

A303 Sparkford to Ilchester Dualling Scheme TR010036

6.3 Environmental Statement Appendix 12.3 People and Communities Supplementary Information

APFP Regulation 5(2)(a)
Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009
July 2018



Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms
and Procedure) Regulations
2009**

**A303 Sparkford to Ilchester Dualling
Scheme**

Development Consent Order 201[X]

**6.3 Environmental Statement
Appendix 12.3 People and Communities Supplementary Information**

Regulation Number:	Regulation 5(2)(a)
Planning Inspectorate Scheme Reference:	TR010036
Application Document Reference:	6.3
Author:	A303 Sparkford to Ilchester Dualling Scheme Project Team, Highways England

Version	Date	Status of Version
Rev 0	July 2018	Application Issue

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1 People and Communities Supplementary Information

- 1.1.1 The information contained within this technical appendix provides supplementary information referenced in Chapter 12 People and Communities, Volume 6.1. Table A1 shows the construction stage effects on vehicle travellers (driver stress) as a result of the scheme. Table A2 shows Public Rights of Way (PRoW) in the Local Impact Area (LIA) impacted by scheme. Table A3 shows the construction phase road closures and diversion routes. Table A4 provides an assessment of impacts on individual farms.

Table A.1 Construction stage effects on vehicle travellers (driver stress) as a result of the scheme

Road	Driver frustration	Fear of potential accidents	Route uncertainty	Existing driver stress	Driver stress during construction
A303	Traffic management would be in place along the A303 for the majority of the construction period with temporary 40mph speed restrictions in place and a 1 + 1 contraflow system for the dual carriageway sections to the western and eastern extents of the scheme. Temporary closures would also be required to allow for works to take place. High levels of driver frustration are anticipated due to congestion caused by slow-moving traffic, particularly during peak periods. The majority of closures are likely to be overnight.	PRoW that are scheduled to be closed as part of the permanent works would be diverted along alternative routes during construction. The presence of construction plant and vehicles would also contribute to increased fear of potential accidents for vehicle travellers.	Closures would be required during construction which could cause a temporary increase in route uncertainty. A diversion would be provided along the A359 and A371 to the north whilst the A303 is closed between Wincanton and Sparkford and along the A359, A355 and A37 to the south for closures between Podimore and Sparkford. The diversion route would be clearly signposted with advanced warning signs maintained for its length which would reduce route uncertainty. The majority of closures are likely to be overnight.	Moderate	High
Church Lane – Podimore	No change from the baseline.	No change from the baseline.	No change from the baseline.	Low	Low
Unnamed road through Podimore between A303 at Eastmead Lane and Podimore roundabout	Permanent road closures would be required for the A303 Exit Slip Road to the east of Podimore, with NMUs diverted to Podimore roundabout and through Podimore, resulting in a permanent increase in driver frustration, although this would reduce as travellers accustom themselves to alternative routes.	No change from the baseline.	Closures would be required during construction which could cause a permanent increase in route uncertainty, although it is likely that uncertainty would reduce as travellers accustom themselves to the diversion, which would be clearly signposted with advanced warning signs maintained for its length.	Low	Moderate
B3151	Road closures would be required for the B3151 / A303 junction for an 8-month duration, with NMUs diverted along the unnamed road through Podimore and past Stockwitch Farm, resulting in a temporary increase in driver frustration.	The presence of construction plant and vehicles would contribute to increased fear of potential accidents for vehicle travellers, particularly with the main site compound for the	Closures would be required during construction which could cause a temporary increase in route uncertainty for 8-months. A diversion route would be provided which would be clearly signposted with advanced warning signs maintained for its	Low	Moderate

Road	Driver frustration	Fear of potential accidents	Route uncertainty	Existing driver stress	Driver stress during construction
		scheme situated on land between the A303 and B3151.	length which would reduce route uncertainty.		
Unnamed local road between B3151 and Urgashay	No change from the baseline.	No change from the baseline.	No change from the baseline.	Low	Low
Unnamed Downhead local roads between Plowage and Camel Cross	Road closures would be required for the local road connection with the A303 for an 18-month duration, with vehicles diverted up the section of local road toward Downhead at Camel Cross, which would be reconnected.	PRoW that are scheduled to be closed as part of the permanent works would be diverted along alternative routes during construction. The presence of construction plant and vehicles would also contribute to increased fear of potential accidents for vehicle travellers.	Closures would be required during construction which could cause a temporary increase in route uncertainty for 18-months. A diversion route would be provided which would be clearly signposted with advanced warning signs maintained for its length which would reduce route uncertainty.	Low	Moderate
Unnamed local road between Slow Court Lane and Hawk House	No change from the baseline.	No change from the baseline	No change from the baseline	Low	Low
Plowage Lane	Road closures would be required for the Plowage Lane connection with the A303 for a 6-month duration, with vehicles diverted up Howell Hill and through West Camel, resulting in a temporary increase in driver frustration.	The presence of construction plant and vehicles would contribute to increased fear of potential accidents for vehicle travellers.	Closures would be required during construction which could cause a temporary increase in route uncertainty for 6-months. A diversion route would be provided which would be clearly signposted with advanced warning signs maintained for its length which would reduce route uncertainty.	Low	Moderate
Howell Hill	Road closures would be required for the Howell Hill connection with the A303 for an 18-month duration, with vehicles diverted up Plowage Lane and through West Camel, resulting in a	The presence of construction plant and vehicles would contribute to increased fear of potential accidents for vehicle travellers.	Closures would be required during construction which could cause a temporary increase in route uncertainty for 18-months. A diversion route would be provided which would be clearly signposted	Low	Moderate

Road	Driver frustration	Fear of potential accidents	Route uncertainty	Existing driver stress	Driver stress during construction
	temporary increase in driver frustration.		with advanced warning signs maintained for its length which would reduce route uncertainty.		
Stear Hill	Road closures would be required for the Steart Hill connection with the A303 for an 18-month duration, with vehicles diverted along the A303, A359 and Sparkford Road before travelling along Steart Hill.	PRoW that are scheduled to be closed as part of the permanent works would be diverted along alternative routes during construction. The presence of construction plant and vehicles would also contribute to increased fear of potential accidents for vehicle travellers.	Closures would be required during construction which could cause a temporary increase in route uncertainty for 18-months. A diversion route would be provided which would be clearly signposted with advanced warning signs maintained for its length which would reduce route uncertainty.	Low	Moderate
Traits Lane	Permanent road closures would be required for the Traits Lane connection with the A303 from the start of the construction period in March 2020, with vehicles diverted to the Hazlegrove roundabout, resulting in a permanent increase in driver frustration, although this would reduce as travellers accustom themselves to alternative routes.	PRoW that are scheduled to be closed as part of the permanent works would be diverted along alternative routes during construction. The presence of construction plant and vehicles would also contribute to increased fear of potential accidents for vehicle travellers.	Closures would be required during construction which could cause a permanent increase in route uncertainty, although it is likely that uncertainty would reduce as travellers accustom themselves to the diversion, which would be clearly signposted with advanced warning signs maintained for its length.	Low	Moderate
Gason Lane	Permanent road closures would be required for the Gason Lane connection with the A303 from the start of the construction period in March 2020, with vehicles diverted to the Hazlegrove roundabout, resulting in a permanent increase in driver frustration, although this would reduce as travellers accustom themselves to alternative routes.	PRoW that are scheduled to be closed as part of the permanent works would be diverted along alternative routes during construction. The presence of construction plant and vehicles would also contribute to increased fear of potential accidents for vehicle travellers.	Closures would be required during construction which could cause a permanent increase in route uncertainty, although it is likely that uncertainty would reduce as travellers accustom themselves to the diversion, which would be clearly signposted with advanced warning signs maintained for its length.	Low	Moderate
A359	Vehicles would temporarily be diverted along the A359 and A371 to the north whilst the A303 is closed between	No change from baseline.	Route uncertainty could temporarily increase during construction, with this route used as a diversion route.	Low	High whilst diversions are in place.

Road	Driver frustration	Fear of potential accidents	Route uncertainty	Existing driver stress	Driver stress during construction
	<p>Wincanton and Sparkford and along the A359, A355 and A37 to the south for closures between Podimore and Sparkford. The presence of slow moving vehicles and construction plant and machinery during construction would increase driver frustration.</p>		<p>However, the diversion route would be clearly signposted with advanced warning signs maintained for its length.</p>		<p>Low for the remaining period.</p>

Table A.2 PRoW in LIA impacted by scheme

PRoW	Location	NMU survey results	Permanent severance impact (as a result of new carriageway)	Severance impact (as a result of other land take)	Significance of effect
Bridleway Y 30/28	East of Podimore, north of the A303	Pedestrians: 4 NMU total: 4	Severed in one location	Temporary land take	There are no community facilities at either end of the PRoW, and the land take would only be temporary. The NMU survey also found that the PRoW is not frequently used. It is therefore likely that while temporary severance would occur, any adverse impacts would be minor. The overall effect is therefore Slight Adverse and not significant.
Footpath Y 27/21	West of Hawk House, south of the A303 and north of the B3151	n/a	n/a	Temporary land take	There are no community facilities at either end of the PRoW, and the land take would only be temporary. Severance would therefore occur temporarily but adverse impacts would be minor. The overall effect is therefore Slight Adverse and not significant.
Footpath Y 27/UN	West of Hawk House	NMU total: 0	Severed in two locations	Permanent and temporary land take	There are no facilities at either end of the PRoW, and the NMU survey found that it was not frequently used. As such, severance would occur both temporarily and permanently due to land take, but adverse impacts would be minor. The overall effect is therefore Slight Adverse and not significant.
Footpath Y 27/10	North of A303 and east of Glebe Farm	NMU total: 0	Severed in one location	Temporary land take with permanent rights	There is a small collection of residential properties at the western end of the PRoW. However, there are no facilities at the other end point, and the NMU survey showed the route was not frequently used. Severance would occur temporarily (and permanently should land take become permanent), but adverse impacts would be minor. The overall effect is therefore Slight Adverse and not significant.
Footpath Y 27/29	Bordering The Spinney	n/a	Severed in one location	Permanent land take and temporary land take with permanent rights	Severance would occur both temporarily and permanently, but as there are no facilities at either end of the PRoW, adverse impacts would be minor. The overall effect is therefore Slight Adverse and not significant.
Footpath Y 27/9	Bordering The Spinney	n/a	Severed in one location	Permanent and temporary land take	Severance would occur both temporarily and permanently, but as there are no community facilities at either end of the PRoW, adverse impacts would be minor. The overall effect is therefore Slight Adverse and not significant.
Footpath Y 27/7	South of A303 and east of	Pedestrians: 1 NMU total: 1	n/a	Permanent and temporary land take	Severance would occur both temporarily and permanently, but as there are no facilities at either end of the PRoW, and the footpath if not regularly

PRoW	Location	NMU survey results	Permanent severance impact (as a result of new carriageway)	Severance impact (as a result of other land take)	Significance of effect
	Orchard Park mobile home park				used, adverse impacts would be minor. The overall effect is therefore Slight Adverse and not significant.
Footpath Y 27/6	West of crusty cottage and south of the A303	NMU total: 0	n/a	Temporary land take	West Camel, a village with a number of community facilities, is located at the southernmost point of this PRoW. The Bakery is located under 100 metres east from the northernmost point. However, as the NMU survey found that the PRoW is not commonly used. It is therefore likely that while temporary severance would occur, any adverse impacts would be minor. The overall effect is therefore Slight Adverse and not significant.
Restricted byway Y 27/20	North of A303 to the west of Steart Hill	NMU total: 0	n/a	Temporary and permanent land take	There are no facilities at either end of the PRoW, and the NMU survey found that it was not commonly used. Severance would occur both temporarily and permanently, but any adverse impacts would be minor. The overall effect is therefore Slight Adverse and not significant.
Footpath WN 23/32	Camel hill, east of Camel Hill House	No survey: Access to the site was not possible as the PRoW was overgrown and not in use.	Severed in one location	Temporary land take and temporary land take with permanent rights	As the NMU survey found that the PRoW was no longer in use, no severance would be apparent and there would be no significant effects. The overall effect is therefore Neutral .
Footpath WN 23/33	Camel Hill, west of Pepper Hill Cottage	NMU total: 0	Severed in two locations	Permanent land take and permanent land take for mitigation purposes	There are no facilities at either end of the PRoW, and the NMU survey found that it was not commonly used. Severance would occur temporarily (and permanently should land take become permanent), but any adverse impacts would be minor. The overall effect is therefore Slight Adverse and not significant.
Footpath WN 23/10	South of A303, west of Camel Hill service area	n/a	Severed in one location	Permanent land take and temporary land take with permanent rights	West Camel, a village with a number of community facilities, is located at the southernmost point of this PRoW. There are very few facilities located to the northernmost point of the PRoW, except Camel Hill service station is located approximately 200 metres east. However, due to the terrain of the footpath and lack of footway at either end of the PRoW, it is unlikely that this footpath is currently used to access community facilities. Severance would occur both temporarily and permanently, but any adverse impacts would be minor. The overall effect is therefore Slight Adverse and not significant.

PRoW	Location	NMU survey results	Permanent severance impact (as a result of new carriageway)	Severance impact (as a result of other land take)	Significance of effect
Footpath WN 23/12	North of A303, west of Hazlegrove roundabout	No survey: Access to the site was not possible as the PRoW was overgrown and not in use.	n/a	Permanent land take and permanent land take for mitigation purposes	As the NMU survey found that the PRoW was no longer in use, no severance would not be apparent and there would be no significant effects. The overall effect is therefore Neutral .
Footpath WN 27/16	North of A303, west of Sparkford Hall	Northern most point of PRoW: Pedestrian: 7 Pedestrian with dog: 12 Jogger/runner: 1 NMU total: 20 Southern most point of PRoW: NMU total: 0	Severed in four locations	Permanent land take for mitigation purposes	Sparkford (where there are a number of amenities) is located at the southern point of the PRoW. No community facilities accessible by this footpath are located to the north of the PRoW. As the land would be permanently acquired for mitigation purposes, severance is likely to occur. However, according to the NMU survey results, the PRoW appears to be reasonably well used for leisure and recreational purposes, such as dog walking. Because the route is semi-frequently accessed, the sensitivity of receptors is considered to be medium. The severance is likely to impact the well-being of a small number of receptors and occurs only within the project site and the magnitude of the impact is therefore minor. Overall, the effect is Slight Adverse and therefore not significant.

Table A.3: Construction phase road closures and diversion routes

Road closure	Proposed diversion route	Significance of effect
A303 between Sparkford roundabout and Podimore	A359 from Sparkford roundabout to Yeovil, and the A37 to the A303 at Ilchester	<p>This closure is across a 6.4 kilometre stretch of road. This would impact private property, community facilities and community land in villages that are likely to be largely accessed via this stretch of the A303, causing severance to those who rely on the road for such access. These include, but are not limited to, Podimore, Bridgehampton, Speckington, West Camel, Queen Camel, Downhead, Camel Hill, Wales and Sparkford. Towns and villages along the diversion route may also be impacted by an influx in passing traffic, this includes the town of Yeovil. Villages impacted include Queen Camel, Marston Magna, Mudford, Yeovil Marsh, Chilthorne Domer and Ilchester.</p> <p>Access to facilities located directly on this stretch of the A303 would be affected more than those in the surrounding towns and villages. These facilities are The Bakery at West Camel, Wayne's bar and bistro, Hawk House country lodging, Mattia Diner and Sparkford service station.</p> <p>Access to these properties and resources would be maintained through the use of diversions along the A359, A37 and the A303 at Ilchester. The duration of the road closure is currently unknown however, the construction phase is due to begin in Spring 2020 and is expected to take up to 2.5 years to complete. As such, access would be maintained throughout the construction period and severance impacts are therefore considered to result in Slight Adverse effects which are not significant.</p>
A303 between Sparkford roundabout and A371 Wincaton Interchange	A359 through Galhampton, and the A371 through Bratton Seymour to Wincaton Interchange	<p>This closure is across an 11.8 kilometre stretch of road. This would impact private property, community facilities and community land in towns and villages that are likely to be largely accessed via this stretch of the A303, causing severance to those who rely on the road for such access.</p> <p>These include, but are not limited to, the town of Wincaton and the villages of Sparkford, Little Weston, South Cadbury, North Cadbury, Compton Pauncefoot, Blackford, Woolston, Maperton, Holton, Lattiford and North Cheriton. Villages along the diversion route may also be impacted by an influx in passing traffic. Such villages include Bratton Seymour and Galhampton. No facilities are located directly on this stretch of the A303.</p> <p>Access to properties and facilities located in these settlements would be maintained through the use of diversions along the A359. The duration of the road closure is currently unknown however, the construction phase is due to begin in Spring 2020 and is expected to take up to 2.5 years to complete. As such, access would be maintained throughout the construction period and severance impacts are therefore considered to result in Slight Adverse effects which are not significant.</p>
Traits Lane (section of road where it meets the A303)	A359 from Sparkford roundabout to the Blackwell Road junction, Blackwell Road to Traits Lane then north on Traits Lane	<p>Access to residential properties on Traits Lane would be impacted during the road closure, causing severance for residents.</p> <p>Access to these properties would be maintained through the use of diversions along the A359, Blackwell Road and Traits lane. The duration of the road closure is currently unknown however, the construction phase is due to begin in Spring 2020 and is expected to take up to 2.5 years to complete. As such, access would be maintained throughout the construction period and severance impacts are therefore considered to result in Slight Adverse effects which are not significant.</p>

Road closure	Proposed diversion route	Significance of effect
Gason Lane (section of road where it meets the A303)	A359 from Sparkford roundabout to the Blackwell Road junction, Blackwell Road to Gason Lane then north on Gason Lane	<p>Access to residential properties on Gason Lane would be impacted during the road closure, causing severance for residents.</p> <p>Access to these properties would be maintained through the use of diversions along the A359, Blackwell Road and Gason Lane. The duration of the road closure is currently unknown however, the construction phase is due to begin in Spring 2020 and is expected to take up to 2.5 years to complete. As such, access would be maintained throughout the construction period and severance impacts are therefore considered to result in Slight Adverse effects which are not significant.</p>
Stear Hill (section of road where it meets the A303)	A303 from Steart Hill junction to Sparkford roundabout, the A359 (High Street) to Sparkford Road, the second left exit off Sparkford Road (road name unknown), continue onto Hams Lane and North Street, bypass Babcary to its East on Steart Lane until it meets Steart Hill	<p>Access to Steart Road Garage and residential properties on Steart Hill would be impacted during the road closure, causing severance for residents and users of the garage.</p> <p>Access to these properties and the Garage would be maintained through the use of diversions along the A303, A359, Sparkford Road, Hams Lane, North Street, Steart Lane and Steart Hill. The duration of the road closure is currently unknown however, the construction phase is due to begin in Spring 2020 and is expected to take up to 3 years to complete. As such, access would be maintained throughout the construction period and severance impacts are therefore considered to result in Slight Adverse effects which are not significant.</p>
Howell Hill (section of road where it meets the A303)	A303 onto Plowage Lane, onto Keep Street and Fore Street then north onto Howell Hill	<p>Access to residential properties on Howell Hill would be impacted during the road closure, causing severance for residents. Access to community facilities within West Camel from a northerly directly may also be impacted (See 12.5.12 for facilities), causing severance for users of these facilities.</p> <p>Access to these properties and resources would be maintained through the use of diversions the A303, Plowage Street and Fore Street. The duration of the road closure is currently unknown however, the construction phase is due to begin in Spring 2020 and is expected to take up to 2.5 years to complete. As such, access would be maintained throughout the construction period and severance impacts are therefore considered to result in Slight Adverse effects which are not significant.</p>
Plowage Lane (section of road where it meets the A303)	A303 onto Howell Hill, onto Fore Street and Keep Street, the north onto Plowage Lane	<p>Access to residential properties on Plowage Lane, including Orchard Park mobile home park, would be impacted during the road closure, causing severance to residents.</p> <p>Access to community facilities within West Camel from a northerly directly may also be impacted (see section 12.5.12, Chapter 12, Volume 6.1 for facilities), causing severance for users of these facilities.</p> <p>Access to these properties and facilities would be maintained through the use of diversions along the A303, Howell Hill, Fore Street and Keep Street. The duration of the road closure is currently unknown however, the construction phase is due to begin in Spring 2020 and is expected to take up to 2.5 years to complete. As such, access would be maintained throughout the construction period and severance impacts are therefore considered to result in Slight Adverse effects which are not significant.</p>

Road closure	Proposed diversion route	Significance of effect
Downhead Lane (easterly section of road where it meets the A303)	A303 onto Downhead Lane (west) where it would be re-connected to the A303, at the junction turn right to continue on Downhead Lane	<p>Access to The Spinney would be impacted during the road closure, causing severance for residents.</p> <p>Access to this property would be maintained through the use of diversions along the A303 and Downhead Lane. The duration of the road closure is currently unknown however, the construction phase is due to begin in Spring 2020 and is expected to take up to 3 years to complete. As such, access would be maintained throughout the construction period and severance impacts are therefore considered to result in Slight Adverse effects which are not significant.</p>
B3151 RNAS Yeovilton Road (where it meets the A303)	A303 to Podimore slip road, the first left, at the junction turn left back onto the B3151 bypassing Bridgehampton to its West	<p>Access to RNAS Yeovilton and the Fleet Air Museum may be impacted due to the road closure. This is likely to affect those accessing such facilities from the east, resulting in severance for those users.</p> <p>Access to these resources would be maintained through the use of diversions along the A303 and B3151. The duration of the road closure is currently unknown however, the construction phase is due to begin in Spring 2020 and is expected to take up to 2.5 years to complete. As such, access would be maintained throughout the construction period and severance impacts are therefore considered to result in Slight Adverse effects which are not significant.</p>
A303 exit slip road (Podimore road)	A303 to Podimore roundabout, then the first exit through Podimore	<p>Access to facilities and residential properties in Podimore are likely to be impacted by the road closure should road users be accessing such facilities from the east. This would cause severance for both residents and those accessing facilities in Podimore.</p> <p>Access to these properties and facilities would be maintained through the use of diversions along other stretches of the A303. The duration of the road closure is currently unknown however, the construction phase is due to begin in Spring 2020 and is expected to take up to 2.5 years to complete. As such, access would be maintained throughout the construction period and severance impacts are therefore considered to result in Slight Adverse which are not significant.</p>

Table A.4 Assessment of impacts on individual farms

Farm ID	Farm area	Land take	Severance	Husbandry specific	Value	Magnitude of impact	Significance of effect
01	<20ha	0.27ha temporary land-take.	One field parcel would be temporarily severed in two. No changes to access.	0.27ha of land used for arable production temporarily acquired, which represents 15% of the farm.	High	Moderate (reducing to no change following construction): Between 10 and 24% of farm temporarily impacted. No permanent impacts. Some changes to existing management techniques would be temporarily required.	Moderate Adverse (reducing to Neutral following construction)
03	20-50ha	1.34ha temporary land-take. 1.61ha permanent land-take.	Three fields would be temporarily severed in two. No permanent severance impacts. Two new permanent access points would be provided and one stopped up.	2.95ha of land used as grass keep would be temporarily acquired, which represents 9% of the farm. This would reduce to 1.61ha following construction, representing 4.9% of the farm.	Medium	Moderate: Between 1 and 9% of farm temporarily and permanently impacted. The farm is likely to be able to continue with some changes to existing management techniques.	Moderate Adverse
04	20-50ha	<0.01ha temporary land-take. 0.21ha permanent land-take.	No severance of field parcels. One access point stopped up and another provided permanently.	0.21ha of land used for arable production would be temporarily and permanently acquired, which represents 1% of the farm.	Medium	Minor: Between 1 and 9% of the farm would be temporarily and permanently impacted. Slight changes to existing management techniques would be required.	Slight Adverse
05	>50ha	1.46ha temporary land-take. 0.61ha permanent land-take.	Two access point would be stopped up, but and one new access point provided permanently. No severance of field parcels.	2.07ha of land used for arable production temporarily acquired, which represents 1.1% of the farm. This would reduce to 0.61ha following construction, representing 0.3% of the farm.	Low	Minor (reducing to negligible following construction): Between 1 and 9% of the farm would be temporarily impacted and 0.3% permanently impacted. Slight changes to existing management techniques would be required.	Slight Adverse (reducing to Neutral following construction)
06	>50ha	4.28ha temporary land-take. 3.51ha permanent land-take.	One field parcel would be temporarily severed. One access point would be stopped up and two new access points	7.79ha of land used for arable production and as pasture temporarily acquired, which represents 11.6% of the farm. This would reduce to 3.51ha following construction,	Low	Moderate (reducing to minor following construction): Between 10 and 24% of farm temporarily impacted, and 1 to 9% permanently impacted. The farm is likely to be able to continue with some changes	Slight Adverse

Farm ID	Farm area	Land take	Severance	Husbandry specific	Value	Magnitude of impact	Significance of effect
			provided permanently.	representing 5.2% of the farm.		to existing management techniques.	
07	<20ha	1.95ha permanent land-take.	This farm would be permanently acquired in full.	1.95ha of land used as pasture temporarily and permanently acquired, which represents 100% of the farm.	High	Major: A 100% loss of land from this farm is predicted during construction. This would be likely to render the operation temporarily and permanently unviable.	Large Adverse
08	>50ha	0.2ha temporary land-take. 0.31ha permanent land-take.	One field parcel would be temporarily severed in two. A new access point would be provided permanently.	0.51ha of land used as pasture temporarily acquired, which represents 2.7% of the farm. This would reduce to 0.31ha following construction, representing 1.5% of the farm.	Medium	Minor: Between 1 and 9% of farm temporarily and permanently impacted. Slight changes to existing management techniques would be required.	Slight Adverse
09	<20ha	0.22ha temporary land-take. 2.23ha permanent land-take.	One access point would be stopped up and a new access point provided. No severance of field parcels.	2.45ha of land used as pasture temporarily acquired, which represents 59.5% of the total farm area. This would reduce to 2.23ha following construction, representing 54.1% of the farm.	High	Major: Between 50 and 60% of land would be lost during construction, whilst severance impacts are likely to affect the farm's commercial viability both temporarily and permanently.	Large Adverse
11	<20ha	<0.01ha permanent land-take.	No change in access and no severance of field parcels.	Negligible effects to land used as pasture during construction.	High	Negligible: less than 1% of the farm would be affected during construction.	Slight Adverse
12	20-50ha	0.71ha temporary land-take. 2.17ha permanent land-take.	No change in access and no severance of field parcels.	2.88ha of land used as pasture and arable land temporarily acquired, which represents 8.8% of the farm. This would reduce to 2.17ha following construction, representing 6.6% of the farm.	Medium	Minor: Between 1 and 9% of farm temporarily and permanently impacted. Slight changes to existing management techniques would be required.	Slight Adverse
13	>50ha	1.17ha temporary land-take.	No severance of field parcels or changes to access.	12.9ha of land used as pasture and arable temporarily acquired,	Low	Minor: Between 1 and 9% of farm temporarily and permanently impacted. Slight changes to	Slight Adverse

Farm ID	Farm area	Land take	Severance	Husbandry specific	Value	Magnitude of impact	Significance of effect
		11.73ha permanent land-take.		which represents 5.8% of the farm. This would reduce to 11.73ha following construction, representing 5.26% of the farm.		existing management techniques would be required.	
14	<20ha	0.37ha permanent land-take.	No severance of field parcels. One access point would be stopped up and another provided permanently.	0.37ha of land used as pasture temporarily and permanently acquired, which represents 25.9% of the farm.	High	Major: 25.9% of land would be lost during construction which has the potential to temporarily and permanently affect the farm's commercial viability.	Large Adverse
15	>50ha	4.01ha temporary land-take. 8.01ha permanent land-take. 1.95ha ecological mitigation	Two access points would be stopped up and two new access points provided. One field would be severed into two permanently.	13.97ha of land used for a diverse range of agricultural practices temporarily acquired, which represents 9.4% of the farm. This would reduce to 9.96ha following construction, representing 6.7% of the farm.	Low	Minor: 9.94% of farm temporarily impacted, reducing to 6.7% permanently. Slight changes to existing management techniques would be required.	Slight Adverse
17	>50ha	2.24ha permanent land-take.	No severance of field parcels. One access point would be stopped up and a new access point provided permanently.	2.24ha of land grazed by neighbouring farmers temporarily and permanently acquired, which represents 2.9% of the farm.	Low	Negligible: Given that the farm is currently not in agricultural production a negligible impact is anticipated.	Neutral
18	>50ha	2.47ha temporary land-take. 21.12ha permanent land-take.	One field severed into 3 temporarily and another severed into three permanently. One field would also be acquired in full. Four access points would be stopped up and	23.59ha of land used as pasture and arable land temporarily acquired, which represents 16.7% of the farm. This would reduce to 21.12ha following construction, representing 15% of the farm.	Low	Moderate: Between 10 and 24% of farm temporarily and permanently impacted. The farm is likely to be able to continue with changes to existing management techniques.	Slight Adverse

Farm ID	Farm area	Land take	Severance	Husbandry specific	Value	Magnitude of impact	Significance of effect
			new access points provided at 3 locations.				
19	20-50ha	<0.01ha temporary land-take. 3.85ha permanent land-take. 5.43ha ecological mitigation	One access point would be stopped up and a new access point provided. No severance of field parcels.	9.28ha of land used as pasture and arable land temporarily and permanently acquired, which represents 23.2% of the farm.	Medium	Moderate: Between 10 and 24% of farm temporarily and permanently impacted. The farm is likely to be able to continue with changes to existing management techniques.	Moderate Adverse
20	20-50ha	3.37ha temporary land-take. 6.27ha permanent land-take.	One access point would be stopped up and a new access point provided. One field would be severed into two permanently.	9.64ha of land used as pasture and arable land temporarily acquired, which represents 47.9% of the farm. This would reduce to 6.27ha following construction, representing 31.1% of the farm.	Medium	Major: Between 30 and 50% of land would be lost during construction which is likely to affect the farm's commercial viability both temporarily and permanently.	Large Adverse
22	>50ha	5.01ha temporary land-take. 4.41ha permanent land-take.	No severance of field parcels. Two access points would be stopped up and new access points provided.	9.42ha of land used as pasture and arable land temporarily acquired, which represents 4.5% of the total farm area. This would reduce to 4.41ha following construction, representing 2.1% of the farm.	Low	Minor: Between 1 and 9% of farm temporarily and permanently impacted. Slight changes to existing management techniques would be required.	Slight Adverse
23	<20ha	0.13ha temporary land-take.	No change to access. One field would be temporarily severed in two.	0.13ha of land used for equestrian purposes temporarily acquired, which represents 7.4% of the farm.	High	Minor (reducing to no change following construction): Between 1 and 9% of farm temporarily impacted. Slight changes to existing management techniques would be required.	Slight Adverse (reducing to Neutral following construction)
24	>50ha	12.61ha permanent land-take.	One access point would be stopped up and a new access point provided. No severance of field	12.61ha of land used as pasture for cattle and equestrian temporarily and permanently acquired,	Low	Moderate: Between 10 and 24% of farm temporarily and permanently impacted. Slight changes to existing management techniques would be required.	Slight Adverse

Farm ID	Farm area	Land take	Severance	Husbandry specific	Value	Magnitude of impact	Significance of effect
			parcels with one field acquired in full.	which represents 20% of the farm.			
25	<20ha	0.58ha temporary land-take. 0.03ha permanent land-take.	No change in access and severance of field parcels.	0.61ha of land used as pasture temporarily acquired, which represents 15.4% of the farm. This would reduce to 0.03ha following construction, representing 0.8% of the farm.	High	Moderate (reducing to negligible following construction): Between 10 and 24% of farm temporarily impacted and less than 1% permanently impacted. Slight changes to existing management techniques would be required.	Moderate Adverse (reducing to Slight Adverse permanently)
26	>50ha	0.58ha temporary land-take. 2.27ha permanent land-take.	No severance of field parcels. One new access point would be provided.	2.85ha of land used as pasture temporarily acquired, which represents 3.5% of the farm. This would reduce to 2.27ha following construction, representing 2.8% of the farm.	Low	Minor: Between 1 and 9% of farm temporarily and permanently impacted. Slight changes to existing management techniques would be required.	Slight Adverse
27	>50ha	3.37ha temporary land-take. 6.92ha permanent land-take 1.95ha ecological mitigation	One access point would be stopped up and two new points provided. One field would be severed into two permanently.	12.24ha of land used for arable purposes and as pasture would be temporarily acquired, which represents 8.5% of the farm. This would reduce to 8.87ha following construction, representing 6.2% of the farm.	Low	Minor: Between 1 and 9% of farm temporarily and permanently impacted. Slight changes to existing management techniques would be required.	Slight Adverse