

Day Ten

Julia Underwood and Peter Campbell

Ms Underwood said that the parish councils of Upton Scudamore, Dilton Marsh, Berkley and Beckington support an E route, along with the group 'Standerwick Safe Speed'.

Ms Underwood said that only 22% of WSB's electorate participated in the 1999 Town Poll, and was not representative of the popn. She said the villages to the Far West of Westbury were not able to vote.

Ms Underwood said that in the hamlet of Fairwood all 19 houses supported an E route.

Ms Underwood said that the 22% turnout demonstrated apathy rather than strong feelings.

Mr Campbell spoke about 'popular misconceptions'.

Mr Campbell said that 'we of the West' were 'miffed' about the use of the White Horse in the White Horse Alliance campaign.

Mr Campbell said that he had a view of the White Horse from his house to the West of Westbury, and should not be connected to the E route.

Mr Campbell said that the bypass would be 1.4km from White Horse at its nearest point and a number of other features already had a very substantial impact on the White Horse.

Mr Campbell referred to Jenny Raggett's quote: 'tantamount to treason' in his 'hype and bluster' section.

Mr Campbell referred to Mr Davis' assertion that the E side of Westbury is rural. Mr Campbell said the area would remain popular as a venue for rural recreation.

Mr Campbell referred to his rebuttal of Gavin Smith. The building of the proposed bypass would inevitably lead to housing developments between the bypass and the edge of Westbury. Mr Campbell attacked the use of the word 'inevitable'.

Mr Campbell moved on to his 'Tranquil Location' section. He said the White Horse was not tranquil, but a busy and noisy site.

Mr Campbell referred to Mr Davis' assertion that the W side of Westbury was urban. He said Mr Davis was correct that there were urban features adjacent to

Westbury. However he said Mr Davis had omitted to mention the rural features of the area W of Westbury.

Ms Underwood criticised the perception that the W of Westbury was an 'industrial wasteland.' Ms Underwood said it was clear that environmental impact would be similar, whichever side the bypass was built on, but that there would be a heavier biodiversity impact if the bypass was built to the West.

Ms Underwood said only a small stretch of the area E of Westbury achieved rural tranquillity relative to the W.

Ms Underwood said the railway to the West of Westbury was unobtrusive, referring to Photo D in her rebuttal proof.

Ms Underwood said it should not be overlooked that all proposed W routes were longer than the E route.

Ms Underwood said that some of Jenny Raggett's diagrams showing the E route were out of alignment with the actual route of the bypass. She said that the bypass does not cause the separation of riding facilities from the landscape. She noted that the bypass does not cross the bridleway in Mrs Raggett's diagram and that the bypass goes through White Scar Hanging, when the proposed scheme does not go through White Scar Hanging.

Ms Underwood said that no one of the many options for a Western route fulfilled the criteria.

Ms Underwood said that there is no evidence that a W route would have been able to include Yarnbrook and West Ashton.

Ms Underwood said that UPRAWW is convinced that the E route is the only option for a Westbury bypass.

Ms Underwood said that there were considerable flood plain issues involving the River Biss and its tributaries associated with a W route.

Ms Underwood said that a W route would impact rural villages to a greater extent than an E route.

Cross Examination

Map produced by Mrs Raggett, clearly supposed to be a schematic diagram, showing relative position of MoD land and the route of the bypass, to illustrate the comparative narrowness of the corridor between the MoD land the route itself. Accept explanation?

-Accept explanation, but disagree with sentiment

-Illustrates how elements of those opposed to E route are producing incorrect information.

Support of four parish council, two of which in Somerset. Parishes in Somerset not directly consulted by WCC?

-Had some consultation, but not to the same degree, and Wiltshire not consulted to the same degree as WSB

CD5.3. Pg7. Which parish is Fairwood in?

-Dilton

Dilton support proposal for E route. Presumably the views of the residents of Fairwood taken on board by Dilton Parish Council?

-Agreed

No reference to Berkley or Beckington in Officer's Report. Point is that in terms of consultation there was no formal consultation with Berkley or Beckington?

-That is an issue for WCC, not us

Pg11. Number of parish council that were consulted, and objected. No mention of Berkley or Beckington?

-Agreed

Proof Section 2. Agree that impact, in terms of visual or noise or landscape, is somewhat more than a function of distance?

-Combination of a large number of factors

-Not just the function of one element

-A fact that the road does not come closer than 1.4km to WH

Tranquility. WHA Rule 6 statement. Para 1.2. We take view that scheme will cause damage to tranquility of protected landscape. Protected landscape a reference to SLA?

-Accept

-SLA not a tranquil environment

However accept that Rule 6 refers to SLA?

-Yes

Rule 6. This is the setting of the WH?

-Accept

Do not agree that Wellhead Valley a tranquil area?

-Small area between Equestrian Centre and Newtown, and that in hollow it is relatively tranquil but not extremely tranquil

ES Part B V3. Appendix 3.2. Comparison of E and W route in environmental term. Feb 2007. One of the more recent comparisons. Landscape pattern: both slight adverse.

-Agree that is their conclusion

Tranquility: nothing to choose between two

-Agreed

Cultural landscape concerned: both moderate adverse.

-Agreed

-Various different W routes, very difficult to speak of a single route

Character: E route runs through 3km of SLA. One of the W routes runs through 300m of SLA. Impacts the same according to consultants.

-Agreed

UPRAWW: W has greater biodiversity due to greater degree of arable farming.

-Agree

Your suggestion is that W has greater biodiversity

-Agreed, in addition to other reasons.

Biodiversity is not just a feature of land use?

-Not entirely

Pesticides, insecticides, etc affect biodiversity?

Could have effect

No full assessment of biodiversity impact compared to E route?

-Agreed

Very hard to compare likely impacts in terms of biodiversity?

-Agreed, would seem likely that biodiversity impact would be higher in W.

Flooding and water. Next page of ES. Flood risk: E route has high negative impact anticipated at Bitterne Brook crossings. Moderate adverse anticipated on FW route. Equivalence of assessment of impacts?

-High negative refers to limited area, not whole of alignment.

WHA not supporting any particular alternative route?

-That is what is stated in WHA statement of case

Yarnbrook an integral part of W scheme for many years?

-Part of both schemes for many years

Eventually dropped by WCC?

-Yarnbrook element dropped after initial selection of E route

Why was Yarnbrook dropped?

-Unaware