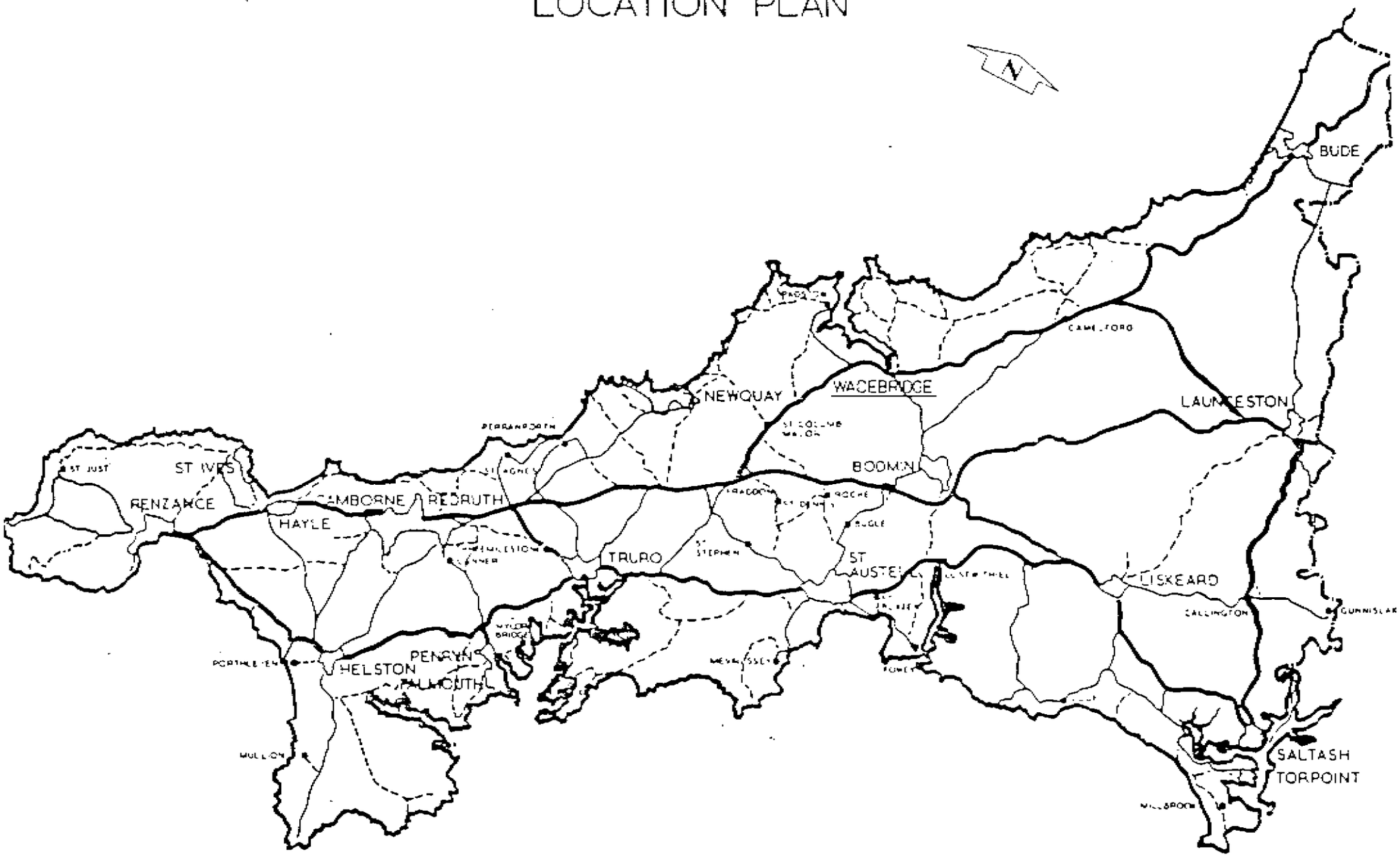
THE DEPARTMENT
OF TRANSPORT

South West Region

A39 Wadebridge Bypass

Environmental Statement

LOCATION PLAN



NOT TO SCALE

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2. Appraisal Framework

1.0 Introduction

1.1 The Secretary of State for Transport has published proposals for an A39 bypass of Wadebridge, in the form of draft Orders under the Highways Act 1980. He has determined that this improvement scheme shall be the subject of an environmental assessment. Accordingly this Environmental Statement is published summarising the assessment of the environmental effects of the scheme, in accordance with section 105A of the Highways Act 1980 (as added to by the Highways [Assessment of Environmental Effects] Regulations 1988).

1.2 Cornwall County Council will shortly publish details of a complementary scheme, the A389 Egloshayle Bypass. It is proposed to construct both schemes at the same time. Together they would have much greater effect in removing traffic from Wadebridge than would each scheme on its own. The economic aspects and traffic implications which are described in this Statement are those attributable to the combined A39 Wadebridge and A389 Egloshayle Bypasses.

2. Site Description

2.1 Wadebridge is a small market town lying in an irregular bowl formed by the confluence of the Camel and Polmorla Rivers. Together with Egloshayle on the northern side of the River Camel it forms the largest settlement in this part of North Cornwall with a combined population of 4,800.

2.2 The town is designated as an "Historic Town" in the Cornwall County Council Structure Plan. The Bridge which carries the existing A39 trunk road over the River Camel is of medieval origins and is a scheduled Ancient Monument.

2.3 The main development is on the narrow valley floor and on the south western slopes of the Camel valley. Some development follows the line of the A39 which passes through the town in an east to west direction and on the northern side of the A389 which leads to Bodmin. To the north of the town there are the hamlets of Edmonton, Trevanson, Bodieve and Ball, separated from the town by farmland.

2.4 The main industries are agriculture and tourism with a small amount of manufacturing and service industry at the Trenant Industrial Estate and on either side of the River Camel. The nearest major centre of employment is Bodmin.

2.5 The landscape surrounding the town has been principally influenced by the Camel and Polmorla. These rivers with their tributary systems have cut deeply into the land form to create rounded hills falling into steep sided valleys or gulleys. Most of the tree cover is concentrated in the sheltered deep gulleys of the tributary streams. The Camel's alluvial plain is some 250 metres to 400 metres wide at the tidal mudflats just downstream of the existing bridge which forms the navigable head of the tidal estuary.

2.6 The landscape varies along the line of the proposed Wadebridge Bypass, as the land falls (from 100 metres AOD at Whitecross) to the alluvial plain and mudflats of the River Camel, then rises on the northern side of the river

(to 65 metres AOD in the vicinity of Ball). The high ground on both sides of the Camel valley is an open agricultural landscape of medium to moderately large fields bounded by thorn hedges on stone or earth banks. Wind cutting of hedgerow trees on the higher ground indicates a fair degree of exposure. As the ground slopes towards the river, a smaller field pattern and a greater degree of enclosure create a smaller scale which contrasts with both the higher ground and the open nature of the river and its mud flats.

2.7 The mixed thorn hedges contain small hedgerow trees of oak, ash and sycamore together with many dead elms. Oak, ash, beech and sycamore also occur in the tributary valleys where they develop greater stature. Blackthorn is the dominant shrub layer in the Camel estuary.

2.8 Although the area north west of Wadebridge is designated as an Area of Outstanding Natural Beauty, the landscape of the river valley where it is crossed by the proposed route, is influenced by the spread of industry along the banks of the Camel downstream of the existing bridge; a degree of industrial squalor has accumulated. The residential development terraced into the south western hillside of the Camel valley is also a significant feature in this area.

2.9 The predominant land use in the area is agriculture, mostly mixed dairy and arable. The majority of the agricultural land is classified as Grade 2 or Grade 3a.

2.10 The Camel estuary north of Wadebridge and land on the east bank is defined in Cornwall County Council's "Cornwall Countryside Local Plan" as an Area of Great Scientific Value and a Cornwall Nature Conservation Site. The Countryside Local Plan also defines areas south west and south east of Wadebridge as Areas of Great Landscape Value.

2.11 There are a number of Listed Buildings and scheduled Ancient Monuments in the study area but none would be adversely affected by the proposed scheme.

3. Scheme Description

3.1 Main Line

3.1.1 Wadebridge bypass would be 4.0 kilometres in length with a single 7.3 metre carriageway and 1 metre hardstrips. Each side of the Camel Valley additional uphill climbing lanes would be provided increasing the carriageway width to 10.0 metres, and retaining the 1 metre hardstrips.

3.1.2 Commencing near the entrance to the Royal Cornwall Showground near Whitecross, the A39 bypass would curve east to cut the northern corner of the showground and pass behind the old tollgate cottage known as "The Roundhouse". The bypass would then cross the existing A39, between the Tollgate Service Station and "Fairwinds" in a shallow cutting, on a north-easterly alignment, before descending sharply, in deep cutting south-east of Trevanson, to the River Camel valley.

3.1.3 The new road would cross the river flood meadows, the Camel Trail (a recreational route mainly for pedestrians and cyclists between Wadebridge and Padstow) the river itself and the realigned Trevilling road by means of a viaduct. The bypass would then curve to the east on embankment, before passing south of Bodieve in cutting, and under the B3314 St Minver road. The road would then skirt the northern side of the Wadebridge Rugby Club ground to a new roundabout south west of Ball. The bypass would then continue to the south of Ball in cutting to rejoin the existing trunk road just to the west of Three Holes Cross.

3.1.4 The heights of the embankments and depths of the cuttings along the proposed route are shown on the drawing at Appendix 1.

3.2 Junctions

3.2.1 At the Roundhouse a staggered cross-roads junction would connect the unclassified road from Edmonton, the superseded A39 from Wadebridge and the unclassified road from St Breock to the bypass.

3.2.2 A new roundabout south west of Ball would provide access into Wadebridge, the B3314 St Minver road, Ball and the proposed A389 Egloshayle Bypass.

3.2.3 There would be no other road junctions along the new trunk road, although a new access to fields would be provided south of Ball.

3.3 Bridges

3.3.1 Two side road bridges are proposed to carry the Trevanson Road and the B3314 St Minver road over the bypass. Both bridges would be constructed on the line and level of the existing roads.

3.3.2 The viaduct across the Camel flood plain would be a 9 span, 458 metre long structure. Over the main river channel the headroom above the highest predicted flood tides would be 14 metres. The design of the viaduct will be submitted to the Royal Fine Art Commission.

3.4 Lighting

3.4.1 The roundabout at Ball would be lit, but there would be no requirement for lighting elsewhere on the scheme.

4. Traffic Flows

4.1 The A39 Wadebridge Bypass together with the A389 Egloshayle Bypass would maximise the removal of traffic from the centre of Wadebridge. The traffic diagram at Figure 1 shows Annual Average Daily Traffic flows (AADT). Existing 1986 flows and the range of traffic flows predicted in 2008 (this latter date being approximately 15 years after the anticipated date for the bypass completion) are also shown.

4.2 The figure shows that both the existing A39 and A389 roads through the town would experience a significant reduction in traffic flows. 40% of the traffic using the existing bridge would be diverted to the bypass. The remaining 60% of the traffic comprises vehicles having local destinations in the area and which would not therefore be expected to use the bypass.

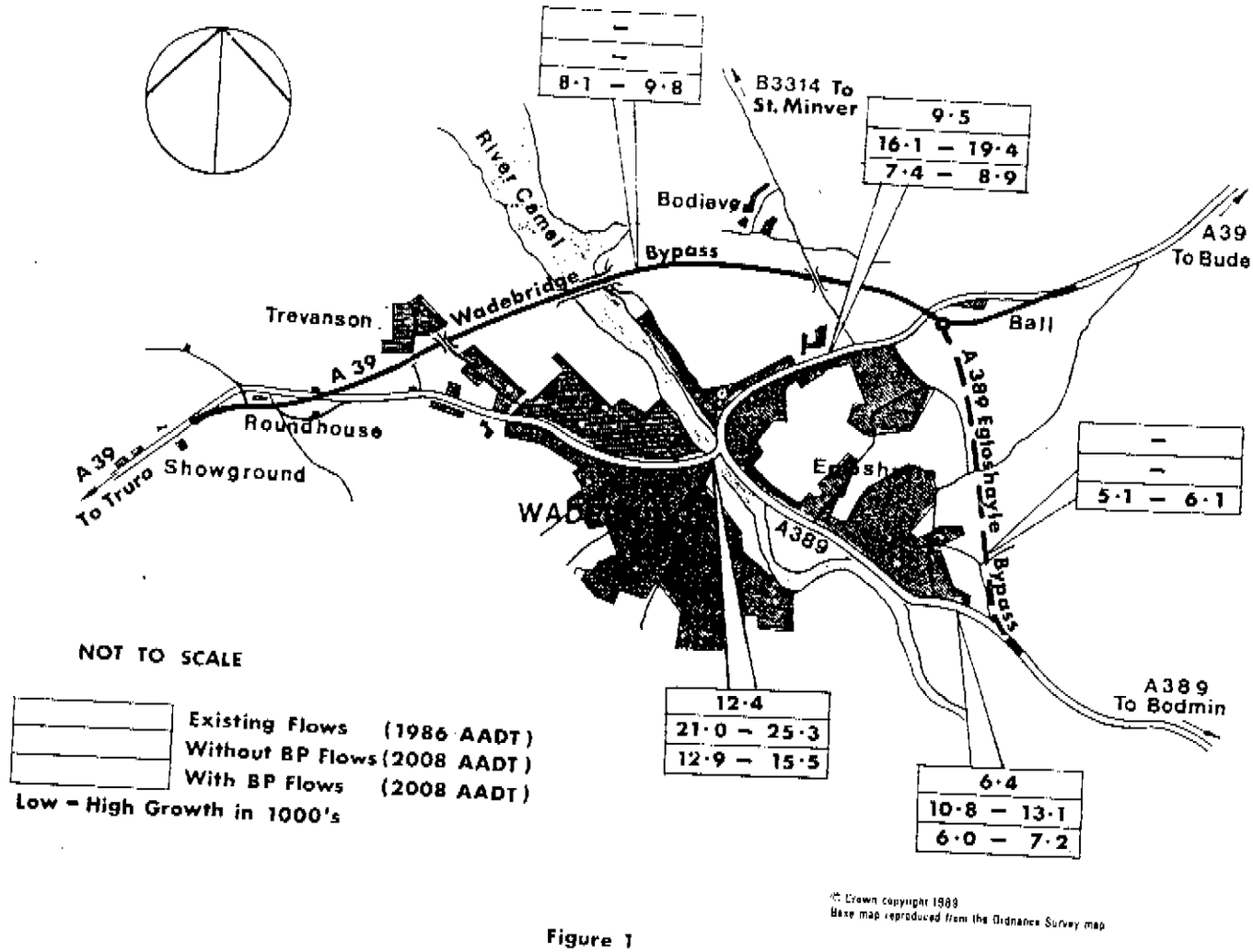


Figure 1

5. Mitigation of Adverse Environmental Effects

5.1 General

5.1.1 The proposed route, skirting the northern edge of Wadebridge has been designed to blend into the landscape and to minimise visual intrusion. The bypass would go through the southern extremity of the Area of Outstanding Natural Beauty but the landscaping proposals would reduce the impact so that the intrusion would be minimal. Its impact on farms has been kept to a minimum by keeping as close as possible to farm boundaries and providing suitable access tracks.

5.2 Route and Design Changes

5.2.2 Particular mitigating effects have been achieved during the development of the scheme following Public Consultation in 1983:

(a) Western Termination
The route has been extended at the western end to bypass the Roundhouse bend. This has enabled the route to be lowered into cutting and a roundabout junction with its associated street lighting to be dispensed with, thus minimising the visual impact in the area.

(b) Trevanson

As a consequence of the change at the western end it has been possible to move the road further away from properties in the hamlet of Trevanson. The construction of an amenity bund would further shield properties from the effects of the road.

(c) The River Camel Bridge

The viaduct has been increased in height so that the section bridging over the river will have a headroom of 14 metres above the highest predicted flood tides. The viaduct structure will also extend across the complete width of the flood plain.

(d) Crossing of B3314

The proposed junction of the bypass with the A389 Egloshayle Bypass has been moved eastwards to a location south-west of Ball and the B3314 St Minver road bridged over the bypass. This has reduced the effect on farmland and farming activities in the Bodieve area, enabled easier access to the school and reduced the visual effect of the scheme.

5.3 Principal Landscaping Proposals

5.3.1 At the western end of the scheme, in the open agricultural landscape, the visual impact would be low. The road would be slightly further away from "The Roundhouse" and in cutting as it passes "Fairwinds". Planting would ameliorate the intrusion on these properties, help to match the scale of the new road to its surroundings and link with the severed hedgelines of the field boundaries.

5.3.2 South of Trevanson the new road would run close to existing ground level before entering the deep cutting through the valley scarp. Additional land would be acquired for an amenity bund, other earth shaping and some tree and shrub planting. These measures are proposed to reduce the environmental impact on several properties.

5.3.3 Although the estuary is designated an Area of Great Scientific Value, the new bridge crossing is unlikely to have any lasting affect on the ecology of the estuary. In visual terms, the high level structure spanning across most of the alluvial plain would allow views along the valley with little interruption and would frame views of the estuary when seen from the town. At the north eastern end additional land would be taken to allow the necessary embankment to be graded out into the contours of the hillside. Planting would be used to further soften the form of the feature, to link with surrounding tree cover and to help to screen views of traffic on the approach to the bridge.

5.3.4 Between Bodieve and Gonvena, the road would follow a natural declivity and be screened by the land form and by the cutting as it passes under the B3314. Some planting would be carried out to link with severed hedgerows as the field pattern is interrupted.

5.4.5 Additional land would be taken at the Ball roundabout to allow planting to contain the junction. Planting to repair the visual effect of the severed hedgerows would help to strengthen the screening effect of the cutting at Ball.

6. Effect of the Scheme on the Environment

6.1 Two areas of environment would be affected by the scheme:

(a) the area surrounding the existing A39 trunk road;
(b) the area in which the proposed new road would be situated.

6.2 The existing A39 passes through residential areas and the shopping centre of Wadebridge. Removal of through traffic would result in a reduction of noise, fumes and visual intrusion for inhabitants and people going about recreational, domestic and business activities in the town. Local traffic would be able to move more easily and the quality of life in the town would be greatly improved.

6.3 The new route would pass mainly through farmland. Where the route comes near to property, it would be in cutting or amenity bunds would give some protection. The one exception to this is just to the east of the river crossing where three properties would experience high visual obstruction from a high embankment just east of the river crossing; existing trees and landscaping of the embankment slopes would help to mitigate the effect.

6.4 Based upon a preliminary noise assessment, approximately 16 properties along the route of the Wadebridge Bypass would experience a noticeable increase in traffic noise level due to the construction of the combined A39 Wadebridge Bypass and the A389 Egloshayle Bypass. However approximately 315 residential properties and 60 shops would experience a noticeable reduction in traffic noise level. The noise effects are set out more fully in the Appraisal Framework at Appendix 2.

6.5 Access between Wadebridge and the communities north of the bypass would be maintained.

6.6 The river viaduct and road embankment on the east side of the river would intrude on the views from many of the properties on the west bank of the river. The viaduct would be designed to be an elegant structure and the side slopes of the embankment would be softened by moulding into the existing land form and be planted.

6.7 The 1:1 slopes of exposed slate in the cutting through the scarp on the west bank of the river valley could not be soiled and would remain as an intrusive scar when viewed from the north-east.

6.8 The route now published broadly follows the line of the route put forward at public consultation but with amendments. It is considered to be the only feasible route for a bypass of Wadebridge that is acceptable in environmental and landscaping terms.

Department of Transport
South West Region
Falcon Road
EXETER
EX2 7LB

June 1989

APPENDIX 1

THE A39 TRUNK ROAD

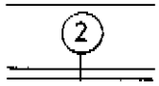
WADEBRIDGE BYPASS

ENVIRONMENTAL FACTORS

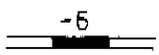
KEY

EXISTING MAJOR ROADS

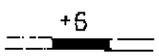

MINOR ROAD



PUBLISHED ROUTE WITH KILOMETRE POINTS



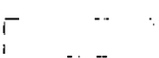
PUBLISHED ROUTE IN CUTTING SHOWING MAXIMUM DEPTH (M)



PUBLISHED ROUTE ON EMBANKMENT SHOWING MAXIMUM HEIGHT (M)

PROPOSED EGLOSHAYLE BYPASS


AREA OF GREAT LANDSCAPE VALUE (A.G.L.V)


AREA OF GREAT SCIENTIFIC VALUE (A.G.S.V)


AREA OF OUTSTANDING NATURAL BEAUTY (A.O.N.B)


LISTED BUILDING


ANCIENT MONUMENT


RIVER

SCALE

1:10,000

DRAWING No.

TR41/104/EF1

APPENDIX 2

APPRAISAL FRAMEWORK

Note (i) This appraisal framework was originally prepared in April 1989 and the economic effects quoted are for the combined A39 Wadebridge Bypass and the A389 Egloshayle Bypass.

(ii) The noise effects quoted have been updated to reflect the new National Road Traffic Figures published in May 1989. The effects are based upon a preliminary assessment and are subject to change.

[redacted] DATE PREPARED APRIL 1989 [redacted]

Note: Egloshayle Bypass included for traffic and Coba purposes only

GROUP 1: TRAVELLERS			Preferred Route		Do Nothing	Comments
Sub-Group	Effect	Units	LOW	HIGH		
Car Users	Time Savings	£m (PVB)	1.44	2.64	0	A. Each column shows the improvement of the route over the Do-nothing option. Hence do-nothing entries are zero.
	Vehicle operating cost savings	£m (PVB)	0.09	0.09	0	B. Present value of benefits (PVB) are for a 30 year period from the expected date of opening and are discounted to 1979 prices at 7%.
Users of Light Goods Vehicles	Time Savings	£m (PVB)	0.19	0.35	0	C. Local accident rates are used for existing links and national average figures for new links. It is assumed that national average figures for vehicle occupancy and accident costs will apply.
	Vehicle Operating Cost Savings	£m (PVB)	0.01	0.01	0	
Users of Heavy Goods Vehicles	Time Savings	£m (PVB)	0.06	0.11	0	
	Vehicle Operating Cost Savings	£m (PVB)	0.00	0.00	0	
Bus Operators and Passengers	Time Savings	£m (PVB)	0.08	0.13	0	
	Vehicle Operating cost savings	£m (PVB)	0.00	0.01	0	

GROUP 1: TRAVELLERS (cont)			Preferred Route		Do Nothing	Comments
Sub-Group	Effect	Units	LOW	HIGH		
All Vehicle Travellers	Value of Accident Savings	£m (PVB)	0.18	0.31	0	
	Reduction in Casualties - Fatal - Serious - Slight	 Number Number Number	 1 35 156	 1 47 202	 0 0 0	The figures indicate the probable total reduction in casualties in the whole of the 30 year assessment period if the national average rates and distribution between groups apply. They take no account of the safety implications of the detailed design of the new route.
	Traffic Delays during construction	£m (PVB)	0	0	0	Minor unquantified delays during construction of tie-ins.
	Traffic Delays during maintenance	£m (PVB)	0	0	0	Unquantified reduction in delays with the preferred route.
	Driver Stress		Low (40% over-taking available)		High (Nil overtaking available)	The traffic growth forecasts indicate a High category 15 years after opening.
	View from Road		Rural views however 30% of road is in cut.		Indistinct view through the town.	
Pedestrians	Change in Amenity		Removal of through traffic in Wadebridge will increase amenity.		Increase in traffic on A39 will decrease amenity.	The bypass allows the possible pedestrianisation of Molesworth Street. Traffic congestion in the main shopping streets produces a conflict.
	Safety		Reduced level of traffic in Wadebridge will improve safety.		Increase in traffic will decrease safety.	A reduction in the traffic/ pedestrian conflict increases safety and the possible pedestrianisation would further enhance safety.

GROUP 1: TRAVELLERS (cont)					
Sub-Group	Effect	Units	Preferred Route	Do Nothing	Comments
Pedestrians (cont)	Severance (new)		Slight	None	Stiles will be provided when the route crosses Public Rights of Way.

GROUP 2: OCCUPIERS					
Sub-Group	Effect	Units	Preferred Route	Do Nothing	Comments
Residential	Properties demolished	Number	0	0	
	Noise	Number of houses experiencing an increase of:			The changes in noise are the difference between the forcast for each option for 2008 and the existing levels. The units are dB(A)L_{10} 18hr 6am - midnight.
		>15dB(A)	3	0	
		10-15dB(A)	1	0	
		5-10dB(A)	7	0	
		3-5 dB(A)	5	0*	*315 houses will experience an increase of 2.9dB(A)
	Noise effect adjacent to existing roads.	Number of houses experiencing a decrease of:			
		>15dB(A)	0	0	
		10-15dB(A)	0	0	
		5-10dB(A)	1	0	
		3-5 dB(A)	1*	0	*175 houses would experience a decrease of 0.5dB(A) and 140 houses would experience a decrease of 1.9dB(A) (based upon traffic flows which allow for the constr--uction of Egloshayle Bypass).

[redacted]	Effect	Units	Preferred Route	Do Nothing	Comments
Residential (cont)	Visual obstruction		3. high	No change	3 properties @ Trevilling, north of proposed 18m high embankment. Landscaping is proposed.
	Visual intrusion		See comments	No change	The residential development on the south west bank of the Camel Valley will experience moderate visual intrusion.
	Severance		Minor access to Trevanson stopped up	No change	Trevanson Road to be bridged over the bypass with minor realignment into the hamlet.
	Disruption during construction		Minimal	No change	Trevanson Road & B3314 will be temporarily diverted during bridge construction.
Industrial premises	Noise increase	Number subject to increase of more than 5 dB(A)	0	0	
	Noise decrease	Number subject to decrease of more than 5 dB(A)	0	0	
	Visual obstruction		1. Moderate	No change	
	Severance		Nil	No change	
	Disruption during construction		Minimal	No change	
Commercial premises A. Office Buildings	Noise increase	Number subject to increase of more than 5dB(A)	0	0*	*Some properties will experience an increase of 2.9dB(A)

GROUP 2: OCCUPIERS (cont)

Sub-Group	Effect	Units	Preferred Route	Do Nothing	Comments
Commercial Premises (cont)					
A. Office Accommodation	Noise decrease	Number subject to a decrease of more than 5dB(A)	0*	0	*Some properties would experience a decrease of 1.9dB(A)
	Visual obstruction		Nil	No change	
	Severance		Nil	No change	
	Disruption during construction		Nil	No change	
B. Shops	Noise increase	Number subject to increase of more than 5dB(A)L_{10}	0	0*	*60 will increase by 2.9dB(A).
	Noise decrease	Number subject to decrease of more than 5dB(A)L_{10}	0*	0	*60 would decrease by 1.9dB(A)
	Visual obstruction		Nil	No change	
	Severance		1. Slight	No change	New access to Tollgate Garage to be provided.
	Disruption during construction		1. Moderate	No change	Access to Tollgate garage will be maintained during Construction.

GROUP 2: OCCUPIERS (cont)					
Sub-Group	Effect	Units	Preferred Route	Do Nothing	Comments
Schools and Hospitals	Noise	Effect on North side in dB(A)L_{10}	Increase by 7.		
a) Wadebridge Comprehensive School. (928 pupils in 1989) (Gonvena Hill)		Effect on South side in dB(A)L_{10}		Increase by 2.9	
	Visual obstruction		Nil	No change	
	Severance		Nil	No change	
	Disruption during construction		Nil	No change	
b) Wadebridge Primary/Junior Boys school (Molesworth St)	Noise	dB(A)L_{10}	Decrease by 1.9	Increase by 2.9	
	Visual obstruction		Nil	No change	
	Severance		Nil	No change	
	Disruption during construction		Nil	No change	
c) Wadebridge Girls infant school	Noise	dB(A)L_{10}	Decrease by 0.5	Increase by 2.0	
	Visual obstruction		Nil	No change	
	Severance		Nil	No change	
	Disruption during construction		Nil	No change	

GROUP 2 : OCCUPIERS (cont)					
Sub-Group	Effect	Units	Preferred route	Do Nothing	Comments
Farming	Land take	Number of Farms affected	6	0	
		Hectares of land Grade 2	4.4	0	
		Grade 3A	9.1	0	

GROUP 3: USERS OF FACILITIES					
Sub-Group	Effect	Units	Preferred Route	Do Nothing	Comments
A. Town Centre	Reduction of vehicle/ pedestrian conflict		Reduced level of traffic in Wadebridge.	No traffic relief. Traffic will increase with time.	Pedestrians within the town centre will benefit substantially.
B. Users of River Camel.	Reduction in amenity due to bridge clearance.		14m clearance (above highest flood level).	No change.	The proposed high level bridge will permit the majority of users unrestricted navigation.

GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE AREA					
Policy	Authority	Interest	Preferred Route	Do Nothing	Comments
A. To protect the Area of Outstanding Natural Beauty.	DoE Cornwall County Council	Maintenance of the environ-mental quality of the area.	The route severs 3 Ha. of the AONB	No effect	County Structure Plan. The bypass could form the new south west boundary of the AONB without adverse effect.
B. To protect the area of Great Scientific Value.	Cornwall County Council	Maintenance of the environ-mental quality of the area.	The route crosses the Camel Valley	No effect	County Structure Plan. The bypass could form the new south west boundary of the AGSV.

GROUP 5: TRANSPORT DEVELOPMENT AND ECONOMIC POLICES

Polices	Authority	Interest	Preferred Route	Do Nothing	Comments
TRANSPORT A. To improve the A39 Trunk Road.	DTp Cornwall County Council	Ease of access to North Cornwall.	Big improvement	Increasing delays and accidents expected with growth in traffic on existing poor alignment.	County Structure Plan Policy.
B. To relieve local traffic problems in Wadebridge.	Cornwall County Council	Removal of through traffic	Most through traffic removed	Pedestrian/ traffic conflict will increase and delays will increase.	The bypass allows the option of traffic management measures to further relieve local traffic problems.
C. To maintain the River Camel.	Padstow Harbour Commissioners.	Effect of navigation	Minimal restriction.	No effect.	
DEVELOPMENT AND ECONOMIC A. To develop Wadebridge as a shopping and market centre.	Cornwall County Council	Improved access to Wadebridge by removal of through traffic. Improved amenity in shopping area.	Most through traffic removed. Pedestrian/ vehicle conflict reduced.	Current traffic problems and pedestrian/ vehicle conflict will both increase. Access to Wadebridge would be further restricted by increased congestion.	The County Structure Plan illustrates the need for Wadebridge Bypass.

GROUP 5: TRANSPORT DEVELOPMENT AND ECONOMIC POLICIES (cont)

Polices	Authority	Interest	Preferred Route	Do Nothing	Comments
B. To permit further housing development in Wadebridge.	Cornwall County Council	Effect on residential development	No adverse effect.	Current traffic problems and pedestrian/ vehicle conflict will both increase.	County Structure Plan.
C. To permit growth in industrial provision.	Cornwall County Council	Effect on access to industrial areas.	Improve access.	Current traffic problems will increase.	County Structure Plan.
D. To safeguard waterside or activities needing a riverside frontage.	Cornwall County Council	Effect on waterside site	Minimal navigation restriction to waterside sites.	No effect.	County Structure Plan.

GROUP 6: FINANCIAL EFFECTS

Sub Group	Effect	Units	Preferred Route		Do Nothing	Comments
Department of Transport	Construction Costs	£m (PVC)	2.17		0	
	Land Costs	£m (PVC)	0.14		0	Costs are discounted from years of expected expenditure to 1979 prices. PVC- Present Value of Costs. Excess maintenance cost due to additional length of road and improved lighting, signing etc.
	Maintenance Costs	£m (PVC)	0.03		0	
	Total Cost	£m (PVC)	2.33		0	
			LOW	HIGH		
	Total Quantified Monetary Benefit	£m (PVB)	2.05	3.65	0	Includes savings in time, vehicle operating costs and accidents take from Group 1. PVB - Present Value of Benefits
	Net Present Value (NPV) compared with Do-nothing	£m (NPV)	-0.28	+1.31	0	

HIGHWAYS AGENCY

UNCLASSIFIED

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ENVIRONMENT & LANDSCAPE
Environmental Statement

A39 WADEBRIDGE BYPASS ENVIRONMENTAL STATEMENT

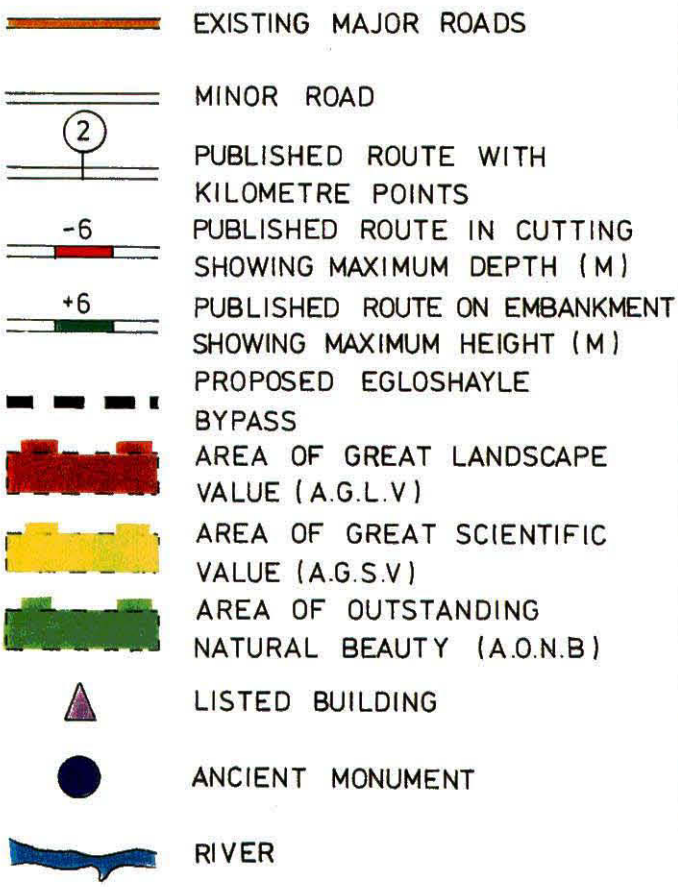
APPENDIX 1

THE A39 TRUNK ROAD

WADEBRIDGE BYPASS

ENVIRONMENTAL FACTORS

KEY



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APPENDIX 1

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