from the proposed development is important from the point of view of protecting the chalk aquifer which is a public water supply source operated by Wessex Water and for the protection of the River Wylye which as mentioned in paragraph 2.11.6 is valued for the purity of its water and the wealth of associated flora and fauna. It is therefore proposed to construct infiltration ponds which would consist of bunded areas of grassland on permeable strata which would act as areas for collection and dispersal of highway run off.

5.6 Noise

- A significant number of properties at Upton Folly and in Upton Lovell would benefit from a reduction in noise due to traffic transferring from the route of the existing A36 to the new road.
- The earth mounding to be provided adjacent to the properties at Knook and Upton Folly would provide some visual screening and also be beneficial in reducing noise levels.

5.7 Public Rights of Way

- A small number of public bridleways and footpaths would be affected by the new road and in most instances it would be possible to provide short diversions so that users would be able to gain access to the public rights of ways from the local road network. A new bridge would be provided over the dual carriageway at Upton Folly to maintain the existing rights of way on the affected byway.
- As a result of the measures being taken, none of the footpaths, bridleways and byways affected by the road improvement will need to be stopped-up and the recreational value that they provide would generally be enhanced by their connections to the more lightly trafficked local road network. It would be necessary to divert Bagbury Road bridleway alongside the bypass but the impact would be reduced by the provision of some screening measures in the landscape proposals.

5.8 Agriculture

The route has been aligned to closely follow the existing A36 corridor and as a consequence it would not have a major effect on farm boundaries. Severance effect caused by the construction of the dual cariageway itself would be substantially reduced by the local road network connecting to the overbridges at Knook, Upton Folly and The Happy Eater and by the construction of an underpass at Knook which may be used by West Farm, East Farm and as a public right of way.

5.9 Construction

- A Contract for the construction of the scheme would be awarded on the basis of a competitive tender. The programming of the contract works and the method of working would be determined by the successful contractor based on constraints written into the Contract. These constraints would cover such matters as construction noise, duration of site working hours, routing of vehicles, temporary road closures, etc. Construction of the road improvement is expected to take about 18 months.
- The contractor would be responsible for and permitted to work on the complete area of the site. They would also be required to provide offices, workshops, storage areas, disposal sites, etc., outside of the scheme boundaries and the provision of land for these facilities would be the subject of private agreements between the contractors and third parties. The contractor would also need to comply with any planning regulations in respect of these additional areas.

- 5.9.3 The contractor would be required to execute the works without unreasonable disturbance and in this respect they would need to control dust, noise and similar nuisance from the works. There would be particular emphasis on the need to prevent silt, debris and other pollutants from being washed into adjacent watercourses.
- Should there be a surplus of excavated material arising from the construction of the road improvements it would be removed to tips off-site using lorries which would be restricted to certain approved routes from site to tip. Similarly, deliveries of materials to the site would be confined to certain specified approved routes and access points.
- 5.9.5 The contract for the improvement scheme would be prepared allowing the contractor to price for constructing the carriageway wearing course in either concrete or bituminous materials.

It is considered that the appearance of a concrete carriageway would cause little impact in terms of visual intrusion because of the extensive proposals for earth shaping and landscaping which would mask most of the long distance views of the carriageway surface. The noise generated by traffic on the road improvement would be greater for a concrete road surface than for a bituminous road surface. The difference in noise levels produced would depend largely upon the texture of the road surface. The noise produced with a concrete wearing course could be over 2 dB(A) greater than that produced with a bituminous wearing course. As mentioned in paragraph 5.6.2 the earth mounding at Knook and Upton Folly would be beneficial in reducing noise levels at adjacent properties whichever wearing course is finally chosen.

6.0 DATA ON ENVIRONMENTAL EFFECTS (APPRAISAL FRAMEWORK)

- A summary of the environmental effects of the published scheme is provided in tabular form in this section. The format follows that of the appraisal framework specified in the Department of Transport's Manual of Environmental Appraisal. The framework summarises the overall effects of construction and operation of the published scheme. The framework also describes the implications of not constructing the scheme within columns headed "do-minimum".
- 6.2 The summary of the environmental effects of the published scheme, as presented within the framework, has been derived from surveys and studies, and from consultations with Statutory Authorities and other bodies.
- 6.3 The framework is sub-divided into six groups which consider the effects on 1) travellers; 2) occupiers of property; 3) users of facilities; 4) policies for conserving and enhancing the area; 5) policies for transport and development; and 6) financial effects.
- The effects on travellers are considered in Group 1 including the results of an appraisal of the economic savings associated with the scheme, and an estimate of the reduction in road traffic casualties as a result of the scheme.
- Within Group 2 effects of the scheme on occupiers are assessed including residential, industrial, commercial, farming and other interests. The effects considered include changes in the noise and visual environment, severance, and loss of land or buildings.

- 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.
- The degree to which the scheme complies with the transport policies and with central and local governments' policies relating to land use and economic development is outlined in Group 5.
- Group 6 considers financial effects of the scheme. The Net Present Value (NPV) balances the scheme costs against the benefits derived within the Group. 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.
- 6.9 Certain issues listed within Annex III of the European Community Directive on environmental assessment (85/337/EEC), such as effects of the scheme on climatic factors, have not been included in the framework as they are not relevant.

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A.36 CODFORD TO HE	A.36 CODFORD TO HEYTESBURY IMPROVEMENT	E T					DATE PREPARED JUNE 1993
ASSESSMENT FRAMEWORK GROUP 1: TRAVELLERS	WORK IS	=					
SUBGROUP	EFFECT	UNITS	PUBLISHED ROUTE	POUTE	DO MINIMUM		
ć			HgH	Low	High Low		Pack column shows the
Carusers	Time savings	£ш(РVВ)	5.265	3.201			Published Route over the 'Co Minimum'
	Vehicle Operating Cost Savings	Sm(PVB)	-0.453	-0.416	0		Hence the 'Do Minimum' entrice are zero
Users of Light Goods Vehicles	Time savings	£W(PVB)	ŝ	600			B. Present value of benefits (PVB) are for a
	Vehicle Operating Cost Sevings	Sm(PVR)		0000			30 year period from the date of opening and discounted to 1988 prices at 8% p.a.
		for a change	POPIN	00.00	0		G. It is assumed that national average figures for
Users of Other Goods Vehicles	Time Savings	Cm(PVB)	1.143	0.599	0		venicle occupancy and for accident rate and costs will apply.
	Vehicle Operating Cost Savings	£m(PVB)	-0.258	-0.214	0		
Bus Operators and Passengers	Time Savings	Em(PVB)	0.192	0.129	0		
	Vehicle Operating Cost Savings	£m(PVB)	-0.008	-0.007			
All Vehicle Travellers	Value of Accident Savings	Em(PVB)	4.200	2.680	0		The figures Indicate the probable total reduction
	Reduction in Casualties:-						in casualties over the whole of the 30 year period
							between groups apply.
	Serioue	NUMBER	* !	12			They take no account of the safety implications
	Sight	Jagilla	<u></u>	113	0		of the detailed design of the new route.
		Number	383	301	0		
	View from the road		Attractive inte	Attractive intermittent views southwards of the Similar attractive intermittent views	Similar attractive intermit	ent views	Both the existing and proposed routes ness through
			chalk downlar	Φ.	northwards and southwards restricted	ds restricted	an Area of Oulstanding Natural Beauty.
			BO IIIM BARBIN	Tange,	by banks, hedges and other vegetation	er vegetation	
			nandacape mo	rainscape mounts and landscaping.	close to the existing trunk road.	road.	
	Litter Stress		Low for users	BUSe	High on the existing single carriageway	е сатівдемау	The situation on the existing trunk road will
			of the reduced	<u> </u>	runk road because of the	high volume of	frunk road because of the high volume of continue to deticnate in the future.
			continuous ov	continuous overtaking opportunities.	existing traffic, frequency of junctions	of junctions	
					and lack of overtaking opportunities	ortunities	-

SUB GROUP	EFFECT	UNITS	PUBLISHED ROUTE	DO MINIMUM	Z-LW MARA
All Vehicle Travellers (Continued)	New severance		Journeys from Boyton to Codford and West Farm	Continued traffic growth will worsen the existing	
			to Knook signity lengthened resulting in sight severance.	Severance of Upton Folly and other settlements currently senarated by the truck your	
			All public highways will be maintained.	carony soparate by the Hulls 1980.	
	Relief from extering	ı	Existing severance caused by the present trunk	Traffic growth on existing raods will cause	
	Severance		road will be removed by construction of bridges	existing situation to detioriate.	
			over the published route and links to the local		
			highway network.		
	Traffic delays during		Sight at Ne-ins to Howashury Bunase and	Saniform dataset	
	construction		Codford Bypass and at cross over points at	during the father maintenance of the circle.	An 14 month construction period is envisaged.
	-		Knock Horee Hill and close to the Happy Eater.	Carriadeway fronk read to entitable discerna	
				routes are available.	
Pedestrians	Change in amenity	1	The local side road network will be linked by the	The existing trunk road is narrow with very limited	Construction of the new trunk med is
			provision of bridges over the new trunk road and	footway provision. Pedestrian amenity between	predicted to lead to a reduction in traffic on the
			additional side roeds. This will provide a general	Heytesbury and Codford is very poor and will	existing A38 of over 90% in the year of opening
			Improvement in amenity for pedestrians to gain	continue to detioriate with increasing traffic	
			access to the separate communities in the Heytesbury	congestion along the A36.	
			and Codford areas and to gain access to the network		
			of rights of way.		
	Safety	I	Provision of the local road network will improve	Traffic growth on the existing A36 will lead to an	
			safety for pedestrians.	increased risk of pedestrian / vehicular	
				conflict	

A.36 CODF(A.36 CODFORD TO HEYTESBURY IMPROVEMENT	IMPROV	EMENT		
ASSESSME	ASSESSMENT FRAMEWORK				
GROUP 1; T	GROUP 1; TRAVELLERS (CONTINUED)	UED)			
SUB GROUP EFFECT		Pallen (PUBLISHED ROUTE	DO MINIMON	SLVANIVOO
Pedestrians	New severance	I	New severance for pedestrians will be slight. Certain footpath routes will be lengthened by footpath diversions and links to facilities for crossing the new road.	be slight. Certain footpath Traffic growth on existing roads will worsen existing th diversions and links severance id.	
	Relief from existing severance	ı	Relief from existing severance will be substantial due to the extent and accessibility of the new local road network.	Existing severance caused by the trunk road and lack of suitable alternative routes will worsen as the growth of traffic continues.	
Cyclists	Amenity and Safety		Cyclist amenity and safety will be improved by the extension of the local road network which will provide a more lightly trafficked, quieter alternative to the new trunk road.	Cyclist amenity and safety will woreen as traffic growth continues.	-

A.36 CODFORD TO HEYTESBURY IMPROVEMENT	HEYTESBURY IMP	POVEMENT				-
ASSESSMENT FRAMEWORK	f∈WORK De					
SUB GROUP	FECT	8-1 W.T.	Di (Di (OUTE) DIVI 11E			
Residentia	8 demolished	New Arch	a not rate to		COMMENTS	
			Моле	None		
	Noise	Number of houses experiencing				_
		an increase of:				
		more than 15db(A)	0	٥	The changes in noise are the difference	
		10 – 15db(A)	0	0	between the forecast for 2011 (high growth)	
		5 - 10db(A)	7	0	and the existing (1992) levels. The units are	
		3-5db(A)	o	o	dB(A) L10 18 hour, 8 am to midnight.	
,,,		Number of houses experiencing				
		a decrease of :				
		more than 15db(A)	m	0		
		10 – 15DB(A)	-	0		
		5 - 10db(A)	*	0		
E /		3 – 5db(A)	\$	0		
		Number of properties likely to				_
		be eligble for inculation	Z	12		
	Visual Obstruction	Number of properties subject to:			Refers to properties whose view is specifically	
					blocked by the new road, embankment,	
		rgill.	*4*		structure, etc.	
		Moderate	12	No change		
		Slight	60			
	Visual Intrusion		Road construction at the western end of		Visual intrusion will be reduced by dense	
			the improvement will cause moderate		planting and localised earth mounding.	
			intrusion to Heytesbury House and slight	No change		
			intrusion to 10 properties in Park Street.			

ASSESSMENT FFAMEWORK APPRICATION 2. OCCUPIENS INTEREST. INTERES	A.36 CODFORD TO HEYTESBURY IMPROVEMENT	HEYTESBURY IMP	ROVEMENT			
Residential (Cartinuad) Wasal Intrusion Confituad Wasal Intrusion Confituad Wasal Intrusion of a new therethings and dis loads Confituad Wasal Intrusion to West Farm will cause high intrusion to West Farm will cause high intrusion to West Farm and properties west of the unclassified road to Knock: moderate intrusion to Burness Cattege and 5 further properties west of the unclassified road to Knock and salght intrusion to Guernesy Farm, 66 Upton Construction of landscape mounds and the North intrusion to properties in Upton Folly will cause high intrusion to properties in Upton Folly will cause high intrusion to properties in Upton Folly will cause high intrusion to properties in Upton Folly will cause high intrusion to Construction of landscape mounds and side roads are the Happy Edward in Upton Folly will cause in Station Foad Construction of Societies in Upton Lovell. Properties in Upton Lovell Bodorgam Farm, Hillsdet House, Alberties, My Swamen, Winduch and Stockholm; moderate Intrusion to Droperties in Station Foad to properties in Station	ASSESSMENT FRAN	IEWORK AS				
Peadential (Cartinued) Wasai Intrusion – Construction of a new interchange and side roads No change Pleavean Knook Camp and West Farm will cause high intrusion (West Farm and 7 properties west of the undesselled cred to Knook, moderate end 5 latther properties west of the undesselled road to Knook, moderate and 5 latther properties west of the undesselled road to Knook and sight intrusion to Bunters Cartinege Farm 69 Lyton Lovelliand the remainder of the properties in Knook oversity and sight intrusion to properties at Upton Folly will cause high intrusion to properties at Upton Folly will cause high intrusion to properties at Upton Folly will cause high intrusion to properties at Upton Folly and sight intrusion to a the Happy Eave will cause high intrusion to Society Farm. Hilleds House, Albertine, My Swanner, Windrichs and Stackorhom, moderate in Ration Road.	STB GROUP	#ECT	UNITS			COMINENTS
ty (Continued) between Knock Camp and West Farm will cause west thip intrusion to West Farm and 7 properties west of the undestident and the undestident of the properties in Knock Construction of landscape mounts and the overtridge at Upton Folly will cause high intrusion to properties at Upton Folly will cause high intrusion to properties in Upton Loveli. Construction of a new interchange and side roads at the Happy Easte will cause high intrusion to googen Farm. Hitside House, Albertine, My Sweney Booker will cause high intrusion to googen Farm. Hitside House, Albertine, My Sweney Booker House and sight intrusion to properties in Station Read.	Besidential (Continued)	Visual Intrusion	-	Construction of a new interchange and side roads	No change	Proposals include ground reshaping to reduce the
of the undestriction to West Farm and 7 properties west of the undestriction of broads mode and intrusion to Burner Catago and 5 further properties we st of the unclassified road to Knock and slight infrusion to Guernery Farm. 69 Upton Lovell and the remainder of the properties in Knock Construction of landscape mounds and the overbridge at Upton Folly will cause high infrusion to properties at Upton Folly will cause high infrusion to properties at Upton Folly will cause high infrusion to properties at Upton Folly will cause high infrusion to properties at the Happy Ester will cause high infrusion to at the Happy Ester will cause high infrusion to at the Happy Ester will cause high infrusion to at the Happy Ester will cause high infrusion properties in Opton Lovel. Construction of a new insurance of an electrodric moderate infrusion to Cleave House and elight infrusion to properties in Station Read.	,	(Continued)		between Knook Camp and West Farm will cause		immediate visual impact of the new works and
intrusion to Bunters, Bunters Cattage and 5 further properties and 5 further properties went of the unclassified road to Knock and slight intrusion to Guernery Fern, 66 Upton Lovell and the remainder of the properties in Knock Construction of landscarpe mounts and the cause high intrusion to properties at Upton Folly will cause high intrusion to properties in Upton Lovell. Construction of a new interchange and elder cause high intrusion to properties in Upton Lovell. Construction of a new interchange and elder cause high intrusion to Bodogan Farm, Hilliade House, Albertine, My Swanes, Windrush and Stockhofm; moderate in Ration Road.				high intrusion to West Farm and 7 properties west		extensive blocks of tree and shrub planting to
properties west of the unclassified road to knock and slight intrusion to Guerney Farm. 69 Upforn Lovell and the remainder of the properties in Knock Construction of landscape mounds and the overhidge at Upfor Folly and slight intrusion to properties in Upfor 1 Lovell. Construction of a new interchange and side roads at the Happy Eater will cause high intrusion to properties in Upfor Lovell. Construction of a new interchange and side roads at the Happy Eater will cause high intrusion to Bodorgam Farm. Hilliadia thouse. Albertine, My Swarser, Windrush and Stockholm, moderatio intrusion to Ciecre House and slight intrusion lo properties in Station Road.				of the unclassified road to Knook; moderate		further reduce visual impact in the luture.
and slight influsion to Guerneay Farm, 69 Upton Lovell and the remainder of the properties in Knook Construction of landscape mounds and the overtridge at Upton Folly and elight infrueion to properties in Upton Folly and elight infrueion to properties in Upton Lovell. Construction of a new infractuange and side roads at the Happy Eater will cause high infrueion to Bodorgan Farm, Hilliade House, Albertine, My Swanes, Windrush and Stockholm, moderate infrueion to properties in Station Road.				intrusion to Bunters, Bunters Cottage and 5 further		
and slight intrusion to Guernavy Farm, 66 Upton Construction of landscape mounds and the Overbridge at Upton Folly will cause hight intrusion to 7 properties at Upton Folly will cause hight intrusion to properties in Upton Loveil. Construction of a new interchange and side roads at the Happy Eater will cause high intrusion to Bodogym Farm, Hilliand House, Albertine, My Swanse, Windrush and Stocktonin; moderate intrusion to Gleece House and slight intrusion to properties in Station Road.				properties west of the unclassified road to Knook		
Construction of landscape mounds and the No change overridge at Upton Folly will cause high intrusion to properties in Upton Loveli. Construction of a new interchange and eide roads at the Happy Ester will cause high intrusion to Bodogan Farm, Hillistes House, Albertine, My Swane, Windrush and Stockholm, moderate intrusion to properties in Station Foad.				and slight intrusion to Guerneey Farm, 66 Upton		
Construction of landscape mounds and the overbridge at Upton Folly will cause high intrusion to properties at Upton Folly and slight intrusion to properties in Upton Loveli. Construction of a new interchange and side roads at the Happy Eater will cause high intrusion to Bodogan Farm, Hillside House, Albertine, My Swanee, Windruck and Stockholm, moderate intrusion to Cleeve House and elight intrusion to properties in Station Road.	•	_		Lovell and the remainder of the properties in Knook		
Construction of landscape monitos and the properties at Upton Folly will cause high intrusion to properties at Upton Folly and slight intrusion to properties in Upton Loveli. Construction of a new interchange and side roads at the Happy Ester will cause high intrusion to Bodorgan Farm, Hillside House, Albertine, My Swanee, Windrush and Shockholm; moderate intrusion to Cleeve House and slight intrusion in properties in Station Road.					de contraction of the contractio	Promosals include around reshaping to reduce the
overbridge at Upton Folly will cause high intrusion to properties in Upton Lovell. Construction of a new interchange and side roads at the Happy Exter will cause high intrusion to Bodorgan Farm, Histisde House. Abertifice, My Swanes, Windrust and Stocktoffin, moderate intrusion of properties in Station Road.				Construction of landscape mounds and the		the show and to the same of the
to 7 properties at Upton Lovell. Construction of a new interchange and side roads at the Happy Eater will cause high intrusion to Bodorgan Farm, Hillside House, Albertine, My Swanee, Windrush and Stockholm; moderale intrusion to Clever House and elight intrusion to properties in Station Road.				overbridge at Upton Folly will cause high intrusion		Third area and the part of the second of the
Construction of a new interchange and eide roads at the Happy Eater will cause high intrusion to Bodorgan Farm, Hillside House, Albertine, My Swanee, Windrush and Stockholm, moderate intrusion to Cleeve House and slight intrusion to properties in Station Road.				to 7 properties at Upton Folly and slight intrusion to		landscape planting to further reduce visual impact
Construction of a new interchange and side roads at the Happy Ester will cause high intrusion to Bodorgan Farm, Hillside House, Albertine, My Swanee, Windrush and Stockholm; moderate intrusion to Cleeve House and slight intrusion to propenties in Station Road.				properties in Upton Lovell.		in the future.
No change						
Bodorgan Farm, Hillside House, Albertine, My Swanee, Windrush and Stocktrolm, moderate intrusion to Cleeve House and slight intrusion to properties in Station Road.				Construction of a new interchange and side roads	No change	Proposals include ground reshaping to reduce
Bodorgan Farm, Hillside House, Albertine, My Swanee, Windrush and Stockholm; moderate intrusion to Cleeve House and slight intrusion to properties in Station Road.				at the Happy Eater will cause high intrusion to		the immediate visual impact of the new works
	51			Bodornan Farm Hillside House, Albertine, My		and extensive blocks of tree and shrub planting
infrusion to Cleeve House and slight intrusion to properties in Station Road.				Swanee, Windrush and Stockholm; moderate		to further reduce visual impact in the luture.
to properties in Station Road.				infragion to Cleave House and elight intrusion		
				to properties in Station Road.		-
					•	
	_		11			
			_			

A.36 CODFORD TO HEYTESBURY IMPROVEMENT	HEYTESBURY IMP	PROVEMENT			
ASSESSMENT FRAMEWORK	EWORK				
GROUP 2: OCCUPIERS (CONTINUED)	RS (CONTINUED)				
STE GROUP	EFFECT	UNITS	PUBLISHED ROUTE	DOMINIMEM	S_NEWMENTS
Residential (Continued)	New severance	1	Some journeys from properties e.g. from West Farm,	Continued traffic growth will worsen	
			Cleeve House and The Bungalow, Station Road will	the existing severance of Upton Folly.	
			be lengthened resulting in slight severance.		
	Relief from existing	ı	Substantial relief from severance will be gained by		
	Beverance.		residents at Upton Folly.		
			The local communities adjacent to the improvement		
			including Boyton, Upton Folly, Upton Lovell and		
			Knock will become more accessible to each other	No change	
			because of their connection via the lightly		
			trafficked local road network.		
	Access	ı	Access to the trunk road for local residents will be		
			available via the focal raod network and the	No change	
5.2			interchanges at Knook and the Happy Eater,		
	Cisrupaton during	ı	There are 29 houses within 100 metres of the site.	No effect	An 18 month construction period is envisaged.
	construction				
	Land Take	Area (hectares)	Approximateley 0.05 ha of garden and pasture	Z	
		· ·	will be required from the grounds of Buntere.		

A.36 CODFORD TO HEYTESBURY IMPROVEMENT	JEYTESBURY IMP	POVEMENT			
ASSESSMENT FRAMEWORK	EWORK				
GROUP 2: OCCUPIERS (CONTINUED)	RS (CONTINUED)				
SUB GROUP	EFF.CT	UNITS	PUBLISHED ROUTE	DO MINIMORE	
Commercial Premises	Noise	Number subject to			
_		an increase of more	,	Nochange	Premises: Wylve Valley Plants Garden Centro
		then 3 dB(A)			
	Noise	Number subject to			
		a decrease of more	8	No change	Premises: The Hanna Ester and Little Code
		than 3 dB(A)		•	
	Land Fake	Area (hectares)	Approximately 0.4 ha	None	Wylye Valley Plants Garden Centre.
	Visual Obstruction		Moderate at Hillside Cafe.		
			High at The Happy Eater.	Ī	
	Access		Access from Wylye Valley Plants Garden Centre,		
			The Happy Eater, Hillside Cafe and The White Horse	No change	
			Trekking Centre no longer directly available on to the		
			frunk roed.		

A.36 CODFORD TO HEYTESBURY IMPROVEMENT	HEYTESBURY IMP	PROVEMENT			
ASSESSMENT FRAMEWORK GROUP 2: OCCUPIERS (CONTINUED)	AEWORK RS (CONTINUED)				
State GPOUP	EFECT.	UNITS	PUBUISHED ROUTE	DOMINIMAN	
Ministry of Defence	Noise	Number subject to			
Establishments		an increase of more	-	None	Premises: Knook Camp Removal of the Book from
		than 3 dB(A)			the middle of the camp to the south east adna
					will transfer noise affects to lacades of buildings
					facing the south eastern camp per meter.
	Land Take	Area (hectares)	Approximately 2.10 ha	No change	Knook Camp
	Visual Obstruction	ı	No. of buildings within Knook Camp:-		Refers to buildings within Knock Camp winess view
			High obstruction 2		is specifically blocked by the new road,
			Moderate obstruction 11		embankment, structure etc.
			Slight obstruction 11	No change	
	Access	ı	Access from Knock Camp no longer directly		
			available on to the trunk road.	No change	
	Relief from existing	ı	Substantial relief for Knook Camp following		
	severance		diversion of B390	No change	

A.36 CODFORD TO HEYTESBURY IMPROVEMENT ASSESSMENT FRAMEWORK GROUP 2: OCCUPIERS (CONTINUED)	HEYTESBURY IMF MEWORK RS (CONTINUED)	PROVEMENT			
SUB GROUP	EFFECT	UNITS	PUBLISHED ROUTE	MOMNIM GO	
Agricultural land	Land Take	Number of units affected	10		
		Area (hectares) Grade 2	121	Ī	Based on MAFF land classification.
_		Grade 3	. E.		Cost of land acquisition and compensation included in Group & Areas included in Group &
		Lend predominantly in non agricultural use	တို့		acquired for landscaping purposes,
		Total	28.5		
		_			
	Disruction during				
	construction	ı	Disruption may be experienced by all farms adjacent to the proposed road duting construction.	None	18 month construction period. Provision would be made within the contract to minimise disruption and maintain access at all times.

COMMENTS The Happy Eater and Hillside Cafe will benefit from a significant hoise reduction.		Construction of the improvement is predicted to lead to a reduction in traffic on the existing A38 of over 90% in the year of opening.
DC MTNIMUM.	Traffic growth on the existing trunk road can be expected to worsen the already prior accident rate at this location.	400 m from existing trunk road. Existing severance caused by the trunk road through Upton Folly will worsen as the growth of traffic continues.
FUBLISHED ROUTE	Grade separation of the adjacent trunk road junction will facilitate access for right turning traffic.	440 m from trunk road. Diversion of trunk road traffic away from Upton Folly will reduce sxisting severance.
VEMENT UNITS Number subject to a decrease of mose than 3 dB(A)	1	•
TESBURY IMPRO FORK ACILITIES FFFEOT	Access	Amenity / Severance
A.36 CODFORD TO HEYTESBURY IMPROVEMENT ASSESSMENT FRAMEWORK GROUP 3: USERS OF FACILITIES 849 SRCUP The Happy Eater, Hillside Cafe, The White Horee Trekking Centre.		Option Lovell Village Hall

A.36 CODFORD TO H	A.36 CODFORD TO HEYTESBURY IMPROVEMENT	MENT			
ASSESSMENT FRAMEWORK	EWORK				
GROUP 4: POLICIES	FOR CONSERVING AND	GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE AREA			
POLICY.	МИТНОЯПТУ		PUBLISHED ACTITE		
To protect listed buildings	English Heritage,	Heytesbury House	110 m from improvement	115 m from existing trunk road	
and structures	Department of the Environment,	(Grade 2)		7700	
	Wiltshire County Council.				
	District Council	Heytesbury House Stables	55 m from improvement	55 m from existing fronk road	
		(Grade 2)		3	
		Heytesbury House Coach House	50 m from improvement	50 m from existing trunk road	
		(Grade 2)			
		West Farm	65 m from improvement	25 m from existing trunk road	
		(Grade 2)			
		Boundary Post (Grade 2)	Affected by improvement	1 m from existing trunk road	An application will be made for consent
		(Outside Bunters)	,		to relocate the boundary post on the
					new highway boundary.
		Boundary post (Grade 2)	52 m from improvement	1 m from existing trunk road	
		(Outside Guernsey Farm)			
		Boundary Post (Grade 2)	52 m from improvement	1 m from existing trunk road	
		(Opposite Happy Eater Cafe)			
		Mile Post (Grade 2)	54 m from improvement	3 m from existing trunk road.	
		(South entrance to Hillside Cafe)			

ASSESSMENT FRAMEWORK	ESBURY IMPROVEMENT				
Police 4, 1 October 1 Octo	ACTHORITY ALTHORITY	AMMOING THE AREA		Millian Sy	
To protect sites of Archaeological and Historic Interest	English Heritage. Department of the Environment, Wittshire County Council.	Area of Special Archaeological Significance No.26 Salisbury Plain Fraining Area.	The whole site falls within Areas No.26 and No.29	No change	An area of 400 sq.km. containing some of the best portions of ancient landscape, mainly prehistoric and Romano - British.
		Area of Special Archaeological Significance No.29 Wylye Valley	The whole site falls within Areas No.28 and No.29	No change	An area of 45 eq.km. of eignificant potential which may contain primary settlements from which chalkland was colonised.
		WCC SMR ST94SW	Trunk road improvement crosses site on low embankment	No change	Earthworks indicating the presence of a chrunken settlement. Test pits produced significant amounts of medieval pottery. Mitigation measures to be agreed with English Heritage.
		Sile north east of sewage works at Knook.	Trunk road improvement crosses site at field level.	No change	Believed to be a continuation of the shrunken settlement WCC SMR ST94SW. Discussions will take place with English Heritage with a view to allowing rescue archaeology to take place prior to road construction.
		Field opposite Happy Eater ST407953.	Trunk road improvement crosses site at field level.	No change	Colluvial deposits containing a long and detailed palaecenvironmental sequence. Discussions will take place with English Heritage with a view to allowing rescue archaeology to take place prior to road construction.

			Constitution	The archaeological survey identified several areas with limited archaeological potential.	Mith a view to a watching brief being maintained during earthworks poperations at superified localisms						
			AH MINIM CO	No change		No change	Nochange	Мо сћалде	No change	No change	No change
		AREA (CONTINUED)	PUBLISHED ROUTE	Proposed drainage outfall alongside sewage works at Knook.		An undated ditch in the grounds of Heytesbury House.	An undated ditch in the field south of the existing A36 to the south east of Knock Camp.	A prehistoric tynchet on the lower slopes of Knook Horee Hill at Knook.	A test pit located near Guernesy Bett	Two adjacent test pits located near Upton Folly.	initial topsoil stripping throughout the scheme.
	.1			Watching brief		Watching brief	Watching brief	Watching brief	Wetching brief	Watching brief	Watching brief
ESBURY IMPROVEMENT	¥	CONSERVING AND EN	AUTHORITY	English Heritage, Department of the Environment, Wiltshire County Council.							
A.36 CODFORD TO HEYTESBURY IMPROVEMENT	ASSESSMENT FRAMEWORK	GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE	XQFTQ4	To protect sites of Archaeological and Historic Interest							

A.36 CODFORD TO HEYTESBURY IMPROVEMENT ASSESSMENT FRAMEWORK GROUP 4: POLICIES FOR CONSEDVING AND CHIMMICALD	ESBURY IMPROVEMEN IRK					
GIOCOL #: TOCIOLES FOR	CONSERVING AND EN	HANCING IH	E AREA (CONTINUED)			
X0102	AUTHORITY	MTEREST	PUBLISHED HOUTE	DO MINIMUM	COMMENTS	nonconord
To protect areas of importance for nature conservation	Department of the Erwironment, River Wydye English Nature, Willshire County Council, Willshire Trust for Nature Conservation		The closest carriageway of the new trunk road passes within 360 metres of the River Wylye. The River Wylye will be protected against pollution by routing highway drainage through infiltration ponds.	The existing trunk road pesses within 345 metres of the River Wylye.	The River Wylye forms part of the Salisbury Area River System which is considered to be of international significance.	
		Badger Setts	Construction of the main carriageway will affect outlying badger setts and foraging routes in the Guernesy Belt area. The effects will be mitigated by providing fencing and tunnels as part of the permanent works.	No change	Guernsey Belt contains a number of badger setts which are considered to be of local importance	
		Guernecy Belt	4,250 sq.m. of woodland will be taken. 1,500 sq.m. of additional woodland will be created on the north side of the trunk road.	3m from existing A36(T) No change	3m from existing A36(T) Guernsey Belt and Heytesbury Plantation Are described in the ecological survey as being of recent origin and containing a limited diversity of species.	
		Heytesbury Plantation	5,100 sq.m. of woodland will be taken.	No change		
		Unimproved chalk downland	500 eq. m of unimproved chalk downland on the slopes of Knook Horse Hill will be affected. The affect will be mitigated by stripping and storing the existing topsoil and relaying it thinly over the bare chalk exposed in the cutting with the intention of regenerating downland plants from seed within the soil	No change	Unimproved grassland - defined in Wittehire Trust for Nature Conservation Ancient Woods and Meadows Survey, 1984–1987	

A 35 CODPURE TO HEY TESBURY IMPROVEMENT	teYTESBURY IMPF	COVEMENT			
ASSESSMENT FRAMEWORK	EWORK				
GROUP 4: POLICIES FOR CONSERVING AND ENHANCING	FOR CONSERVING	_	THE AREA (CONTINUED)		**********
Policy	АСТНОЯПТУ	D: ::		STATISTICS AUNITRES	
To protect the diversity	Wittshire County Council,	Chase and West	te falls within the AONB. The		
and quality of the landscape. Countryside Commission Wiltshire Downs Area	Countryside Commission	Wiltshire Downs Area	remainder is within the Wiltshire County Council	No effect Landscape proposals will reduce the impact of the	the impact of the
		of Outstanding Natural	designated Special Landscape Area.	scheme from both the overall perspective of the broad	spective of the broad
		Beauty.		land scape and in a local sense from the perpective	om the perpective
				of residential properties and rights of way.	s of way.
		Wiltshire County Council	The majority of the route falls within the AONB.		
		designated Special	The remainder is within the Wiltshire County	No effect	
		Landscape Area.	Council designated Special Landscape Area.		
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	Net Preent Value Compared to 'Do-minimum		£m(NPV)		+1.150		accidents taken non-cidents

7.0 ALTERNATIVES CONSIDERED (SEE FIGURE 6)

7.1 Feasibility Studies

- 7.1.1 Extensive feasibility studies were carried out before proceeding to Public Consultation in June 1989. The route options that were available were constrained by the high ground to the north; sporadic development along the existing Trunk Road; residential development to the south and the setting of the whole of the proposed improvement within a Special Landscape Area and a designated Area of Outstanding Natural Beauty.
- 7.1.2 It was therefore decided as a result of these feasibility studies that the improvement should as closely as possible follow the line of the existing Trunk Road and that a single route would be put forward for Public Consultation.
- 7.1.3 The standard selected for the Public Consultation route was for a single carriageway since the traffic forecasts at that time indicated that this would adequately meet future needs.

7.2 <u>Consultation Route</u>

The route exhibited at Public Consultation started at the end of Heytesbury Bypass and immediately departed the line of the existing road to cut through the lower ground just to the south on an uphill gradient at a maximum depth of 4.5 metres. This allowed the satisfactory accommodation of a new 'T' junction with the B390, overcoming the dangers posed by the present exaggerated hump in the Trunk Road alignment, but at the cost of the demolition of a property called 'Bunters', an attractive detached house set alone in its own grounds.

- 7.2.2 Continuing parallel and to the south of the A36, the route emerged from cutting and descended on a 3 metre high embankment before rising to bridge over the local road to Knook. A 'T' junction was proposed from the Trunk Road to be located to the west of the new bridge near West Farm.
- 7.2.3 The route continued to rise to the east of the bridge and passed on a 5 metre high embankment over the buried site of the shrunken settlement, running up the lower slopes of Knook Horse Hill to cross the existing Trunk Road before cutting into the hill itself at a maximum depth of 10 metres.
- 7.2.4 Emerging from cut the route bisected Guernsey Belt and ran on a downhill gradient, in shallow cut/fill passing just to the north of Upton Folly before recrossing the A36 at a local track called Bagbury Road. It then ran on a 2 metre high embankment past the Happy Eater and Transport Cafe to tie into the start of the Codford Bypass.
- 7.2.5 A new crossroads junction was proposed at Upton Folly, and it was also proposed to stop up the two adjacent lengths of existing trunk road.
- 7.2.6 Two further 'T' junctions were proposed at the Happy Eater/Transport Cafe site to allow an in/out arrangement onto the existing Trunk Road to serve these premises, several private accesses and the White Horse Trekking Centre.

8.0 CHOICE OF PUBLISHED SCHEME (SEE FIGURE 6)

8.1 <u>Public Consultation Concerns</u>

Public Consultation produced strong support for an improvement to be made to the A36 but a number of concerns were expressed about the route put forward.

In summary the principal concerns expressed by members of the public related to:

- (i) the demolition of the property called 'Bunters';
- (ii) the intrusion of the high embankment in the vicinity of Knook;
- (iii) the destruction of flora and fauna in Guernsey Belt;
- (iv) the close proximity of the route to Upton Folly;
- (v) the prospect of the stopped-up sections of the A36 being used as camp sites by gypsies or travellers or alternatively as general dumping grounds by others;
- (vi) a dangerous crossroads junction being created at Upton Folly;
- (vii) future difficulties for Upton Lovell to be serviced by public transport facilities with one central access point to the Trunk Road;
- (viii) access arrangements to the Happy Eater/Transport Cafe site and the loss of arable farmland because of the distance between the route and the existing A36.
- 8.1.2 Other bodies expressed concerns relating to:
 - the impact on the buried shrunken settlement site at Knook;
 - (ii) satisfactory maintenance of existing rights of way;
 - (iii) the proposed felling of a line of beech trees along the B390;
 - (iv) the impact on the area of rich, natural chalk grassland on the lower slopes of Knook Horse Hill;
 - (v) the impact on the Ministry of Defence training establishment at Knook Camp

8.2 <u>Preferred Route Announcement</u>

- 8.2.1 Having considered all the comments received from local authorities, representative organisations and the general public, the Secretary of State for Transport announced a Preferred Route for the scheme in May 1990. The announcement stated that further consideration would be given to whether the scheme would be single or dual carriageway; the layout of junctions and the depths of cuttings and heights of embankments.
- 8.2.2 The Preferred Route contained a number of changes from the Public Consultation Route to reduce its impact on people and property and the environment generally.

The main design changes incorporated were as follows:-

- (i) the route alignment was modified:
 - (a) to avoid the demolition of 'Bunters';
 - (b) to minimise the impact on Guernsey Belt;
 - (c) to move the route away from the houses at Upton Folly;
- (ii) the side road layout was modified;
 - (a) to move the B390 to the south east side of Knook Camp enabling two separate junctions to be combined into one.
 - (b) to enable the existing A36 to be retained as an access route to Upton Lovell.
- 8.2.3 Current traffic forecasts indicate future traffic flows well in excess of the capacity of a single carriageway road. Consequently an announcement was made in October 1991 that the scheme would be constructed with dual carriageways.

The announcement stated that further consideration would be given to the final choice of junction standards.

8.3 Adoption of Published Route

8.3.1 Further detailed evaluation of the scheme has now resulted in the adoption of the published proposals. These proposals have been designed to eliminate the concerns expressed at Public Consultation or at the very least to reduce the harmful effects to the minimum possible.

The necessity for the improvement to be built to dual carriageway standard has made it essential for safety reasons to reduce the number of junctions on the Trunk Road to a minimum. This has in turn led to the linking of the local road network and has resulted in the need for only two junctions on the Trunk Road.

These two junctions would therefore be the focus of traffic movements between the local road network and the Trunk Road improvement. Both junctions would be grade separated and in both cases the minor road would cross over the Trunk Road to reduce the local impact.

8.3.2 The scheme has undergone a long process of evaluation and development and it is now considered that the published route together with the numerous mitigation measures proposed in this Statement provide the best overall solution for introducing this major road scheme into this area with its important landscape, archaeological and ecological features.

APPENDIX A

Purchase and Inspection of Documents Forming this Environmental Statement

APPENDIX A

PURCHASE AND INSPECTION OF DOCUMENTS

The two documents forming this environmental statement can be purchased from:-

The Department of Transport

South West Network Management Division

Tollgate House

Houlton Street

Bristol, BS2 9DJ

<u>Document</u>

Prepared by

1. A36 Codford to Heytesbury

Improvement

Environmental Statement

Volume 1 (this document)

Wiltshire County Council

2. A36 Codford to Heytesbury

Improvement

Environmental Statement

Volume 2

Contents:

a) Archaeological Assessment

b) Ecological Appraisal

Wessex Archaeology

Conservation Consultancy

The Non Technical Summary is available separately, free of charge from the above address.

Both Volumes of the Environmental Statement may also be inspected at the addresses shown below:-

Department of Transport 2 Marsham Street London SW1P E3B

Department of Transport SW Network Management Division Room 401 Tollgate House Houlton Street Bristol, BS2 9DJ

Department of Transport SW Network Management Division Falcon Road Exeter EX2 7LB

Wiltshire County Council County Hall Trowbridge Wiltshire BA14 8JD

West Wiltshire District Council Bradley Road Trowbridge Wiltshire BA14 0RD

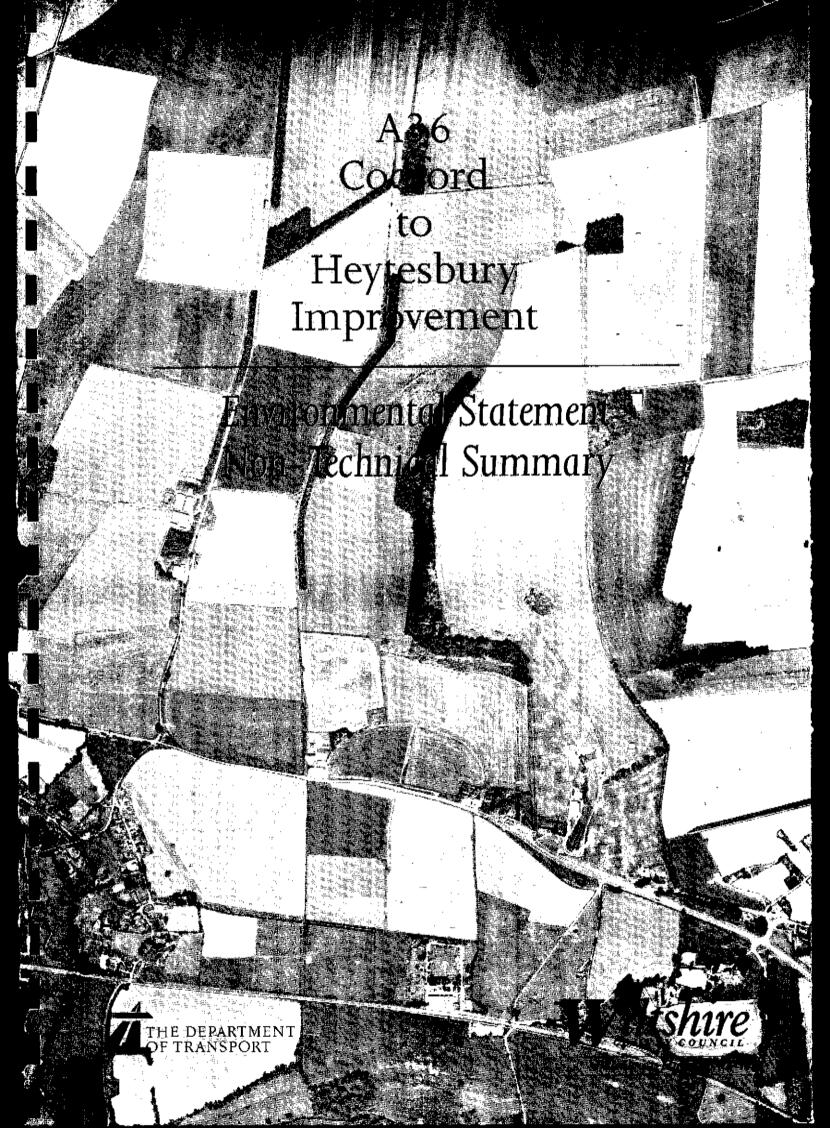
The Post Office 67 High Street Heytesbury Warminster, Wiltshire BA12 0ED Codford Post Office 73/74 High Street Codford Warminster Wiltshire BA12 0ND

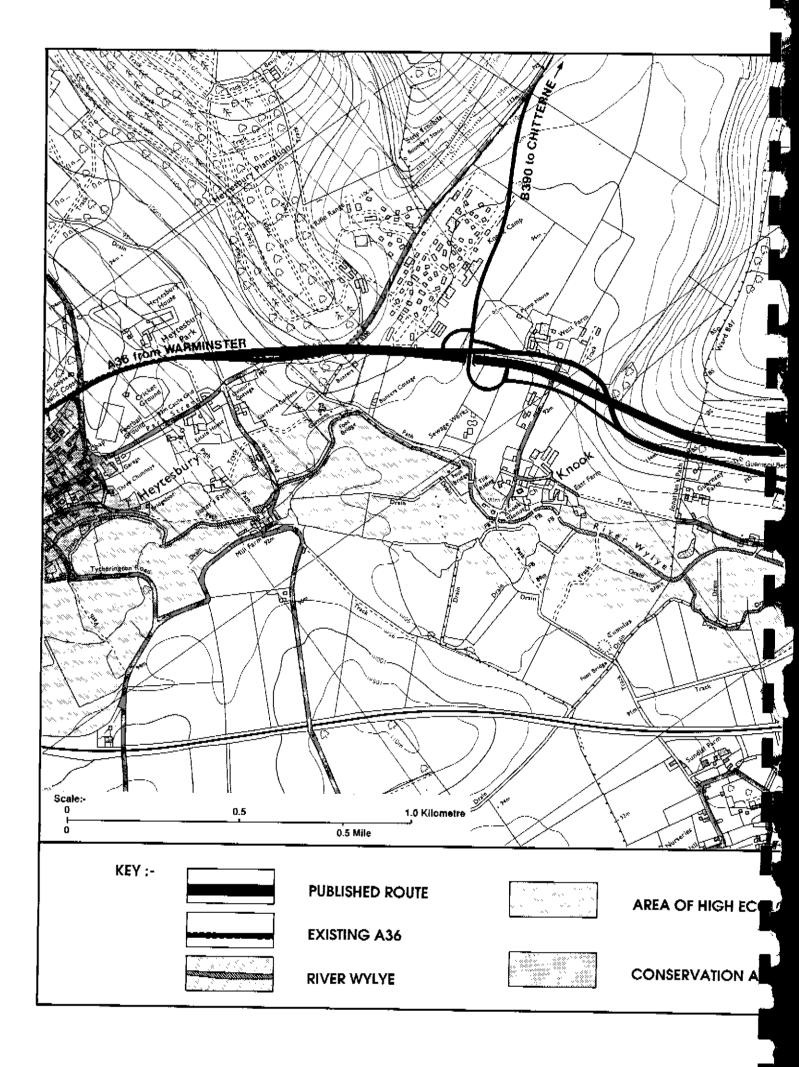
Warminster Public Library Three Horseshoes Mall Warminster Wiltshire BA12 9BT

APPENDIX B

Non-Technical Summary

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Following this a single route was identified and presented for Public Consultation in 1989. The route presented (as shown in the inset plan in section 5) generated a considerable amount of local interest and opposition to some of its aspects.

As a result of comments made at the Public Consultation a number of further routes were investigated in some detail and a modified route proposal resulted which met most of the concerns expressed.

A preferred route was therefore announced in 1990, including a diversion of the B390 around the southeast side of Knook Camp avoiding the need for demolition of a property known as "Bunters". In addition the route has been moved further north of Upton Lovell, thereby reducing the impact on the community and on an area of woodland known as Guernsey Belt.

Since the preferred route announcement, further studies have been carried out into route refinements. These have resulted in the choice of dual carriageway standard for the proposed road improvement and the decision to use bridges to carry the minor roads over the Trunk Road at the Knook and "The Happy Eater" junctions.

4. Description of the Scheme

The route of the proposed 2½ mile (3.7km) long dual carriageway is shown on the plan. It starts at the north-western end of the Codford Bypass and runs to the south of the existing Trunk Road close to existing ground levels. A new junction would be formed to the west of "The Happy Eater" including a bridge over the dual carriageway and allowing for connections to Station Road, Upton Folly and the White

Horse Trekking Centre/Hillside Cafe/"Happy Eater"/Garden Centre complex.

The route would cross the existing Trunk Road to the west of "The Happy Eater", climbing in cutting at an average depth of 10 feet (3 m) on a long gentle gradient to pass to the north of Upton Folly. A bridge would be provided over the dual carriageway at this location to reduce farm severance and to allow users of the farm access and public right of way to cross safely.

An earthmound would be provided along the south side of the new road to screen it from Upton Lovell and the nearby houses at Upton Folly.

The route would pass through the northern edge of Guernsey Belt from which point it would pass through a cutting of up to 43 feet (13m) depth through Knook Horse Hill, falling in cutting before recrossing the existing Trunk Road to the east of West Farm.

An underpass would be provided at this location to reduce farm severance; to assist in the safe movement of animals and vehicles and to provide for a new public right of way.

Beyond this point the route would continue falling on a low embankment on the south side of the existing Trunk Road before crossing the unclassified road to Knook Village.

A new junction would be formed with the B390 Chitterne Road between West Farm and Knook Camp including a bridge over the new dual carriageway. The existing B390 would be closed and new connections would be provided to Knook Village, West Farm and the old A36 Trunk Road to Upton Folly.

Beyond this junction the route would cross the existing Trunk Road along the frontage of Knook Camp to pass through a cutting of up to

1. Introduction

The Department of Transport has published proposals for the A36 Codford to Heytesbury Improvement and at the same time has published an Environmental Statement describing the effects of the scheme. This document is a non-technical summary of the Environmental Statement, which has been prepared in accordance with Section 105A of the Highways Act 1980 as amended by the Highways (Assessment of Environmental Effects) Regulations 1988, such amendment being in compliance with EC Directive 85/337/EEC.

The Codford to Heytesbury Improvement is one of several proposed improvement schemes on the A36 Trunk Road between Southampton and Bath. It will cost some £8.6m and, subject to satisfactory progress through the statutory procedures, it is programmed to open in mid 1996.

2. The Scheme Area

The length of the A36 under consideration lies in the River Wylye Valley with the steeply rising chalk downland of Knook Horse Hill to the north and the villages of Knook and Upton Lovell to the south. The existing Trunk Road runs between the villages of Codford in the south-east and Heytesbury in the north-west.

It is fronted by sporadic development including a pony trekking centre; a transport cafe; a 'Happy Eater' restaurant; a garden centre; a small number of residential properties; farm buildings and a military training camp.

The existing Trunk Road is a single carriageway which is rural in character with banks and hedges immediately adjacent to the roadside. Approximately two thirds of the route is subject

to a 50mph speed limit and the remainder is derestricted. The traffic includes a high proportion of heavy goods vehicles and the accident rate is well above average for this class of road.

Most of the land adjacent to the highway is put to agricultural use for a mixture of arable and dairy farming with the main exceptions of Heytesbury Plantation and Guernsey Belt which are small areas of woodland.

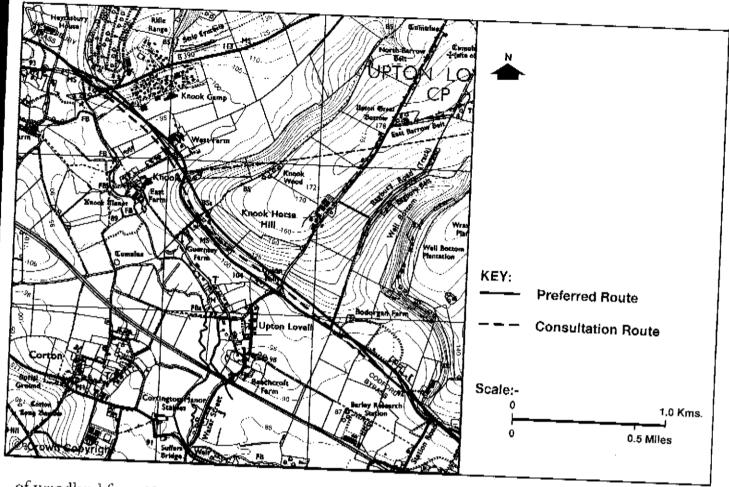
The area encompassed by the scheme falls almost entirely within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty. Only the portion to the north of the B390 junction is outside the area and this section falls within a County designated Special Landscape Area.

The River Wylye to the south is designated as an area of High (cological Value because of the purity of the water and the wealth of associated flora and fauna.

The whole of the area under consideration falls within an Area of Special Archaeological Significance and the adjacent areas of Salisbury Plain contain many examples of pre-historic and Romano-British sites.

3. Route Choice and Development

Prior to Public Consultation, extensive feasibility studies were undertaken into a number of competing alternatives for the improvement of the A36 between Codford and Heytesbury, the principal constraints being difficult topography, sporadic roadside development and the presence of Knook and Upton Lovell on the south side of the existing Trunk Road.



of woodland from Heytesbury Plantation and Guernsey Belt, and of 600 square yards (500 sq.m) of unimproved grassland on the slopes of Knook Horse Hill and the effects on badgers throughout the scheme.

As a consequence of identifying the high ecological value of the grassland on Knook Horse Hill, particular attention would be paid to protecting this area during the road construction phase and subsequently the opportunity would be taken to enhance the proposed road-side cuttings by encouraging their future colonisation by chalkland plants.

As a result of the identification of active badger setts, extensive measures would be built into the scheme proposals to ensure that the badgers would still be able to reach their normal foraging areas and would suffer the minimum disturbance possible from the works.

There are no Scheduled Ancient Monuments along the route of the improvement. However, in view of the archaeological importance of the Salisbury Plain area, a survey was commissioned to identify areas of archaeological potential along the route and to recommend mitigation measures. The measures recommended fall into three categories. First, there is rescue excavation which would have to be carried out in advance of the works. Second, there is a watching brief required at several locations and third, in situ preservation is required of earthworks which indicate the presence of a mediaeval settlement in the fields immediately to the south west of the unclassified road to Knook. Archaeologists would be provided with the opportunity to carry out the rescue excavations and the watching brief and full co-operation would be offered for these activities.

46 feet (14m) depth before rejoining the existing Trunk Road in front of Heytesbury House.

5. Impact on the Environment

The alignment of the proposed Codford to Heytesbury improvement has been chosen to minimise environmental problems. Conditions would be made much safer for residents and all classes of road users.

As far as possible, the new road has been moved away from residential property, but although no houses or commercial properties would need to be demolished, a number would be sufficiently close to suffer an increase in noise and some may qualify for noise insulation. In places where the route does pass close to houses, earthmounds would be provided wherever possible.

Many properties however, particularly in Upton Folly and Upton Lovell, would benefit from a significant noise reduction. The proposed scheme would remove over 90% of traffic from the existing A36 through Upton Folly. This would bring considerable environmental benefits to residents of properties close to the existing Trunk Road, including a significant reduction in noise, dirt, vibration, visual intrusion and severance. It is not intended to light the proposed improvement scheme.

Public rights of way affected by the proposals would be catered for by means of short diversions or by means of crossings over the new Trunk Road. Retention of the existing A36 as a public highway would result in a much enlarged minor road network to link Boyton, Upton Lovell and Knook and provide suitable routes for pedestrians, cyclists and horse riders.

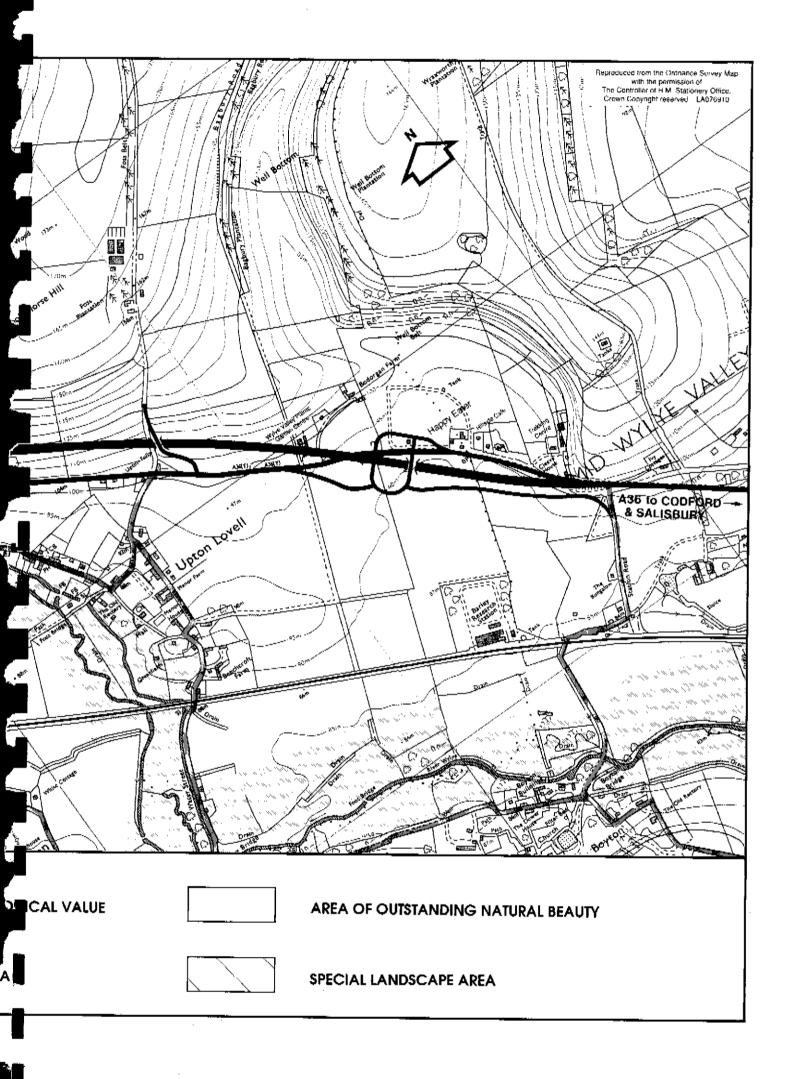
As a consequence of building the improvement scheme, safety should be improved by removing all private accesses from the Trunk Road.

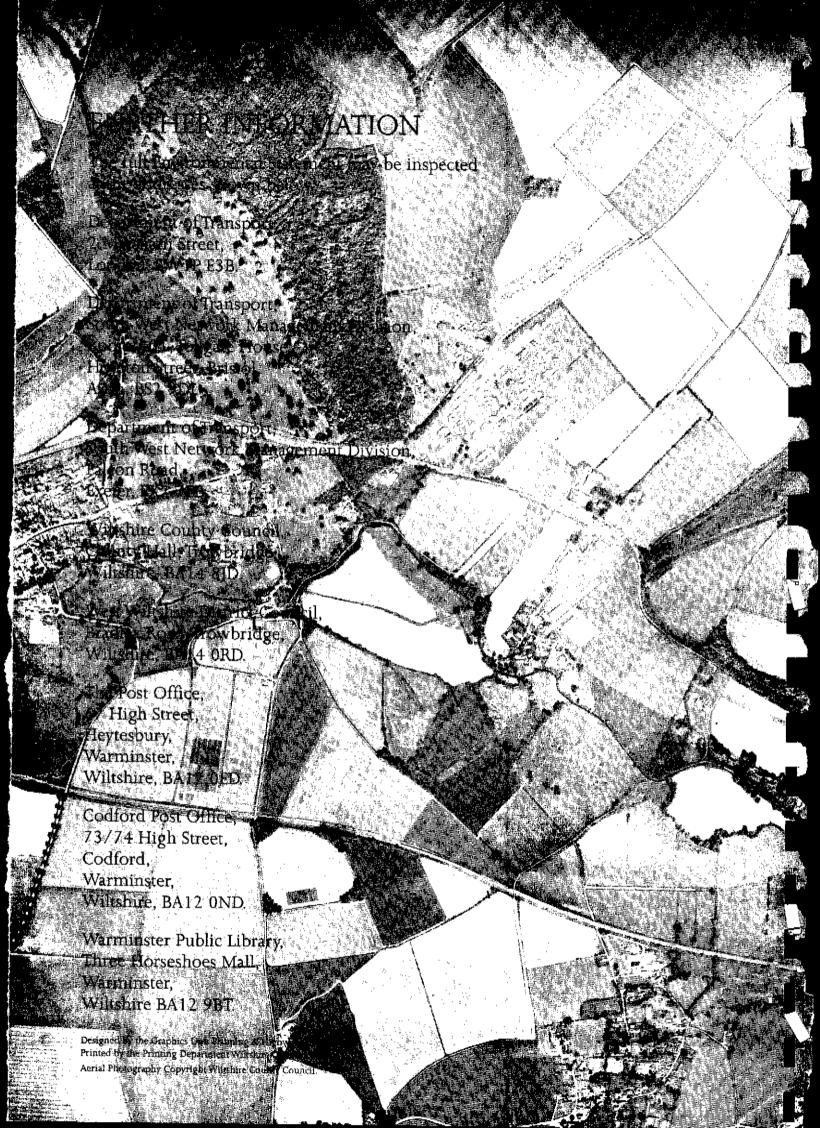
About 64 acres (26.5ha) of farmland would be needed to build the scheme and 10 land holdings would be affected. Severance effects would be reduced by the provision of new junctions and bridges over the proposed dual carriageway; the provision of an underpass; the construction of farm access tracks where necessary; and the extensive lengths of the existing A36 which would remain open for use as public highway.

The new road improvement inevitably causes some disruption to the existing landscape but the effects have been minimised by trying to follow the terrain. Improved junctions introduce large scale elements and extensive land shaping measures are proposed to reduce the visual effects.

Comprehensive planting proposals are designed to reduce further the overall impact on the landscape and to screen the road proposals, particularly from local properties. The planting proposals would include woodland cover, using species native to the locality to tie into existing tree cover and to provide additional screening. Hedgerow planting would be included to restore field boundaries where appropriate. With the agreement of affected landowners, additional offsite planting may be provided to screen longer distance views of the new road.

A detailed ecological survey has been carried out over a wide band of interest along the route. This has helped to identify particular areas where the effects of the proposed improvement on the existing ecology would need special attention. These include the loss of areas





APPENDIX C Figures

