

HISTORIC ENVIRONMENT

SUMMARY PROOF OF EVIDENCE OF
MICK RAWLINGS BA, MIFA
ON BEHALF OF WILTSHIRE COUNTY COUNCIL

PUBLIC INQUIRY INTO:

WILTSHIRE COUNTY COUNCIL PLANNING APPLICATION W07.09002
LAND TO THE EAST AND NORTH OF WESTBURY, WILTSHIRE,
DEVELOPMENT: CONSTRUCTION OF A SINGLE CARRIAGEWAY ROAD
WITH CLIMBING LANE OVER PART OF THE ROUTE, ROUNDABOUT
JUNCTIONS, ASSOCIATED INFRASTRUCTURE
CALLED IN FOR DETERMINATION BY THE SECRETARY OF STATE,
COMMUNITIES & LOCAL GOVERNMENT (SECTION 77 TOWN AND
COUNTRY PLANNING ACT 1990 AS AMENDED)

PINS REFERENCE SW/THM/5021/647

THE WILTSHIRE COUNTY COUNCIL (A350 WESTBURY BYPASS
CLASSIFIED ROAD) COMPULSORY PURCHASE ORDER 200'

THE WILTSHIRE COUNTY COUNCIL (A350 WESTBURY BYPASS
CLASSIFIED ROAD) SIDE ROAD ORDER 200'



Summary and Conclusions

Summary

- S.1 My name is Mick Rawlings and I am Principal Consultant (Historic Environment) at RPS. I hold a BA Honours Degree in Archaeology and Geography. I am a Member of the Institute of Field Archaeologists.
- S.2 I have been employed as a professional within the historic environment sector since completing my BA in 1985. From 1999 until 2004 I worked for Wessex Archaeology, an archaeological contracting and consulting organisation based in Salisbury, Wiltshire. During that period I was involved in a management capacity in a number of major transport infrastructure schemes.
- S.3 I joined RPS in 2004 and have been responsible for the assessment of the historic environment effects of a wide range of public and private sector development projects in the United Kingdom and overseas.
- S.4 My proof of evidence has described how the issue of likely effects on the historic environment has been addressed. In particular I have shown how the work undertaken prior to submission of the application for this scheme has influenced the route selection process.
- S.5 In this proof of evidence I have described the relevant policies and provisions contained within the documents referred to in point (a) of the Secretary of State's call-in letter and I have described how the proposed A350 Westbury Bypass is in accordance with these policies and provisions
- S.6 I have responded to any objections to the A350 Westbury Bypass proposals that have been put forwards on the grounds of significant adverse effects on the historic environment.

- S.7 The proposed scheme would have a moderate adverse effect on archaeological remains associated with the Late Bronze Age / Early Iron Age midden site adjacent to the Bratton Road bridge. This site was considered to be of national or international significance, and the horizontal alignment of the proposed road was adjusted eastwards in order to avoid the identified core part of the midden. The new alignment successfully avoids the deposit core, however there would be a moderate adverse effect on archaeological features very likely to be associated with the midden.
- S.8 There would be a slight adverse effect on the settings of two scheduled monuments on Upton Cow Down due to increased noise levels, although there would be no visual impacts on the settings of these scheduled monuments.
- S.9 There would be a neutral effect on the settings of the components of the scheduled monument comprising Bratton Camp (an Iron Age hillfort), Westbury White Horse and associated sites.
- S.10 There would be slight adverse effects on buried archaeological remains at several other locations; these remains are mainly of local significance.
- S.11 There would be slight adverse effects on the settings of three listed mausoleums located within Westbury Cemetery. One of these is listed at Grade II*, whilst the other two are listed Grade II. There would also be slight adverse effects on several other listed buildings, including one Grade II* building.
- S.12 There would be a slightly beneficial effect of the scheme on the Westbury Conservation Area and on the settings of several listed buildings within Westbury, including one Grade I listed building and at least four Grade II* listed buildings.
- S.13 The route of the proposed A350 Westbury Bypass has been designed in response to the historic road and field pattern, and where possible it follows existing boundaries.

- S.14 However, there would be slight adverse effects on the historic landscape especially where the route of the proposed scheme cuts across the extant pattern, and also on specific elements that form part of the historic landscape. These effects would result from the severance or realignment of tracks, the loss of boundaries and the loss or burial of earthworks.
- S.15 The scheme design incorporates several measures that have been designed to reduce impacts on historic environment resources. In one location the horizontal alignment of the route was amended to avoid the core part of a significant archaeological site. Other measures include the design of the earthworks and the landscape planting in order to optimise screening.
- S.16 In some areas, methodological constraints have been placed on the construction of embankments and other fill components in order to protect buried archaeological remains. Additionally, a programme of archaeological investigation and recording will be implemented ahead of and during construction.
- S.17 A detailed Historic Environment Mitigation Strategy has been prepared and will be submitted to the local authority for written approval prior to implementation. This programme of mitigation will be required through an appropriately worded condition attached to the planning consent.
- S.18 Considerable consultation has been undertaken with English Heritage and the Wiltshire County Council Archaeology Service throughout the assessment process. This included discussions regarding appropriate further mitigation.

Conclusions

- S.19 In this proof I have demonstrated that the issues regarding the effects of the proposed scheme on the historic environment have been identified adequately and in line with policies expressed in regional, structure and local plans and also with guidance issued by the national government.

- S.20 Detailed desk-based assessment, augmented by a substantial phased programme of fieldwork, has led to the identification of historic environment resources. Effects on significant resources have been removed or reduced through careful scheme design, and a programme of further appropriate mitigation has been prepared and agreed with English Heritage and the County Archaeological Services.
- S.21 Objections to the scheme on historic environment grounds are relatively few in number. These objections have been examined and have been shown to be unjustified.