



**A380 South Devon Link Road (Kingskerswell Bypass)**

**Public Inquiry**

**Devon County Council's Response to  
Written Representation of Mrs P J Hampson  
(Obj 33): OBJ/HAMP(33)/P/1**

**Response by Mr Paul Ewings  
with contributions by  
Rosalyn Guard and Richard Perkins**

## 1.0 Introduction

1.1 This rebuttal (**DCC/REB/15**) to the Evidence of Mrs P J Hampson (**OBJ/HAMP(33)/P/1**) dated 25<sup>th</sup> June 2009 has been prepared by Paul Ewings with contributions by Rosalyn Guard and Richard Perkins.

1.2 Mrs Hampson, in her letter dated 29th October 2008, objected to the Scheme on a number of grounds. These and the responses are summarised below:

Alternative options should be considered. This is addressed in paragraphs 11.3.1 to 11.3.5 of Paul Ewings' Proof of Evidence (**DCC/P/1**).

Disruption to the natural drainage regime and a risk of flooding to property. This is addressed in paragraphs 11.1.69 to 11.1.71 of Michael Smith's Proof of Evidence (**DCC/P/3**).

Screening mounds should be raised to 5 metres to reduce visual impact at Greenhill Road. This is addressed in paragraphs 11.6.1 to 11.6.11 of Rosalyn Guard's Proof of Evidence (**DCC/P/6**).

General landscape impact of the Scheme. This is addressed in paragraphs 11.9.1 and 11.9.2 of Rosalyn Guard's Proof of Evidence (**DCC/P/6**).

Cut and cover tunnel option. This is addressed in paragraphs 11.11.1 and 11.11.2 of Rosalyn Guard's Proof of Evidence (**DCC/P/6**).

Impact on the Conservation Area. This is addressed in paragraphs 7.2.1 and 7.2.2 of Chris Moore's Proof of Evidence (**DCC/P/7**).

Impact on Kerswell Down in respect of the Scheduled Monument. This is addressed in paragraphs 7.3.1 and 7.3.2 of Chris Moore's Proof of Evidence (**DCC/P/7**).

Loss of historic landscape features. This is addressed in paragraphs 7.4.1 and 7.4.2 of Chris Moore's Proof of Evidence (**DCC/P/7**).

Increase in noise. This is addressed in paragraphs 9.1.4 and 9.1.5 of Richard Perkins' Proof of Evidence (**DCC/P/9**).

Increase in carbon emissions. This is addressed in paragraph 8.2.1, page 50, of Bethan Tuckett-Jones' Proof of Evidence (**DCC/P/10**).

Deterioration in air quality. This is addressed in paragraph 8.2.1, page 54, of Bethan Tuckett-Jones' Proof of Evidence (**DCC/P/10**).

1.3 In her Written Representation Mrs Hampson asks a question about the possible outcome of the Inquiry. It is not appropriate for Devon County Council to respond to this question.

1.4 Mrs Hampson also compares the Council's approach regarding additional exchange land to the stance that additional land acquisition is not justified for additional earthworks noise and landscape screening in the Greenhill Road area.

## 2.0 Landscape (Contributed by Rosalyn Guard)

2.1 The Landscape, Townscape and Visual Proof of Evidence by Rosalyn Guard (**DCC/P/6**) details the design considerations relating to the visual screening in this area together with the history relating to the increase in height of the screening following the public consultation in 2002 in paragraphs 11.6.1 to 11.6.11 and cross section drawings are provided at Figures 32 and 33 in Appendix 2 (**DCC/A2/6**). The height of the eastern bund above ground level is approximately 5m opposite Mrs Hampson's house (**DCC/P/6**, para 11.6.1a)

2.2 This assessment states that 'the proposed false cutting was designed to partially screen traffic immediately and facilitate the creation of a thick vegetation screen by allowing a belt of dense native shrubs to be planted above road level, as well as trees and shrubs on the lower outer slopes.'

2.3 In addition to this landscape planting the County Council will provide a planted willow screen to the top of the false cutting. This will give immediate early screening whilst the landscape planting develops.

### **3.0 Noise (Contributed by Richard Perkins)**

3.1 The Noise and Vibration Proof of Evidence by Richard Perkins (**DCC/P/9**) details the effects that an increase in bund height would achieve in relation to a reduction in noise levels in paragraphs 9.1.4 and 9.1.5. He concludes that an additional screening height of 1 metre would reduce noise levels by up to 0.5 dB and that an increase in height of 2 metres would result in a further reduction of 0.4dB. Finally he concludes that such changes 'may be little acoustic benefit for the significant additional cost.'

3.2 The screening incorporated within the Scheme provides a 6dB reduction in road traffic noise levels at the façade of properties along Greenhill road in comparison with a 'no screen' situation.