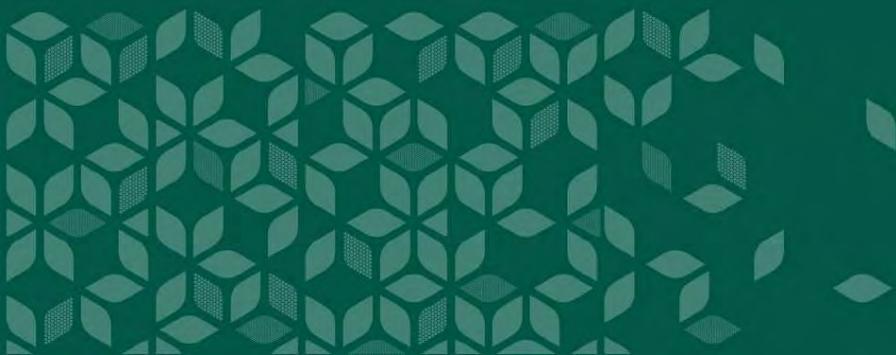


05G - Landscape & Visual Appraisal

# 05





## INTRODUCTION

IDP Landscape Ltd are appointed by Oxenwood Real Estate to provide a landscape and visual appraisal for the proposed mixed use Office/Commercial development on land immediately east of Exeter Airports existing car park, Devon. The forthcoming scheme is subject to a Local Development Order (LDO) of which this appraisal forms part and should be read alongside all other design and assessment information submitted.

The approach taken to the completion of this appraisal is derived from the latest Guidelines for Landscape and Visual Impact Assessment 3rd Edition (GLVIA3) published by the Landscape Institute (LI) and the Institute of Environmental Management and Assessment (IEMA) in April 2013. This guidance outlines that a standalone 'appraisal' of the likely landscape and visual effects can be appropriate where a detailed, standalone or EIA required LVIA process is not necessary.

## Purpose of the Report

Landscape and visual 'appraisal' is a tool used to identify and assess the nature of the proposed change resulting from the proposals and identifies any effects that are likely to occur on both the landscape as an environmental resource in its own right and on people's views and visual amenity.

## Scope and Extent of Study Area

The preferred proposed scheme (Option 2) includes for a development comprising of the erection of 16 new mixed use commercial and office units off of Long Lane, Exeter on land to the immediate east of Exeter Airports main car park. Unit sizes range from 1,250sqft to 69,200sqft with roof ridge heights of 9 – 23m above finished floor level. The development includes for the creation of a main spine road, new staff, visitor and disabled parking spaces, service yards, new footways to provide safe access, street lighting and signage, drainage including dry SuDS features, new landscaping including appropriate ecological enhancements and the retention and protection of the majority of the Site's existing, boundary trees, hedgerow and vegetation. This report provides an appraisal of the aforementioned scheme against baseline conditions and describes how the associated scheme responds to those parameters.

The Sites study area is considered to be covered by an area of approximately 3km radius from the centre of the Site. The extent of the study area has been informed and verified by desktop study, including the preparation of a Zone of Theoretical Visibility (ZTV) together with on-site investigations as to be adequate to account for the range of landscape and visual receptors likely to be affected by the proposed developments built form.



ARCHITECTS.  
URBAN DESIGNERS.  
PROJECT MANAGERS.  
LANDSCAPE ARCHITECTS.  
**WE ARE IDR.**

# 05G Landscape & Visual Appraisal

## BASELINE ASSESSMENT

It is important to understand the baseline conditions in relation to landscape character and visual amenity in order to appraise the proposed development and its effects. Landscape and visual effects are interrelated, but should be dealt with separately.

### Site Description

The Site is located, next to Exeter Airport, approximately 3.75km due east of the City of Exeter beyond the village of Clyst Honiton and approximately 1.37km south of the new residential settlement, Cranbrook. The Sites planned main access is to be taken off Long Lane opposite Exeter Airport/Merlin Business Park, specifically Fair Oak Close and J & R Food Service Ltd, a local catering wholesaler. The proposed development Site measures approximately 7.7ha (76,969m) and is enclosed by vegetation on the eastern, western and southern boundaries. The northern boundary although fenced is open to one of the Airports runways. Located immediately east of the Airports main car park, adjacent and north of the aforementioned Business Park with an open, arable field to the west, the Site in its existing form is landlocked, productive farmland surrounded by established but low cut native hedgerows no more than 2m high occasionally punctuated by mature broadleaved trees. A tarmacked and light footpath links the Sites southern boundary to the adjacent Business Park and Hotel beyond. A single, un-gated access connects the Site to Long Lane.

The Site has no statutory or non-statutory landscape related designations, public rights of way, bridleways or permissive routes (although there are a limited number within the 3km study area – Aylesbeare FP 4, Rockbeare FP 7 and Rockbeare BW 8), features or assets such as TPO trees or Important Hedgerows. No connection to the National Cycle Network or National Trails networks exists. The Site is not part of a Country Park, has no remnant Traditional Orchard, is not part of a National Park or a Registered Park and Garden. It is not part of an AONB, RAMSAR, a SSSI, a SAC, SANC, SPA, LNR or an NNR. It does not contain any Ancient Woodland, any Priority Habitat Deciduous Woodland, any Woodland Pasture or Parkland. Is not currently within the Green Belt, is not part of a World Heritage Site or Conservation Area and houses no Listed Buildings or Ancient Scheduled Monuments. Withered Bed Copse Ancient Woodland is located approximately 3.5km away and the East Devon Pebbled Heath SSSI, SAC, SPA, NNR and RSPB reserve lies 4.5km to the south east. The South West Coastal Path World Heritage Site and AONB is approximately 12.5km due south. A number of listed buildings exist within the study area. The closest of which are Treasebeare Farm 580m north and a farmhouse in Lower Southwood approximately 1.1km east of the Site.

Regarding landscape character at a 'National' scale, the application Site is located within Natural England's National Character Area (NCA) 148: Devon Redlands. Devon Redlands key landscape characteristics are summarised as such:

- Hilly landscape of villages, hamlets, farmsteads, hedgebanks and winding sunken lanes, rising in height towards the fringes of the NCA. Steep-sided but flat-bottomed river valleys cut through the hills, opening onto wide flood plains which are important for wintering wildfowl nearer the coast.
- Red soils derived from the Permo-Triassic sandstone and red-tinged cob buildings give the name to this NCA.
- Large woodlands confined mainly to steep valley sides. In upper valleys small, broadleaved woodlands and copses give a strong sense of enclosure and provide valuable habitat for wildlife. There is a high concentration of ancient semi-natural woodland in the northern part of the NCA
- Mixed farming predominates, but as the land rises in the transitional areas towards Dartmoor and Exmoor pasture becomes widespread. Fields tend to be small and irregular with dense hedgerows on top of earthbanks in the transitional areas, while there is a larger, more open field pattern elsewhere.
- A high frequency of designed landscapes.
- Cob, red sandstone and thatch buildings are distinctive of the area.
- Distinctive area of the East Devon Pebbled Heaths on infertile, acidic soils supporting important populations of birds such as the hobby, nightjar and Dartford warbler, and butterflies such as the studded blue. The area is also nationally important for relict prehistoric landscapes and features.
- Estuaries with reedbeds and salt and grazing marshes.
- Striking red sandstone cliffs with well-developed wave-cut platforms and stacks.
- Significant urban development around the estuaries and along the coast. The motorway and trunk road network linking Devon and Cornwall with the rest of the country cuts through the landscape, exposing the red sandstone. It converges around Exeter, a historic city and now a key regional centre.
- The Haldon Ridge, a coniferous plantation with remnant heath, forms a landscape setting for Exeter and the settlements around the Exe.

Devon County Councils interactive landscape character types (52no.) map places the Site within their character type '3E – Lowland Plains'. However, the Reports 3km study area not only spans DCC's character type 3E but also touches character type '3G = River Valley Slopes and Combes' in the north and '5D – Estate Wooded Farmland'. The East Devon and Blackdown Hills Landscape Character Assessment, 2019 goes into greater detail still, summarising as follows:

LCT 3E 'occurs on lower land in the western half of the Study Area. It comprises the gently sloping/ undulating land which surrounds the valley floors. This is a medium-large scale settled landscape, with villages and farms displaying a variety of building materials, ages and styles. These include the coastal villages of the Exe Estuary, inland villages and occasional estate farms.

# 05G Landscape & Visual Appraisal

Much of the LCT remains rural but parts are influenced by new development at Cranbrook and Exeter Airport, and along transport routes. Fertile red soils are a characteristic and are particularly noticeable where arable land use is dominant. There are surviving pockets of traditional orchards, and areas of pasture, paddocks and small woodlands. Fields are generally surrounded by wide hedgerows, often with mature hedgerow oaks, although some hedgerow loss has occurred. Surrounding higher land provides the visual backdrop, and offers views over the Lowland Plains’.

LCT 3G ‘occurs in a small part of the Study Area north-west of Exeter. It contains steeply sloping valleys, with blocks of woodland and meadows. It feels enclosed and lush, and very tranquil away from the roads at the periphery, particularly because access is limited to farm tracks. There are fast-flowing streams in the valley bottoms, and some small fishing lakes along the Star Barton Brook. Settlement comprises scattered farms and small clusters of houses by the main road at the periphery of the LCT. This is an historic landscape, with a surviving pattern of Barton Fields – semi-regular fields thought to date from the 15th- 18th Centuries associated with Star Barton Farm. There is also an earthwork enclosure which has been provisionally identified as a medieval moated site’.

LCT 5D ‘occurs in two blocks in the western part of the Study Area, and comprises the wider landscape setting of the Killerton and Bicton estates. It includes the land which formed the views from the main houses and gardens, and contains designed features such as parkland, obelisks, ornamental tree planting and estate cottages, as well as farmland and woodland. Such designed landscapes in the English Landscape Style contribute to the character of Devon. The Bicton area also encompasses the working elements of the estate, such as the sawmill (now industrial units). Much of the land around the Killerton Estate is owned by the National Trust, and includes the distinctive estate buildings, painted yellow ochre as seen in Broadclyst village. Bicton is the centre of Clinton Devon Estates, and also contributes to the setting of the Jurassic Coast World Heritage Site. The Bicton estate villages of East Budleigh, Otterton and Colaton Raleigh do not have such a strong visual identity as those of Killerton, but are still very attractive, with rows of thatched cottages, and streams running alongside the village streets. The cores of both estates are Registered Historic Parks and Gardens and open to the public’.

## NATIONAL PLANNING POLICY

### National Planning Policy Framework, 2021 (NPPF)

The latest iteration of the NPPF promotes a presumption in favour of sustainable development, summarised as “meeting the needs of the present without compromising the ability of future generations to meet their own needs”, providing it is in accordance with the relevant up-to-date Local Plan and policies set out in the NPPF”.

Chapter 12 on ‘Achieving Well-Designed Places’ paragraph 130 (points c and d) state that planning policies and decisions should aim to ensure that developments “are sympathetic to

local character and history, including the surrounding built environment and landscape setting...” and “establish or maintain a strong sense of place”.

This means development proposals should:

- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- Plan for climate change.
- Consider effects on the Green Belt.
- Consider flood risk.
- Conserve and enhance the natural and historic environment, habitats and bio-diversity.
- Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- Be consistent with local authority design guidance and the principles set out in the National Design Guide and National Model Code.
- Be sustainable and visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The design of the development will need to consider the existing technical constraints, but also good design principles to create a sense of place, and appropriate design considerations to respect the existing setting and avoid significant effects on the wider environment.

## LOCAL PLANNING POLICY

East Devon District Councils Local Plan, 2013 to 2031 was adopted in January 2016. EDDC’s local plan sets out a clear vision for the district in which the Site lies. Strategy and Policy applicable to the Site and the purpose of this report are evaluated in the following paragraphs.

### Strategy 3 – Sustainable Development

The objective of ensuring sustainable development is central to our thinking. We interpret sustainable development in East Devon to mean that the following issues and their inter-relationships are taken fully into account when considering development:

# 05G Landscape & Visual Appraisal

- Conserving and Enhancing the Environment - which includes ensuring development is undertaken in a way that minimises harm and enhances biodiversity and the quality and character of the landscape. This includes reducing the risk of flooding by incorporating measures such as sustainable drainage systems. Developers should maximise the proportion of their developments that take place on previously developed land
- Prudent natural resource use - which includes minimising fossil fuel use therefore reducing carbon dioxide emissions. It also includes minimising resource consumption, reusing materials and recycling. Renewable energy development will be encouraged
- Promoting social wellbeing - which includes providing facilities to meet people's needs such as health care, affordable housing, recreation space and village halls.
- Encouraging sustainable economic development - which includes securing jobs.
- Taking a long term view of our actions - Ensuring that future generations live in a high quality environment where jobs, facilities, education and training are readily available.

## Strategy 4 - Balanced Communities

By balanced communities we mean that in any area or neighbourhood there is a match between jobs, homes, education, and social and community facilities. Ideally these should compliment the range of ages of the resident population and have appropriate access for those with disabilities. Key components of a balanced community include:

- Securing employment provision across East Devon - this should reduce the need for commuting - where housing is proposed we will require new job provision.
- Securing social, educational, green infrastructure and health and community facilities - these facilities play a central part in community life and new housing should help secure their provision and keep the community vibrant and viable by making financial contributions towards their provision or by providing such facilities on site where necessary.

## Strategy 5 – Environment

All development proposals will contribute to the delivery of sustainable development, ensure conservation and enhancement of natural historic and built environmental assets, promote ecosystem services and green infrastructure and geodiversity.

- Open spaces and areas of biodiversity importance and interest (including internationally, nationally and locally designated sites and also areas otherwise of value) will be protected

from damage, and the restoration, enhancement, expansion and linking of these areas to create green networks will be encouraged through a combination of measures to include;

- Maximising opportunities for the creation of green infrastructure and networks in sites allocated for development.
- Creating green networks and corridors to link the urban areas and wider countryside to enable access by all potential users.
- The designation of Local Nature Reserves and County Wildlife Sites.
- Minimising the fragmentation of habitats, creation of new habitats and connection of existing areas to create an ecological network that is identified within the East Devon District Council Local Biodiversity Plan.
- Progress towards delivering the Biodiversity Action Plan targets and Local Nature Reserve Strategy.
- Conservation and enhancement of Sites of Special Scientific Interest (SSSI) in accordance with the Wildlife and Countryside Act. and other statutory and non-statutory nature conservation and wildlife sites and areas of value.
- Making use of and protecting from development areas that are vulnerable to surface water runoff and flooding.

Working in partnership with neighbouring authorities to implement a consistent and strategic approach to the protection and enhancement of the highest tier of wildlife sites.

New development will incorporate open space and high quality landscaping to provide attractive and desirable natural and built environments for new occupants and wildlife. It will contribute to a network of green spaces and ensure potential adverse impacts on the Exe Estuary and East Devon Pebblebed Heaths European wildlife sites are appropriately mitigated against. Where there is no conflict with biodiversity interests, the enjoyment and use of the natural environment will be encouraged and all proposals should seek to encourage public access to the countryside.

## Strategy 38 - Sustainable Design and Construction

Encouragement is given for proposals for new development and for refurbishment of, conversion or extensions to, existing buildings to demonstrate through a Design and Access Statement how:

# 05G Landscape & Visual Appraisal

- sustainable design and construction methods will be incorporated, specifically, through the re-use of material derived from excavation and demolition, use of renewable energy technology, landform, layout, building orientation, massing, use of local materials and landscaping.
- the development will be resilient to the impacts of climate change.
- potential adverse impacts, such as noise, smell, dust, arising from developments, both during and after construction, are to be mitigated.
- biodiversity improvements are to be incorporated. This could include measures such as integrated bat and owl boxes, native planting or green roofs.
- Until the adoption of nationally prescribed standards, developments of 10 or more dwellings or 1,000m<sup>2</sup> of commercial floor space should be assessed using the CSH or BREEAM, with housing developments meeting at least CSH Level 4 from 2013 and other uses BREEAM of at least 'Very Good'.

Due to their scale, developments in the West End and developments over 4 ha or 200 dwellings elsewhere in East Devon should achieve levels of sustainability in advance of those set out nationally. The Council will wish to see homes built to Code for Sustainable Homes Level 4 and this will be a material consideration. Proposals for water harvesting and sustainable waste management will be encouraged. In building refurbishments the Council will encourage and promote the integration of renewable energy into existing buildings.

## Strategy 46 - Landscape Conservation and Enhancement and AONBs

Development will need to be undertaken in a manner that is sympathetic to, and helps conserve and enhance the quality and local distinctiveness of, the natural and historic landscape character of East Devon, in particular in Areas of Outstanding Natural Beauty.

Development will only be permitted where it:

- conserves and enhances the landscape character of the area.
- does not undermine landscape quality.
- is appropriate to the economic, social and well being of the area.

When considering development in or affecting AONBs, great weight will be given to conserving and enhancing their natural beauty and major development will only be permitted where it can

be shown that it cannot be reasonably accommodated elsewhere outside of the AONB.

The current Area of Outstanding Natural Beauty Management Plans, the East Devon and Blackdown Hills Areas of Outstanding Natural Beauty and East Devon District Landscape Character Assessment & Management Guidelines 2008 and the Devon County Council Landscape Character Areas Assessment should be used in design and management considerations.

## Strategy 47 - Nature Conservation and Geology

All development proposals will need to:

- Conserve the biodiversity and geodiversity value of land and buildings and minimise fragmentation of habitats.
- Maximise opportunities for restoration, enhancement and connection of natural habitats.
- Incorporate beneficial biodiversity conservation features.

Development proposals that would cause a direct or indirect adverse effect upon internationally and nationally designated sites will not be permitted unless:

- They cannot be located on alternative sites that would cause less or no harm.
- The public benefits of the development clearly outweigh the impacts on the features of the site and the wider network of natural habitats.
- Prevention, mitigation and compensation measures are provided.
- In respect of Internationally designated sites, the integrity of the site will be maintained.

Development proposals where the principal objective is to conserve or enhance biodiversity or geodiversity interests will be supported in principle.

Where there is reason to suspect the presence of protected species applications should be accompanied by a survey assessing their presence and, if present, the proposal must be sensitive to, and make provision for, their needs.

## D1 - Design and Local Distinctiveness

# 05G Landscape & Visual Appraisal

In order to ensure that new development, including the refurbishment of existing buildings to include renewable energy, is of a high quality design and locally distinctive, a formal Design and Access Statement should accompany applications setting out the design principles to be adopted should accompany proposals for new development. Proposals should have regard to Village and Design Statements and other local policy proposals, including Neighbourhood Plans, whether adopted as Supplementary Planning Guidance or promoted through other means.

Proposals will only be permitted where they:

- Respect the key characteristics and special qualities of the area in which the development is proposed.
- Ensure that the scale, massing, density, height, fenestration and materials of buildings relate well to their context.

Do not adversely affect:

- The distinctive historic or architectural character of the area.
- The urban form, in terms of significant street patterns, groups of buildings and open spaces.
- Important landscape characteristics, prominent topographical features and important ecological features.
- Trees worthy of retention.
- The amenity of occupiers of adjoining residential properties.
- The amenity of occupants of proposed future residential properties, with respect to access to open space, storage space for bins and bicycles and prams and other uses; these considerations can be especially important in respect of proposals for conversions into flats.

Have due regard for important aspects of detail and quality and should incorporate:

- Secure and attractive layouts with safe and convenient access for the whole community, including disabled users.
- Measures to create a safe environment for the community and reduce the potential for crime.

- Use of appropriate building materials and techniques respecting local tradition and vernacular styles as well as, where possible, contributing to low embodied energy and CO2 reduction.
- Necessary and appropriate street lighting and furniture and, subject to negotiation with developers, public art integral to the design.
- Features that maintain good levels of daylight and sunlight into and between buildings to minimise the need for powered lighting.
- Appropriate 'greening' measures relating to landscaping and planting, open space provision and permeability of hard surfaces.

Incorporate measures to reduce carbon emissions and minimise the risks associated with climate change. Measures to secure management of waste in accordance with the waste hierarchy (reduce, reuse, recycle, recovery, disposal) should also feature in proposals during the construction and operational phases.

Green Infrastructure and open spaces should be designed and located in a way that will minimise any potential security concerns for users.

Mitigate potential adverse impacts, such as noise, smell, dust, arising from developments, both during and after construction.

## D2 - Landscape Requirements

Landscape schemes should meet all of the following criteria:

Existing landscape features should be recorded in a detailed site survey, in accordance with the principles of BS 5837:2012 'Trees in Relation to Construction' (or current version).

Existing features of landscape or nature conservation value should be incorporated into the landscaping proposals and where their removal is unavoidable provision for suitable replacement should be made elsewhere on the site. This should be in addition to the requirement for new landscaping proposals. Where appropriate, existing habitat should be improved and where possible new areas of nature conservation value should be created.

Measures to ensure safe and convenient public access for all should be incorporated.

Measures to ensure routine maintenance and long term management should be included.

Provision for the planting of trees, hedgerows, including the replacement of those of amenity value which have to be removed for safety or other reasons, shrub planting and other soft landscaping.

The layout and design of roads, parking, footpaths and boundary treatments should make a positive contribution to the street scene and the integration of the development with its surroundings and setting.

## **E2 - Employment Generating Development in Built-Up Areas**

Within Built-up Area Boundaries, on sites not allocated or reserved for other uses, new businesses or expansion of existing businesses will be permitted provided the proposed development, whether through re-use of existing buildings or new build, meets the following criteria in full:

- Where practical it is accessible by pedestrians, cyclists and public transport.
- It would not generate traffic of a type or amount inappropriate for the character of access roads or require improvements that would damage the character of those roads.
- It would not harm the character or setting of local settlements or the amenity of nearby residents.
- It would not harm any site of nature conservation value or archaeological importance or any building of architectural or historic interest.
- It would blend into the landscape and/or townscape in terms of design, siting and materials.

Within the Built-up Area Boundaries of the seven coastal and market towns of the district we will support regeneration schemes designed to increase net job opportunities in the business, retail and/or leisure use classes, subject to the criteria listed above.

## **TC2 - Accessibility of New Development**

New development should be located so as to be accessible by pedestrians, cyclists and public transport and also well related to compatible land uses so as to minimise the need to travel by car. Where proposals are likely to attract large numbers of visitors they must be accessible by public transport available to all sectors of the community. Development involving the creation of public open space, car parking area, highways and other areas to which the public have access, must provide adequate provision for persons with reduced mobility.

## **TC4 - Footpaths, Bridleways and Cycleways**

Development proposals will be required to include measures to provide, improve and extend facilities for pedestrians and cyclists commensurate with the scale of the proposal. Footways and routes for pedestrians and cyclists within and through new development schemes will be encouraged. These measures may include both shared and exclusive surfaces to provide safe, convenient and attractive routes, and must be designed to take account of the needs of persons with restricted mobility. Wherever possible the opportunity should be taken to join, upgrade and extend existing or proposed networks.

Development which would result in the loss, or reduce the convenience or attractiveness of an existing or proposed footpath, cycleway or bridleway, will not be permitted unless an acceptable alternative route is provided.

## **TC12 - Aerodrome Safeguarded Areas and Public Safety Zones**

The outer boundary of the aerodrome safeguarded areas and the Public Safety Zones for Exeter International Airport are shown on the Proposals Map. Within these areas planning permission will not be granted for development that would prejudice the safe operation of protected aerodromes or give rise to public safety concerns.

Planning permission will not be granted for developments in the vicinity of an airport (or that could impact on safe operation of aeroplanes) that would compromise air safety by creating physical obstructions that could interfere with flight paths or navigational aids. Permission will not be granted for developments that will unduly prejudice future development or expansion programmes or potential at Exeter airport.

## **LANDSCAPE RECEPTORS**

The baseline assessment of landscape character has been carried out through a desk-based study and fieldwork to identify and record the characteristic elements, features, and the aesthetic and perceptual factors which contribute to it (receptors). The starting point is the hierarchy of published assessments commencing with the National Character Area (NCA) profiles by Natural England, with County and/or District level assessments providing more detailed analysis identifying broadly homogenous zones that can be categorised in terms of quality and character.

## **National Character Areas**

Natural England are responsible for National Character Area (NCA) profiles to provide environmental evidence and information for England. This identifies that the Site is located

# 05G Landscape & Visual Appraisal

within Natural England's National Character Area (NCA) 148: Devon Redlands. Devon Redlands key landscape characteristics are summarised as such:

- Hilly landscape of villages, hamlets, farmsteads, hedgebanks and winding sunken lanes, rising in height towards the fringes of the NCA. Steep-sided but flat-bottomed river valleys cut through the hills, opening onto wide flood plains which are important for wintering wildfowl nearer the coast.
- Red soils derived from the Permo-Triassic sandstone and red-tinged cob buildings give the name to this NCA.
- Large woodlands confined mainly to steep valley sides. In upper valleys small, broadleaved woodlands and copses give a strong sense of enclosure and provide valuable habitat for wildlife. There is a high concentration of ancient semi-natural woodland in the northern part of the NCA
- Mixed farming predominates, but as the land rises in the transitional areas towards Dartmoor and Exmoor pasture becomes widespread. Fields tend to be small and irregular with dense hedgerows on top of earthbanks in the transitional areas, while there is a larger, more open field pattern elsewhere.
- A high frequency of designed landscapes.
- Cob, red sandstone and thatch buildings are distinctive of the area.
- Distinctive area of the East Devon Pebbled Heaths on infertile, acidic soils supporting important populations of birds such as the hobby, nightjar and Dartford warbler, and butterflies such as the studded blue. The area is also nationally important for relict prehistoric landscapes and features.
- Estuaries with reedbeds and salt and grazing marshes.
- Striking red sandstone cliffs with well-developed wave-cut platforms and stacks.
- Significant urban development around the estuaries and along the coast. The motorway and trunk road network linking Devon and Cornwall with the rest of the country cuts through the landscape, exposing the red sandstone. It converges around Exeter, a historic city and now a key regional centre.

The Haldon Ridge, a coniferous plantation with remnant heath, forms a landscape setting for Exeter and the settlements around the Exe.

Devon County Councils interactive landscape character types (52no.) map places the Site within their character type '3E – Lowland Plains'. However, the Reports 3km study area not only spans DCC's character type 3E but also touches character type '3G = River Valley Slopes and Combes' in the north and '5D – Estate Wooded Farmland'. The East Devon and Blackdown Hills Landscape Character Assessment, 2019 goes into greater detail still, summarising as follows:

LCT 3E 'occurs on lower land in the western half of the Study Area. It comprises the gently sloping/ undulating land which surrounds the valley floors. This is a medium-large scale settled landscape, with villages and farms displaying a variety of building materials, ages and styles. These include the coastal villages of the Exe Estuary, inland villages and occasional estate farms.

Much of the LCT remains rural but parts are influenced by new development at Cranbrook and Exeter Airport, and along transport routes. Fertile red soils are a characteristic and are particularly noticeable where arable land use is dominant. There are surviving pockets of traditional orchards, and areas of pasture, paddocks and small woodlands. Fields are generally surrounded by wide hedgerows, often with mature hedgerow oaks, although some hedgerow loss has occurred. Surrounding higher land provides the visual backdrop, and offers views over the Lowland Plains'.

LCT 3G 'occurs in a small part of the Study Area north-west of Exeter. It contains steeply sloping valleys, with blocks of woodland and meadows. It feels enclosed and lush, and very tranquil away from the roads at the periphery, particularly because access is limited to farm tracks. There are fast-flowing streams in the valley bottoms, and some small fishing lakes along the Star Barton Brook. Settlement comprises scattered farms and small clusters of houses by the main road at the periphery of the LCT. This is an historic landscape, with a surviving pattern of Barton Fields – semi-regular fields thought to date from the 15th- 18th Centuries associated with Star Barton Farm. There is also an earthwork enclosure which has been provisionally identified as a medieval moated site'.

LCT 5D 'occurs in two blocks in the western part of the Study Area, and comprises the wider landscape setting of the Killerton and Bicton estates. It includes the land which formed the views from the main houses and gardens, and contains designed features such as parkland, obelisks, ornamental tree planting and estate cottages, as well as farmland and woodland. Such designed landscapes in the English Landscape Style contribute to the character of Devon. The Bicton area also encompasses the working elements of the estate, such as the sawmill (now industrial units). Much of the land around the Killerton Estate is owned by the National Trust, and includes the distinctive estate buildings, painted yellow ochre as seen in Broadclyst village. Bicton is the centre of Clinton Devon Estates, and also contributes to the setting of the Jurassic Coast World Heritage Site.

# 05G Landscape & Visual Appraisal

The Bicton estate villages of East Budleigh, Otterton and Colaton Raleigh do not have such a strong visual identity as those of Killerton, but are still very attractive, with rows of thatched cottages, and streams running alongside the village streets. The cores of both estates are Registered Historic Parks and Gardens and open to the public'.

## Site Characteristics

The Site, in terms of its features and character, accords with a number of the key characteristics listed above. Given the Sites small-medium scale and existing commercial/employment area location however, not all characteristics are present. Key features of the existing Site are its irregular field shape, its open, arable and being enclosed by native hedgerows/vegetation on all sides apart from the northern boundary which adjoins the Airport. Vegetation, hedgerows and the small number of trees present are noticeably kept managed, typically not exceeding 4-5m in height. Presumably, so as to accord with the Airports stringent safety regulations. The landscape surrounding the Site to the east of Exeter, a historic, nationally important and archaeological regional centre, is a complex amalgamation of numerous features and typologies. The immediate landscape is typically characterised as being hilly, and made up of villages, hamlets, farmsteads, hedgebanks and winding sunken lanes rising in height towards the north of the character area. Large, often ancient woodlands remain on steeper valley sides, with smaller copes present in enclosed valleys. Red soils, derived from the Permo-Triassic sandstone and cob are traditional building materials, often used in the high frequency of designed landscapes. The Airport is ever present within the landscape as a landmark feature.

Further afield, but still within the 3km study area the landscape west of the Site comprises a settled landscape with coastal villages and occasional estate farms gently sloping, undulating land surrounding steep valley floors. Much of the landscape remains arable and rural apart from recent residential development such as Cranbrook. Pockets of traditional orchards, areas of pasture, paddocks and small woodlands remain. Fields are generally surrounded by wide hedgerows, often with mature hedgerow oaks.

Further afield still, to the north west of the Site the landscape contains tranquil, enclosed, lush, steeply sloping valleys, with blocks of woodland and meadows with fast-flowing streams and some small fishing lakes. Settlement comprises scattered farms and small clusters of houses.

Killerton and Bicton estates designed landscapes also occur to the west of the Site. Grand parkland, obelisks, ornamental tree planting and estate cottages, as well as farmland and woodland are typical of the English Landscape style in LCT 5D. Much of this type of landscape is now owned by the National Trust.

There are some indicators of value present within the study area. These are however limited to the presence of only Grade ii listed buildings present within the study area. Grade I and ii\* are

absent. No further statutory or none statutory indicators of value are present with only limited PRoW also being present. Please refer to the Statutory Designations and PRoW Plan in the appendices for more detailed information. Although considered not to be close enough to the site to be effected by the proposed development in either landscape character or visual terms, the study area is within 15km of Nationally and Internationally important sites such as the UNESCO designated Jurassic Coast, that's starts at Exmouth and the East Devon AONB which covers 100 miles of the district and 18 miles of the coast.

The recent modern development at Cranbrook and SkyPark respectively have resulted in an increase in the presence and influence of residential and mixed use/commercial/light industrial development on the landscapes character to the north and west of the Site, most notably along the A30 and B3174 London Road. The presence of the Airport and Business Park to the north, north west and south of the Site have also contributed to an urbanising influence on the area prior to the new development being accepted. The landscape in which the Site is part of, is therefore considered to be of Medium sensitivity with a Moderate susceptibility, vulnerability to change caused by development.

Analysis of landscape character draws on the baseline information within the aforementioned section, published assessments and field survey work. A more detailed analysis is set out later.

## VISUAL RECEPTORS

In order to analyse the visual baseline, fieldwork has been undertaken to identify the extent of visibility and thereby the people (receptors) that will be affected by the changes in views and visual amenity. The likely extent of views is initially informed by desktop study, including the preparation of a ZTV, and then verified on Site through field work. Each viewpoint is then recorded by a number of panoramic photographs taken by a qualified Landscape Architect, produced by the careful 'stitching' together of single-frame images into a 110° horizontal field of view to represent the landscape context. Visual receptors are identified from publicly accessible areas, and in most cases, are representative of the experience by different types of visual receptor who may be affected.

Viewpoint locations are illustrated on the Viewpoint Location Plan within the appendices.

## Representative Viewpoints

The following viewpoints are representative of views obtained of the Site and its visual context from principal visual receptors in order to inform judgements on the impact of the development on the visual amenity of these receptors.

Descriptions of the nature of the receptor, composition and characteristics of the existing views experienced at each viewpoint are provided in Table 1 – Visual Receptors below.

| VIEWPOINT | CHARACTERISTICS OF VIEW  | VISUAL RECEPTOR                          |
|-----------|--|--|
| 1         | <b>View towards the Site (representative)</b> looking south from the rear gardens of residents of Cedar Close. | Local residents.                         |
| 2         | <b>View towards the Site (representative)</b> looking south east from Treasbears Farmhouse.                    | Local residents and farm employees.      |
| 3         | <b>View towards the Site (representative)</b> looking south east from Rockbears Playing Fields.                | Recreational users.                      |
| 4         | <b>View towards the Site (representative)</b> looking south west from Silver Lane.                             | Local residents.                         |
| 5         | <b>View towards the Site</b> looking south from Woodhouse Farm.  | Local residents and farm employees.      |
| 6         | <b>View towards the Site</b> looking west from Higher Southwood Farm.  | Local residents and farm employees.      |
| 7         | <b>View towards the Site</b> looking north west from the Hampton by Hilton Hotel.                              | Guests, visitors and hotel employees.    |
| 8         | <b>View towards the Site</b> looking west from The Antique Complex Business Park.                              | Visitors and employees.                  |
| 9         | <b>View towards the Site</b> looking north west from Rockbears PRoW 7  | Recreational walkers and farm employees. |
| 10        | <b>View towards the Site</b> looking north east from Spain Farm.   | Local residents and farm employees.      |
| 11        | <b>View towards the Site</b> looking north east from Newhouse Farm.  | Local residents and farm employees.      |
| 12        | <b>View towards the Site</b> looking south from Tremlett Meadow.   | Local residents.                         |
| 13        | <b>View towards the Site</b> looking north east from Holbrook Farm.  | Local residents and farm employees.      |
| 14        | <b>View towards the Site</b> looking north east from Marlborough Farm.   | Local residents and farm employees.      |
| 15        | <b>View towards the Site (representative)</b> looking east from SkyPark Offices.                               | Visitors and employees.                  |
| 16        | <b>View towards the Site</b> looking south east from future development on SkyPark north.                      | Visitors and employees.                  |

## PROJECT DESCRIPTION

The landscape and visual implications outlined in this appraisal have informed the constraints within which the parameters of the development have been set. Advice was sought from January 2022 onwards from the LPA, Client and Consultant Team to ensure that the emerging development proposals took account of the visual environment and the experience of various visual receptors, as well as national and local landscape character assessment. The proposed development considers the effect on visual amenity of recreational users of public footpaths and playing fields within the Sites study area along with residents, employees, hotel guests, visitors as well as views from the wider landscape.

The Site lies immediately east of Exeter Airport complex, approximately 3.7km from Junction 29 which also forms the edge of the City of Exeter conurbation. Approximately 1.3km north west is the new residential settlement of Cranbrook. To the south and east is more rural as described previously.

The Site benefits from intensively managed, vegetated southern, eastern and western boundaries punctuated by a small number of trees surrounding productive, arable farmland. No formal access exists through these boundaries only a gate sized opening assumed for use by farm vehicles. Immediately adjacent to the southern boundary of the Site, along Long Lane there is the two storey Exeter Skills Centre, the four to five storey Hampton by Hilton Hotel and eastern corner of the two to three storey Exeter Airport Business Park. To the immediate west of the Site is the Airports Long Stay Car Park 4. To east there are two further arable fields, similar in character and use to the Site before a further but much smaller, two storey business park named The Antiques Complex.

The proposed 7.7ha (76,969m) development currently has two site layout options, of which option two is the preferred option. Option two consists of 16no. Commercial/light industrial units/offices varying in size from 1,250 to 69,200sqft and approximately 9 to 24m in height. The site and its parking and delivery yards are proposed to be accessed via a single spine road that has no through route. The proposals incorporate the retention, protection and enhancement of existing boundary hedgerows and trees. The strategic landscape design aims to deliver measurable increases and enhancements to biodiversity and to positively contribute to green and blue infrastructure and climate resilience within the safety parameters set by the Airport, national and local strategy and policy and best practice born of 20 years of IDP Landscape Practice. Where access is to be taken from Long Lane, the gap existing for farm vehicles is utilised thus minimising habitat loss. Positively the aforementioned landscape design allows for the potential of further planting within the boundaries as well some screening/softening of the potential negative effects present along the northern and eastern elevations.



ARCHITECTS.  
URBAN DESIGNERS.  
PROJECT MANAGERS.  
LANDSCAPE ARCHITECTS.  
**WE ARE IDP.**

Local Development Order DAS which is being submitted as part of the package of information supporting the schemes application, will provide further narrative on the design and evolution of the proposed scheme, details on materials, planting and finishes that are considered appropriate for the local character and how the developments architecture will respond in a sensitive manner to the Site's context.

## PREDICTED LANDSCAPE EFFECTS

### Landscape Sensitivity

The first step is to assess the nature of the landscape receptor's sensitivity by combining judgements about its susceptibility to change arising from the specific development and the value attached to the receptor. Landscape receptors were identified in the baseline assessment and are summarised as the following:

- **Character of the Site and its immediate setting.**
- **Natural England's National Character Area (NCA) 148: Devon Redlands. East Devon and Blackdown Hills Landscape Character Assessment, 2019 Character Types 3E – Lowland Plains, 3G - River Valley Slopes and Combes and 5D – Estate Wooded Farmland.**

The construction of 16 new commercial/office/light industrial units, with their associated infrastructure and landscaping, will upon completion, replace a medium sized, irregular shaped field of productive, arable farmland. This change is considered to be a definitive change to the baseline conditions of the Site. Changes to land use from agricultural to commercial/office/light industrial, an alteration to the existing field pattern, the perceived coalescence of settlement and urbanisation and the already commercial/industrial landscape character/setting to the immediate east, west and southern vicinity of the Site are all a considerations when appraising the Sites susceptibility to the type of development proposed. While there would be the loss of an area of productive farmland on the edge of the Airport/Business Park complex, the change in isolation would represent a modest extension of the aforementioned when seen in the context of recently completed and forthcoming substantive development(s) such as Cranbrook to the north and SkyPark to the west both with their discordant and intrusive architecture and scale. Therefore, susceptibility (vulnerability) to development would likely be **moderate** due to the presence of these recent and forthcoming developments, the retention of the existing field pattern and containment of the Site by mature boundary vegetation. The characteristics and features on Site and its immediate surroundings are of a **medium sensitivity**.

### Changes to the Site and its immediate Setting

The Site and its immediate setting are of medium sensitivity. The proposed development would

remove and replace most of the arable centre of the Site. The proposed development would likely have no impact on the historical setting or character of locally listed buildings, the nearest of which is Treasbeare Farm to the north across from the runway, but extend the urban character of the existing Airport/Business Park developments surrounding the Sites western, southern and south eastern boundaries, whilst the retention and enhancement where possible, of boundary vegetation will go some way to retaining the structure of views and the irregular field pattern of the wider landscape. The developments built form will be set back from all boundaries and be assisted by a comprehensive landscaping scheme. This will act to preserve as much of the Sites rural setting as is possible. The effects of the characteristics of the development on its immediate landscape being of **medium sensitivity would likely result in a long-term, adverse change of low-medium magnitude**.

To the immediate north and north east of the Site, the development will be open to the wider landscape setting. This lack of containment and limited opportunity for screening, imposed by the safety restrictions on planting by the neighbouring Airport will likely increase the influence of the development on adjoining areas with taller built elements being clearly visible. The effects of the characteristics of the development on its immediate landscape to the north of the Site being of **medium sensitivity will likely result in a long-term, adverse change of a medium-high magnitude**.

### Changes to Devon Redlands NCA 148 incorporating LCT 3E Lowlands Plains, 3G River Valley Slopes and Combes and 5D Estate Wooded Farmland

Beyond the immediate setting of the Site, intervening woodland, field boundary vegetation, scattered mature trees, undulating and in some areas rising and localised higher topography and detracting and discordant features such as the Airport, the Hampton Hilton, and taller structures within nearby business parks will likely reduce the influence of the development on the wider landscape character. However, due to the height of proposed buildings, elevated Site levels, the lack of opportunity for screening, materials and architectural styles not typical to the character area and hilly sometimes higher topography the looks down onto the Site, these landscape components do not, in the majority combine to irradiate the developments changing influence altogether. Being categorised as of **medium sensitivity (vulnerability) the change to the areas landscape characteristics would likely be long-term, adverse and of a medium to high magnitude**.

## PREDICTED VISUAL EFFECTS

A number of viewpoints have been identified within the baseline assessment to represent the range of visual receptors that may be affected by the development proposals. Each visual receptor has been referenced and described in broad terms regarding its size or scale, the geographical extent of the area influenced, and its likely duration.



ARCHITECTS.  
URBAN DESIGNERS.  
PROJECT MANAGERS.  
LANDSCAPE ARCHITECTS.  
**WE ARE IDR.**

Generally, the sensitivity of visual receptors adheres to the following categorisations: Users of recreational rights of way, bridleways, long-distance walking routes, visitors of heritage assets, national cycle routes are of high sensitivity due to their appreciation of the landscape around them. Residential dwellings with primary views of the development from habitable rooms or gardens would also be of high sensitivity. Road and rail users within existing urban areas would generally be of medium sensitivity given the built nature of the area. Road and rail users in more rural areas would attract a higher level of sensitivity given the appreciation of the surroundings likely to be experienced by users. Visual receptors with lower sensitivity are people engaged in outdoor sport or recreation which does not involve or depend upon appreciation of views of the landscape. People at their place of work whose attention may be focused on their work or activity, not on their surroundings.

## PREDICTED VISUAL EFFECTS

The main changes to the visual environment would be the resultant changes to views from, public footpaths, private residencies, hotel guests and employees of the various airport related, commercial, logistics and offices facing towards the Site following the addition of built form. Visual receptors are grouped where similar levels of effects are likely to occur and are described below.

### Representative view from rear gardens of Cedar Close looking south to the Site (Viewpoint 1)

Representative views from the rear gardens of properties along Cedar Close approximately 1.75km north of the Site are represented by VP1 in the Appendices Figures. From a slightly elevated position with little existing screening vegetation, bowled landform, little opportunity for visual mitigation along the boundary shared with the Airport and although some distance away, the development will likely be clearly visible from this receptor.

Therefore, effects of the development on views from these gardens where views are present taking account of the baseline of high sensitivity, but factoring in the detracting and present influence of the existing Airport and Business Parks, is likely to result in **long-term, adverse change of a medium magnitude**.

### Representative view from the rear garden/farm estate of Treasbeare Farm looking south east towards the Site (Viewpoint 2)

The representative view from the rear garden of Treasbeare Farm, which incorporates a grade listed structure approximately 0.5km north of the Site is represented by VP2 in the Appendices Figures. Also from a slightly elevated position with little or no existing screening vegetation, bowled landform, little opportunity for visual mitigation along the boundary shared with the Airport and although some distance away, the development will likely be clearly visible from this receptor.

Therefore, effects of the development on views from the farms gardens and wider estate where views are present and taking account of the baseline of high sensitivity, but factoring in the detracting and present influence of the existing Airport and Business Parks, is also **likely to result in long-term, adverse change of a medium magnitude**.

### View towards the Site looking south from Rockbeare Playing Fields (Viewpoint 3)

Rockbeare Playing Fields are located to the rear Parson Lane and front the northern stretch of Silver Lane approximately 1.5km north east of the Site. Views from this public playing field are represented by VP3 in the Appendices Figures. Although a very open field dedicated to play and sports with uninterrupted visibility, existing vegetation beyond the field itself, intervening topography, and the distance to the Site will likely screen the development entirely.

Effects of the development on views from the playing field where views are present taking account of the baseline of low sensitivity, are **likely to result in no impact or change**.

### Representative view towards the Site looking south west from Silver Lane (Viewpoint 4)

Taken from the edge of Rockbeare's housing along Silver Lane, approximately 1.6km north east of the Site, views from these properties are represented by VP4 in the Appendices Figures. Screened at first floor level by dense hedgerows and at first floor by existing vegetation, intervening topography and the distance from the Site will likely screen the development entirely.

Therefore, effects of the development on views from these residential receptors where views are present taking account of the baseline of high sensitivity, are **also likely to result in no impact or change**.

### Representative view towards the Site looking South from Woodhouse Farm (Viewpoint 5)

The representative view from the rear garden of Woodhouse Farm, approximately 1.35km north east of the Site is represented by VP5 in the Appendices Figures. Also from a slightly elevated position with little or no existing screening vegetation, bowled landform, little opportunity for visual mitigation along the boundary shared with the Airport and although some distance away, the norther part of the development will likely be clearly visible from this receptor.



ARCHITECTS.  
URBAN DESIGNERS.  
PROJECT MANAGERS.  
LANDSCAPE ARCHITECTS.  
**WE ARE IDR.**

The southern section is likely to be partially screened at first and second floor level by The Antique Complex and the strategically placed wooded Copse inline with the Airport runway.

Therefore, effects of the development on views from the farm where views are present and taking account of the baseline of high sensitivity, but factoring in the detracting and present influence of the existing Airport and Business Parks as well as the screening effect of the purposeful wooded Copse and The Antiques Complex development, residents and employees are **likely to witness a long-term, adverse change of a medium magnitude**.

#### **View towards the Site looking west from Higher Southwood Farm (Viewpoint 6)**

The representative view from the entrance to service yard in front of Higher Southwood Farms residence, approximately 1km east of the Site is represented by VP6 in the Appendices Figures. From a slightly lower position with little or no existing screening vegetation, little opportunity for visual mitigation along the eastern boundary, although some distance away and set back with out buildings in front, the northern section of the development and taller buildings will likely be clearly visible. As is the Hampton by Hilton Hotel and Airport hangers currently.

Effects of the development on views from the farm where views are present and taking account of the baseline of high sensitivity, but factoring in the detracting and present influence of the existing Airport, Business Parks and the Hotel as well as the screening effect of The Antiques Complex development, residents and employees are **likely to witness a long-term, adverse change of a medium magnitude**.

#### **View towards the Site looking north west from the Hampton by Hilton Hotel (Viewpoint 7)**

This representative view is shot from the entrance to the car park of the Hotel, approximately 135m south east of the Site is represented by VP7 in the Appendices Figures. From slightly lower ground with some existing screening vegetation, on higher ground with little opportunity for visual mitigation along the Long Lane site boundary, the majority of the development site will likely be clearly visible. The Airport hangers are evidence of this currently.

Effects of the development on views from the Hotel where views are present and taking account of the baseline of medium sensitivity, and factoring in the change from rural to urban form as well as the detracting and present influence of the Airport complex and Future Skills Centre development, temporary residents and employees are likely to witness a **long-term, adverse change of a medium magnitude**.

#### **View towards the Site looking west from the Antiques Complex Business Park (Viewpoint 8)**

This representative view is shot from within the western part of The Antiques Complex, approximately 315m east of the Site is represented by VP8 in the Appendices Figures. From ground at approximately the same level as the Site with some existing screening vegetation on the western boundary and with the majority of buildings orientated north/south away from the

Airport complex facing the Long Lane site boundary, from within commercial and office units the Site will likely not be visible. However, the employees and visitors circulating outside of the complexes buildings will likely be subject to a close but fragmented view of the development through boundary vegetation. Clear sight of the Airport hangers and the Site itself are evidence of this currently.

Effects of the development on views from The Antiques Complex where views are present and taking account of the baseline of low local sensitivity, and factoring in the change from rural to urban form as well as the detracting and present influence of the Airport complex and Future Skills Centre development and some screening on the western boundary employees and visitors are **likely to witness a long-term, adverse change of a low to medium magnitude**.

#### **View from Public Footpath Rockbeare 7 south east of the Site (Viewpoint 9)**

Public footpath Rockbeare 7 runs from the junction of Rag Lane and Long Lane across fields before joining Marwood Lane approximately 1.95km east of the Site. Views from this public footpath are represented by VP9 in the Appendices Figures. Although crossing largely open, arable fields apart from when traversing boundary hedgerows, the existing vegetation, intervening topography, the distance and the influence of A30's embankments will likely screen the development beyond glimpsed views of the very tallest structures, above and through gaps in tree canopies.

Effects of the development on views from this public right of way where views are present taking account of the baseline of high sensitivity, are **likely to result in long-term, adverse changes of negligible to low magnitude**.

#### **View towards the Site looking north from Spain Farm (Viewpoint 10)\***

The owner of Spain Farm, approximately 900m south of the Site, refused access to allow photographs to be taken on the day fieldwork was undertaken. However, having spoken to the owner it is our understanding that top of the Hampton by Hilton Hotel (comparable in height to the higher development units) can be seen from the properties third floor windows. All other built form is effectively screened from this lower lying receptor by intermediate vegetation, topography and the A30 embankments.

Therefore, effects of the development on views from this property where views are present taking account of the baseline of high sensitivity, are likely to be limited to the tops of taller units **likely to result in long-term, adverse changes of low magnitude**.

#### **View towards the Site looking north east from Newhouse Farm (Viewpoint 11)**

Newhouse Farm is a partially complete, single storey residency approximately 700m south west of the development Site. Views from this property are represented by VP11 in the Appendices Figures.



ARCHITECTS.  
URBAN DESIGNERS.  
PROJECT MANAGERS.  
LANDSCAPE ARCHITECTS.  
**WE ARE IDR.**

Having also spoken to the owner it is our understanding that top of the Hampton by Hilton Hotel (comparable in height to the higher development units) can be seen from the property in winter but not summer. All other built form in the vicinity of the Site is effectively screened from this receptor by intermediate vegetation and the A30 embankment.

Therefore, effects of the development on views from this property where views are present taking account of the baseline of high sensitivity, are likely to be limited to the tops of taller units **likely to result in long-term but seasonal, adverse changes of low magnitude.**

#### **View towards the site looking south from Tremlett Meadow, Cranbrook (Viewpoint 12)**

Representative view looking south from Tremlett Meadow on the edge of the expanding new settlement of Cranbrook approximately 1.4km north west of the development Site. Views from this receptor are represented by VP12 in the Appendices Figures. On higher ground, approximately level with the rooflines of the Airport hangers, the intervening topography and vegetation will likely screen the development from all but upper storey's of new houses on the southern edges of Cranbrook. The tops of taller units within the development will likely be visible but glimpsed through vegetation on lower floors but clearly visible from upper storeys.

Effects of the development on views from those plots on the southern edges of Cranbrook where views are present and taking account of the baseline of high sensitivity, but factoring in the detracting and present influence of the existing Airport, Business Parks and the Hotel as well as the screening effect intermediate vegetation and landform, residents are **likely to witness a long-term, adverse change of a low to medium magnitude.**

#### **Representative view from rear garden of Holbrook Farm looking north east towards the Site (Viewpoint 13)**

Representative views from the rear garden of Holbrook Farm, approximately 1.85km south west of the Site are represented by VP13 in the Appendices Figures. From a slightly elevated position with little existing screening vegetation, bowled landform and although some distance away, the development will likely be clearly visible on the horizon from this receptor.

Therefore, effects of the development on views where views are present taking account of the baseline of high sensitivity, but factoring in the detracting and present influence of the existing Airport and Business Parks, is **likely to result in long-term, adverse change of a low to medium magnitude for residents and employees.**

#### **Representative view from front of Marlborough Farm looking north east towards the Site (Viewpoint 14)**

Representative views from the front of Holbrook Farm, approximately 1.8km south west of the Site are represented by VP14 in the Appendices Figures. From a slightly elevated position with some existing screening vegetation, rolling landform and although some distance away, the development will likely be clearly visible on the horizon from this receptor.

Therefore, effects of the development on views where views are present taking account of the baseline of high sensitivity, but factoring in the detracting and present influence of the existing Airport and Business Parks, is **likely to result in long-term, adverse change of a low to medium magnitude or residents and employees.**

#### **Representative views towards the Site looking south and south east from SkyPark Offices, off Tigermoth Road (Viewpoints 15 and 16)**

Representative views looking south east from Skypark Offices approximately 1.3km west and north west of the development Site. Views from these receptors are represented by VP15 and 16 in the Appendices Figures. Taken from the buildings ffl that appears to be approximately level to that of the development site, the obvious and deliberate absence of mature vegetation, elements or structures other than those of some temporary storage of soils, ground cover and small tree planting outside of the Airports influence, will likely mean that the Site will be clearly visible from every level of these forthcoming and already completed, multi-occupancy office and commercial buildings.

The effects of the development on views from where views are present here, and taking account of the baseline of low sensitivity, while factoring in that the development will likely appear as a logical extension to the existing Airport/Business Park complex visible some 1.3km away, employees and visitors are **likely to witness a long-term, but neutral change of a low magnitude to their visual amenity.**

### **SUMMARY AND CONCLUSIONS**

The proposed preferred option 2 (7.7ha/76,969m) development consists of 16no. commercial/light industrial/logistics units/offices varying in size from 1,250 to 69,200sqft and approximately 9 to 24m in height with associated landscaping and infrastructure. A single access will be taken off of Long Lane with no through route. What boundary vegetation will be retained and protected. The Site Layout Plan (please refer to PHP plans) and Green infrastructure Strategy illustrates how the scheme has been designed to retain the structure of the existing field boundary pattern while also providing the opportunity for ecological enhancement and biological gains within the parameters set by the Airports regulations, current policy, legislation and best practice.

The Site is located, next to Exeter Airport, approximately 3.75km due east of Exeter and approximately 1.37km south of the new residential settlement, Cranbrook. Located immediately east of the Airports main car park, adjacent and north of the aforementioned Business Park with an open, arable field to the west, the Site in its existing form is landlocked, productive farmland surrounded by established but low cut native hedgerows no more than 2m high occasionally punctuated by mature broadleaved trees. A tarmacked footpath links the Site to the adjacent Business Park and Hotel beyond.



ARCHITECTS.  
URBAN DESIGNERS.  
PROJECT MANAGERS.  
LANDSCAPE ARCHITECTS.  
**WE ARE IDR.**

# 05G Landscape & Visual Appraisal

The Site has no statutory or non-statutory landscape related designations, public rights of way, bridleways or permissive routes (although there are a limited number within the 3km study area – Aylesbeare FP 4, Rockbeare FP 7 and Rockbeare BW 8), features or assets such as TPO trees or Important Hedgerows. No connection to the National Cycle Network or National Trails networks exists. The Site is not part of a Country Park, has no remnant Traditional Orchard, is not part of a National Park or a Registered Park and Garden. It is not part of an AONB, RAMSAR, a SSSI, a SAC, SANC, SPA, LNR or an NNR. It does not contain any Ancient Woodland, any Priority Habitat Deciduous Woodland, any Woodland Pasture or Parkland. Is not currently within the Green Belt, is not part of a World Heritage Site or Conservation Area and houses no Listed Buildings or Ancient Scheduled Monuments. Withy Bed Copse Ancient Woodland is located approximately 3.5km away and the East Devon Pebbled Heath SSSI, SAC, SPA, NNR and RSPB reserve lies 4.5km to the south east. The South West Coastal Path World Heritage Site and AONB is approximately 12.5km due south. A number of listed buildings exist within the study area. The closest of which are Treasebeare Farm 580m north and a farmhouse in Lower Southwood approximately 1.1km east of the Site.

The effects on the characteristics of the Site on its landscape setting are varied. The Site and its immediate setting are of medium sensitivity. The proposed development would remove and replace most of the arable centre of the Site. The proposed development would likely have no impact on the historical setting or character of locally listed buildings, the nearest of which is Treasebeare Farm to the north across from the runway, but extend the urban character of the existing Airport/Business Park developments surrounding the Sites western, southern and south eastern boundaries, whilst the retention and enhancement where possible, of boundary vegetation will go some way to retaining the structure of views and the irregular field pattern of the wider landscape. The developments built form will be set back from all boundaries and be assisted by a comprehensive landscaping scheme. This will act to preserve as much of the Sites rural setting as is possible. The effects of the characteristics of the development on its immediate landscape being of medium sensitivity will in summary therefore **likely result in a long-term, adverse change of low-medium magnitude.**

To the immediate north and north east of the Site, the development will be open to the wider landscape setting. This lack of containment and limited opportunity for screening, imposed by the safety restrictions on planting by the neighbouring Airport will likely increase the influence of the development on adjoining areas with taller built elements being clearly visible. The effects of the characteristics of the development on its immediate landscape to the north of the Site being of medium sensitivity will in summary therefore, **likely result in a long-term, adverse change of a medium to high magnitude.**

Beyond the immediate setting of the Site, intervening woodland, field boundary vegetation, scattered mature trees, undulating and in some areas rising and localised higher topography and detracting and discordant features such as the Airport, the Hampton Hilton Hotel and taller structures within nearby business parks will likely reduce the influence of the development on the wider landscape character. However, due to the height of proposed buildings, elevated Site

levels, the lack of opportunity for screening, materials and architectural styles not typical to the character area and hilly sometimes higher topography that overlooks the Site, these landscape components do not, in the majority combine to balance or irradiate the developments changing influence altogether. Being categorised as of medium sensitivity (vulnerability) the change to the NCA and LCT landscape characteristics will therefore, **likely be long-term, adverse and of a medium to high magnitude.**

In summary, the combined effects of the characteristics of the development on local landscape character being of medium sensitivity are appraised therefore as likely resulting in a **long-term, adverse change of a medium magnitude.**

Where views of the proposed development are likely to be present and have effects on the visual amenity of sensitive receptors in this case equate to 14 of the 16 viewpoints appraised. Rockbeare Playing Fields (VP3) and housing along the north of Silver Lane (VP4) are likely not effected and therefore witness no change to their visual amenity as a result of the development. The remaining 14 viewpoints will all likely have their visual amenity adversely effected by the proposed development and therefore witness a magnitude of change. In summary Treasebeare Farm (VP) which incorporates a grade ii listed structure approximately 0.5km north of the Site sitting in an elevated position in bowled topography with little or no intermediate screening vegetation and with little opportunity for visual mitigation along the Sites boundary shared with the Airport will, also taking account of the baseline of high sensitivity and factoring in the detracting and present influence of the existing Airport and Business Parks, receptors are likely to **witness the greatest loss of visual amenity with a predicted long-term, adverse change of a medium magnitude.** Whereas, as receptors/visitors and employees of The Antiques Complex (VP8), approximately 315m east of the Site benefit from some existing screening vegetation and buildings largely orientated on a north south axis rather than west east will, also accounting for a baseline of low sensitivity are likely to **witness a much lesser loss of visual amenity with a predicted long-term, adverse change of a low to medium magnitude. The remaining viewpoint receptors will likely witness long term loss of amenity in a range low to medium magnitude.**

In conclusion and although the proposals do not conflict with national and local strategy and policy, the appraisal found that the receiving landscape and visual amenity of receptors will in the majority, likely be adversely effected by the proposed development use of this Site. It is concluded that this is due to the proposed scheme incorporating tall buildings (up to 24m), raised ground levels, presenting limited opportunity for screening as a result of Airport safety requirements, elevated topography and low levels of existing vegetation on the Site boundary and in the wider study area and by forming part of a historic, traditionally rural, medianly sensitive to change landscape. It is however, on balance, also recognised that the Site is allocated as 'employment' land within the Local Plan and that some of the likely effects are tempered in light of this, the fact that in some instances the distances involved to receptors mean the development will eventually appear as simply an expected extension to the existing Airport/Business Park complex.

# 05G Landscape & Visual Appraisal

It is also worth noting that not all loss of visual amenity is likely to be severe with only the tallest of the developments buildings being ultimately visible from some viewpoints.

In light of the aforementioned, adherence to the establishment of the mitigatory landscape design and management scheme and the following design recommendations become imperative in order that the magnitude of predicted effects is not further worsened.

- A reduction in the height of proposed structures.
- Lowering of the schemes FFL to be more in keeping with existing topography.
- Limited artificial lighting.
- The designs architectural styles, massing, layout and materials should be reflective of the vernacular.
- Maximising ecological enhancement and biodiversity net gain.
- Maximising green and blue infrastructure.

# 05G Landscape & Visual Appraisal Appendices – Table of Effects

| LANDSCAPE RECEPTOR                              | SENSITIVITY | EXISTING CHARACTERISTICS  | DESCRIPTION OF CHANGE   |
|---|-------------|---|---|
| Existing characteristics of the local landscape | Medium      | <p>Hilly landscape of villages, hamlets, farmsteads, hedgebanks and winding sunken lanes, rising in height towards the fringes of the NCA. Steep-sided but flat-bottomed river valleys cut through the hills, opening onto wide flood plains which are important for wintering wildfowl nearer the coast.</p> <p>Red soils derived from the Permo-Triassic sandstone and red-tinged cob buildings give the name to this NCA.</p> <p>Large woodlands confined mainly to steep valley sides. In upper valleys small, broadleaved woodlands and copses give a strong sense of enclosure and provide valuable habitat for wildlife. There is a high concentration of ancient semi-natural woodland in the northern part of the NCA</p> <p>Mixed farming predominates, but as the land rises in the transitional areas towards Dartmoor and Exmoor pasture becomes widespread. Fields tend to be small and irregular with dense hedgerows on top of earthbanks in the transitional areas, while there is a larger, more open field pattern elsewhere. A high frequency of designed landscapes.</p> <p>Cob, red sandstone and thatch buildings are distinctive of the area.</p> <p>Distinctive area of the East Devon Pebbled Heaths on infertile, acidic soils supporting important populations of birds such as the hobby, nightjar and Dartford warbler, and butterflies such as the studded blue. The area is also nationally important for relict prehistoric landscapes and features.</p> <p>Estuaries with reedbeds and salt and grazing marshes.</p> <p>Striking red sandstone cliffs with well-developed wave-cut platforms and stacks.</p> <p>Significant urban development around the estuaries and along the coast. The motorway and trunk road network linking Devon and Cornwall with the rest of the country cuts through the landscape, exposing the red sandstone. It converges around Exeter, a historic city and now a key regional centre.</p> <p>LCT 3E 'occurs on lower land in the western half of the Study Area. It comprises the gently sloping/undulating land which surrounds the valley floors. This is a medium-large scale settled landscape, with villages and farms displaying a variety of building materials, ages and styles. These include the coastal villages of the Exe Estuary, inland villages and occasional estate farms.</p> <p>Much of the LCT remains rural but parts are influenced by new development at Cranbrook and Exeter Airport, and along transport routes. Fertile red soils are a characteristic and are particularly noticeable where arable land use is dominant. There are surviving pockets of traditional orchards, and areas of pasture, paddocks and small woodlands. Fields are generally surrounded by wide hedgerows, often with mature hedgerow oaks, although some hedgerow loss has occurred. Surrounding higher</p> | <p><b>Changes to the Site and its immediate Setting</b></p> <p>The Site and its immediate setting are of medium sensitivity. The proposed development would remove and replace most of the arable centre of the Site. The proposed development would likely have no impact on the historical setting or character of locally listed buildings, the nearest of which is Treasbeare Farm to the north across from the runway, but extend the urban character of the existing Airport/Business Park developments surrounding the Sites western, southern and south eastern boundaries, whilst the retention and enhancement where possible, of boundary vegetation will go some way to retaining the structure of views and the irregular field pattern of the wider landscape. The developments built form will be set back from all boundaries and be assisted by a comprehensive landscaping scheme. This will act to preserve as much of the Sites rural setting as is possible. The effects of the characteristics of the development on its immediate landscape being of medium sensitivity would <b>likely result in a long-term, adverse change of low-medium magnitude.</b></p> <p>To the immediate north and north east of the Site, the development will be open to the wider landscape setting. This lack of containment and limited opportunity for screening, imposed by the safety restrictions on planting by the neighbouring Airport will likely increase the influence of the development on adjoining areas with taller built elements being clearly visible. The effects of the characteristics of the development on its immediate landscape to the north of the Site being of medium sensitivity will <b>likely result in a long-term, adverse change of a medium-high magnitude.</b></p> <p><b>Changes to Devon Redlands NCA 148 incorporating LCT 3E Lowlands Plains, 3G River Valley Slopes and Combes and 5D Estate Wooded Farmland</b></p> <p>Beyond the immediate setting of the Site, intervening woodland, field boundary vegetation, scattered mature trees, undulating and in some areas rising and localised higher topography and detracting and discordant features such as the Airport, the Hampton Hilton, and taller structures within nearby business parks will likely reduce the influence of the development on the wider landscape character. However, due to the height of proposed buildings, elevated Site levels, the lack of opportunity for screening, materials and architectural styles not typical to the character area and hilly sometimes higher topography the looks down onto the Site, these landscape components do not, in the majority combine to irradicate the developments changing influence altogether. Being categorised as of <b>medium sensitivity (vulnerability) the change to the areas landscape characteristics would likely be long-term, adverse and of a medium to high magnitude.</b></p> |

land provides the visual backdrop, and offers views over the Lowland Plains'.

LCT 3G 'occurs in a small part of the Study Area north-west of Exeter. It contains steeply sloping valleys, with blocks of woodland and meadows. It feels enclosed and lush, and very tranquil away from the roads at the periphery, particularly because access is limited to farm tracks. There are fast-flowing streams in the valley bottoms, and some small fishing lakes along the Star Barton Brook. Settlement comprises scattered farms and small clusters of houses by the main road at the periphery of the LCT. This is an historic landscape, with a surviving pattern of Barton Fields – semi-regular fields thought to date from the 15th- 18th Centuries associated with Star Barton Farm. There is also an earthwork enclosure which has been provisionally identified as a medieval moated site'.

LCT 5D 'occurs in two blocks in the western part of the Study Area, and comprises the wider landscape setting of the Killerton and Bicton estates. It includes the land which formed the views from the main houses and gardens, and contains designed features such as parkland, obelisks, ornamental tree planting and estate cottages, as well as farmland and woodland. Such designed landscapes in the English Landscape Style contribute to the character of Devon. The Bicton area also encompasses the working elements of the estate, such as the sawmill (now industrial units). Much of the land around the Killerton Estate is owned by the National Trust, and includes the distinctive estate buildings, painted yellow ochre as seen in Broadclyst village. Bicton is the centre of Clinton Devon Estates, and also contributes to the setting of the Jurassic Coast World Heritage Site.

| VISUAL RECEPTOR   | SENSITIVITY        | EXISTING COMPONENTS OF VIEW   | DESCRIPTION OF CHANGE  |
|---|--------------------|---|--|
| <p>Representative view from rear gardens of Cedar Close looking south to the Site<br/><b>(Viewpoint 1)</b></p>                              | <p><b>High</b></p> | <p>Representative views from the rear gardens of properties along Cedar Close approximately 1.75km north of the Site are represented by VP1 in the Appendices Figures. From a slightly elevated position with little existing screening vegetation, bowled landform, little opportunity for visual mitigation along the boundary shared with the Airport and although some distance away, the development will likely be clearly visible from this receptor.</p>  | <p>Effects of the development on views from these gardens where views are present taking account of the baseline of high sensitivity, but factoring in the detracting and present influence of the existing Airport and Business Parks, is <b>likely to result in long-term, adverse change of a medium magnitude</b></p>                                |
| <p>Representative view from the rear garden/farm estate of Treasbears Farm looking south east towards the Site<br/><b>(Viewpoint 2)</b></p> | <p><b>High</b></p> | <p>The representative view from the rear garden of Treasbears Farm, which incorporates a grade listed structure approximately 0.5km north of the Site is represented by VP2 in the Appendices Figures. Also from a slightly elevated position with little or no existing screening vegetation, bowled landform, little opportunity for visual mitigation along the boundary shared with the Airport and although some distance away, the development will likely be clearly visible from this receptor.</p> | <p>Effects of the development on views from the farms gardens and wider estate where views are present and taking account of the baseline of high sensitivity, but factoring in the detracting and present influence of the existing Airport and Business Parks, is also <b>likely to result in long-term, adverse change of a medium magnitude.</b></p> |
| <p>View towards the Site looking south from Rockbears Playing Fields<br/><b>(Viewpoint 3)</b></p>   | <p><b>Low</b></p>  | <p>Rockbears Playing Fields are located to the rear Parson Lane and front the northern stretch of Silver Lane approximately 1.5km north east of the Site. Views from this public playing field are represented by VP3 in the Appendices Figures. Although a very open field dedicated to play and sports with uninterrupted visibility, existing vegetation beyond the field itself, intervening topography, and the distance to the Site will likely screen the development entirely.</p>                  | <p>Effects of the development on views from the playing field where views are present taking account of the baseline of low sensitivity, are <b>likely to result in no impact or change.</b></p>   |

|  |                    |   |  |
|--|--------------------|---|--|
| <p>Representative view towards the Site looking south west from Silver Lane<br/><b>(Viewpoint 4)</b></p> | <p><b>High</b></p> | <p>Taken from the edge of Rockbears housing along Silver Lane, approximately 1.6km north east of the Site, views from these properties are represented by VP4 in the Appendices Figures. Screened at first floor level by dense hedgerows and at first floor by existing vegetation, intervening topography and the distance from the Site will likely screen the development entirely.</p>   | <p>Effects of the development on views from these residential receptors where views are present taking account of the baseline of high sensitivity, are also <b>likely to result in no impact or change.</b></p>   |
| <p>Representative view towards the Site looking South from Woodhouse Farm<br/><b>(Viewpoint 5)</b></p>   | <p><b>High</b></p> | <p>The representative view from the rear garden of Woodhouse Farm, approximately 1.35km north east of the Site is represented by VP5 in the Appendices Figures. Also from a slightly elevated position with little or no existing screening vegetation, bowled landform, little opportunity for visual mitigation along the boundary shared with the Airport and although some distance away, the norther part of the development will likely be clearly visible from this receptor. The southern section is likely to be partially screened at first and second floor level by The Antique Complex and the strategically placed wooded Copse inline with the Airport runway.</p> | <p>Effects of the development on views from the farm where views are present and taking account of the baseline of high sensitivity, but factoring in the detracting and present influence of the existing Airport and Business Parks as well as the screening effect of the purposeful wooded Copse and The Antiques Complex development, residents and employees are <b>likely to witness a long-term, adverse change of a medium magnitude.</b></p> |
| <p>View towards the Site looking west from Higher Southwood Farm<br/><b>(Viewpoint 6)</b></p>            | <p><b>High</b></p> | <p>The representative view from the entrance to service yard in front of Higher Southwood Farms residence, approximately 1km east of the Site is represented by VP6 in the Appendices Figures. From a slightly lower position with little or no existing screening vegetation, little opportunity for visual mitigation along the eastern boundary, although some distance away and set back with out buildings in front, the northern section of the development and taller buildings will likely be clearly visible. As is the Hampton by Hilton Hotel and Airport hangers currently.</p>   | <p>Effects of the development on views from the farm where views are present and taking account of the baseline of high sensitivity, but factoring in the detracting and present influence of the existing Airport, Business Parks and the Hotel as well as the screening effect of The Antiques Complex development, residents and employees are <b>likely to witness a long-term, adverse change of a medium magnitude.</b></p>                      |

|  |                      |   |   |
|--|----------------------|---|---|
| <p>View towards the Site looking north west from the Hampton by Hilton Hotel<br/><b>(Viewpoint 7)</b></p>  | <p><b>Medium</b></p> | <p>This representative view is shot from the entrance to the car park of the Hotel, approximately 135m south east of the Site is represented by VP7 in the Appendices Figures. From slightly lower ground with some existing screening vegetation, on higher ground with little opportunity for visual mitigation along the Long Lane site boundary, the majority of the development site will likely be clearly visible. The Airport hangers are evidence of this currently.</p>   | <p>Effects of the development on views from the Hotel where views are present and taking account of the baseline of medium sensitivity, and factoring in the change from rural to urban form as well as the detracting and present influence of the Airport complex and Future Skills Centre development, temporary residents and employees are <b>likely to witness a long-term, adverse change of a medium magnitude.</b></p>   |
| <p>View towards the Site looking west from the Antiques Complex Business Park<br/><b>(Viewpoint 8)</b></p> | <p><b>Low</b></p>    | <p>This representative view is shot from within the western part of The Antiques Complex, approximately 315m east of the Site is represented by VP8 in the Appendices Figures. From ground at approximately the same level as the Site with some existing screening vegetation on the western boundary and with the majority of buildings orientated north/south away from the Airport complex facing the Long Lane site boundary, from within commercial and office units the Site will likely not be visible. However, the employees and visitors circulating outside of the complexes buildings will likely be subject to a close but fragmented view of the development through boundary vegetation. Clear sight of the Airport hangers and the Site itself are evidence of this currently.</p> | <p>Effects of the development on views from The Antiques Complex where views are present and taking account of the baseline of low local sensitivity, and factoring in the change from rural to urban form as well as the detracting and present influence of the Airport complex and Future Skills Centre development and some screening on the western boundary employees and visitors are <b>likely to witness a long-term, adverse change of a low to medium magnitude.</b></p> |

|  |                    |  |   |
|--|--------------------|--|---|
| <p>View from Public Footpath Rockbeare 7 south east of the Site<br/><b>(Viewpoint 9)</b></p> | <p><b>High</b></p> | <p>Public footpath Rockbeare 7 runs from the junction of Rag Lane and Long Lane across fields before joining Marwood Lane approximately 1.95km east of the Site. Views from this public footpath are represented by VP9 in the Appendices Figures. Although crossing largely open, arable fields apart from when traversing boundary hedgerows, the existing vegetation, intervening topography, the distance and the influence of A30's embankments will likely screen the development beyond glimpsed views of the very tallest structures, above and through gaps in tree canopies.</p> | <p>Effects of the development on views from this public right of way where views are present taking account of the baseline of high sensitivity, are <b>likely to result in long-term, adverse changes of negligible to low magnitude.</b></p>                                      |
| <p>View towards the Site looking north from Spain Farm<br/><b>(Viewpoint 10)*</b></p>        | <p><b>High</b></p> | <p>The owner of Spain Farm, approximately 900m south of the Site, refused access to allow photographs to be taken on the day fieldwork was undertaken. However, having spoken to the owner it is our understanding that top of the Hampton by Hilton Hotel (comparable in height to the higher development units) can be seen from the properties third floor windows. All other built form is effectively screened from this lower lying receptor by intermediate vegetation, topography and the A30 embankments.</p>   | <p>Effects of the development on views from this property where views are present taking account of the baseline of high sensitivity, are likely to be limited to the tops of taller units <b>likely to result in long-term, adverse changes of low magnitude.</b></p>              |
| <p>View towards the Site looking north east from Newhouse Farm<br/><b>(Viewpoint 11)</b></p> | <p><b>High</b></p> | <p>Newhouse Farm is a partially complete, single storey residency approximately 700m south west of the development Site. Views from this property are represented by VP11 in the Appendices Figures. Having also spoken to the owner it is our understanding that top of the Hampton by Hilton Hotel (comparable in height to the higher development units) can be seen from the property in winter but not summer. All other built form in the vicinity of the Site is effectively screened from this receptor by intermediate vegetation and the A30 embankment.</p>                     | <p>Effects of the development on views from this property where views are present taking account of the baseline of high sensitivity, are likely to be limited to the tops of taller units <b>likely to result in long-term but seasonal, adverse changes of low magnitude.</b></p> |

|   |             |  |  |
|---|-------------|--|--|
| View towards the site looking south from Tremlett Meadow, Cranbrook ( <b>Viewpoint 12</b> )                       | <b>High</b> | Representative view looking south from Tremlett Meadow on the edge of the expanding new settlement of Cranbrook approximately 1.4km north west of the development Site. Views from this receptor are represented by VP12 in the Appendices Figures. On higher ground, approximately level with the rooflines of the Airport hangers, the intervening topography and vegetation will likely screen the development from all but upper storey's of new houses on the southern edges of Cranbrook. The tops of taller units within the development will likely be visible but glimpsed through vegetation on lower floors but clearly visible from upper storeys. | Effects of the development on views from those plots on the southern edges of Cranbrook where views are present and taking account of the baseline of high sensitivity, but factoring in the detracting and present influence of the existing Airport, Business Parks and the Hotel as well as the screening effect intermediate vegetation and landform, residents are <b>likely to witness a long-term, adverse change of a low to medium magnitude.</b> |
| Representative view from rear garden of Holbrook Farm looking north east towards the Site ( <b>Viewpoint 13</b> ) | <b>High</b> | Representative views from the rear garden of Holbrook Farm, approximately 1.85km south west of the Site are represented by VP13 in the Appendices Figures. From a slightly elevated position with little existing screening vegetation, bowled landform and although some distance away, the development will likely be clearly visible on the horizon from this receptor.   | Effects of the development on views where views are present taking account of the baseline of high sensitivity, but factoring in the detracting and present influence of the existing Airport and Business Parks, is <b>likely to result in long-term, adverse change of a low to medium magnitude for residents and employees.</b>  |
| Representative view from front of Marlborough Farm looking north east towards the Site ( <b>Viewpoint 14</b> )    | <b>High</b> | Representative views from the front of Holbrook Farm, approximately 1.8km south west of the Site are represented by VP14 in the Appendices Figures. From a slightly elevated position with some existing screening vegetation, rolling landform and although some distance away, the development will likely be clearly visible on the horizon from this receptor.   | Therefore, effects of the development on views where views are present taking account of the baseline of high sensitivity, but factoring in the detracting and present influence of the existing Airport and Business Parks, is <b>likely to result in long-term, adverse change of a low to medium magnitude or residents and employees.</b>  |

|  |                   |   |   |
|--|-------------------|---|---|
| <p>Representative views towards the Site looking south and south east from SkyPark Offices, off Tigermoth Road<br/><b>(Viewpoints 15 and 16.</b></p> | <p><b>Low</b></p> | <p>Representative views looking south east from Skypark Offices approximately 1.3km west and north west of the development Site. Views from these receptors are represented by VP15 and 16 in the Appendices Figures. Taken from the buildings fl that appears to be approximately level to that of the development site, the obvious and deliberate absence of mature vegetation, elements or structures other than those of some temporary storage of soils, ground cover and small tree planting outside of the Airports influence, will likely mean that the Site will be clearly visible from every level of these forthcoming and already completed, multi-occupancy office and commercial buildings.</p> | <p>The effects of the development on views from where views are present here, and taking account of the baseline of low sensitivity, while factoring in that the development will likely appear as a logical extension to the existing Airport/Business Park complex visible some 1.3km away, employees and visitors are <b>likely to witness a long-term, but neutral change of a low magnitude to their visual amenity.</b></p> |
|--|-------------------|---|---|



ARCHITECTS.  
URBAN DESIGNERS.  
PROJECT MANAGERS.  
LANDSCAPE ARCHITECTS.  
**WE ARE IDP.**



|                    |                          |  |                       |                  |                            |  |
|--------------------|--------------------------|--|-----------------------|------------------|----------------------------|--|
| <b>Viewpoint 1</b> | <b>Location of view:</b> | View towards the Site (representative) looking south from the rear gardens of residents of Cedar Close | <b>Date and Time:</b> | 21/02/22 13:58pm | <b>OS Coordinates:</b>     |  |
|                    | <b>Notes:</b>            | Winter view, some cloud with sunny spells, good visibility   | <b>Receptors:</b>     | Local residents  | <b>Distance from site:</b> |  |



|                    |                          |   |                       |                               |                            |  |
|--------------------|--------------------------|---|-----------------------|-------------------------------|----------------------------|--|
| <b>Viewpoint 2</b> | <b>Location of view:</b> | View towards the Site (representative) looking south east from Treasbeare Farmhouse | <b>Date and Time:</b> | 21/02/22 13:49pm              | <b>OS Coordinates:</b>     |  |
|                    | <b>Notes:</b>            | Winter view, some cloud with sunny spells, good visibility                          | <b>Receptors:</b>     | Local residents and employees | <b>Distance from site:</b> |  |

LA5452 Power Park, Exeter  
Figure 5.1: Viewpoints 1- 2

Camera: Nikon D60  
Focal Length: 35 mm  
Horizontal Field of View: 110 degrees  
Reproduction: A3 landscape





|                    |                          |   |                       |                    |                            |  |
|--------------------|--------------------------|---|-----------------------|--------------------|----------------------------|--|
| <b>Viewpoint 3</b> | <b>Location of view:</b> | View towards the Site (representative) looking south east from Rockbeare Playing Fields | <b>Date and Time:</b> | 21/02/22 13:49pm   | <b>OS Coordinates:</b>     |  |
|                    | <b>Notes:</b>            | Winter view, some cloud with sunny spells, good visibility                              | <b>Receptors:</b>     | Recreational users | <b>Distance from site:</b> |  |



|                    |                          |  |                       |                  |                            |  |
|--------------------|--------------------------|--|-----------------------|------------------|----------------------------|--|
| <b>Viewpoint 4</b> | <b>Location of view:</b> | View towards the Site (representative) looking south west from Silver Lane | <b>Date and Time:</b> | 21/02/22 13:42pm | <b>OS Coordinates:</b>     |  |
|                    | <b>Notes:</b>            | Winter view, some cloud with sunny spells, good visibility                 | <b>Receptors:</b>     | Local residents  | <b>Distance from site:</b> |  |

LA5452 Power Park, Exeter  
Figure 5.1: Viewpoints 3 - 4

Camera: Nikon D60  
Focal Length: 35 mm  
Horizontal Field of View: 110 degrees  
Reproduction: A3 landscape





|                    |                          |  |                       |                               |                            |  |
|--------------------|--------------------------|--|-----------------------|-------------------------------|----------------------------|--|
| <b>Viewpoint 5</b> | <b>Location of view:</b> | View towards the Site looking south from Woodhouse Farm    | <b>Date and Time:</b> | 21/02/22 13:35pm              | <b>OS Coordinates:</b>     |  |
|                    | <b>Notes:</b>            | Winter view, some cloud with sunny spells, good visibility | <b>Receptors:</b>     | Local residents and employees | <b>Distance from site:</b> |  |



|                    |                          |   |                       |                               |                            |  |
|--------------------|--------------------------|---|-----------------------|-------------------------------|----------------------------|--|
| <b>Viewpoint 6</b> | <b>Location of view:</b> | View towards the Site looking west from Higher Southwood Farm | <b>Date and Time:</b> | 21/02/22 13:13pm              | <b>OS Coordinates:</b>     |  |
|                    | <b>Notes:</b>            | Winter view, some cloud with sunny spells, good visibility    | <b>Receptors:</b>     | Local residents and employees | <b>Distance from site:</b> |  |

LA5452 Power Park, Exeter  
Figure 5.1: Viewpoints 5 - 6

Camera: Nikon D60  
Focal Length: 35 mm  
Horizontal Field of View: 110 degrees  
Reproduction: A3 landscape





|                    |                          |   |                       |                                |                            |  |
|--------------------|--------------------------|---|-----------------------|--------------------------------|----------------------------|--|
| <b>Viewpoint 7</b> | <b>Location of view:</b> | View towards the Site looking north west from the Hampton by Hilton Hotel | <b>Date and Time:</b> | 21/02/22 12:56pm               | <b>OS Coordinates:</b>     |  |
|                    | <b>Notes:</b>            | Winter view, some cloud with sunny spells, good visibility                | <b>Receptors:</b>     | Guests, visitors and employees | <b>Distance from site:</b> |  |



|                    |                          |   |                       |                        |                            |  |
|--------------------|--------------------------|---|-----------------------|------------------------|----------------------------|--|
| <b>Viewpoint 8</b> | <b>Location of view:</b> | View towards the Site looking west from The Antique Complex Business Park | <b>Date and Time:</b> | 21/02/22 13:05pm       | <b>OS Coordinates:</b>     |  |
|                    | <b>Notes:</b>            | Winter view, some cloud with sunny spells, good visibility                | <b>Receptors:</b>     | Visitors and employees | <b>Distance from site:</b> |  |

LA5452 Power Park, Exeter  
Figure 5.1: Viewpoints 7 - 8

Camera: Nikon D60  
Focal Length: 35 mm  
Horizontal Field of View: 110 degrees  
Reproduction: A3 landscape





|                    |                          |  |                       |                       |                            |  |
|--------------------|--------------------------|--|-----------------------|-----------------------|----------------------------|--|
| <b>Viewpoint 9</b> | <b>Location of view:</b> | View towards the Site looking north west from Rockbeare PRow 7 | <b>Date and Time:</b> | 21/02/22 16:14pm      | <b>OS Coordinates:</b>     |  |
|                    | <b>Notes:</b>            | Winter view, some cloud with sunny spells, good visibility     | <b>Receptors:</b>     | Walkers and employees | <b>Distance from site:</b> |  |



|                     |                          |  |                       |                               |                            |  |
|---------------------|--------------------------|--|-----------------------|-------------------------------|----------------------------|--|
| <b>Viewpoint 10</b> | <b>Location of view:</b> | View towards Spain Farm*                                   | <b>Date and Time:</b> | 21/02/22 15:39pm              | <b>OS Coordinates:</b>     |  |
|                     | <b>Notes:</b>            | Winter view, some cloud with sunny spells, good visibility | <b>Receptors:</b>     | Local residents and employees | <b>Distance from site:</b> |  |

LA5452 Power Park, Exeter  
Figure 5.1: Viewpoints 9 - 10

Camera: Nikon D60  
Focal Length: 35 mm  
Horizontal Field of View: 110 degrees  
Reproduction: A3 landscape





|                     |                          |   |                       |                               |                            |  |
|---------------------|--------------------------|---|-----------------------|-------------------------------|----------------------------|--|
| <b>Viewpoint 11</b> | <b>Location of view:</b> | View towards the Site looking north east from Newhouse Farm | <b>Date and Time:</b> | 21/02/22 15:39pm              | <b>OS Coordinates:</b>     |  |
|                     | <b>Notes:</b>            | Winter view, some cloud with sunny spells, good visibility  | <b>Receptors:</b>     | Local residents and employees | <b>Distance from site:</b> |  |



|                     |                          |  |                       |                  |                            |  |
|---------------------|--------------------------|--|-----------------------|------------------|----------------------------|--|
| <b>Viewpoint 12</b> | <b>Location of view:</b> | View towards the Site looking south from Tremlett Meadow   | <b>Date and Time:</b> | 21/02/22 14:23pm | <b>OS Coordinates:</b>     |  |
|                     | <b>Notes:</b>            | Winter view, some cloud with sunny spells, good visibility | <b>Receptors:</b>     | Local residents  | <b>Distance from site:</b> |  |

LA5452 Power Park, Exeter  
Figure 5.1: Viewpoints 11 - 12

Camera: Nikon D60  
Focal Length: 35 mm  
Horizontal Field of View: 110 degrees  
Reproduction: A3 landscape





|                     |                          |   |                       |                           |                            |  |
|---------------------|--------------------------|---|-----------------------|---------------------------|----------------------------|--|
| <b>Viewpoint 13</b> | <b>Location of view:</b> | View towards the Site looking north east from Holbrook Farm | <b>Date and Time:</b> | 21/02/22 15:08pm          | <b>OS Coordinates:</b>     |  |
|                     | <b>Notes:</b>            | Winter view, some cloud with sunny spells, good visibility  | <b>Receptors:</b>     | Local residents employees | <b>Distance from site:</b> |  |



|                     |                          |  |                       |                               |                            |  |
|---------------------|--------------------------|--|-----------------------|-------------------------------|----------------------------|--|
| <b>Viewpoint 14</b> | <b>Location of view:</b> | View towards the Site looking north east from Marlborough Farm | <b>Date and Time:</b> | 21/02/22 14:52pm              | <b>OS Coordinates:</b>     |  |
|                     | <b>Notes:</b>            | Winter view, some cloud with sunny spells, good visibility     | <b>Receptors:</b>     | Local residents and employees | <b>Distance from site:</b> |  |

LA5452 Power Park, Exeter  
Figure 5.1: Viewpoints 13 - 14

Camera: Nikon D60  
Focal Length: 35 mm  
Horizontal Field of View: 110 degrees  
Reproduction: A3 landscape





|                     |                          |  |                       |                        |                            |  |
|---------------------|--------------------------|--|-----------------------|------------------------|----------------------------|--|
| <b>Viewpoint 15</b> | <b>Location of view:</b> | View towards the Site (representative) looking east from SkyPark Offices | <b>Date and Time:</b> | 21/02/22 14.45pm       | <b>OS Coordinates:</b>     |  |
|                     | <b>Notes:</b>            | Winter view, some cloud with sunny spells, good visibility               | <b>Receptors:</b>     | Visitors and employees | <b>Distance from site:</b> |  |



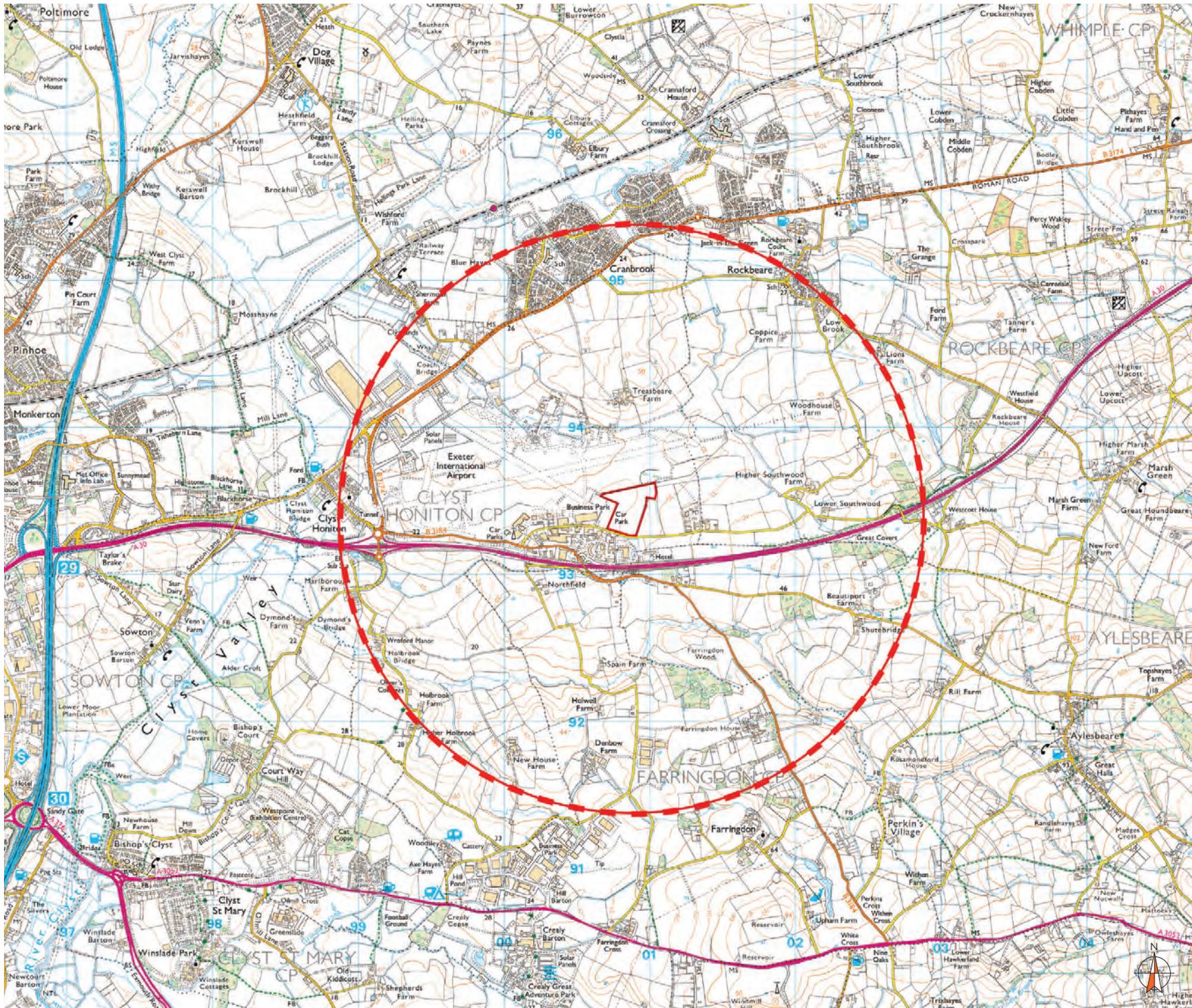
|                     |                          |   |                       |                        |                            |  |
|---------------------|--------------------------|---|-----------------------|------------------------|----------------------------|--|
| <b>Viewpoint 16</b> | <b>Location of view:</b> | View towards the Site looking south east from future development on SkyPark north | <b>Date and Time:</b> | 21/02/22 14:45pm       | <b>OS Coordinates:</b>     |  |
|                     | <b>Notes:</b>            | Winter view, some cloud with sunny spells, good visibility                        | <b>Receptors:</b>     | Visitors and employees | <b>Distance from site:</b> |  |

LA5452 Power Park, Exeter  
Figure 5.1: Viewpoints 15 - 16

Camera: Nikon D60  
Focal Length: 35 mm  
Horizontal Field of View: 110 degrees  
Reproduction: A3 landscape



# 05G Landscape & Visual Appraisal Appendices – Figures



©This drawing and the building works depicted are the copyright of IDP and may not be reproduced or amended except by written permission. No liability will be accepted for amendments made by other persons.

All dimensions to be checked on site and landscape architect notified of any discrepancies prior to commencement.

Do not scale

Notes.

Key

-  Site Boundary
-  3km Study Area

Rev: date: comment(s) name: check:

IDP

ARCHITECTS.

URBAN DESIGNERS.

PROJECT MANAGERS.

LANDSCAPE ARCHITECTS.

*WE ARE IDP.*

## IDP LANDSCAPE

Client: Oxenwood Real Estate

Job: Power Park, Exeter

Title: Site Location Plan

Drawn: LK Date: February 2022

Checked: KS Scale @ A3: 1:25,000

Job no: LA5452 Drg no: Figure 01

IDP GROUP 27 SPON STREET COVENTRY CV1 3BA

T: +44 (0)24 7652 7600 E: info@idpgroup.com

[www.weareidp.com](http://www.weareidp.com)

Notes.

Key

-  Site Boundary
-  3k Study Area
-  Grade I Listed Building
-  Grade II Listed Building
-  Grade II\* Listed Building
-  Priority Habitat Inventory - Deciduous Woodland
-  Woodpasture and Parkland BAP Priority Habitat
-  Priority Habitat Inventory - Traditional Orchards
-  Registered Parks and Gardens
-  Public Right of Way



Rev: date: comment(s) name: check:



ARCHITECTS.  
URBAN DESIGNERS.  
PROJECT MANAGERS.  
LANDSCAPE ARCHITECTS.  
WE ARE IDP.

### IDP LANDSCAPE

Client: Oxenwood Real Estate  
 Job: Power Park, Exeter  
 Title: Policy Context  
 Drawn: LK Date: February 2022  
 Checked: KS Scale @ A3: 1:25,000  
 Job no: LA5452 Drg no: Figure 02

IDP GROUP 27 SPON STREET COVENTRY CV1 3BA  
 T: +44 (0)24 7652 7600 E: info@idpgroup.com  
[www.weareidp.com](http://www.weareidp.com)

Notes.

Key

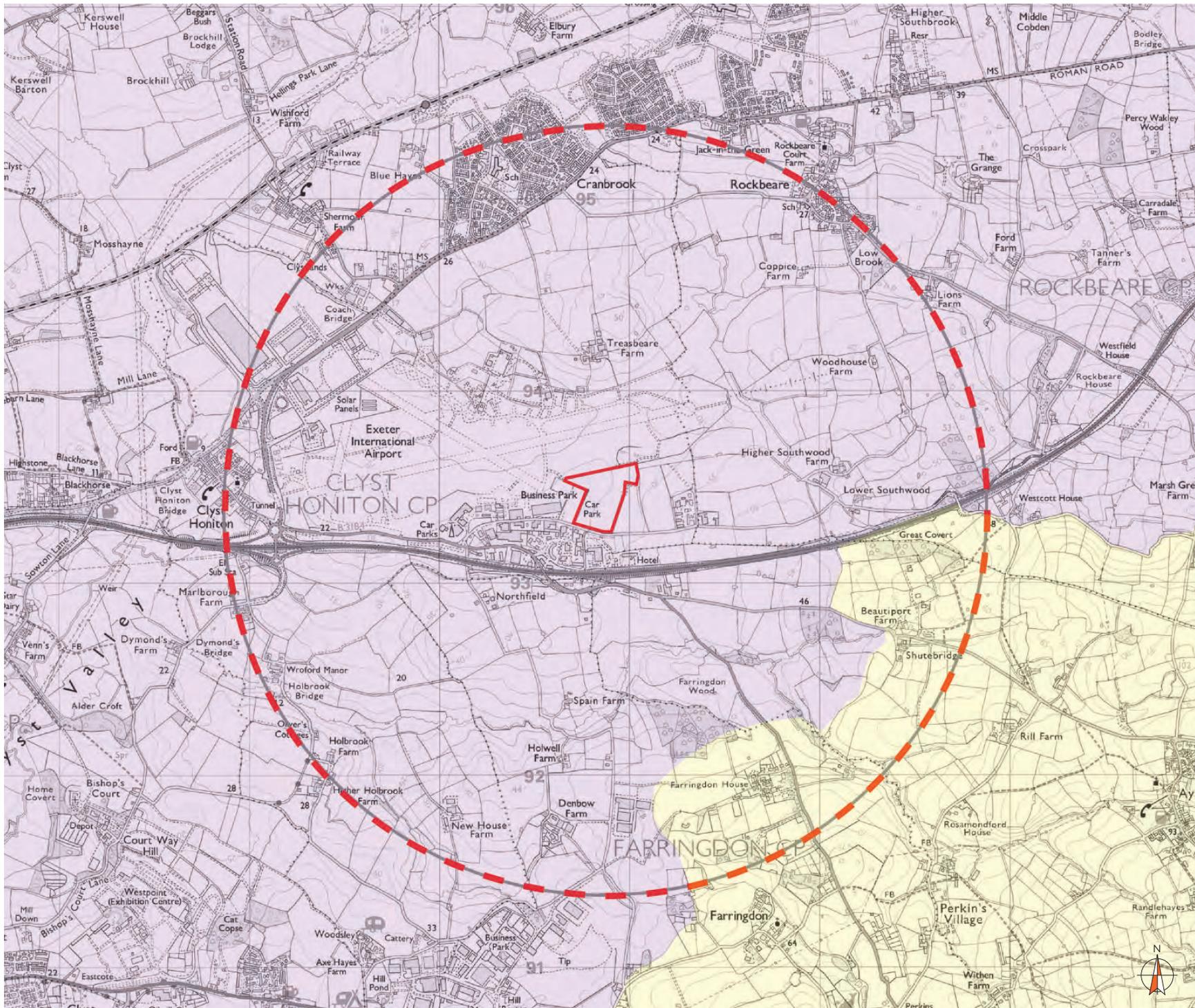
-  Site Boundary
-  3k Study Area

National Landscape Character Areas

Site and Study Area are entirely located within Natural England's National Character Area (NCA) 148: Devon Redlands.

DCC Local Landscape Character Areas

-  3E Lowland Plains
-  3D Estate Wooded Farmland



Rev: date: comment(s) name: check:



ARCHITECTS.  
 URBAN DESIGNERS.  
 PROJECT MANAGERS.  
 LANDSCAPE ARCHITECTS.  
 WE ARE IDP.

### IDP LANDSCAPE

Client: Oxenwood Real Estate

Job: Power Park, Exeter

Title: Landscape Character Areas

Drawn: LK Date: February 2022

Checked: KS Scale @ A3: 1:25,000

Job no: LA5452 Drg no: Figure 03

IDP GROUP 27 SPON STREET COVENTRY CV1 3BA  
 T: +44 (0)24 7652 7600 E: info@idpgroup.com  
 www.weareidp.com

Notes.

Key

-  Site Boundary
-  3k Study Area
-  Viewpoint Location



Rev: date: comment(s) name: check:



ARCHITECTS.  
 URBAN DESIGNERS.  
 PROJECT MANAGERS.  
 LANDSCAPE ARCHITECTS.  
 WE ARE IDP.

### IDP LANDSCAPE

Client: Oxenwood Real Estate

Job: Power Park, Exeter

Title: Viewpoint Locations

Drawn: LK Date: February 2022

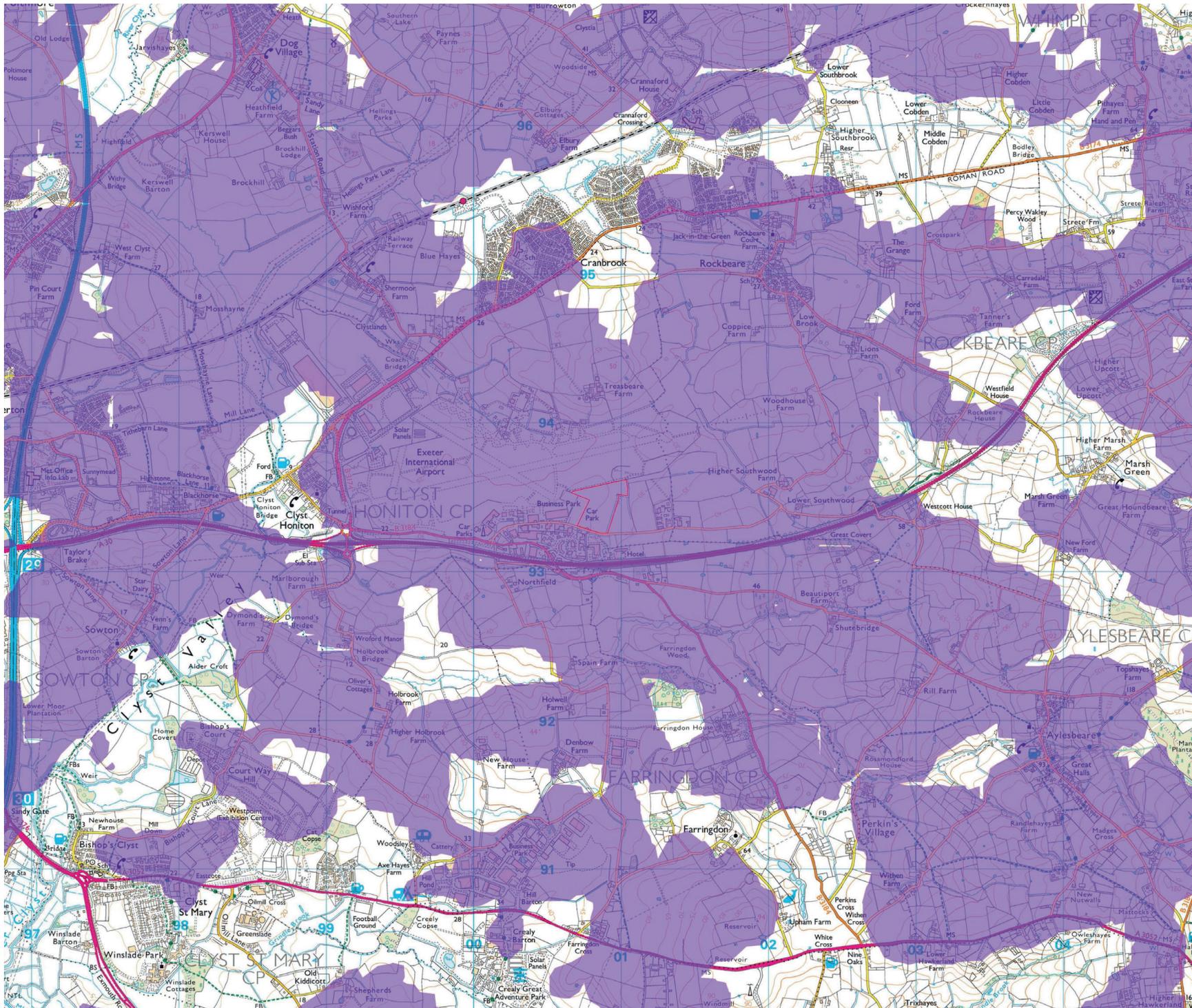
Checked: KS Scale @ A3: 1:25,000

Job no: LA5452 Drg no: Figure 04

IDP GROUP 27 SPON STREET COVENTRY CV1 3BA

T: +44 (0)24 7652 7600 E: info@idpgroup.com

[www.weareidp.com](http://www.weareidp.com)



©This drawing and the building works depicted are the copyright of IDP and may not be reproduced or amended except by written permission. No liability will be accepted for amendments made by other persons.

All dimensions to be checked on site and landscape architect notified of any discrepancies prior to commencement.

Do not scale

Notes.

Key

-  Site Boundary
-  Zone of Theoretical Visibility (ZTV)

Rev: date: comment(s) name: check:



ARCHITECTS.  
 URBAN DESIGNERS.  
 PROJECT MANAGERS.  
 LANDSCAPE ARCHITECTS.  
 WE ARE IDP.

## IDP LANDSCAPE

Client: Oxenwood Real Estate

Job: Power Park, Exeter

Title: Zone of Theoretical Visibility (ZTV)

Drawn: LK Date: February 2022

Checked: KS Scale @ A3: 1:40,000

Job no: LA5452 Drg no: Figure 05

IDP GROUP 27 SPON STREET COVENTRY CV1 3BA

T: +44 (0)24 7652 7600 E: info@idpgroup.com

[www.weareidp.com](http://www.weareidp.com)