

# ***Value Management Workshop 2A Report***

## ***A30 Honiton to Devonshire Inn Improvement***

***Stage 1 (Highways England Project Control Framework (PCF))***

***June 2016***

## Authorisation Sheet

<b>Product Title:</b>	VM2A Value Management Workshop Report
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Reviewed and checked by:

Name	Role	Date
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Final sign off by individual named under 'Accountable and signed off by'

Name	Signature	Title	Date
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## **1 THE VM WORKSHOP**

### **1.1 Introduction**

1.1.1 A Value Management (VM) Workshop 2A was held on 8<sup>th</sup> June 2016 at WSP|Parsons Brinckerhoff's Exeter Office, The Forum, Barnfield Road, Exeter, EX1 1QR.

1.1.2 The workshop was attended by representatives of the following organisations:

- Devon County Council (Devon CC) as Client, officers and project team
- Blackdown Hills AONB Partnership
- Highways England
- Environment Agency
- Historic England
- Natural England
- East Devon District Council
- Members of the project team led by Devon CC

1.1.3 A briefing handbook was circulated to attendees the week prior to the workshop. The workshop was facilitated by Jim Elsdale, WSP | Parsons Brinckerhoff.

### **1.2 Material Provided to the Workshop**

1.2.1 Material contained in the briefing handbook and given in presentations is summarised in this Section.

#### Recent Scheme Background

1.2.2 The briefing handbook described the recent history of the scheme between January 2012, when Devon and Somerset County Councils had commissioned a study aimed at identifying a programme of improvement schemes for the 'unimproved' sections of the A30/A303, and February 2015, when options were presented to the Roads Minister and a decision taken to progress the section of A30 between Honiton and Devonshire Inn.

1.2.3 Since then, work has been on-going to collect and assimilate data and to develop options for a route improvement between Honiton and Devonshire Inn. A number of options have been examined; the proposed locations being developed at Design Team Workshops and based upon suggested alignments from the Environmental team. These initial options were explained in more detail at the WM1 Workshop, at which conclusions were reached on the options to develop further.

## Scheme Location and Study Area

- 1.2.4 The scheme is located in Devon on the A30 trunk road north-east of Honiton. It lies within the Blackdown Hills Area of Outstanding Natural Beauty (AONB), starting at the eastern end of the Honiton Bypass and ending just north of the Devonshire Inn A30/A303 junction. Following VM1, the study area has been extended. The revised scheme study area, together with the limits of the Blackdown Hills AONB, is shown on Figure 1.

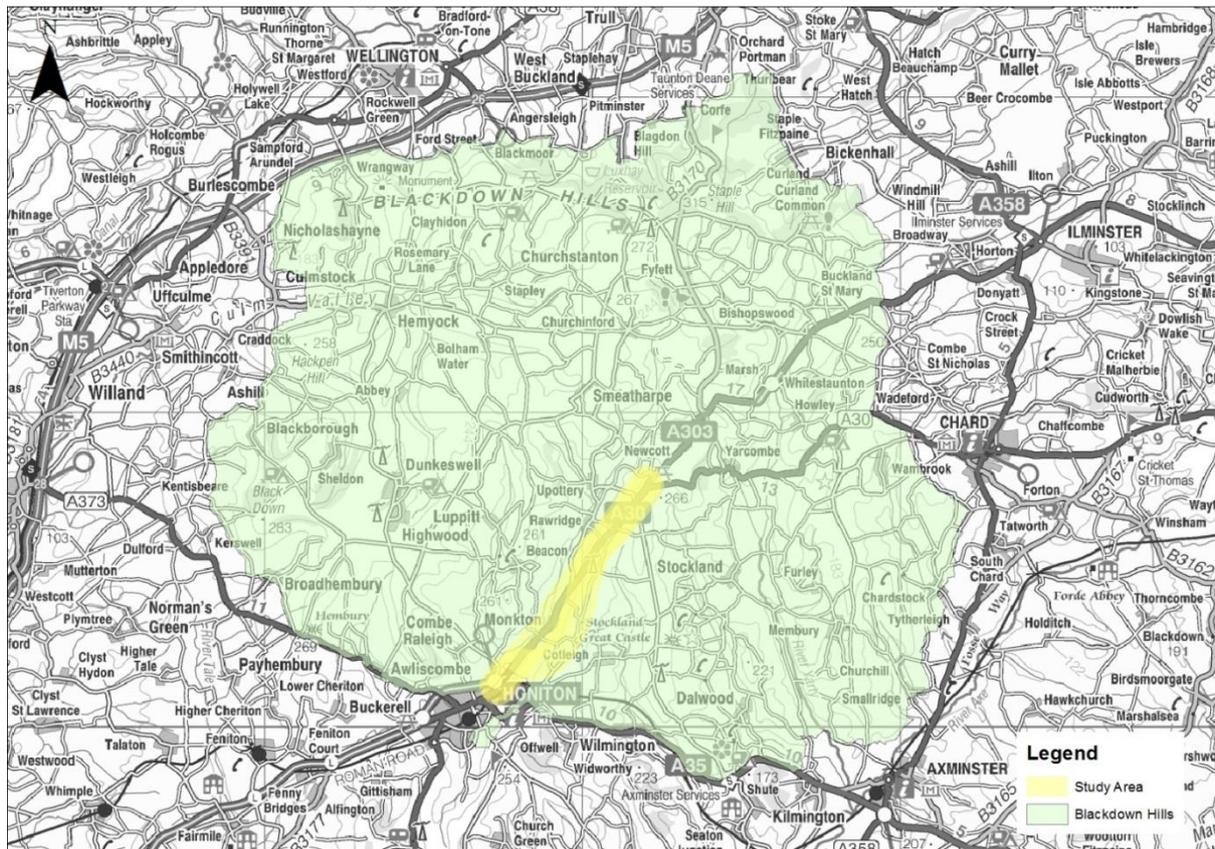


Figure 1: Scheme Study Area

## Value Management

- 1.2.5 The briefing note described the VM1 process and listed the conclusions from VM1. The note further explained the work done in addressing the conclusions. The briefing note also explained the purpose and objectives of VM2A.

### Scheme Objectives

1.2.6 The scheme objectives were developed following initial study work undertaken in 2014. Since then, the Objectives were considered at VM1 and suggestions were made that the objectives be modified to include a statement that the scheme seeks to complement the A303 and A358 route strategy being implemented by Highways England. The modified objectives as presented in the briefing handbook are:

- Encourage economic growth in the South West peninsula and particularly the large scale planned development on the A30 East of Exeter;
- Improve journey speed and reliability;
- Increase the resilience of the strategic road network ***whilst recognising the intention to upgrade the A303 between the M3 and the A358 to dual carriageway standard, together with creating a dual carriageway link from M5 at Taunton to the A303;***
- Improve safety along the A30 for road users and road operators;
- Minimise adverse environmental impacts through good exemplary approaches to design and mitigation and adoption of sustainable and innovative solutions; and
- Ensure that unavoidable impacts on the character and special qualities of the Blackdown Hills AONB are offset through a significant programme of compensatory measures and the inclusion of opportunities for environmental enhancement in line with AONB Management Plan objectives.

### Client Scheme Requirements

1.2.7 VM1 confirmed that the Client Scheme Requirements should remain as those established following the initial study work that led to the submission of the draft Business Case. The client scheme requirements are:

- Improvement shall be Wide Single Carriageway standard (2+1), potentially part off-line and part on-line.
- Junction standards will be at-grade.
- Access to minor roads will either be maintained or, where possible, will use local connector roads to minimise junctions directly with the trunk road.

### VM1 Actions - Options

1.2.8 Actions arising from VM1 were described in the briefing handbook. Listed below is a summary of the options presented at VM1 and an indication of those that were further developed and presented at VM2A.

Link/ Option	Description	Presented at VM1	Presented at VM2A
<b>Link 1</b>	<b>Honiton to Tovehayne Farm</b>		
Option 1	Online widening north of existing A30	Yes	Yes
Option 2	Online widening south of existing A30	Yes	Yes
<b>Link 2</b>	<b>Tovehayne Farm to Aplin's Farm (Monkton Bypass)</b>		
Option S	Offline bypass to south of Monkton	Yes	Yes
<b>Link 3</b>	<b>Aplin's Farm to Cook's Moor</b>		
Option 2A	Online widening to south of existing A30	Yes	Yes
Option 2B	Offline two lane plus online improvement of existing A30	No	Yes
Option 2C, offline 1	Offline improvement	Yes	As combination of 2C-1 & 2C-2
Option 2C, offline 2	Offline improvement	Yes	As combination of 2C-1 & 2C-2
<b>Link 4</b>	<b>Cook's Moor to Devonshire Inn</b>		
Option X	Online widened to north or south of existing A30	Yes	Yes
<b>Link 1, 2 &amp; 3</b>	<b>Honiton to Cook's Moor</b>		
Option 3	Viney Ridge option	Yes	Yes

1.2.9 In summary, two route alignments were presented at VM2A that formed combinations of the above links. For ease of reference they were labelled: 'Hybrid' and 'Viney', where:

Hybrid comprises	
Either Option 1	Online widening north of existing A30
Or Option 2	Online widening south of existing A30
Hybrid of Option 2C, offline 1 and Option 2C offline 2	Offline improvement
Option X	Online widened to north of existing A30

and

Viney comprises	
Option 3	Viney Ridge option
Option X	Online widened to north of existing A30

1.2.10 For each of the above options, possible junction and side road layouts were also presented:

Junction/ Side Road	Description	Presented at VM1	Presented at VM2A
<b>Hybrid and Viney</b>			
A30/A303 at Devonshire Inn	Roundabout	Yes	Yes
A30/A303 at Devonshire Inn	'T' Junction	No	Yes
<b>Hybrid only</b>			
Side Road Layout at Cotleigh Crossing	To provide underpass at Cotleigh Crossing and connect A30 with Cook's Moor Lane and Viney Lane	No	Yes
Side Road Layout at Cotleigh Crossing	To provide new link for old A30 to north of new route and connect with new underpass for Sandy's Lane Diversion.	No	Yes
<b>Viney Only</b>			
Side Road and Junction Layout at Honiton Bypass	Divert A30 to north of new route to connect into Langford Road	No	Yes
Side Road and Junction Layout at Honiton Bypass	Divert A30 to south of new route to connect with new side road south of Otter Valley Park	No	Yes

### Programme

1.2.11 Work is planned to continue towards Public Consultation which is scheduled in August 2016.

1.2.12 Work to develop the scheme to allow submission of the Outline Business Case to be made in December 2016 has yet to be committed. Thereafter, further development of the scheme will be dependent on entry to the Road Investment Strategy programme beyond 2019/2020 (RIS2).

1.2.13 Indicative milestones are:

- Approval to commence Public Consultation: July 2016
- Public Consultation: August 2016
- VM2B: November 2016
- Submit Outline Business Case: December 2016
- Government Announce RIS2: Autumn 2017
- Commence Stage 3 design: February 2018
- Start advance works: March 2022
- Complete works: September 2024

Note: 2025 is assumed to be the 'scheme opening year' in assessment work.

### 1.3 Objectives for VM2A

1.3.1 The VM2A workshop was held prior to Public Consultation commencing. The purpose of VM2A was to report to Key Stakeholders on the outcome of VM1; to explain the further work undertaken including presenting an update on the option assessment; and to provide opportunity for input and feedback prior to a decision on options to be presented at Public Consultation. A full list of the Objectives for VM2A is listed below:

- To agree the VM1 Report recognises the outcome of the VM1 workshop
- To present work on the on-line option to demonstrate beyond doubt that the engineering, landscape and ecological concerns are such that this option can be discarded, as was assumed at VM.
- To present the results of the preliminary environmental assessment of the Link 3 Split carriageway option to understand deliverability and to compare with Link 3 Offline.
- To present the work undertaken to develop the routes to an appropriate level of detail for the Stage 2 Assessment, including fixing alignments and environmental design
- To present work on the junction options at Devonshire Inn in respect of street lighting provision
- To understand that ideas generated in VM1 have been addressed
- To confirm the updated Scheme Objectives; and
- To confirm support for options to be taken forward to Public Consultation

### 1.4 Workshop Agenda

1.4.1 The agenda is listed below:

Time	Item	Lead
1:00 – 1:15 Introduction	<ul style="list-style-type: none"> <li>• Introduction</li> <li>• Brief recap of purpose of Value Management and this workshop</li> </ul>	Jim Elsdale
1:15 – 1:45 Update of scheme	<ul style="list-style-type: none"> <li>• Context</li> <li>• Outline programme</li> <li>• Proposals for Public Consultation</li> <li>• Feedback from attendees on above</li> </ul>	Mike Smith
1:45 – 2:00 Option development	<ul style="list-style-type: none"> <li>• Consideration of VM1 Report</li> <li>• Overview of work since VM1</li> <li>• Description of option development (including cross sections) and assessments undertaken</li> <li>• Treatment of mitigation and enhancement measures</li> <li>• Constraints mapping update</li> <li>• Consideration of cumulative effects</li> <li>• Feedback from attendees on above</li> </ul>	Mike Smith Peter Chamberlain

2:00 – 4:30 Option Update and Feedback	<ul style="list-style-type: none"> <li>• Update on Online option</li> <li>• Update on Split carriageway option</li> <li>• Presentation of main options development since VM1, including junction options</li> <li>• Feedback from attendees on above, including:               <ul style="list-style-type: none"> <li>- Incorporation of ideas at VM1</li> <li>- Beneficial mitigation measures</li> <li>- Other added value opportunities</li> <li>- Cost saving opportunities</li> <li>- Confirmation of Objectives</li> <li>- Options for Consultation</li> </ul> </li> </ul>	Mike Smith Peter Chamberlain
4:30 – 5:00 Summary and Action	<ul style="list-style-type: none"> <li>• Recap on feedback and actions generated</li> <li>• Outputs from the workshop</li> </ul>	Jim Elsdale

## 1.5 Participants

1.5.1 The participants at the Workshop are listed below:

Name	Organisation	Role
David Black	Devon County Council	Head of Planning, Transportation and Environment (Project Client)
Linda Bennett	Blackdown Hills AONB Partnership	AONB Manager
Lisa Turner	Blackdown Hills AONB Partnership	Planning Officer
Nigel Dyson	Highways England	Area Manager
Paul Garrod	Highways England	
Steve Moore	Environment Agency	Flood Control Risk Management Advisor (Development and Flood Risk)
Phil McMahon	Historic England	Assistant Inspector of Historic Buildings & Area
Steven Panks	Natural England	
Sarah Foque	East Devon District Council	Landscape Architect
John Smith	East Devon District Council	Environmental Health
Alice Burrow	East Devon District Council	Environmental Health
Peter Chamberlain	Devon County Council	Environmental – Project Environmental Coordinator
Doe Fitzsimmons	Devon County Council	Environmental – Project Assistant Environmental Coordinator
Mike Smith	WSP   Parsons Brinckerhoff	Project Manager
Rachel Walker	Devon County Council	Assistant Project Manager
Melanie Croll	Devon County Council	Environmental – Landscape Officer
Sarah Jennings	Devon County Council	Environmental – Nature Officer
Steve Reed	Devon County Council	Environmental – Cultural Heritage Officer
Jessica Bott	Devon County Council	Environmental – Road Drainage and the Water Environment Officer
Matt Waring	Devon County Council	Noise & Vibration (Project Team)

<b>Name</b>	<b>Organisation</b>	<b>Role</b>
Hannah Clark	Devon County Council	Traffic and Economics Officer
Aimee Hart	Arcadis	Road Drainage and the Water Environment (Project Team)
Jim Elsdale	WSP   Parsons Brinckerhoff	Facilitator
Tom White	WSP   Parsons Brinckerhoff	Workshop Recorder

- 1.5.2 Jim Elsdale led and facilitated the workshop supporting all participants to bring their knowledge and experience into value improvements for the scheme; and guided participants in conceiving and evaluating ideas. Tom White assisted in recording and evaluating ideas.

### 3 WORKSHOP FINDINGS

#### 3.1 The Workshop Structure

- 3.1.1 The facilitator introduced the Workshop with a statement of the desired outcomes and a brief summary of the purpose of Value Management (VM) and how VM fits into the scheme delivery process. He described the aims of this workshop as noted above.
- 3.1.2 Mike Smith and Peter Chamberlain followed with an update on the scheme and an overview of the work undertaken since VM1. They then provided detailed descriptions of the developed options.
- 3.1.3 Throughout the presentation, delegates were encouraged to openly comment on the options presented and offer their ideas for improvement including:
- Beneficial compensation and mitigation measures;
  - Other added value opportunities; and
  - Cost saving opportunities.
- 3.1.4 The following section records the comments, ideas and opportunities that were received from delegates during the options presentation and the remarks/ actions from/ for the project team. Section 3.3 summarises the general discussions and records the Workshop consensus view.

#### 3.2 Value Ideas and Opportunities

- 3.2.1 Jim Elsdale facilitated the generation of comments and ideas by the participants concurrently with the option reviews. Participants suggested a total of 20 ideas and comments, in addition to those identified during VM1.
- 3.2.2 The summary below provides details of the ideas and comments generated during both VM1 and VM2A workshops. The gaps in the sequence of ID numbers reflect removal of ideas for which no action was required following the VM1 workshop. This was done for conciseness, whilst the numbering retains traceability.

ID no.	Idea/ Comment	Remark/ Action
	<b>Link 1</b>	
1	<b>Idea</b> – North option: Plant hedge/bank in advance of the main works.	Only possible if land obtained by agreement, which cannot be guaranteed. Add to efficiency register: advance planting where feasible should be considered where appropriate in scheme development.

ID no.	Idea/ Comment	Remark/ Action
2	<p><b>Comment</b> – The North option would have greater impact on the landscape because of the removal of the existing hedgerow. It might also encroach onto the floodplain, increasing flood risk and requiring flood mitigation.</p> <p>The South option would directly affect four residential and two commercial properties alongside the road. The effects would include taking land from residential front gardens at Ottermere and Wylam House Farm, the Little Chef frontage and demolition of Northwood, Newberry's Metals and Dean's cottage.</p> <p>It would be more difficult to mitigate the noise impacts of the South option compared with the North option on the remaining properties, caused by moving the road towards property.</p>	<p>VM1 action: Project team to undertake assessment of both options.</p> <p><b>VM2A comment: This work was undertaken and the results presented to VM2A. See Section 3.3</b></p>
<b>Link 3 Option 2A</b>		
6	<p><b>Comment</b> – It was noted that there are significant geotechnical issues with deep-seated slips in the hillside and that construction for widening would include dewatering and other extensive temporary works requiring access and construction clearance uphill of the works, together with loss of existing tree canopy. The details of this structural solution were queried and it was stated that this uncertainty was a major concern to parties involved with landscape issues.</p>	<p>It was explained the extent of land slips are unknown at this stage but the works would be very significant.</p> <p>VM1 action: Action for the project team to develop the design to assess construction methodology sufficiently to understand temporary and permanent impacts on woodland (clearance of which would affect the view from Dumpdon Hill scheduled monument) and disruption of traffic during construction.</p> <p><b>VM2A comment: This work was undertaken and the results presented to VM2A. See Section 3.3</b></p>
9	<p><b>Comment</b> – Woodland shields existing road from views from Dumpdon Hill</p>	<p>VM1 action: Project team to consult National Trust.</p> <p><b>VM2A comment: National Trust has been consulted.</b></p>
<b>Link 3 Monkton to Cook's Moor Online (Option 2C – Offline 2) (Reddick's/Rawridge Hill)</b>		
14	<p><b>Idea</b> – Opportunity to extend woodland south-westward along scarp to the proposed road corridor.</p>	<p>VM1 action: Add to efficiency register.</p> <p><b>VM2A comment: This idea has been incorporated into the scheme plans.</b></p>
<b>Link 3 (General)</b>		
17	<p><b>Comment/Idea</b> – Split carriageway may have benefits (discarded too early)</p>	<p>VM1 action: Project team to undertake further work to set out strategy and standards, to understand deliverability and to compare with other Link 3 options.</p> <p><b>VM2A comment: This work was undertaken and presented at VM2A. See Section 3.3</b></p>
18	<p><b>Comment/Idea</b> - Combine offline options to single offline option that reduces/ balances landscape and ecological impact on hillside.</p>	<p>VM1 action: Add to efficiency register.</p> <p><b>VM2A comment: This work was undertaken and presented at VM2A as the 'Hybrid option'.</b></p>
<b>Link 4 – Cook's Moor to Devonshire Inn</b>		

ID no.	Idea/ Comment	Remark/ Action
23	<p><b>Idea</b> - Concern raised about the potential impact on the landscape of bridges over the A30 as there is a preference for underbridges rather than overbridges to limit impact on the landscape. It was clarified that the initial design includes an underpass to maintain connectivity between Stockland Hill and Sandy's Lane.</p>	<p>VM1 action: Efficiency register: impact on the landscape should be one of design criteria used for establishing the need for bridges, bridge location, configuration and appearance.  <b>VM2A comment: This idea has been incorporated into the scheme plans for both options. See Section 3.3 in respect of side road options.</b></p>
24	<p><b>Idea</b> - The need for street lighting on this section was queried. It was confirmed that lighting would only be required at the roundabout at Devonshire Inn. It was suggested that a departure from standard or an innovative approach to lighting is appropriate for the AONB.</p>	<p>VM1 action: Efficiency register: eliminate or minimise impact of lighting at Devonshire Inn junction, either by an innovative approach to lighting if a roundabout is selected, or by selecting an alternative junction type.  <b>VM2A comment: An alternative major/minor junction layout was developed and presented at VM2A. See Section 3.3</b></p>
25	<p><b>Comment</b> - The choice of roundabout junction was challenged. It was explained as being illustrative at this stage; its advantages are that it demarks the scheme and provides for the right turn movement.</p>	<p>VM1 action: Action for project team to develop junction and side road strategy.  <b>VM2A comment: An alternative major/minor junction layout was developed and presented at VM2A. See Section 3.3</b></p>
<b>Link 1, 2 3 Viney Ridge Option (Option 3Y)</b>		
27	<p><b>Idea</b> – Opportunity to compensate/ mitigate by planting between the existing woodland/ scarp edge and the proposed road.</p>	<p>VM1 action: Add to efficiency register  <b>VM2A comment: This idea has been incorporated into the scheme plans.</b></p>
28	<p><b>Idea</b> – Opportunity to screen the option by planting on both sides of the proposed road.</p>	<p>VM1 action: Add to efficiency register  <b>VM2A comment: This idea has been incorporated into the scheme plans, where appropriate.</b></p>
29	<p><b>Idea</b> – Opportunities to mitigate ecological impacts by linking corridors used by bats.</p>	<p>VM1 action: Project team to consider in option development and assessment. Add to efficiency register  <b>VM2A comment: This idea has been incorporated into the scheme plans where appropriate and based on current ecological knowledge.</b></p>
32	<p><b>Comment</b> –surface water run-off from the road corridor would need to be managed. It may be possible to mitigate existing risk of flooding in properties downstream (Monkton village etc)</p>	<p>VM1 action: Project team to consider in option development and assessment.  <b>VM2A comment: Potential still to be resolved.</b></p>
33	<p><b>Comment/Idea</b>– Of the options, the Viney Ridge Option would take the road closest to people who are furthest from the existing A30 now, although it would take the road away from people affected now. Tranquillity was noted as a possible issue e.g. Cotleigh village compounded by the fact that noise level impacts at receptors over 600m away could not be modelled.</p>	<p>VM1 action: Add to efficiency register: develop a method to baseline Tranquillity to use on this scheme and other highway schemes in sensitive areas.  <b>VM2A comment: Methodology is still to be resolved.</b></p>

ID no.	Idea/ Comment	Remark/ Action
36	<b>Comment</b> – Impacts on Public Rights of Way were questioned. Although these need to be confirmed, it was stated that there are not thought to be PROWs affected.	VM1 action: Project team to include PROWs in assessment. <b>VM2A comment: Assessment is ongoing; this aspect will be reported on through the Environmental Assessment Report.</b>
37	<b>Comment</b> – Landscape and Visual Impact (LVIA) Study area needs to be extended to include Option 3Y.	VM1 action: Devon CC to extend study limits. <b>VM2A comment: Study limits extended as noted in paragraph 1.2.4</b>
38	<b>Comment</b> – Suggestion to keep away from the plateau edge with the Viney Ridge Option.	VM1 action: Project team to include in option development. <b>VM2A comment: This idea has been incorporated into the scheme plans where appropriate</b>
<b>All Links</b>		
39	Opportunities for biodiversity offsetting beyond the scheme, like on South Devon Link road	VM1 action: Add to efficiency register. <b>VM2A comment: An updated schedule of potential compensation measures was circulated to attendees at VM2A.</b>
40	All options will reduce traffic through Monkton. Sufficient signage and/ or other measures should be considered to reduce the effect on passing trade.	VM1 action: Add to efficiency register. <b>VM2A comment: Proposals ongoing</b>
<b>Ideas Generated at Value Management Workshop (VM2A) 8<sup>th</sup> June 2016</b>		
41	<b>Comment</b> – The start of Public Consultation will conflict with the Honiton Show (Thursday 4th August 2016)	Project team shall take this into account in planning the Public Consultation.
42	<b>Comment</b> – Concern that there could be confusion between other improvements along the A303 which are committed and these proposed works which are still seeking funding	Project team shall ensure that this is clarified in the leaflet and exhibition material.
43	<b>Idea</b> –Potential use of a living noise barrier, this was mentioned specifically in relation to the hybrid option where this is online at Honiton.	Project team shall consider this during design development.
44	<b>Comment</b> – Attendees of VM2A offered to assist identifying organisations to be contacted regarding the proposed two month consultation period.	Project team shall ensure list of organisations is circulated to VM2A participants.
45	<b>Comment</b> – Suggested that the exhibitions during September are manned.	It is intended to staff these exhibitions.
46	<b>Comment</b> – The consultation website should contain a contact number should people require further information	Project team shall take this into account in planning the Public Consultation.
47	<b>Comment</b> – The inclusion/exclusion of Cotley in the circulation of consultation material	Project team shall ensure that this is clarified in the leaflet and exhibition material.
48	<b>Comment</b> – Safety concerns over the right-turn lanes for adjacent properties/accesses	Project team shall consider this during design development, in particular by investigating if there are any alternative means of access.
49	<b>Comment</b> – Retaining the Little Chef and other properties with the inclusion of noise barriers would detract from the entrance to the AONB	Project team shall consider this during design development.

ID no.	Idea/ Comment	Remark/ Action
50	<b>Comment</b> – Reasons for the preferred option at Monkton needs to be agreed/documentated	This will be undertaken as part of the ongoing assessment.
51	<b>Comment</b> – Concern that the carriageway is on embankment on top of the ridge. There was preference for the road to be at grade or in slight cutting in this area to reduce visual impact	Project team shall consider this during design development.
52	<b>Comment</b> – New documentation regarding bats published by Exeter University should be considered	Project team shall review this during design development and through the production of the Environmental Assessment Report.
53	<b>Comment</b> – Landscape features could be used to highlight a roundabout at Devonshire Inn rather than the use of lighting	This idea was discarded during VM2A due to the stipulations for street lighting in the national design standards.
54	<b>Comment</b> – Could a departure from standard be used at the Devonshire Inn junction due to its location in an AONB to promote a T-junction rather than a roundabout.	It was clarified that a departure from standard is not required because a T-junction would not need to be lit.
55	<b>Comment</b> – At consultation a plan showing a wider area of side roads would be beneficial to illustrate accesses to surrounding properties, villages etc	Project team shall ensure that this is provided in the exhibition material.
56	<b>Comment</b> – Could the speed limit on the road be reduced to allow greater flexibility in the alignment to reduce the impact of the scheme (this was in relation to the section of proposal on the plateau).	It was clarified that a design speed of 60 mph is necessary to meet the scheme objectives. However, relaxations and departures will be investigated to comply with this suggestion where appropriate.
57	<b>Comment</b> – Viney Ridge landscape assessment will need to be refined before Public Consultation to quantify/confirm visual impact of the scheme	This will be undertaken as part of the ongoing assessment.
58	<b>Comment</b> – Low noise surfacing to be used, to be included in the mitigation measures	The project team confirmed this will be taken into account as a matter of course.
59	<b>Comment</b> – For Viney Ridge option investigate putting the carriageway in the cutting along the ridge to reduce visual, noise, tranquillity, etc impacts	See 51 above.
60	<b>Idea</b> – If necessary, given national level of protection for AONB, look at hauling material off site, rather than trying to balance the earthworks volumes	This comment is noted and will be taken into account in the assessment. However, given the potential availability of environmental mitigation areas nearby, balancing the earthworks may be the best option.
63	<b>Idea</b> – Early careful consideration of the design of road restraints, signs and other street furniture to avoid clutter/urbanisation within AONB	Project team shall consider this during design development.

### 3.3 Summary of Workshop Discussions

3.3.1 Described below is a summary of the workshop discussions and in particular, the work undertaken since VM1, as explained in the briefing handbook and presented to the workshop.

#### Confirmation of the content of the VM1 Workshop Report

3.3.2 Jim Elsdale sought agreement that the report of the VM1 workshop, which was issued on 1<sup>st</sup> June 2016, be agreed as a record of the discussions and conclusions. Jim noted that there were two issues that were not addressed:

- that the Client Scheme Requirements were presented and agreed at VM1, and
- that a schedule of preliminary potential compensation and enhancement measures was circulated for comment at VM1.

3.3.3 With no other comments from attendees, it was agreed to update and re-issue the VM1 Report to reflect the above issues.

#### Proposals for Public Consultation

3.3.4 Mike Smith presented the current proposals for Public Consultation, summarised as follows:

- Pre-notification: organisations pre-notified of Public Consultation timing and duration
- Duration: 2 months plus exceptions following pre-notification
- Exhibitions: w/c 1<sup>st</sup> August and in September at Upottery
- Leaflet: Likely to be 8 page synopsis of work to date
- Questionnaire: Five or six questions that gauge attitude to need for the scheme, preferences and other comments
- Website: Upload of key technical documents, exhibition materials and opportunity to feedback
- Options presented: decision by Devon CC

3.3.5 There was concern that the proposed two month duration would not provide sufficient time for some responses to be compiled. Mike Smith explained that this concern had been anticipated and it was proposed to circulate organisations in advance of the consultation and seek their views. It was agreed that VM2A attendees could advise on the list of organisations.

#### Road Cross Sections used for Option Development

3.3.6 The cross sections used in the design development of options were described with reference to drawings. Mike Smith explained that the cross sections are the standard Design Manual for Roads and Bridges (DMRB) rural road cross sections for WS(2+1) wide single carriageway, wide single carriageway climbing lanes and S2 single carriageway.

3.3.7 No comments were offered by the workshop participants.

#### Constraint Mapping Update

3.3.8 The scheme constraints taken into account in conceiving option designs are shown in the Constraints Plan contained in the Value Management Briefing Document dated February 2016. An updated constraints plan was circulated to VM2A attendees at the Workshop. Two issues were highlighted:

- Firstly, it was noted that we would need to recognise how Cotleigh has been considered in the landscape study area, which can be done through the Environmental Assessment Report.
- Secondly, this report also needs to reflect the fact that potential visual intrusion at Cotleigh has been considered and rejected; one option is

to amend the annotation on the relevant plan to show the 'zone of visual influence', rather than the LVIA Study Area.

#### Mitigation

- 3.3.9 A range of general mitigation strategies were explained by Peter Chamberlain, with some additional comment provided by Doe Fitzsimmons. These include approaches such as design and precise positioning of boundary treatments, tree planting, variations in the gradient of embankments, the integration of SuDS, etc. The precise way in which these are applied along the length of the two main scheme options was illustrated and explained with reference to the scheme plans.

#### Compensation and Enhancement

- 3.3.10 Peter Chamberlain described the proposals for environmental compensation and enhancement, elaborating on the schedule included in the Workshop Briefing, see Appendix A. This is summarised below.
- 3.3.11 The potential approaches to possible compensation and enhancement measures, originally identified through the VM1 Workshop, have been further refined and developed, although these remain provisional. These are now described on two, related, tables. The first shows a number of general measures, which can be applied to benefit a wide range of environmental interests (e.g. through investment in land management changes and restoration of structures). The second shows measures which might be applied to benefit specific environmental topics or interests, such as measures to improve the townscape in Monkton.
- 3.3.12 It was noted that all of these measures would require dedicated funding, which would be identified as an essential and integral element of the scheme proposal. However, it was also recognised that there may be potential for a few measures to be implemented at a very advanced stage, provided that DCC could allocate some modest funding towards these. This would be dependent upon the outcome of the public consultation and the selection of preferred option.

#### Consideration of Cumulative Effects

- 3.3.13 Peter Chamberlain explained that consideration would be given to potential cumulative effects through the Environmental Assessment Report. Whilst it was noted that very few other developments had been identified which offered any potential for cumulative effects (this reflecting the protection afforded by the AONB designation), this position would be further checked with the AONB Team and East Devon District Council. One development issue which will need to be addressed, although at an early stage in its consideration, is the options for new sports pitches for Honiton, which are currently subject to consultation by East Devon District Council.

#### Link 3 On Line Option

- 3.3.14 An action arising from VM1 was to investigate and further explain the engineering aspects of the Link 3 online option. It was proposed that the Workshop agrees that the option be discarded for the following reasons:

- The permanent and temporary impact on the woodland affecting the landscape within the AONB as well as potential impact on views from Dumpdon Hill.
- Extensive disruption to traffic during construction including closures to the existing road.
- Risks associated with consequences of geotechnical stabilisation work within a constrained site whilst maintaining traffic on the A30.

3.3.15 Participants accepted that this option would be more difficult to construct and cause more severe effects on the environment than the Hybrid and Viney options. In particular, the buildability of the option was a significant cause for concern in respect of disruption to users of the existing road whilst widening work would be undertaken. It was agreed that the justification for discarding this option should be included in documentation available at the Public Consultation.

#### Link 3 Split Carriageway Option

3.3.16 A further action arising from VM1 was to investigate and further explain the engineering aspects and environmental impacts of the Link 3 Split Carriageway option. It was proposed that the Workshop agrees that the option be discarded for the following reasons:

- The scale of work required to the existing road and the resulting impact on the woodland together with the work necessary for the offline (westbound carriageway) means it does not fulfil its purpose
- The longer duration construction programme and consequent increase in cost.

3.3.17 Participants accepted that this option also would be more difficult to construct and cause more severe effects on the environment than the Hybrid and Viney options. It was agreed that the justification for discarding this option should be included in documentation available at the Public Consultation.

#### Hybrid Option Including Link 1, Junctions and Side Roads

3.3.18 Mike Smith described engineering aspects of the option, including the options at Link 1 (between Honiton Bypass and Monkton), the junction options at Devonshire Inn, and the side roads layouts which will form the basis of discussions with property owners and other stakeholders during the Public Consultation. He explained that the side road layouts are indicative and will be refined following consultation.

3.3.19 Connectivity would be maintained by connecting the existing side road network into two junctions:

- west of Monkton via a connection to Monkton Road; and
- at the A30 Chard Road at Devonshire Inn.

#### Hybrid Option Link 1

3.3.20 The developed design and assessment of the two variants (North and South) for widening the existing A30 were presented. The southern option would require demolition of Northwood and Dean's cottage as well as one building at

Newberry's Metals. Frontage would be lost from Ottermere, Little Chef and Wylam House Farm. The option would provide rearranged accesses to these properties and to the properties at Higher Northcote Farm.

3.3.21 The northern option would retain the existing southern highway boundary and provide widening northward requiring the northern A30 boundary hedge to be removed. No properties would be directly affected.

3.3.22 Comments given and received during the presentation are listed below:

- Concerns were raised about the direct access from the proposed A30 to property in both variants.
- The project team confirmed that there is space for noise mitigation measures with an appearance in keeping with existing boundary treatments between the road and receptor properties for both options.
- The project team confirmed that neither variant encroaches on the River Otter flood plain.

3.3.23 In concluding remarks, there was general support from participants for widening southwards because it would:

- cause less impact on the landscape;
- reduce the number of direct accesses to the A30; and
- provide opportunities for environmental enhancement.

3.3.24 However, there was general agreement that both options should be presented at Public Consultation.

#### Hybrid option Ch 1450 - 4700

3.3.25 Peter Chamberlain noted that the alignment was governed by environmental constraints and mitigation design. He described the environmental mitigation strategy for this part of the option, as illustrated on the scheme plans. This alignment had been selected to avoid the floodplain and historic interests found to the north of Monkton, with attempts made to fit this southerly alignment into the existing landform as much as possible, taking care to avoid conflict with important landscape features and sensitive wildlife habitats.

3.3.26 In response, DCC's Landscape Officer and Historic England's Inspector of Ancient and Scheduled Monuments noted that the proposed option passes south of Monkton. They were satisfied that a previous alternative alignment which passed north of Monkton was discarded at VM1.

3.3.27 There were no other specific comments from participants.

#### Hybrid option Ch 4700 to 8200

3.3.28 Peter Chamberlain noted that the environmental strategy was to provide extended woodland on the steep valley side by planting between the existing woodland and the proposed road. This would be a mixture of compensation and essential mitigation.

3.3.29 Natural England asked how the proposals would be delivered and who would manage the woodland created. Peter Chamberlain clarified that it is proposed

that management would be by Highways England. Highways England confirmed they prepare long term management plans for land within their ownership/ management.

- 3.3.30 The workshop discussed the relative benefits of situating the road above or below ground level on the plateau. The AONB Partnership stated a strong preference that it should be below ground to make it less conspicuous and to reduce noise. It was agreed that this could be achieved in engineering terms, except perhaps where side roads would pass below the proposed A30. However, there would be a consequential increase in the quantity of soil to excavate and transport to place of deposition/ disposal.
- 3.3.31 The mitigation design along this part of the route reflects a trade-off between the open nature of the landscape and the opportunity to provide/ enhance bat corridors.
- 3.3.32 East Devon District Council (EDDC) commented that the new hedgerows seemed straight rather than more typical of the existing hedge patterns. It was agreed that this discussion would continue through separate meetings.
- 3.3.33 EDDC later questioned whether the design speed could be reduced to introduce greater curvature to the road alignment. It was clarified that this is not possible because attaining the economic improvements within the scheme objectives relies on increasing traffic speed. It was further clarified that in some locations more curvature could be possible within the design standards for a 60mph road.

#### Viney Option

- 3.3.34 Mike Smith described the engineering aspects of the option. In overview, it is a wholly off-line option except for tie-in sections at each end. At Ch. 500, the alignment diverges from the existing A30 to ascend the valley side before merging back onto the A30 at Ch. 7100, some 700m west of Stockland Hill. Consequently, there is no frontage with access to the proposed A30 and points of access from the local road network are limited to:
- west of Monkton via a connection to the existing A30 at Ch. 800; and
  - at the A30 Chard Road at Devonshire Inn.
- 3.3.35 Peter Chamberlain noted that this option focuses environmental impacts in a small part of the Otter River valley, whilst Devon CC's Landscape Officer noted that this location is close to Honiton where the landscape is degraded and consequently has relatively low sensitivity. It would also be less visible from Dumpdon Hill. Peter Chamberlain confirmed that the initial assessment that the option would have low significant visual impacts indicates that it is fundamentally better than the hybrid option in terms of the landscape.
- 3.3.36 The side road layouts shown were again noted to be indicative and subject to consultation. There is particular uncertainty about how the connection to Monkton will be achieved. This is affected by, among other things, EDDC's plan for sports facilities in Honiton.
- 3.3.37 It was noted that noise modelling was not yet complete and highlighted that hedgebanks or other measures might be required to mitigate noise from the

long length of road on the plateau. Natural England added that it would expect low noise surfacing to be used. The project team confirmed that this would be provided for both options.

#### Devonshire Inn Junction (both Hybrid and Viney Options)

- 3.3.38 Mike Smith presented two alternative junction layouts for the scheme at Devonshire Inn: a roundabout and a 'T' junction. The relative benefits of the junction layouts as discussed is summarised below:

Alternative	Benefits/ drawbacks
Roundabout	Requires lighting
	Marks beginning of improvement scheme and change of carriageway standard to WS(2+1).
	Is not an efficient junction for traffic turning movements
T-junction	Does not require lighting
	Is satisfactory for traffic turning movements
	Would cause partial loss of copse to north of existing A30 which is a dormouse habitat

- 3.3.39 There was a clear preference expressed by participants for the T-junction layout, subject to adjustment to minimise the effect on the copse.

#### General Discussion of Hybrid and Viney Options

- 3.3.40 The Hybrid option traverses from the River Otter valley to the Blackdowns plateau obliquely whereas the Viney option ascends the valley slope more directly. Consequently, some 3.0km of the Hybrid option is located on the valley side, compared to 2.0km with the Viney option. The valley side contains more significant environmental constraints and greater engineering challenges, particularly in geotechnical terms. Therefore, based on current information, it was agreed that the Hybrid option would affect landscape and biodiversity more than the Viney option. Furthermore, although it is shorter at 8.2km rather than 8.5km, it has more engineering risk.
- 3.3.41 Highways England's representatives noted an additional factor in favour of the Viney option was that it would not have any direct access to property or minor roads, except at the Devonshire Inn junction.
- 3.3.42 Highways England also stated that the Viney option seemed to be simpler to construct because of the shorter length of online work.
- 3.3.43 A drawback of the Viney option is the more significant severance of farms.
- 3.3.44 In concluding remarks, the workshop participants stated a preference for the Viney option. However, there was general agreement that both options should be presented at Public Consultation.

### Scheme Objectives

- 3.3.45 Mike Smith presented the proposed change to the scheme objectives following comment at VM1. The workshop participants agreed with the proposed modifications, as presented in Section 1.2.

## **4 CONCLUSIONS AND ACTIONS**

### **4.1 Confirmation of the VM1 Workshop Report**

- 4.1.1 The project team will make the modifications identified in Section 3.3 and re-issue the report.

### **4.2 Proposals for Public Consultation**

- 4.2.1 The proposals were generally agreed, subject to resolution of the two month duration and the needs of organisations to respond.

### **4.3 Compensation and Enhancement / Cumulative Effects**

- 4.3.1 There was general support for the proposed approach to compensation and enhancement, although recognised that these proposals will require further refinement and definition of detailed delivery approaches as the scheme is advanced.

### **4.4 Options Development**

- 4.4.1 The project team will develop and assess options taking account of ideas and comments expressed at the VM1 Workshop that have not, as yet, been addressed, and those expressed at this VM2A workshop.

- 4.4.2 Listed below are the decisions taken on options:

<b>Description</b>	<b>Decision</b>
<b>Link 3 as at VM1</b>	
Online option	Discard this option.
Split eastbound and westbound carriageways	Discard this option.
<b>Hybrid Link 1</b>	
Northern and Southern options	Proceed to Public Consultation with both options.
<b>Link 4</b>	
Devonshire Inn Junction	Preference for T junction. Proceed to Public Consultation with roundabout as discarded option.
<b>Options for Public Consultation</b>	
Hybrid vs Viney option	Viney option favoured for some aspects and Hybrid for others, therefore present both options at Public Consultation.

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**4.5 Objectives**

4.5.1 The participants agreed the updated Objectives.

**4.6 Efficiency Register**

4.6.1 The project team will review each of the value ideas and develop further if necessary and include in the PCF Efficiency Register for Stage 1.

**4.7 Circulation of this Report**

4.7.1 This report will be circulated to participants and other representatives of key stakeholders who could not attend the workshop.

**APPENDIX A: Preliminary Potential Compensation and Enhancement Measures and Specific Measures for Route Options**

Generic Approach	Commentary
Advance Support for New AONB Project Activity	As an early and initial commitment to supporting landscape-scale enhancement work within the AONB, facilitate the development and implementation of new projects which are, currently, being investigated / proposed by the AONB Team, specifically through the allocation of a match-funding contribution by DCC. By way of example, for a proposed project which is intended to address water quality issues in the Otter Catchment, which is being explored in collaboration with the East Devon Catchment Partnership.
Scheme Corridor Advisory Project	As a precursor to other proposed enhancement measures, commission relevant farm conservation advisors to undertake visits to land owners and managers within the general vicinity of the scheme corridor in order to identify enhancement opportunities and provide positive land management advice. This work could be targeted towards specific areas to where particular conservation objectives might be achieved, or whether there is a cluster of interested land owners / managers. Work undertaken in collaboration with the AONB / Catchment Partnership.
Management and Enhancement Measures on Available Publicly Owned Land	Assessment of land already in relevant public ownership within the general scheme corridor, especially land parcels already in the ownership of Highways England, DCC, East Devon District Council or Parish Councils to identify opportunities for appropriate management or enhancement measures, including streetscape enhancement.
Tactical Land Purchase for Enhancement (i.e: targeted land purchase beyond areas subject to CPO)	As the market allows, acquire blocks of land in the general vicinity of the scheme (or, if necessary, more remotely) in order to manage and enhance existing wildlife habitat, landscape or heritage features, or to establish new wildlife habitats and landscape interests.
A30 Enhancement Fund	Investment into a fund to be managed by the Blackdown Hills AONB Partnership / Team to provide financial incentives / support to land owners for the creation, maintenance or enhancement of wildlife, landscape or cultural interests on private land. This could include habitat and woodland creation, provision of screening, creation of Devon hedge banks, repairs to the fabric of historic buildings/structures etc. The main delivery instrument would be Management Agreements under S.39 of the Wildlife and Countryside Act.

Topic-Related Proposals	Approach and Purpose
Habitat Creation and Management	Creation of a new and improved management of existing wildlife habitats on acquired land or through management agreements with private landowners, with a particular focus on broadleaved woodland, wetlands and unimproved grasslands. Specific opportunities for new woodland creation, beyond that proposed for essential mitigation, in the vicinity of the scheme corridor, especially linking with existing woodland areas on the scarp slope of Rawridge Hill.
Landscape Character and Visual Integration	Where possible in the immediate scheme corridor, or in targeted locations more remotely, strengthen landscape features which contribute to the special characteristics of the AONB and aid visual integration into the wider receiving landscape , to include hedge reinstatement/planting, broadleaf woodland and copses, reinforcing vegetation and field pattern.
Streetscape Enhancements	Contribution/package of measures to improve and restore the Streetscape in consultation with residents within Monkton at the time of A30 traffic being diverted away from the village.
Existing Street Lighting Enhancements	Contribution to an upgrade of street lighting/ adjusted scheme at targeted locations along the A30/A303 to reduce light pollution whilst increasing efficiency.
Community- Access and Agricultural Land	Access improvements for area roads onto the A30. Improve routes across the A30 and facilities for cyclists, pedestrians and equestrians. Exact detail of final route should aim to leave viable land areas.
Water Environment	Enlarge proposed Sustainable Drainage Systems beyond that required for essential mitigation to create a broader complex of wetland habitats and to provide opportunities for enhancement of the aesthetic value of the scheme, local ecology and water quality. Beyond this, use of management agreements to implement 'Catchment Sensitive Farming' measures which contribute to broader water quality improvements.
Noise	Provide natural noise attenuation by integrating these into ecological and landscape enhancements.