

Appendix 4.1: Location Specific Mitigation Features

Blue Route

Widening to the North between Honiton and Monkton

Landscape

- Compensatory hedgerow and standard tree planting to reinstate road side enclosure by the mid-term;
- Replacement hedges to be set at the back of verge at or above road level to maximize concealment of traffic;
- Enhancements to the roadside boundary hedge treatment on the SE side of the road in combination with improved acoustic screening features in a manner that seeks to enhance this gateway approach into the Blackdown Hills AONB;
- Use of existing vegetation or new hedge planting to conceal some acoustic fences and integration of acoustic fencing into reconstructed garden boundaries as far as possible rather than as free standing elements in the highway verge;
- Retention of part of the larger existing layby and views to Dumpdon Hill;
- New planting associated with areas of compensatory lowered floodplain areas and on banks down from the road which should not be steeper than 1 in 3 gradients and preferably should be shallower, to maintain agricultural land uses and improve the establishment of any new vegetation.

Water Environment

- Possible attenuation pond on one part of the existing layby.

Monkton bypass to the South

Landscape

- Additional and strengthened woodland copses on the valley side and a maintained pattern of roadside grass verges and Devon hedge banks;
- An additional pattern of woodland copses and hedges that is diverse, reinforces and blends into the existing landscape and avoids directing attention to the new road corridor as part of a mosaic of land cover types;
- Replacement hedges to be set at the back of verge at or above road level to maximize concealment of traffic;
- Post and wire fences, concealed by new hedge lines, wherever possible (unless alongside woodland), on valley sides;
- Retention of some longer views out;
- 1 in 5 max grading to return land to arable agriculture alongside the widened road corridor, where space permits and existing vegetation loss can be limited;
- Utilisation of under passes with cuttings, combined with hedges to conceal sections of the main route and side roads;

Water Environment

- Possible attenuation pond in locations along the route integrated with mitigation woodlands as visual concealment and to retain habitat connectivity.

Monkton to Cooks' Moor

Landscape

- Taking advantage of a more discreet opportunity to ascend the scarp onto the plateau in a new cutting, in an open area on the margin of an existing scarp woodland edge and where distinctive woodland cover could be extended on the scarp;
- The creation of further woodland copses and the protection and utilisation of existing vegetation cover and pattern, for visual assimilation;
- An additional pattern of woodland copses and compensatory hedgerows that is diverse, reinforces and blends into the existing landscape and avoids directing attention to the new road corridor;
- Replacement hedges to be set at the back of verge at or above road level to maximize concealment of traffic;
- New and retained views from the road.

Water Environment

- Possible attenuation pond in locations along the route integrated with mitigation woodlands as visual concealment and to retain habitat connectivity.

Between Cooks' Moor and Devonshire Inn

Landscape

- Visual impact has been limited by a new road alignment which is set as closely as possible to the existing A30;
- Hedgerow loss and visual effects can be compensated for with new hedgerow and occasional standard tree planting by the mid-term;
- Replacement hedges to be set at the back of verge at or above road level to maximize concealment of traffic;
- Retention of longer views over short cut hedges.

Water Environment

- Possible attenuation pond in locations along the route integrated with mitigation woodlands as visual concealment and to retain habitat connectivity.

Acoustic

- Acoustic fence on either side of the road.

Blue Route and Orange Route- Roundabout junction near the Devonshire Inn

Landscape

- Hedgerow loss and visual effects of the road can be partly compensated for with new hedgerow and occasional standard tree planting by the mid-term;
- Hedge to be planted with a wide grass verge between the existing road route to be utilised for a side road and the proposed new road, to reduce the scale of the changes;
- Replacement hedges to be set at the back of verge at or above road level;
- A wooded setting would be created to the roundabout by the midterm;
- View to distinctive and positive stone buildings of the Devonshire Inn maintained;

- Lighting associated with roundabout to be to ILE¹ best practice in limiting potential for light pollution. Sign lighting to also follow best practice.

Noise

- Earth shaping for acoustic bund on the south east wooded setting of the roundabout.

Blue South Route- Alternative route option between Honiton and Monkton- Widening to the South

Landscape

- Existing northern hedge conserved and its screening functions conserved;
- New woodland copses to restore sites where buildings demolished;
- In consultation with residents/occupiers landscape planting and boundary enhancement/mitigation measures on plot frontages and boundaries including the Little Chef Site, as part of any car park reconfiguration;
- Use of existing vegetation or new hedge planting to conceal some acoustic fences and integration of acoustic fencing into reconstructed garden boundaries as far as possible rather than as free standing elements in the highway verge.

Orange Route

Landscape

- The extension of woodland on the scarp slope and a sensitively orientated cutting slope to reduce the effects of the road as it ascends onto the plateau, near Honiton;
- The route is mitigated in front of Westwood Farm, on the plateaux, by setting its alignment back from the edge of the scarp;
- On the plateau the route has been set closer to the back of the scarp woodland to maintain larger field sizes and to integrate roadside planting with an extended woodland edge more effectively;
- The repair and strengthening of the existing landscape pattern with new roadside planting including woodland copses on the valley side;
- Utilisation of under passes with cuttings, combined with hedges to conceal side roads and to reinstate a hedge bank character on these routes;
- Retention of some longer views out;
- Roadside hedges to be planted at the back of verges at or above road level to maximise their visual containment effect;
- 1 in 5 grading to return land to agriculture alongside the widened road corridor, where space permits and existing vegetation loss can be limited;
- Distinctive Devon hedge banks incorporating Beech are proposed to reinstate new edges to fields, to provide visual containment alongside the road and to provide a buffer alongside Westwood Farm.

Water Environment

- Possible attenuation pond in locations along the route. Some are integrated with mitigation woodlands as visual concealment and to retain habitat connectivity.

Noise

Earth shaping for acoustic bund near Newington/Westwood Farm.

¹ Institution of Lighting Engineers (ILE)

Section between Cooks' Moore and Devonshire Inn:

Landscape

- Hedgerow loss and visual effects can be compensated for with new hedgerow and occasional standard tree planting by the mid-term;
- Replacement hedges to be set at the back of verge at or above road level to maximize concealment of traffic;
- Visual impact has been limited by a new road alignment which is set as closely as possible to the existing A30;
- Retention of longer views over short cut hedges.

Blue Route and Orange Route- Alternative junction at the Devonshire Inn

Landscape

- Hedgerow loss and visual effects can be partly compensated for with new hedgerow and occasional standard tree planting by the mid-term;
- Hedge to be planted with a wide grass verge between the existing road route to be utilised for a side road and the proposed new road, to reduce the scale of the changes;
- Replacement hedges to be set at the back of verge at or above road level;
- Woodland loss to be compensated for;
- View to distinctive and positive stone buildings of the Devonshire Inn maintained;
- Existing stone wall to be reinstated;
- New lighting to be minimised and to be to best practice in limiting potential for light pollution. Sign lighting to also follow ILE best practice.

Noise

- Earth shaping for acoustic bund on the south east wooded setting of the roundabout