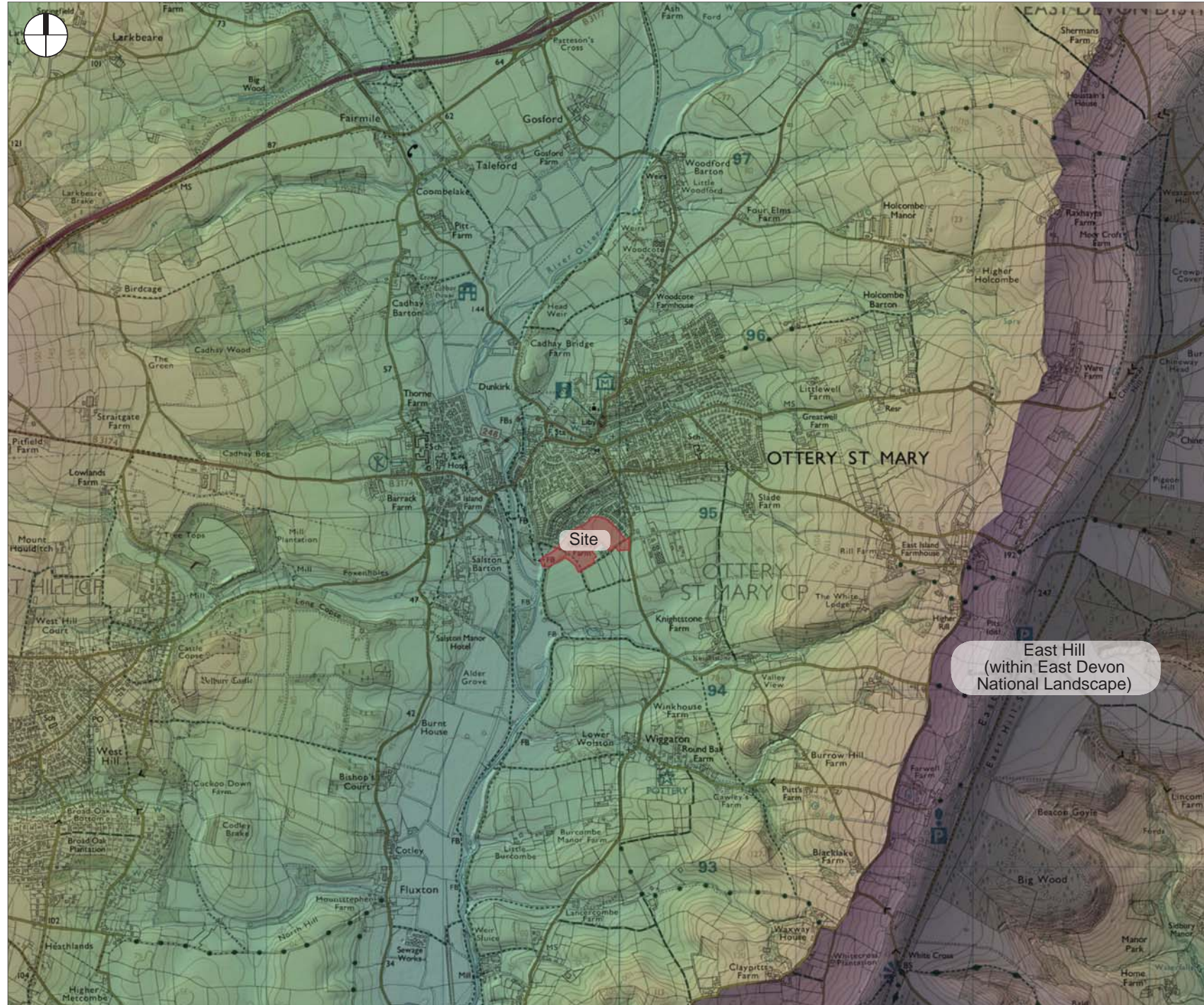


Figure 1: Site Location



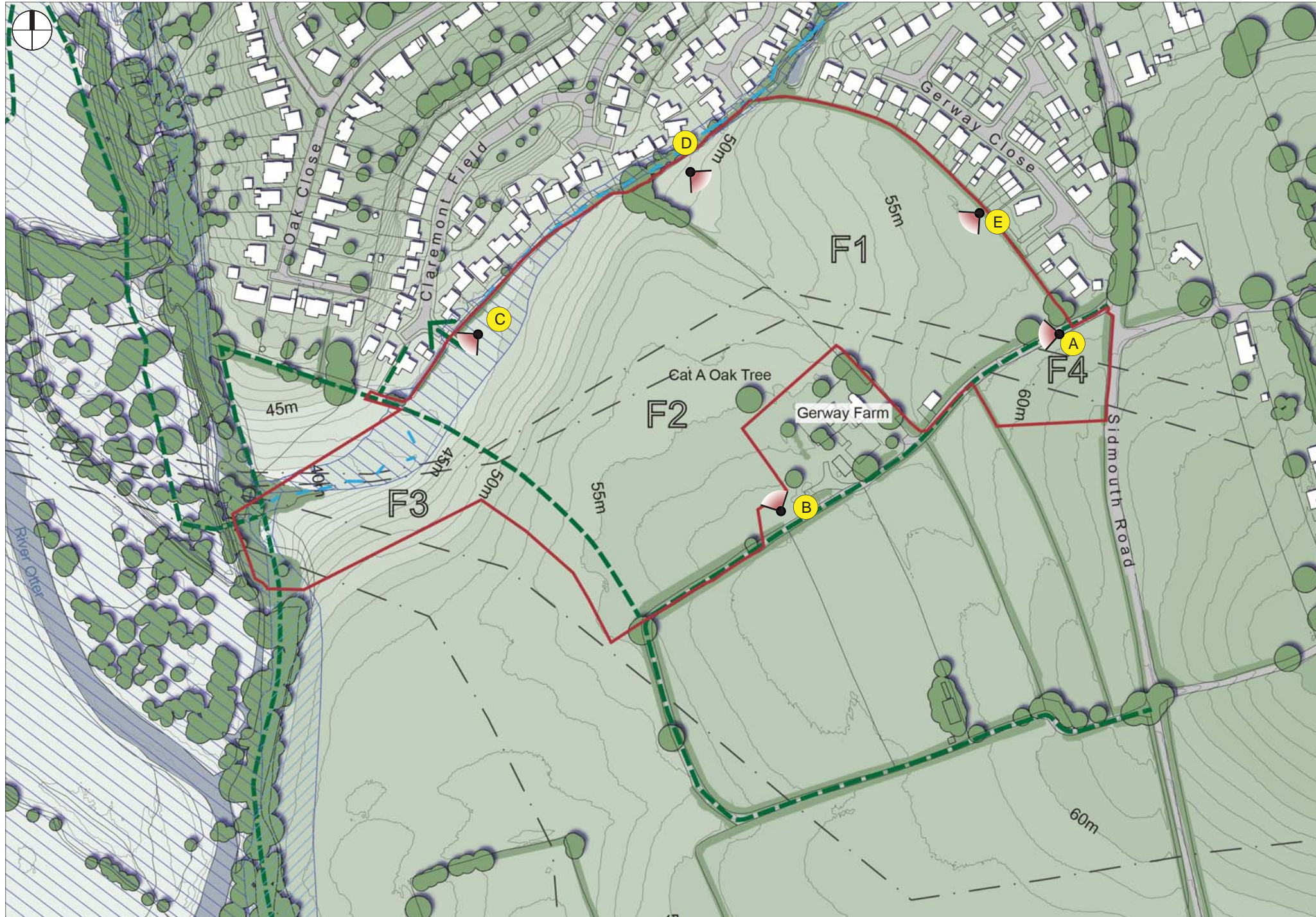
1.0 Introduction

- 1.1 The Richards Partnership have been appointed by Landra Developments Ltd to advise on landscape and visual matters in relation to a residential development at Gerway Farm, Ottery St Mary, East Devon, (the site).
- 1.2 The application is submitted in outline (with all matters reserved except for access from Sidmouth Road) for the demolition of a farm building and the erection of up to 140 residential dwellings (Class C3) with associated infrastructure and engineering works including landscaping, open space, surface water drainage and internal roads/footpaths/cycleways.
- 1.3 At the location of the proposed access there is an existing permission (22/2667/FUL dated November 2023) for a new vehicular farm access.
- 1.4 The site measures circa 7ha and is located within the administrative area of East Devon District Council (EDDC). The site's eastern field is the subject of a Draft Allocation (Otry_21) for 70 dwellings in the Emerging East Devon Local Plan.
- 1.5 The site comprises a series of arable fields alongside and to the south-west of the existing urban edge. Sidmouth Road lies to the east and the River Otter to the west. The land to the south is open countryside.
- 1.6 The landscape and visual impacts referred to later in the report are assessed separately in accordance with good practice¹. They may be defined as follows:
- (I). Landscape character: impacts on the landscape or townscape may arise where the character of areas with a particular scenic quality or merit are modified by the development.
 - (II). Landscape features: impacts on landscape features such as hedgerows, trees or landform may arise where features are lost or substantially modified as a result of the development.
 - (III). Visual amenity: impacts on visual amenity may arise where features intrude into or obstruct the views of people, or where there is some other qualitative change to the view seen.
- 1.7 It should be stressed that the resulting effects can be changes for the better (beneficial effects) as well as changes for the worse (adverse effects).
- 1.8 The baseline landscape and visual impact assessment was carried out through a desk study of relevant documents and by field study work undertaken in March and July 2025, and as such demonstrate the relative visibility of the site when the trees are both in and out of leaf, and when the hedges have grown and when they have been cut back. The purpose of the sites visits was to establish:
- The content and quality of the site's existing landscape features.
 - The character of the site and its immediate environs.
 - The site's visual relationship with its surroundings.
 - The contribution of the site to the wider landscape.
 - The people most likely to be affected by development on all or part of the site.
- 1.9 The LVIA methodology is provided as Appendix A.

¹ Best practice guidelines for landscape and visual assessment include:

- An Approach to Landscape Character Assessment – October 2014. Christine Tudor, Natural England.
- Guidelines for Landscape and Visual Impact Assessment (2013) Landscape Institute and Institute of Environmental Management and Assessment.

Figure 2: Existing Site Conditions



2.0 Description of the site

- 2.1 The site is located at the southern edge of the settlement of Ottery St Mary.
- 2.2 It measures circa 7ha and lies on sloping ground, which falls from a high point of circa 62m above Ordnance Datum (AOD) at its south-eastern boundary with Sidmouth Road to circa 38m AOD along its northern edge where it meets a narrow ditch which drains towards the River Otter a short distance to the west.
- 2.3 The site is managed as arable and a study of satellite imagery suggests that this has been the case for at least the last quarter of a century. The site is divided into four fields or parts of larger fields and for ease of understanding these have been labelled F1-F4 on the adjacent plan.
- 2.4 Gerway Farm itself, a relatively modern building constructed in the first half of the Twentieth Century, is not included within the site area, but sits along the southern boundary.
- 2.5 Field F1 occupies most of the eastern part of the site and is the field which benefits from the draft allocation previously described. It is bounded to the north and east by existing residential development. The development is separated from the site by hedgerows, which offer a degree of low level visual containment.
- 2.6 The southern boundary of this field is formed by a Public Right of Way (PRoW) (Ottery St Mary Footpath 51), which continues westwards

past Gerway Farm and also forms part of the boundary to Field F2. Fields F1 and F2 are separated by a very gappy hedgerow. The path runs between two tall hedgerows which restrict views to the wider area.

- 2.7 Field F2 is abutted by residential development to the north, with the boundary primarily being formed by garden fences beyond a ditch, with the result that there is minimal visual containment. The western edge of this field is defined by a PRoW which runs broadly north-south (Ottery St Mary Footpath 50). Historic maps suggest that this would have originally been contained by hedgerows in a similar fashion to the path running along the southern boundary, but these were removed at some point during the latter part of the Twentieth Century.
- 2.8 The site extends further westwards (Field F3) to meet a wooded area adjacent to the river. The boundaries of this area of the site are not defined on the ground.
- 2.9 Field F4 comprises a small wedge of land to the south of the PRoW (Ottery St Mary Footpath 51) and west of Sidmouth Road. The western and eastern boundaries are defined by hedgerows, while the southern boundary is not delineated and the northern boundary is open to the track, which sits at a slightly lower elevation. There is an existing planning consent for a new vehicular farm access off

Sidmouth Road through this field which would link to the existing access track.

- 2.10 There are a limited number of trees within and around the site. These have been the subject of a Tree Survey by David Archer Associates (April 2025), which identified a small number of notable trees around the site periphery and one A Category oak to the north-west of Gerway Farm.
- 2.11 The site is crossed by several overhead power lines, which form a detracting element.
- 2.12 The land immediately to the north rises steeply to an elevation of circa 70m AOD and is occupied by modern housing which faces south overlooking the site. While the landscape to the south is rolling, open countryside.
- 2.13 The River Otter lies a short distance to the west, albeit as a result of the abundance of vegetation within the river corridor these is no clear visual relationship between the two.
- 2.14 East Hill, a prominent ridge within the East Devon National Landscape lies circa 2.5km to the south-east and is visible from within the site.



View A: View looking north-west from the access track to Gerway Farm



View B: Looking north over the site towards Claremont Field



View C: Looking west alongside the ditch at the northern boundary

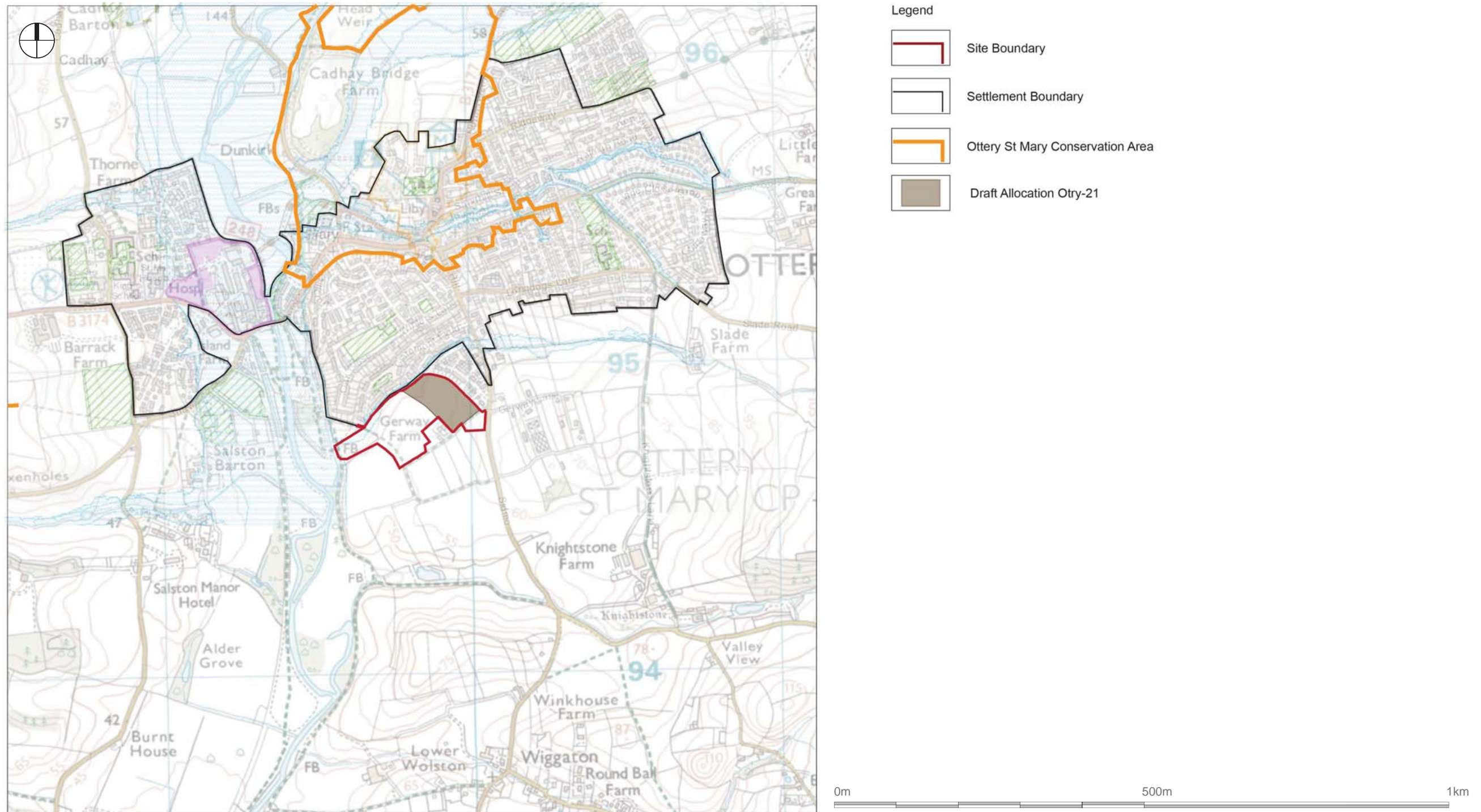


View D: Looking south across the site from the northern boundary



View E: Looking west across the site from the eastern boundary with Gerway Close

Figure 3: Landscape Planning Context



3.0 Landscape Planning Context

3.1 The site lies within the administrative area of East Devon District Council (EDDC) and within the parish of Ottery St Mary.

3.2 Current planning policy is contained within the National Planning Policy Framework (NPPF) December 2024, the East Devon Local Plan 2013-2031 (adopted 28th January 2016) and the Neighbourhood Plan for the Parishes of Ottery St Mary and West Hill 2017-2031 (made 21 June 2018).

3.3 The Emerging Local Plan 2020-2042 is currently being prepared by EDDC, but at this time has limited weight. Nonetheless, Field F1 is the subject of Draft Allocation Site Otry_21, proposed for residential development.

3.4 **Chapter 12 of the NPPF – Achieving well-designed Places** notes:

Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are 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);
- d) 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;
- e) 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; and
- f) 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.’ (Para 135)

3.5 **Paragraph 136** notes:

‘Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities

should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users’.

3.6 **Paragraph 139** notes:

‘Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

3.7 **Chapter 15: Conserving and enhancing the natural environment states:**

‘Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
- c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs;
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.’ (Para 187)

3.8 The following are the pertinent landscape policy extracts from the **East Devon Local Plan 2013-2031:**

3.9 **Strategy 24 – Development at Ottery St Mary:**

‘Ottery St Mary will see development focused on meeting local needs and making the town a more vibrant centre. The viability of the town centre will be enhanced through additional housing development. Proposals for development in Ottery St Mary should be consistent with the strategy which is to:

1. New Homes – provide for new homes within the town;
2. Jobs - provision of employment opportunities, including on land allocated for employment uses ;
3. Town Centre – give priority to the enhancement of the environment and the promotion of business opportunities within the Town Centre Shopping area defined on the Ottery St Mary inset plan to improve the attraction of Ottery St Mary for residents, visitors and businesses;
4. Social and Community Facilities – support the schools, health and other service providers to meet their accommodation needs, including allocating land West of The King’s School for community and educational uses. Further development in Ottery St Mary and surrounding areas will generate the need for additional primary school provision;
5. Infrastructure - better management of road space in the town centre to alleviate congestion together with improved pedestrian and cycle links throughout the town; and
6. Environment – support schemes which enhance the quality of the town’s environment.

Land Allocations – land is allocated for employment uses at Fimmore Industrial Estate as shown on the Proposals Map (sites 008A, 008B and 008C, totalling 2.2 hectares);

3.10 **Strategy 46: Landscape Conservation and Enhancement and AONBs** (Now National Landscapes)

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:

1. conserves and enhances the landscape character of the area;
2. does not undermine landscape quality; and
3. 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.

3.11 Strategy 48: Local Distinctiveness in the Built Environment

Local distinctiveness and the importance of local design standards in the development process will be of critical importance to ensure that East Devon's towns and villages retain their intrinsic physical built qualities. Where towns or villages are or have been despoiled we will seek to have qualities reinstated through good design. Use of local materials and local forms and styles will be essential to this distinctiveness.

We will work with our partners and local communities to produce Design Statements to guide new development and ensure its appropriateness.

3.12 Strategy 49: The Historic Environment

The physical and cultural heritage of the district, including archaeological assets and historic landscape character, will be conserved and enhanced and the contribution that historic places make to the economic and social well-being of the population will be recognised, evaluated and promoted. We will work with our partners and local communities to produce or update conservation area appraisals and conservation area management plans.

3.13 Strategy D1: Design and Local Distinctiveness

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:

1. Respect the key characteristics and special qualities of the area in which the development is proposed.

2. Ensure that the scale, massing, density, height, fenestration and materials of buildings relate well to their context.

3. Do not adversely affect:

- a) The distinctive historic or architectural character of the area.
- b) The urban form, in terms of significant street patterns, groups of buildings and open spaces.
- c) Important landscape characteristics, prominent topographical features and important ecological features.
- d) Trees worthy of retention.
- e) The amenity of occupiers of adjoining residential properties.
- f) 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.

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

- a) Secure and attractive layouts with safe and convenient access for the whole community, including disabled users.
- b) Measures to create a safe environment for the community and reduce the potential for crime.
- c) 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.
- d) Necessary and appropriate street lighting and furniture and, subject to negotiation with developers, public art integral to the design.
- e) Features that maintain good levels of daylight and sunlight into and between buildings to minimise the need for powered lighting.
- f) Appropriate 'greening' measures relating to landscaping and planting, open space provision and permeability of hard surfaces.

5. 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.

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

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

3.14 Strategy D2: Landscape Requirements

Landscape schemes should meet all of the following criteria:

1. 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)
2. 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.
3. Measures to ensure safe and convenient public access for all should be incorporated.
4. Measures to ensure routine maintenance and long term management should be included.
5. 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.
6. 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.

- 3.15 The following are the pertinent landscape policy extracts from the **Neighbourhood Plan for the Parishes of Ottery St Mary and West Hill 2017-2031**:

3.16 Policy NP1: Development in the Countryside

Where development in the countryside is permitted, it must maintain the rural character of the area.

In particular, the following features should be protected and retained:

1. Mature trees – stand alone, in hedgerows and woodland clumps;
2. Hedgebank boundaries;
3. Hedgerows;
4. Tree lined streams;
5. Wetlands.

3.17 Policy NP2: Sensitive, High Quality Design

All proposals for development should demonstrate a high quality of design, which has regard to the local context, is appropriately scaled and sited and makes an overall positive contribution to the Neighbourhood Plan Area.

Applications for development should demonstrate in the planning submission how they meet the following general principles of high quality design:

1. Development should be of a density and layout that reflects the existing development pattern of the settlement;
2. Supports the use of locally distinctive materials;
3. Incorporates a 'sense of place' into the designs /reinforces local distinctiveness by ensuring the proposals have been informed by the character of the area in which they are located. This should include matters such as building line, building height, plot widths, windows and features and boundary treatments;
4. Conserves or enhances heritage assets and their settings where appropriate;
5. Respects and enhances the natural environment through retention of existing natural features maintaining and providing green linkages within and around development sites and delivering an overall improvement to biodiversity value;
6. Protects the amenity of neighbouring properties;
7. Provides adequate, well designed off-road parking spaces.

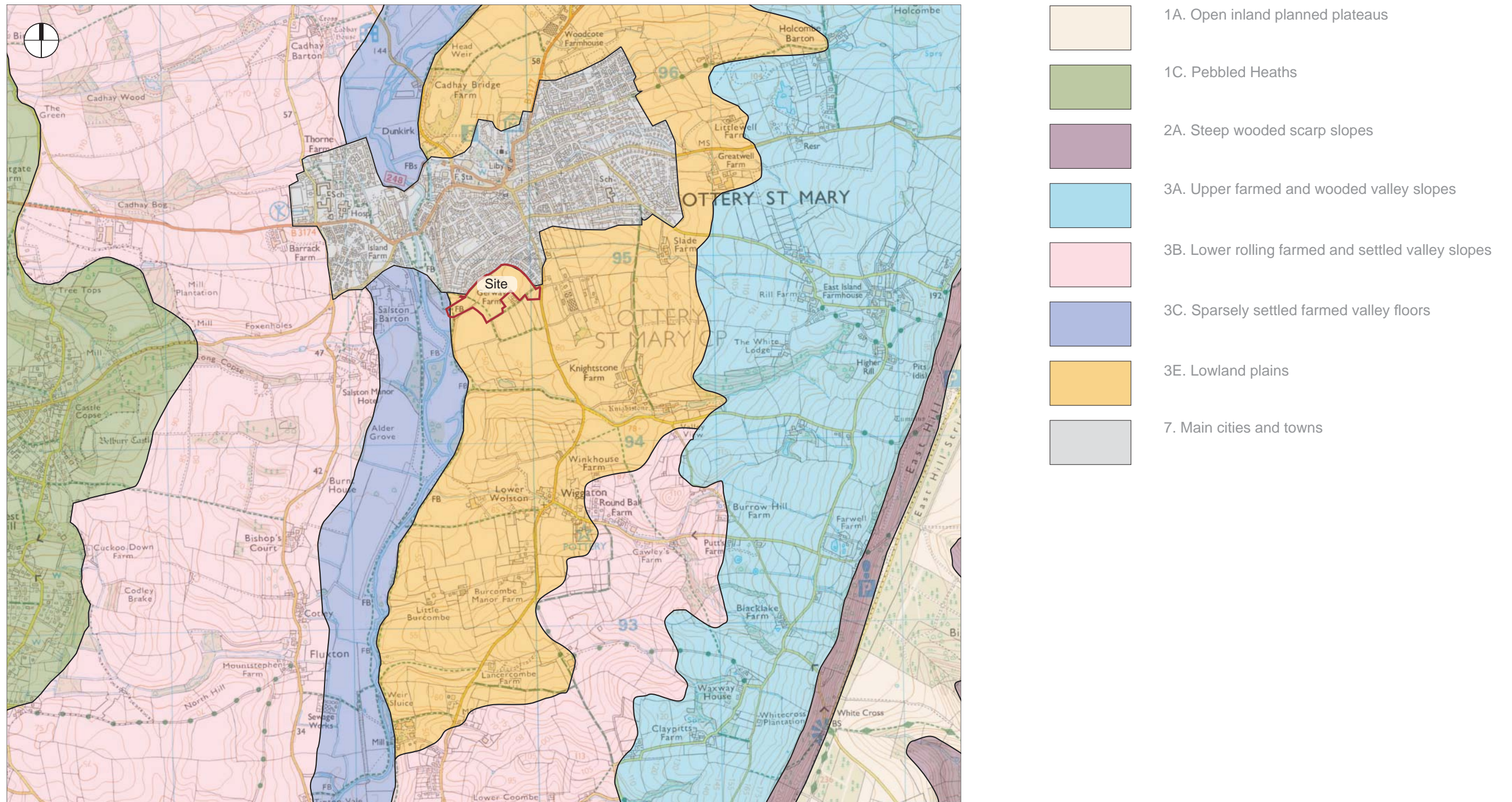
3.18 Policy NP6: Valued Views

Publicly valued views of the Parishes are identified for protection. These are shown on the Key Viewpoints maps in Appendix 1

Any proposals for development that would affect the views listed should demonstrate that design has taken this into consideration and public views can be protected for public enjoyment.

- 3.19 The Site Selection report – Ottery St Mary (Feb 2025) forms part of the evidence base for the emerging local plan. This includes a high level landscape and visual assessment of Field F1 (draft allocation Otry_21) which concluded that this parcel's landscape value was 'medium – an ordinary landscape which is appreciated by the community but has little or no wider recognition of its value'. It concludes that the parcel's overall sensitivity is 'Medium'.

Figure 4: Landscape Character Types (East Devon & Blackdown Hills LCA)



4.0 Landscape and Visual Baseline

- 4.1 The site and the surrounding area lie within National Character Area (NCA) 148: Devon Redlands. NCAs are ‘areas that share similar landscape characteristics, and which follow natural lines in the landscape rather than administrative boundaries, making them a good decision-making framework for the natural environment’. This character area comprises a large tract of land which extends northwards from the coast encompassing Exeter, Collupton, Crediton and Tiverton and their surrounding landscape. Given its scale, it is considered to be of limited relevance/value to this assessment in comparison to the considerably more detailed and smaller scale Devon Landscape Character Assessment and the East Devon and Blackdown Hills Landscape Character Assessment (March 2019), the latter of which will be used to inform this assessment.
- 4.2 However, some of the Key Characteristics listed for NCA 148 are as follows:
- 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 Pebblebed 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.
- 4.3 Within the East Devon and Blackdown Hills Landscape Character Assessment the greater part of the site, excluding the far western edge which forms part of the River Otter corridor, is identified as **Landscape Character Type 3E: Lowland Plains**. The description of this area is as follows:
- This LCT 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.

4.4 The key characteristics are described as follows:

- Level to gently sloping or rolling plain between the valley floors and the start of steeper valley sides.
- Small discrete woodland blocks, and pockets of orchard planting, particularly around Whimple.
- Mixed farmland, often in arable cultivation. Regular medium to large field pattern with local variation, particularly around settlements. Contains some of the most fertile farmland in the study area.
- Semi-natural habitats include roadside hedges and hedgerow trees - particularly oaks – streams and pockets of grassland.
- Historic villages, farms and lanes, but some features lost due to ploughing. Notable concentration of historic parklands including veteran trees. Maritime influences on estuary villages
- Settled, with a mixed pattern of villages, hamlets and isolated farms. Great variety of building materials and styles, even within single settlements. Cranbrook is a focal point for contemporary buildings and includes large-scale structures.
- Variable highway network, from sparse rural lanes to motorway and A-roads. Relatively few public rights of way.
- Surprising feeling of remoteness in some parts. Despite local impacts of development and infrastructure, much of the area retains a pleasant, rural feel.
- Long views over low hedges. Some views marred by pylons and other infrastructure.
- Surrounding LCTs (for example Estuary and Pebble Bed Heaths) contribute to views and influence character. Lowland Plains visible from surrounding higher LCTs.

4.5 In relation to ‘what makes this landscape special’ the assessment notes:

Historic small parks and gardens, containing a high proportion of mature and veteran trees.

The range of settlements and building styles, from sleepy coastal villages to Cranbrook new town.

Its unassuming but still attractive rural feel, particularly away from larger settlements and roads.

Its strong visual relationship with surrounding higher landscapes – the Lowland Plains LCT is often seen from above, and is also visually influenced by surrounding LCTs.

4.6 With regard to **Landscape Aims**, the assessment notes:

In parts of the LCT affected by development or where development is planned, the existing landscape structure and character should be assessed in terms of its value, susceptibility to change and condition. Landscape features worthy of retention can help to create high quality, distinctive and functional places, and opportunities should be taken to include these within Green Infrastructure for new built development, and allow for their ongoing management. Elsewhere, the strongly-rural character should be retained. Throughout the LCT, habitats should be enhanced and settlements should retain their distinctive characters.

4.7 The landscape, while not designated, is nonetheless attractive and the area in the vicinity of the site displays several of the key characteristics including the rolling landscape and narrow lanes common to the area. As such it is judged to be of ‘high’ value. The site abuts the modern urban edge on two sides, a transition which at present is somewhat abrupt and unsympathetic and as such the area is judged to be of ‘medium’ susceptibility. Overall this LCT is judged to be of ‘medium’ sensitivity.

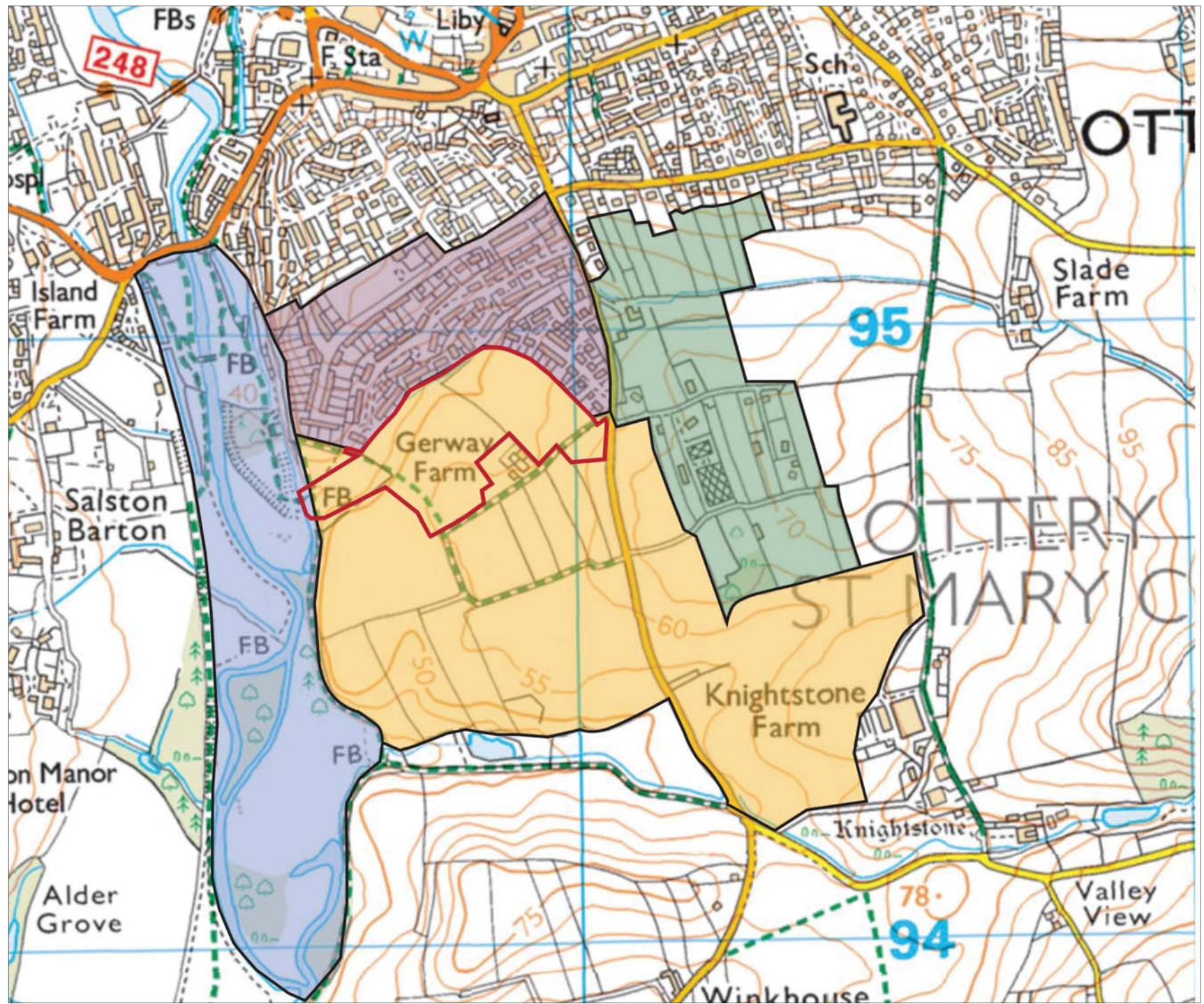
4.8 The far western edge of the site abuts **LCT3C: Sparsely Settled Farmed Valley Floors**. Which is described as follows:

This LCT is associated with the main river valleys: the Exe, Clyst, Culm, Otter, Yarty, Sid and Axe. It comprises the open, flat valley floors which often act as floodplains and which demonstrate active river processes such as meander formation. The landscape is largely unsettled (due to flood risk) but contains notable historic bridges, leats and mills. The lack of settlement gives the valleys a tranquil feel, which can be locally impacted where main roads cross them. Views are dominated by the flat valley floors, which are framed by surrounding vegetation and rising land. Meandering rivers can be picked out by the lines of riparian trees along their banks. Most valley floors are used for grazing, although there is some arable land use. Popular riverside paths provide access, and the Clyst Valley Regional Park will promote recreational use within this LCT.

4.9 Key characteristics are listed as:

- Open, flat landform, often with distinct vegetated floodplain edge. Winding river courses with main channels and smaller tributaries. Active river processes.

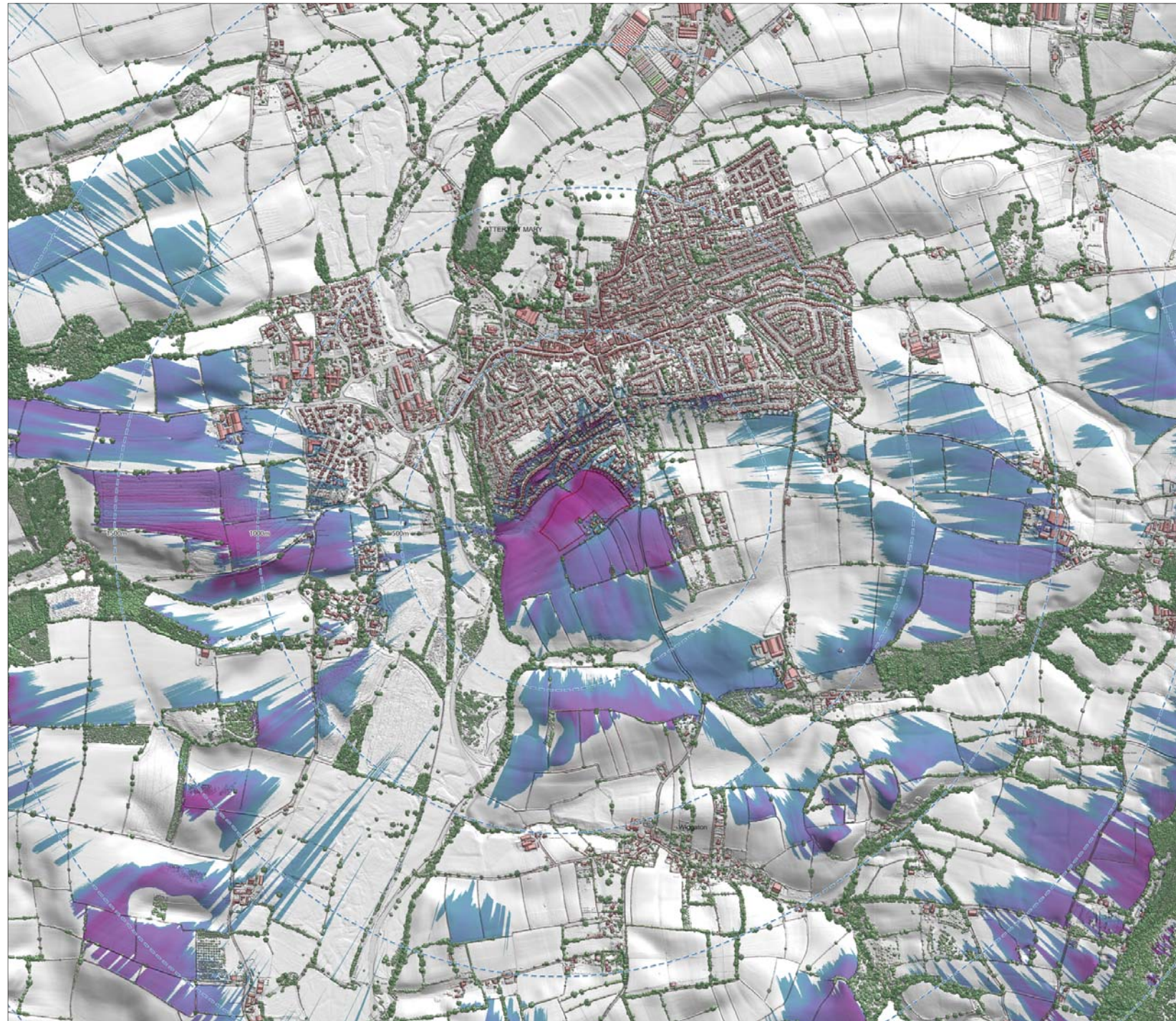
Figure 5: Local Landscape Character Areas



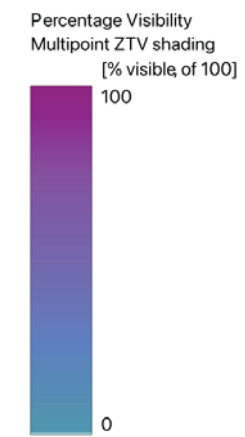
- LLCA 1: Rolling Farmland to the south of Ottery St Mary (including the site)
- LLCA 2: Ottery St Mary - Southern Edge
- LLCA 3: River Otter Corridor
- LLCA4: Small Scale Linear Plots to the east of Sidmouth Road

- *Willows and other riverside trees along river banks and floodplain edges. Occasional patches of wet woodland.*
 - *Pastoral land use with wet meadows and some arable, with variable field sizes. Hedges, not banks, on the boundaries with rising land.*
 - *Watercourses are valuable semi-natural habitats, providing a range of aquatic and riparian habitats. Watermeadows may also be species-rich.*
 - *Historic bridges (including examples of medieval packhorse bridges) and mills.*
 - *Very sparsely settled, with farms sited adjacent to the LCT above the flood plain.*
 - *Network of narrow winding lanes in some valleys, but generally access is limited to bridging points and occasional riverside paths. Main roads cross some valleys. In-use and former railway lines (one now a tramway) utilising flat valley floors.*
 - *Open internally, with views out screened by boundary vegetation. Long views along valleys, especially from bridges, framed by valley sides.*
 - *Strong sense of tranquillity, particularly away from roads. Strong seasonal changes, particularly during times of flood.*
 - *Simple landscape pattern, particularly distinctive seen in views from higher land.*
- 4.10 In relation to 'what makes this landscape special' the assessment notes:
- The lack of settlement creates a sense of escape and tranquillity; some valleys popular for recreation.*
- Its open, simple landscape pattern contrasts with the relatively complex enclosure and settlement patterns of surrounding landscapes.*
- A dynamic landscape which contains important examples of active river processes such as meander formation, and valuable aquatic and wetland habitats.*
- Historic bridges, causeways, leat systems and mills, and military structures (e.g. pill boxes and tank traps) in uncluttered landscape settings.*
- 4.11 This LCT forms an attractive river corridor contained by numerous mature trees and blocks of woodland and is judged to be of 'high' value. The area is largely devoid of built form and its susceptibility is judged to be 'high'. Overall this LCT is judged to be of 'high' sensitivity.
- 4.12 In accordance with good practice as identified in GLVIA3, this assessment has considered the local character of the area around the site.
- LLCA1: Rolling Farmland to the south of Ottery St Mary (including the site)**
- 4.13 This LLCA, which encompasses the site, is located immediately to the south of Ottery St Mary and to the east of the River Otter corridor.
- 4.14 The landscape is predominantly rolling farmland, which is incised by small streams and ditches which flow westwards into the River Otter a short distance away.
- 4.15 The LLCA is bisected by Sidmouth Road, which forms the primary route into the town from the south and carries a regular flow of traffic. For much of its length the road is slightly sunken in nature, with the adjacent fields on either side sitting slightly higher. This together with roadside vegetation, helps to contain views out.
- 4.16 The fields are primarily farmed as arable, and a study of satellite images suggest that this has been the case since, at least, the turn of the century.
- 4.17 A review of OS maps from the late Nineteenth and early Twentieth Centuries shows that, historically, the landscape was notably more contained than is currently the case, with numerous narrow strips of fields being in evidence. The heritage report, submitted as a separate part of this application, has identified these fields as being medieval in origin. While remnants of the hedgerows defining these fields remain, the wider field pattern has been notably denuded over time.
- 4.18 The area supports a small number of mature trees, primarily within the remaining hedgerows.
- 4.19 The area is crossed by a number of PRow, which appear to be well used. These are mostly contained within narrow tracks, but where hedgerows have been lost they now cross open fields.
- 4.20 Over the course of the Twentieth and early Twenty-First Century, the town has grown notably, and as a consequence this landscape now experiences a degree of urban influence primarily from the town itself, but also from the modern farmhouse at Gerway Farm and the electricity wires that cross the landscape. This area now forms part of the immediate setting of the town.
- 4.21 The landscape is not designated. While it is relatively attractive, it has been denuded over the course of the last century with the loss of hedgerows and experiences a notable degree of urban influence as a result of its proximity to the town. Given the above, this LLCA is judged to be of 'medium' value.
- 4.22 While any development on the site would inevitably give rise to notable changes, this area, particularly along the northern edge has
- a notable urban context and it is judged that the susceptibility of this area is 'medium'. The overall sensitivity of this LLCA is judged to be 'medium'.
- LLCA2: Ottery St Mary – Southern Edge.**
- 4.23 Ottery St Mary has grown notably over the Twentieth and early Twenty-First Century, with the current urban edge abutting the site to the north and east.
- 4.24 The housing immediately to the north of the site (Claremont Field) was constructed around the turn of the century and occupies the steeply sloping land which overlooks the site. The central row of properties along the northern side of Claremont Field have been orientated to overlook the landscape to the south.
- 4.25 The housing comprises mixtures of detached, semi-detached and terraces. As a result on the steep levels the many of these houses are split level, with garage access beneath the living area. Similarly many of the gardens are split level. The central row of properties on Claremont Field are three storey.
- 4.26 Materials are a mixture of red or beige brick and pale render, with brown or red roof tiles. Architecturally, there is nothing that identifies them as being characteristic of East Devon. The immediate interface with the open countryside is formed by back gardens which are made up of a variety of fences and hedges.
- 4.27 The housing on the more elevated land along Oak Lane and Clapps Lane appears to have been constructed in the late 1960s or early 1970s and is quite typical of the era, and includes a number of bungalows.
- 4.28 The land immediately to the east (Gerway Close), was developed more recently (circa 2016). These houses, similarly, are predominantly red brick and render and typical of their era. They also turn their back on the site and the adjacent countryside in a somewhat unconsidered manner.
- 4.29 This area comprises modern residential development and is not designated, nor does it contain any listed structures. The elements which go to make up the southern edge of town are commonplace and do not reflect the local vernacular. Nonetheless, it is judged to be of 'medium' value.
- 4.30 The fabric of this area would not be affected by development coming forward on the site and any impacts would relate to changes to setting and as such its susceptibility is judged to be 'low'.
- 4.31 On balance the sensitivity of this LLCA is judged to be 'low'.

Figure 6: Zone of Theoretical Visibility (ZTV) Study



ZTV 1.5km Radius



ZTV 4km Radius

LLCA3: River Otter Corridor

- 4.32 The River Otter runs to the west of the site, where it meanders across a relatively narrow flood plain. When satellite images are overlaid with historic maps, it becomes apparent that the degree to which these meanders have changed over the course of the last century is notable.
- 4.33 The slopes containing the flood plain, as well as the lower lying ground, is well-wooded and thus views to and from the river itself are often well contained. An area of new woodland planting appears to have been introduced to the south-west of the site in the last two or three years.
- 4.34 There are a number of PRoW that within this LLCA, including along the disused railway line that runs along the western edge of the flood plain.
- 4.35 This LLCA contains large areas of woodland, as well as the river itself and PRoW on both sides. The area is identified as having ecological interest as wells cultural associations (To the River Otter, sonnet by Coleridge). Given the above, while it is not designated, its value is judged to be 'high'.
- 4.36 It is judged the area would be unable to accommodate development and as such is judged to be of 'very high' susceptibility.
- 4.37 Overall this area is judged to be of '**high**' sensitivity.

LLCA4: Small Scale Linear Plots to the east of Sidmouth Road

- 4.38 The landscape to the east of Sidmouth Road is of a smaller scale and more intimate in nature. Evidence of the historic mediaeval field patterns remain with the fields primarily being long, linear and narrow. Unlike the landscape to the west, there does not appear to have been such a notable loss of field hedgerows over the course of the last century.
- 4.39 A century ago these plots were farmed as market gardens, and remnants of large greenhouses remain today, albeit there are no longer any nurseries. A number of new residential properties have also arrived over the course of the last century, particularly to the south of Gerway Lane, and these have generally been contained within the bounds of the historic field patterns. The houses are generally relatively large, detached and of modern designs, with several having been constructed in the last quarter of a century.
- 4.40 The fields are largely managed as pasture or rough grassland and trees have been allowed to mature within the hedgerows.
- 4.41 The land is undulating and slopes gently to the west. A small unnamed watercourse/ditch flows westwards from Slade Farm towards Sidmouth Road.

4.42 This area has, to a degree, an introverted character, being contained to the north and west by development and with numerous trees and hedgerows forming separate pockets of land.

4.43 The area is not designated and contains elements which contribute positively to character (mature trees and hedgerows) and elements which do not (old greenhouses). Given the above it is judged to be of 'medium' value.

4.44 The area contains a number of houses and also has a relationship with the edge of the town and as such, is judged to be of 'medium' susceptibility. Overall, this LLCA is judged to be of '**medium**' sensitivity.

Landscape Character Summary

4.45 The site is located on sloping ground immediately alongside the southern edge of the town. It is managed as arable farmland and has little in the way of significant vegetation away from its boundaries.

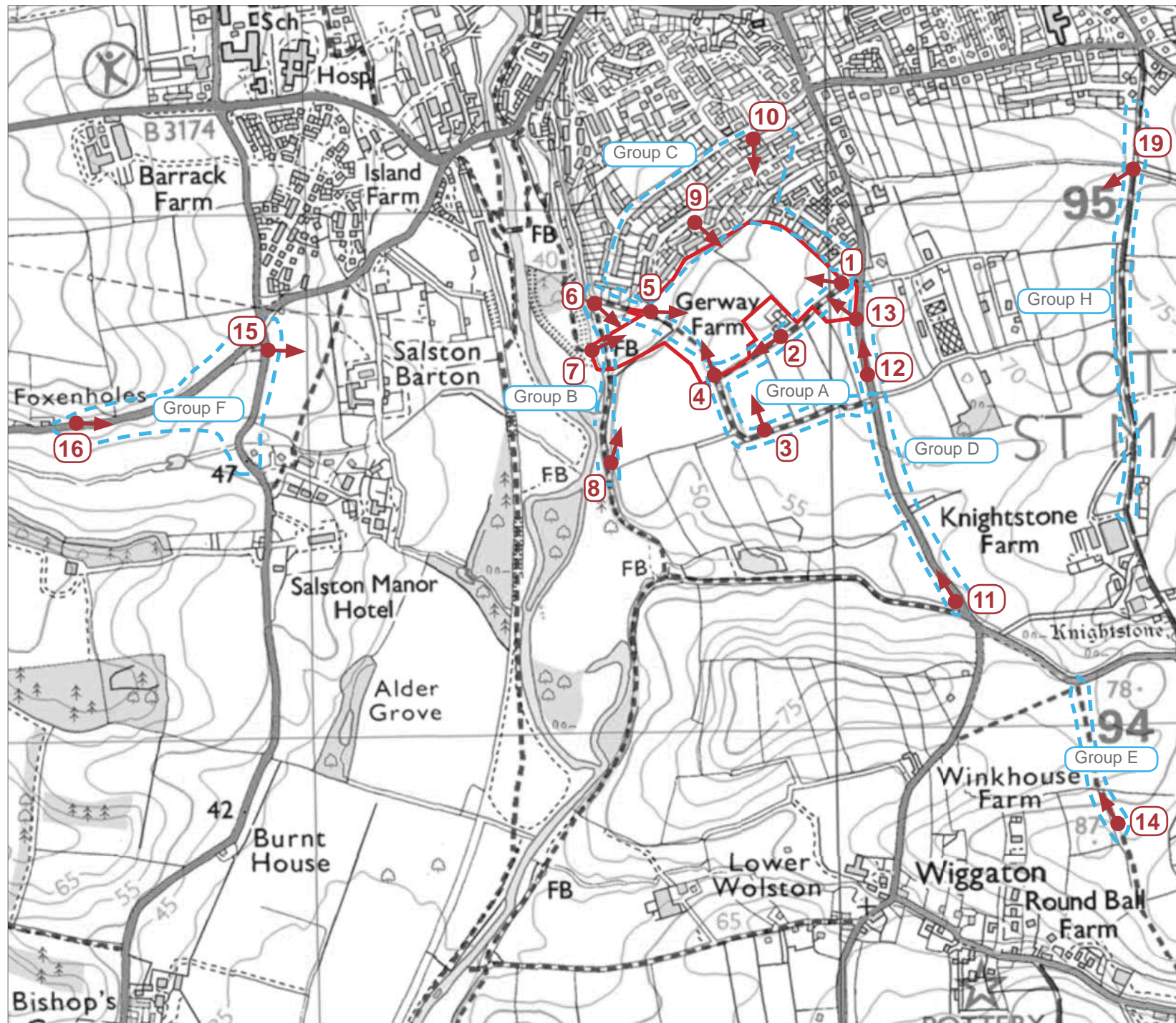
4.46 The wider landscape to the south is formed by rolling farmland, which gently dips towards the River Otter immediately to the west. The modern, urban edge of Ottery St Mary lies immediately to the north.

Visual Assessment

4.47 The photographs within this report were taken in March and July 2025 and as such show the landscape when the trees are out of leaf and the hedgerows had been cut back, as well as in the summer when views are more contained.

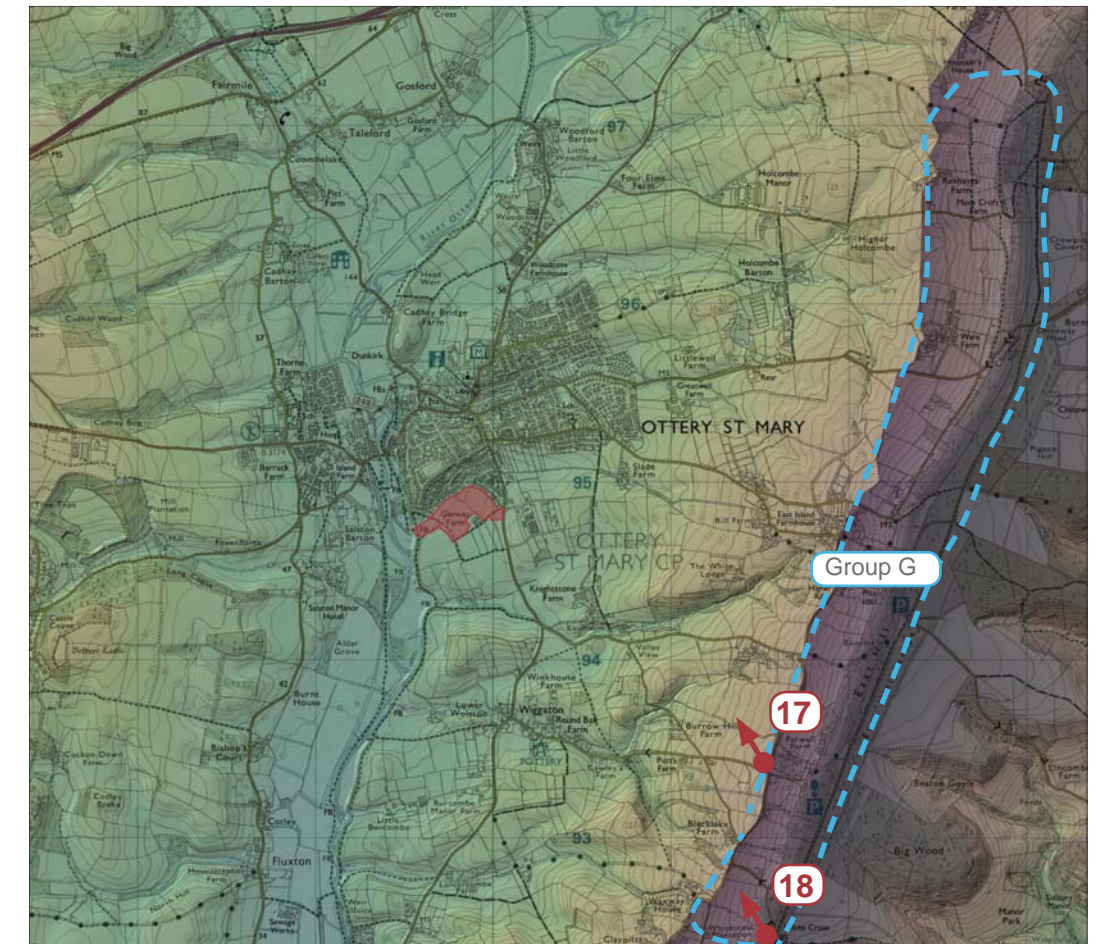
4.48 A Zone of Theoretical Visibility (ZTV) study has been produced to help identify the areas around the site from which the proposed development would theoretically be visible. The ZTV was based on a 'digital surface model' and accounts for screening provided by built form and tree canopies. It cannot account for all hedgerows (which are cut back at certain times of year) or filtered views through trees when out of leaf and as such should be used as a guide to potential views rather being definitive. The ZTV was based on multiple reference points located on the plan extending to the maximum heights identified on the Heights Parameter Plan. Where built form is visible, it does not differentiate between a theoretical glimpse of a small part of a building or a full elevation. The plan also identifies the percentage of the reference points that would theoretically be visible from any given location.

Figure 7: Viewpoint Locations



Near Views

- Group A Views from the PRow network south of the site (Viewpoints 1-4)
- Group B Views from PRow network to the west of the Proposed Development (Viewpoints 5-8)
- Group C Views from within Ottery St Mary (Viewpoints 9 & 10)
- Group D Views from Sidmouth Road (Viewpoints 11-13)
- Group E Views from PRow network to the south of Ottery St Mary (Viewpoint 14)
- Group F Views from the western side of the River Otter Valley (Viewpoints 15 & 16)
- Group G Views from the East Devon National Landscape (Viewpoints 17 & 18)
- Group H Views from bridleway to the east of Sidmouth Road (Viewpoint 19) - Scoped out of assessment



Distant Views

- 4.49 The roads, PRoW and publicly accessible places around the site were visited to establish from where the site is either partially, or wholly, visible. From this, a selection of representative viewpoints, both close up and distant, were selected for inclusion within this assessment in order to demonstrate the visual role the site plays within its immediate surroundings and the wider landscape. These viewpoints were submitted to EDDC as part of a pre-application package.
- 4.50 The visual prominence or visual inter-relationship of an area or parcel of land is a principal consideration in establishing the potential impact on its character or the experience of the area.
- 4.51 Visual impact relates to the changes that the development would have upon views as experienced by the public. The people within the study area who may be affected by a change in view or in visual amenity are referred to as 'visual receptors'. Where possible the relative number of people who experience a view or series of views are noted in the text. It is not practical to assess every viewpoint and therefore those selected for inclusion as part of this assessment are considered representative of those available to the public looking towards the site from the surrounding area. They range in distance from 2.8km to within the site. Visual sensitivity is identified as a result of combining the value of the view and the susceptibility to change of the receptors.

- 4.52 In accordance with the Guidelines for Landscape and Visual Impact Assessment, Third Edition (2013), Chapter 6, Paragraph 6.19, viewpoints selected/proposed fall into the following three groups:

Representative Viewpoints:

Viewpoints selected to represent the experience of different types of visual receptors, when it would not be appropriate, or proportional, for large numbers of viewpoints to be included individually and where significant effects are unlikely to differ — for example:

- The views of users of particular public rights of way
- The views of users of a particular road

Specific Viewpoints:

Viewpoints chosen because they are 'key' and sometimes promoted viewpoints within the landscape, including, for example, specific local visitor attractions, viewpoints in areas that are particularly noteworthy visually and/or recreational amenity locations such as landscape with statutory designations or viewpoints with particular cultural landscape associations.

Illustrative Viewpoints:

Viewpoints chosen specifically to demonstrate a particular effect or specific issues, which might, for example, be the restricted visibility of certain locations.



Viewpoint 1: Looking north-west across the site from PRoW Ottery St Mary Footpath 51 (within the site) - Winter View



Viewpoint 1: Looking north-west across the site from PRoW Ottery St Mary Footpath 51 (within the site) - Summer View

Group A - Views from the PRoW network to the south of the site (Viewpoints 1-4)

Receptors: Walkers.

- 4.53 PRoW Ottery St Mary Footpath 51 runs to the south of Gerway Farm and forms the access track to it. This connects with PRoW which runs through the site and connects with the southern edge of Ottery St Mary. On the occasion of the site visits these paths appeared to be well used by local walkers.
- 4.54 PRoW (Ottery St Mary Footpath 50 and 51 prior to the point where it enters the site) are contained on either side by high hedgerows which generally preclude clear views out. Those views selected here were the most open available.

Viewpoint 1: Looking north-west across the site from PRoW Footpath Ottery St Mary 51 (within the site)

- 4.55 Viewpoint 1 illustrates the view available to those walking along the track from Sidmouth Road towards Gerway Farm. There are oblique views across the site towards the southern edge of the town where the houses on Claremont Field can be seen riding up the hillside on the opposite side of the valley, with the houses beyond them on Oak Close and Clapps Lane forming a skyline feature. To the left of the houses there are distant views available towards the landscape to the west of the river.

- 4.56 In winter Gerway Farm is partially visible, albeit it becomes screened in the summer months when the hedgerow to the north of the path has grown.

- 4.57 While in the summer months the view is more contained, most notably by the hedgerow which lines the northern side of the path, there remain clear views towards the southern edge of Ottery St Mary.

Viewpoint 2: Looking south-west along PROW Ottery St Mary Footpath 51 (adjacent to the site)

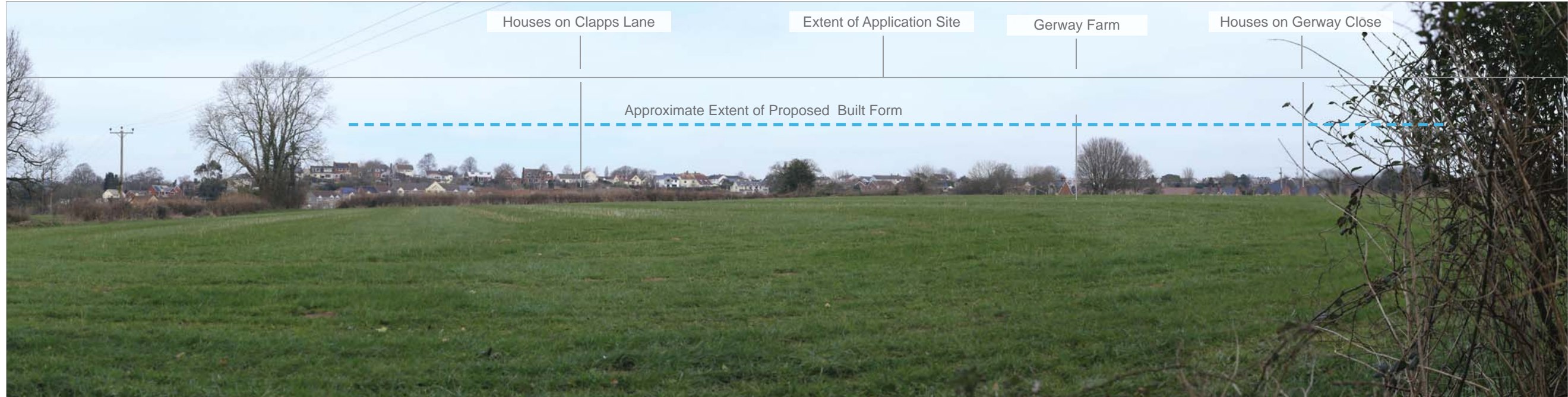
- 4.58 Beyond the farm, the PRoW takes the form of a narrow track which is contained by tall hedgerows, as illustrated in Viewpoint 2. Along this stretch views over the site are precluded, even in the winter months.



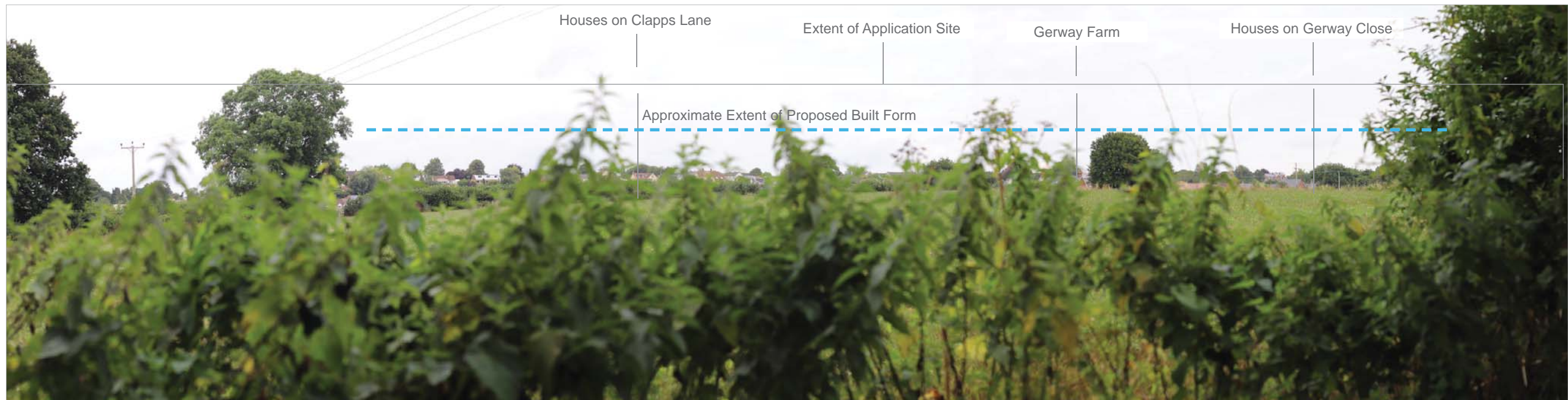
Viewpoint 2: Looking west along PRoW Ottery St Mary Footpath 51 (adjacent to the site) - Winter View



Viewpoint 2: Looking west along PRoW Ottery St Mary Footpath 51 (adjacent to the site) - Summer View



Viewpoint 3: Looking north from PRow Ottery St Mary Footpath 50 (approximately 120m from the site) - Winter View



Viewpoint 3: Looking north from PRow Ottery St Mary Footpath 50 (approximately 120m from the site) - Summer View

Viewpoint 3: Looking north from PRow Ottery St Mary Footpath 50 (approximately 120m from the site)

- 4.59 Viewpoint 3 is located on the track further to the south; the field in the foreground does not form part of the site. This view was selected as it provided the most open view along this stretch of path, which, for the most part, is well contained by tall hedgerows.
- 4.60 In winter there is a brief opportunity to see the houses on Clapps Lane and Oak Close which sit on the skyline some 550m to the north. The site, as a result of both topography and intervening vegetation is not visible. However, it is possible to discern the rooftop of Gerway Farm.
- 4.61 In summer the view is notably more contained as the herbaceous vegetation alongside the path matures to contain views, in addition to the trees in the wider landscape coming into leaf.
- 4.62 Nonetheless, while not visually prominent, it remains possible to discern the edge of the town.



Viewpoint 4: View looking north from PRow Ottery St Mary Footpath 50 as it enters the site (within the site) - Winter View



Viewpoint 4: View looking north from PRow Ottery St Mary Footpath 50 as it enters the site (within the site) - Summer View

Viewpoint 4: Looking north from PRow Ottery St Mary Footpath 50 as it enters the site (within the site)

- 4.63 At this point Ottery St Mary Footpath 50 enters the site. Historically it would have been contained by hedgerows, but these have been removed and now it crosses an open field affording clear views across the site towards the urban edge. While the foreground is farmland, the dominant feature in the view is the modern housing which rises up the opposite hillside to form the skyline.
- 4.64 Given the lack of intervening vegetation, there is minimal change between the winter and summer views in terms of prominence of the town.

Summary of Group A Views

- 4.65 The footpaths to the south of Ottery St Mary appear to be well-used by locals, as is evidenced by how well-worn they are.
- 4.66 Where the historic hedgerows remain, views are often well contained, even in the winter months. However, there are also locations, most notably those illustrated by Viewpoint 4, where there are clear views to the existing urban edge and the modern housing rising up the opposite hillside.
- 4.67 The views from the footpath network to the south of the town contain, when not screened by high hedgerows, relatively open views towards the southern edge of Ottery St Mary, the houses of which rise up to form the skyline. These tend to form the dominant element in these views. Given the low scenic quality of these views they are judged to be of 'low' value.
- 4.68 Walkers who use these paths do so for leisure purposes and are likely to have an awareness and appreciation of views and as such are judged to be of 'medium' susceptibility.
- 4.69 On balance the sensitivity of these visual receptors is judged to be 'medium'.

Group B - Views from the PRow network to the west of the proposed development (Viewpoints 5 – 7)

Receptors: Walkers

- 4.70 Ottery St Mary Footpath 30 runs alongside the treeline which contains the River Otter and its flood plain, and connects to the wider footpath network to the south. Ottery St Mary Footpath 50 as it runs along the existing urban edge is contained by a high hedge, and exits into open fields at the location of Viewpoint 5. These paths appear to be well used by locals.

Viewpoint 5: Looking south from PRow Ottery St Mary Footpath 50 as it enters the site (within the site)

- 4.71 As noted above, this PRow is contained by a high hedgerow as it runs southwards alongside the urban edge, before opening up to reveal views of the site. There is also a connection at this point from Claremont Field, which appears to be well used as well.
- 4.72 From this location there are open views southwards across the site. As a result of the rising topography, views from this location are contained by the site itself, which forms the skyline, with the roofs of Gerway Close to the left of view. The lines of telegraph poles are a detracting visual element.

Viewpoint 6: Looking south-east from PRow Ottery St Mary Footpath 30 as it exits the town (approximately 100m from the site)

- 4.73 At the point where footpath 30 exits the town, the land is elevated and walkers are afforded open views across the landscape to the south-east towards East Hill in the distance. Despite being very close to the urban edge, this view is rural, with the only visual detractors of note being the telegraph poles. The far western edge of Field F2 is just visible from this location, with Field F3 also being partially visible, where it occupies the dip in the landscape in the foreground. As the path moves south-wards these panoramic views are lost as a result of the intervening topography.

Viewpoint 7: Looking east from PRow Ottery St Mary Footpath 30 as it approaches the site from the River Otter (within the site)

- 4.74 Viewpoint 7 is located on the PRow as it enters the site from the west, prior to splitting to the north and south. The area through which the footpath travels prior to reaching this point is well vegetated and views are well contained until it reaches this point, even in the winter months.
- 4.75 In winter, there are filtered views towards the site from this point. However, in summer, these are notably more contained.
- 4.76 In winter, when the views are most open, the rising topography contains long views, with the fields in the foreground forming the skyline. As with viewpoint 5, the only visual detractors of note are the many telegraph poles.

Viewpoint 8: Looking north-east from PRow Ottery St Mary Footpath 30 as it approaches the site from the south (approximately 180m to the site)

- 4.77 To the south of this point, this PRow runs through woodland, before it enters open fields close to this location. As a result this is the first view that is available to walkers as they approach the town from the south.
- 4.78 From this location, the site at ground level, is largely concealed by the intervening topography. However the southern edge of Ottery St Mary, which lies beyond the site is visible in the distance, including both Claremont Field, Oak Close and Gerway Close. The houses within the town form a skyline feature. Turning to face east from the same location, there are long views towards East Hill, which lies within the East Devon National Landscape.

Summary of Groups B Views

- 4.79 These paths run close to the urban edge and the town features in varying degrees, but more notably when viewed from the south. As a result of the deep undulations in the landscape, long views are often well contained by the topography. Nonetheless, there are some views from which it is possible to see East Hill (within the National Landscape) in the distance.
- 4.80 This part of the town is modern in character and does not especially reflect the architectural vernacular of the area. Taken in the round these views are judged to be of 'medium' value.
- 4.81 Walkers using these paths are likely to do so for leisure purposes and the views will form part of their focus. As such they are judged to be of 'medium' sensitivity.
- 4.82 Overall these visual receptors are judged to be of 'medium' sensitivity.



Viewpoint 5: View looking south from PRoW Ottery St Mary Footpath 50 (within the site) - Winter View



Viewpoint 5: View looking south from PRoW Ottery St Mary Footpath 50 (within the site) - Summer View



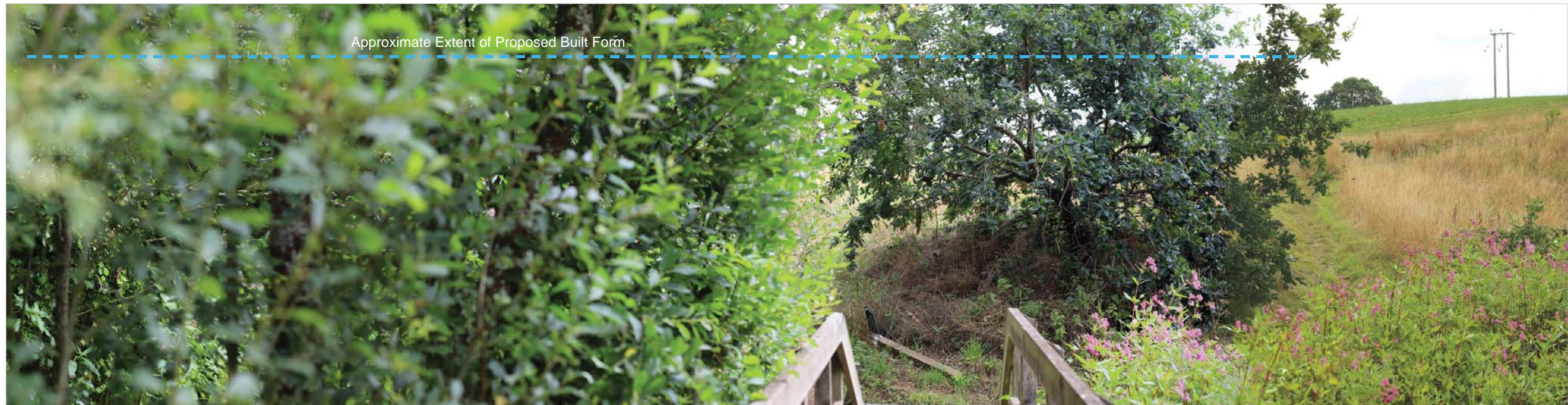
Viewpoint 6: View looking south from PRow Ottery St Mary Footpath 30 as it exits the town (approximately 100m from the site) - Winter View



Viewpoint 6: View looking south from PRow Ottery St Mary Footpath 30 as it exits the town (approximately 100m from the site) - Summer View



Viewpoint 7: View looking west from PRoW Ottery St Mary Footpath 30 at it approaches the site from the River Otter (within the site) - Winter View



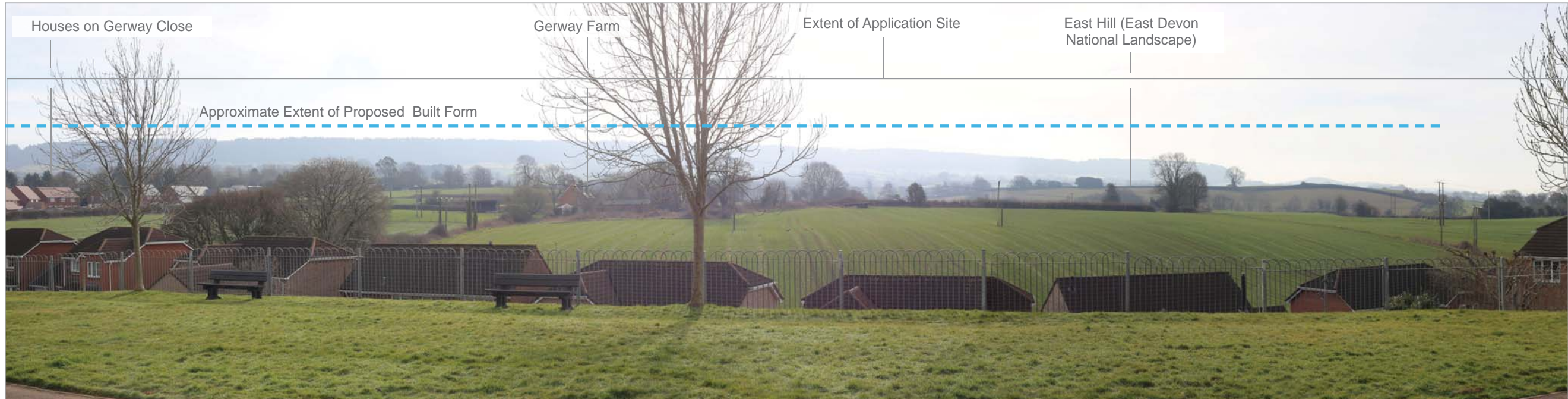
Viewpoint 7: View looking west from PRoW Ottery St Mary Footpath 30 at it approaches the site from the River Otter (within the site) - Summer View



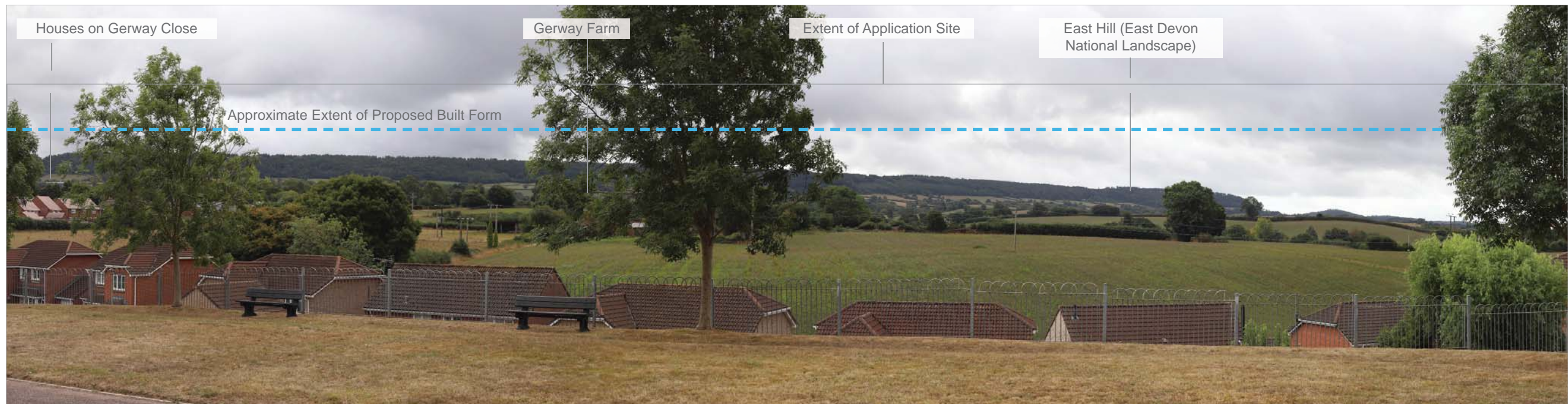
Viewpoint 8: View looking north-east from PRoW Ottery St Mary Footpath 30 as it approaches the site from the south (approximately 180m from the site) - Winter View



Viewpoint 8: View looking north-east from PRoW Ottery St Mary Footpath 30 as it approaches the site from the south (approximately 180m from the site) - Summer View



Viewpoint 9: View looking south from Claremont Field (approximately 65m from the site) - Winter View



Viewpoint 9: View looking south from Claremont Field (approximately 65m from the site) - Summer View

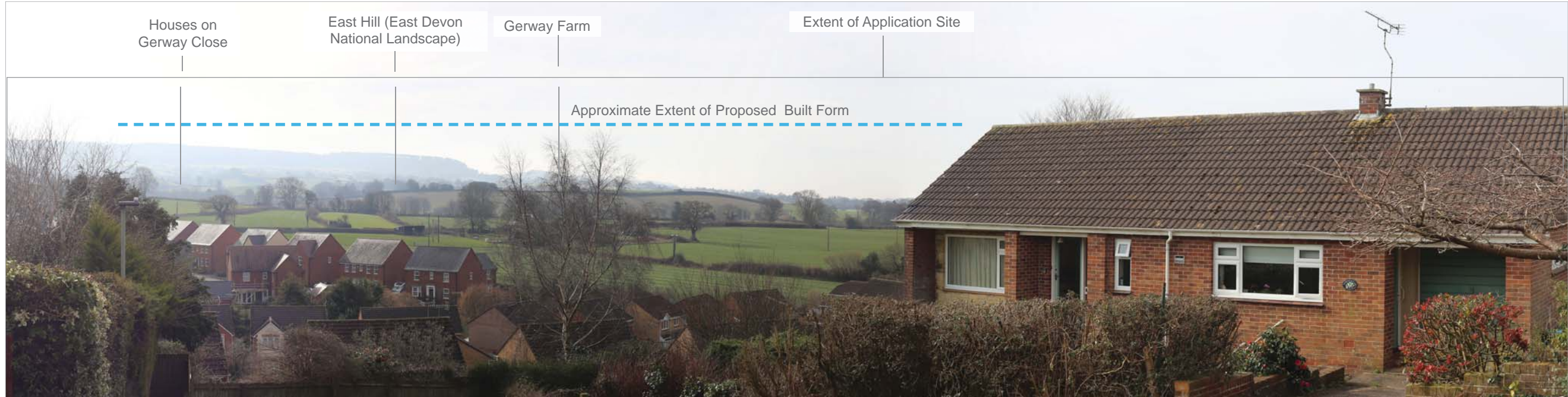
Group C - Views from within Ottery St Mary (Viewpoints 9 & 10)

Receptors: Local Residents (private views) pedestrians (public views).

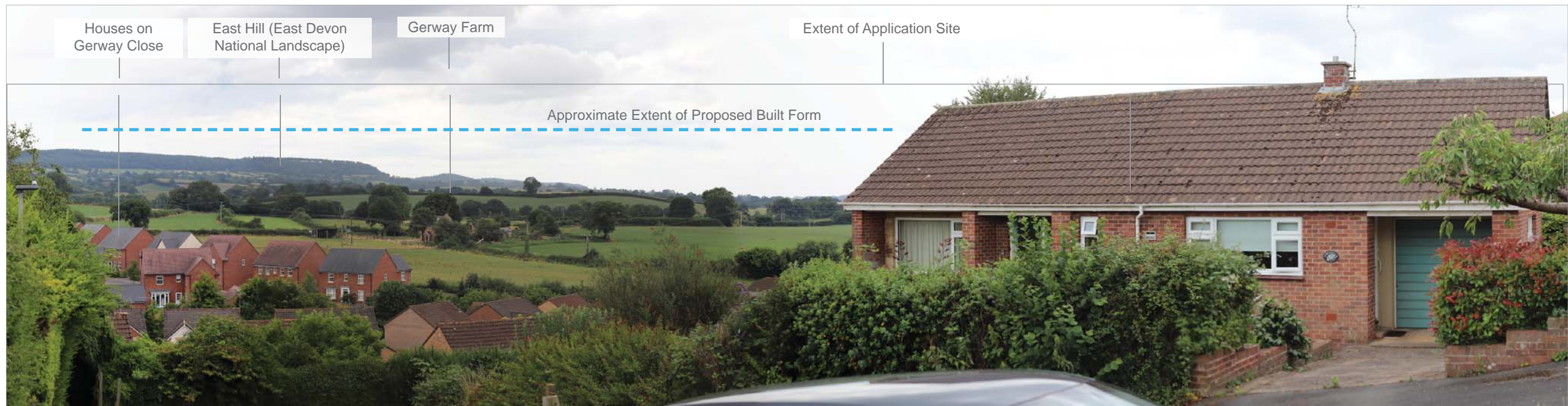
- 4.83 Residential development rises up the hillside to the immediate south of the site. Many of the houses have been orientated towards the south and, as a result, overlook the site. Viewpoints 9 and 10 have been taken from publicly accessible locations within this area, but are also judged to be representative of private views which are likely to be similar in nature.
- 4.84 GLVIA3 notes that *'in some instances it may also be appropriate to consider private viewpoints, mainly from residential properties'* (para 6.17). Given the number of properties orientated to face the site, public and private receptors are separated out in the assessment of sensitivity below.

Viewpoint 9: Looking south from Claremont Field (approximately 65m from the site)

- 4.85 Viewpoint 9 is located on a small area of open space on Claremont Field, from where there are long views to the south, albeit, curiously the public benches provided do not orientate towards the view. This location offers the clearest public views available over the landscape to the south.
- 4.86 From this location there are views over the rooftops in the foreground across the site towards East Hill (National Landscape) which forms the distant skyline.
- 4.87 While the views are primarily of an open rural landscape, there are a number of urban elements including the fencing and houses in the foreground, Gerway Close to the left of view, Gerway Farm and the telegraph poles.
- 4.88 From this location the site forms a notable proportion of the view, given that it comprises both the field in the immediate foreground and the field to the left of view in the foreground of Gerway Close.



Viewpoint 10: View looking south-west from Winter's Lane (approximately 165m from the site) - Winter View



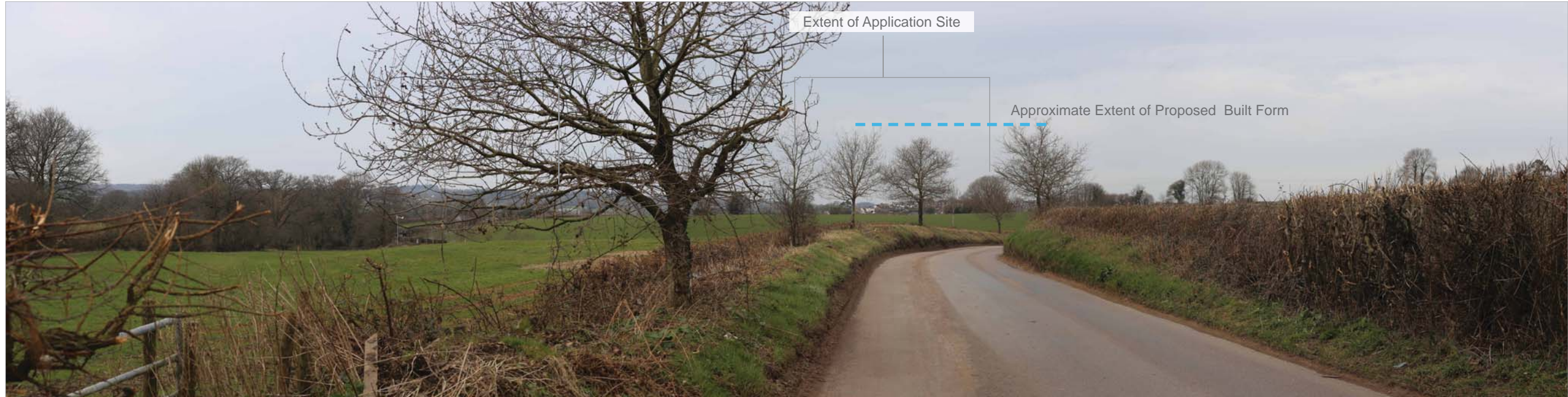
Viewpoint 10: View looking south-west from Winter's Lane (approximately 165m from the site) - Summer View

Viewpoint 10: Looking south-west from Winter's Lane
(approximately 165m from the site)

- 4.89 Viewpoint 10 is more elevated in nature and located a little further to the east. As with Viewpoint 9, there are numerous urban elements in the foreground, giving way to an open rural landscape, which includes East Hill (National Landscape), which forms part of the distant skyline.
- 4.90 The site, which does not form a skyline function from this location, includes the two fields visible just beyond the housing and occupies a notable proportion of this view.

Summary of Group C Views

- 4.91 There are a number of locations with the urban area, from which there are views towards the landscape to the south. The proportion in which the site is visible varies depending on location and orientation. The more elevated the location, the greater the extent of the views over the adjacent countryside.
- 4.92 Given the views are located within the urban area, the views are not purely rural and there are elements of the existing town visible in the foreground to a greater or lesser degree. As noted earlier, these houses are modern in design and do not display features that could be considered to be reflection of the local vernacular.
- 4.93 While views are marginally more contained in the summer months, the mature trees and hedgerows do not provide any notable changes to degrees of visibility when in leaf.
- 4.94 Nonetheless, it is apparent that the countryside to the south of the town is formed by an attractive rural landscape, with the distant views falling within a National Landscape.
- 4.95 Taken in the round and accounting for the modern housing the foreground, these views are judged to be of 'medium' value.
- 4.96 Some residents within their own properties would have static views from south facing windows over the landscape to the south and, given the orientation of the properties they are judged to be of 'very high' susceptibility, and correspondingly '**very high**' sensitivity.
- 4.97 For people moving around the adjacent streets, view of the site are glimpsed and framed by the houses on the hillside and it is likely that they would be less focussed on the view. As such they are judged to be of 'medium' susceptibility and correspondingly '**medium**' sensitivity.



Viewpoint 11: View looking north from Sidmouth Road (approximately 575m from the site) - Winter View



Viewpoint 11: View looking north from Sidmouth Road (approximately 575m from the site) - Summer View

Group D – Views from Sidmouth Road as it approaches Ottery St Mary from the south (Viewpoints 11-13)

Receptors: Motorists

- 4.98 Sidmouth Road is the primary route accessing Ottery St Mary from the south. On the occasion of the site visits, while the road could not be said to be busy, there was a regular stream of traffic.
- 4.99 The road is slightly sunken, with banks on either side rising to meet the adjacent fields. There is no public footway and it is judged unlikely that it is regularly used by walkers.
- 4.100 The road is subject to the national speed limit prior to reaching the edge of the town.

Viewpoint 11: Looking north from Sidmouth Road (approximately 575m from the site)

- 4.101 Viewpoint 11 is located at the point where the road turns and begins to head directly north towards the town. The Neighbourhood Plan identifies this location as a Key Viewpoint (albeit a photograph of the view is not included in the document).
- 4.102 In the winter months, when the hedgerows have been cut back and the vegetation is out of leaf, it is possible to discern some of the houses on Oak Close on the rising ground in the distance. While these are not prominent and the view is predominantly of a rural landscape it is apparent that the road is approaching the town. However, the site at ground level is not discernible.
- 4.103 In summer, views are heavily channelled by the roadside vegetation, which obscures views not only towards the town, but also to the wider landscape.

Viewpoint 12: Looking north from Sidmouth Road (approximately 120m from the site)

- 4.104 Viewpoint 12 is located a short distance further to the north and the road begins to align directly with the entrance to the town. Views are channelled even in the winter months, by the roadside banks and hedgerows. Nonetheless, it is possible to discern the houses on Gerway Close along with some of those on the rising ground beyond.
- 4.105 In summer, the tall roadside vegetation, further contains views. As with viewpoint 10, the site at ground level is not discernible.

Viewpoint 13: Looking north-west from Sidmouth Road (approximately 20m from the site)

- 4.106 Viewpoint 13 is located immediately to the south of the site boundary as the road approaches the town. In winter, there are oblique views towards the town, including the rising ground which accommodates Claremont Fields and the houses beyond (Oak Close & Clapps Lane)

on the skyline. It is just possible to discern a small proportion of the site's easternmost field at ground level from this location, along with a proportion of the land to the south of the Gerway Farm access track (Field F4) which also lies within the site boundary.

- 4.107 In summer the view is largely lost, once the roadside vegetation has grown up, although the houses on Gerway Close remain partially visible and it remains apparent that the road is approaching the urban edge.

Summary of Group D Views

- 4.108 The Group D viewpoints encompass a stretch of road approaching the town which is just under 700m in length. The assessment has established that there is a notable difference between the summer and winter views that are available to those travelling north along Sidmouth Road towards Ottery St Mary. In winter, while the site itself is not easily discernible, there are filtered views towards the wider landscape and the houses rising up the hillside on the southern edge of the town. However, in summer, views are very largely contained by the vegetation which lines the road.
- 4.109 The view does not contain designated elements and, while the countryside is pleasant, it is not clearly visible, particularly in summer. Nonetheless, these views are judged to be of 'medium' value.
- 4.110 Those travelling along this road, do so at relative speed and are likely to be focussed on the road rather than the view, and as such are judged to be of 'low' susceptibility.
- 4.111 Nonetheless, taken in the round, these visual receptors are judged to be of 'medium' sensitivity.



Viewpoint 12: View looking north from Sidmouth Road (approximately 120m from the site) - Winter View



Viewpoint 12: View looking north from Sidmouth Road (approximately 120m from the site) - Summer View



Viewpoint 13: View looking north-west from Sidmouth Road (approximately 20m from the site) - Winter View



Viewpoint 13: View looking north-west from Sidmouth Road (approximately 20m from the site) - Summer View



Viewpoint 14: View looking north-west from PRoW Ottery St Mary Footpath 55 (approximately 1km from the site) - Winter View



Viewpoint 14: View looking north-west from PRoW Ottery St Mary Footpath 55 (approximately 1km from the site) - Summer View

Group E - Views the PRoW network to the south (Viewpoint 14)

Receptors: Walkers

4.112 While there are a number of PRoW crossing the landscape to the south of the site, there are limited locations from which it is possible to see the site, as a result of the undulating landscape and the abundance of mature trees and hedgerows.

4.113 Viewpoint 14 was the best view that was located. The path appears relatively worn and it is judged that this path is reasonably regular use.

Viewpoint 14: Looking north-west from PRoW Ottery St Mary Footpath 55 (approximately 1km from the site)

4.114 As noted above, this was the best available view towards the site. However, it is only briefly available and quickly lost as the path drops down the hillside.

4.115 In winter there are views over the landscape to the north, albeit these are interrupted to a degree by the trees and hedgerows in the foreground. Nonetheless, the southern edge of Ottery St Mary is visible in the distance, where it sits below the distant skyline. The site is not discernible.

4.116 In summer, the town is notably less apparent, but still partially visible in the distance.

Summary of Group E Views

4.117 Views from the PRoWs in this area are across and attractive rural landscape, with elements of the town forming a small part of the view. The landscape is not designated, but there are few visual detractors and the value of these views is judged to be 'medium'.

4.118 Walkers using these paths would do so for leisure and would inevitably have an awareness of their surroundings and their susceptibility is judged to be 'medium'

4.119 The sensitivity of these receptors is judged to be 'medium'.

Group F – Views from the western side of the River Otter Valley (Viewpoints 15 & 16)

Receptors: Walkers and motorists

4.120 The land to the west of the River Otter rises relatively steeply. There are fewer roads and PRoW on this side of the River than there are on the eastern side. Viewpoints 15 and 16 are only briefly available, but were judged to be the clearest views towards the site and thus representative of views from this area.

Viewpoint 15: Looking east from the lane adjacent to Salson Cottages (approximately 675m from the site)

4.121 This view is briefly available from a gateway next to a layby next to Salson Cottages. The elevation of this viewpoint is similar to that of the central part of the site which is located directly opposite on the other side of the valley.

4.122 The view looks directly east towards East Hill, within the National Landscape, which forms the distant skyline. The upper parts of the site are partially visible in the winter months, but largely concealed in summer, albeit Gerway Farm itself remains partially visible. The site forms a small component of a much wider view.

4.123 The southern edge of Ottery St Mary is visible in winter, sitting below the distant skyline. In summer it is, similarly, more concealed.

Viewpoint 16: Looking east from West Hill Road (approximately 900m from the site)

4.124 West Hill Road is relatively fast moving, and this view is only briefly available. Given the speed of traffic and the lack of a dedicated footpath, it is judge unlikely that the road is often used by pedestrians.

4.125 The site is only briefly visible from this elevated location.

4.126 From this location there are distant views across the River Otter Valley towards East Hill within the East Devon National Landscape. The southern part of Ottery St Mary is partially visible and sits well below the skyline. In summer it is notably more concealed.

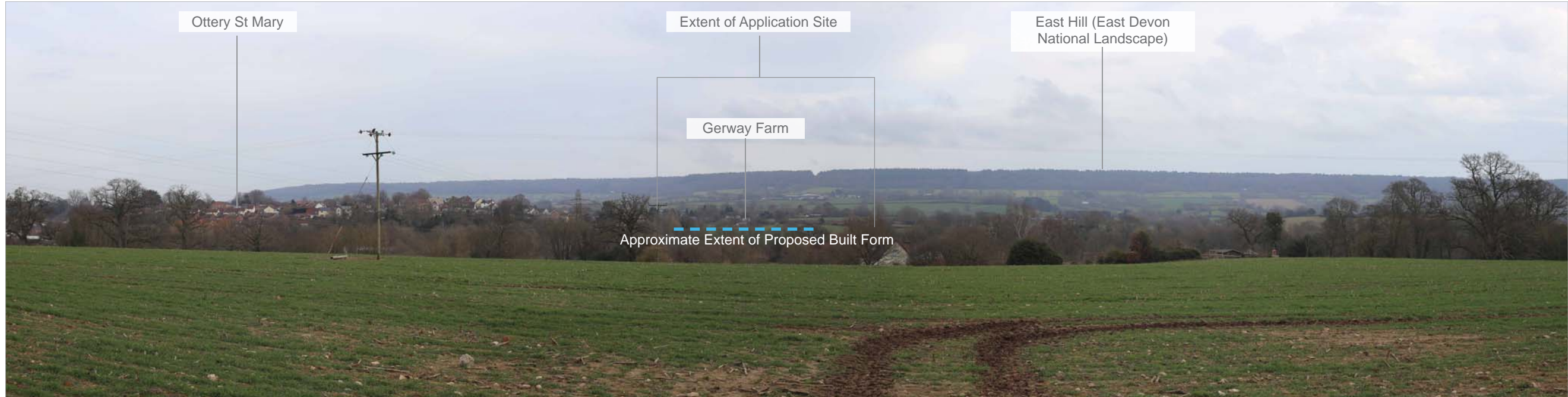
4.127 Part of the site, in the immediate vicinity of Gerway Farm is visible. However, the less elevated parts of the site are concealed as a result of the topography and intervening vegetation.

Summary of Group F Views

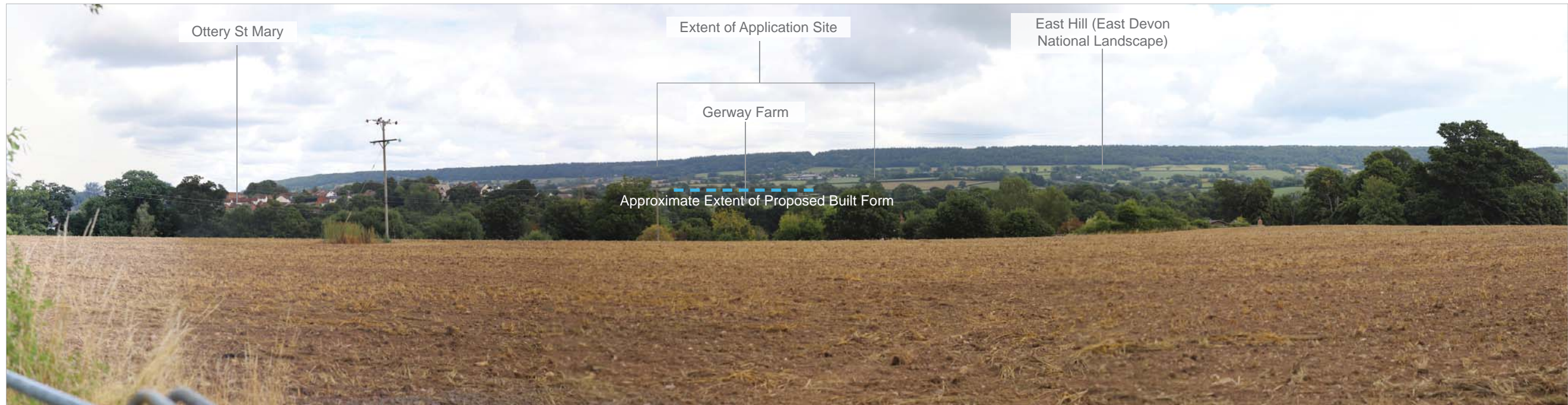
4.128 Publicly available views from this area towards the site are limited and Viewpoints 15 and 16 represent the best available. Where views are available, they are of a wide panorama over the East Devon landscape towards the National Landscape. The views are primarily of managed farmland, with woodland on the upper slopes of East Hill. While Ottery St Mary is visible, it is not prominent. The site plays a small role and is similarly not prominent. The value of these views is judged to be 'high'.

4.129 Those who experience these views from the road network, do so only briefly and while they would undoubtedly have some appreciation, they are judged to be of 'medium' susceptibility.

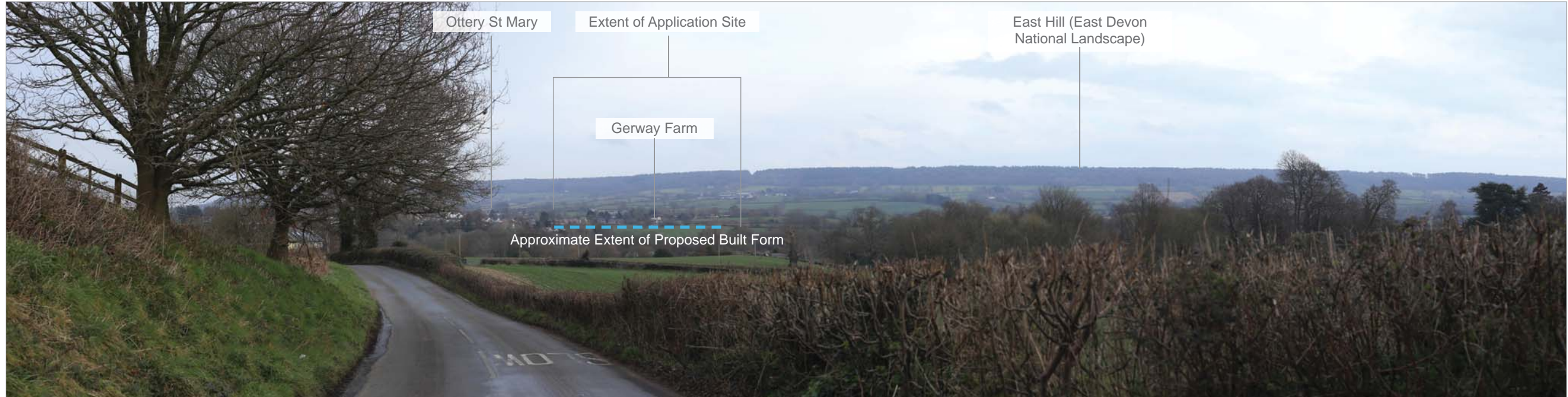
4.130 Overall these visual receptors are judged to be of 'medium' sensitivity.



Viewpoint 15: View looking east from the lane adjacent to Salson Cottages (approximately 675m from the site) - Winter View



Viewpoint 15: View looking east from the lane adjacent to Salson Cottages (approximately 675m from the site) - Summer View



Viewpoint 16: View looking east from West Hill Road (approximately 900m from the site) - Winter View



Viewpoint 16: View looking east from West Hill Road (approximately 900m from the site) - Winter View



Viewpoint 17: View looking north-west from the land south of Farnwell Farm (approximately 2km from the site) - Winter View



Viewpoint 17: View looking north-west from the land south of Farnwell Farm (approximately 2km from the site) - Summer View

Group G - Views from the East Devon National Landscape
(Viewpoints 17 & 18)

Receptors: Walkers and motorists

4.131 The East Devon National Landscape lies some 2.5km to the east of Ottery St Mary and encompasses the visually prominent East Hill and its foot slopes. Much of its more elevated slopes are wooded and thus views out are limited. However, there are also locations from this there are clear panoramic views across the East Devon Landscape. Viewpoints 17 and 18 are judged to be representative.

Viewpoint 17: Looking north-west from the lane south of Farnwell Farm (approximately 2km from the site)

4.132 Viewpoint 17 is illustrates an open view available from the lower slopes of the hillside. From this location there are wide panoramic views over the Devon Landscape to the west.

4.133 The view is primarily rural, but Ottery St Mary is visible in the distance, where it sits well below the skyline. While it is possible to discern the houses on Claremont Field, which overlook the site, as a result of topography and intervening vegetation, the site itself is not discernible.

4.134 In the summer, views from this area are more contained, particularly by roadside hedgerows. Nonetheless, the town remains visible in the distance.



Viewpoint 18: View looking north-west from the lookout at White Cross (approximately 2.8km from the site) - Winter View



Viewpoint 18: View looking north-west from the lookout at White Cross (approximately 2.8km from the site) - Summer View

Viewpoint 18: Looking north-west from the lookout at White Cross (approximately 2.8km from the site)

- 4.135 Viewpoint 18 is located on the ridge of East Hill and affords people elevated panoramic views over the landscape to the west. The view is of an attractive, rolling, farmed landscape with numerous small woodlands and blocks of trees.
- 4.136 Ottery St Mary is visible in the distance and it is possible to pick out the houses on Claremont Field which overlook the site. It is just possible to discern the more elevated, southern, parts of the site in the foreground of the town.

Summary of Group G Views

- 4.137 There are limited locations along the western face of East Hill from which there are clear views over the landscape to the west. Nonetheless, where these are available, walkers have elevated panoramic views over the attractive Devon landscape. There are numerous small farms and properties visible or partially visible and Ottery St Mary is the largest settlement visible, extending both east and west from the River Otter in the distance. The more modern elements of the town, particularly those which have yet to be softened by tree planting form eye-catching features.
- 4.138 The viewpoints are located within the National Landscape, and while all of the views are not designated they are of an attractive rural landscape and are judged to be of 'high' value.

4.139 For those experiencing these views, especially those at the lookout point (Viewpoint 18), the view will form a primary element of their experience and as such these receptors are judged to be of 'high' sensitivity.

4.140 Overall these visual receptors are judged to be of 'high' sensitivity.

Group H - Views from PRow Ottery St Mary Bridleway 36 (Viewpoint 19)

Receptors: Walkers and riders

4.141 This bridleway extends southwards from Ottery St Mary a short distance to the east of Sidmouth Road. As illustrated in the ZTV, for the greater part of its length there is no visual relationship. However, it illustrates there may be a very weak visual relationship from the northern end of this PRow.

4.142 The route appeared well trodden and it is acknowledged that riders would have more elevated views and would potentially see slightly more of the landscape in the distance.

4.143 The photograph from Viewpoint 19 was taken in the winter months when the landscape is at its most open. The site at ground level is not visible. However, neither are the houses on Gerway Close which would sit between the proposed development and this location. As such it is judged that should any part of the development be visible,

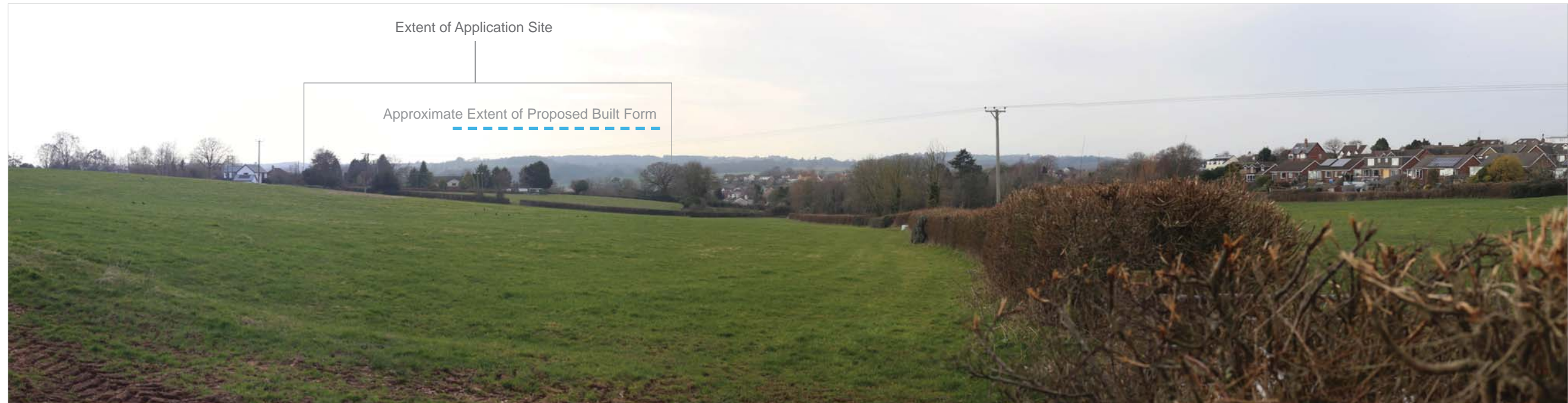
it would be so small, that it would likely pass unnoticed and therefore this Viewpoint has been scoped out.

Visual Summary

4.144 The site is located on sloping ground which falls northwards to meet the existing urban edge, which rises on the opposite side of the valley up to circa 70m AOD, several metres higher in elevation than the site itself.

4.145 As a result of the natural topography, the site at ground level is not visible from many locations in the wider area, although the vegetation along its southern boundary is discernible. Consequently, in views in which the site is visible, it is generally the town that forms the more noticeable element.

4.146 The site's primary visual relationship is with the town immediately to the north. From these locations, the site forms the foreground to views of the wider landscape, including towards East Hill in the distance.



Viewpoint 19: View looking west from PRow Ottery St Mary Bridleway 36 (approximately 580 m from the site) - Winter View

5.0 The Development Proposals

- 5.1 The proposal is to introduce up to 140 new dwellings within the eastern part of the site, which would equate to circa 50% of the site area, with the remaining area being given over to open space and green infrastructure.
- 5.2 The site would be served by a new vehicular access off Sidmouth Road which would run through Field F4 (broadly in the location of the approved farm access). This area would be maintained as open space with tree planting, with the proposed housing being set back into Field F1 (where it would align with Gerway Close) presenting an active frontage to the south.
- 5.3 The existing farm track, which is also a PRoW would be closed to vehicular traffic.
- 5.4 Built form would be located within Fields F1 and F2, with the northern elements of these fields being retained as open space and attenuation basins. Development would be configured to present active frontages overlooking this open space.
- 5.5 Development would wrap around Gerway Farm itself and would be set back from the southern boundary. This set back would be by a minimum of 18m to the west of Gerway Farm and a minimum of 11m to the east. These strips of land would accommodate tree planting which would, over time, mature to soften views of the development from the south. An area of open space would be provided around the existing oak tree to the north-west of Gerway Farm which would include a play area.
- 5.6 The houses would be a mix of two and two and a half storey. The two storey houses would have a maximum ridge height of 9m from Finished Floor Level (FFL), while the two and a half storey houses would have a maximum ridge height of 10.5m from FFL. There is the potential to accommodate split level properties.
- 5.7 As outlined in the Building Heights Parameter Plan which is submitted as part of this application, the taller properties would be located within the centre of the built area, with the two storey properties around the periphery.
- 5.8 Further details of proposed materials are available in the Design and Access Statement (DAS) which forms part of this application. It is anticipated that materials would be agreed at the Reserved Matters stage. However, based on the developments in the locality it is anticipated that materials would be predominantly brick with dark, slate coloured, roof tiles. The use of pale render would be confined to internal area and would be avoided on frontages facing the countryside where it would potentially give rise to elevated visual impacts.
- 5.9 To the west of the built form, the site would be retained as open space. This would accommodate the existing line of PRoW Footpath 50 and would also extend westwards towards the river. Where site boundaries were not previously delineated, new hedgerows would be planted which would provide linkages connecting the river corridor with the site and the wider area, as well as containing the site to the south of the new entrance.
- 5.10 Within the site, alongside these hedgerows, new tree planting would be accommodated, this would not only help to contribute to the site's green infrastructure, but would also mature to soften and filter views.
- 5.11 Within the site itself, there is the capacity to accommodate street trees which would, over time, grow above the roofline of the houses, helping to assimilate them into the wider area.

Figure 8: Illustrative Landscape Masterplan



Legend

-  Site Boundary
 -  Indicative development areas
 -  Proposed Large Stature Specimen Trees
 -  Proposed Medium Stature Specimen Trees
 -  Proposed Field Boundary Hedgerow
 -  Proposed SuDS Infiltration Basins
 -  Proposed Informal POS
 -  Proposed Play Area
 -  Proposed Pedestrian Connection
 -  Public Right of Way
- 1 Site entrance. Vehicle Access off Sidmouth Road. Approach to proposed development via parkland style open space comprising meadow grassland, large stature specimen trees and hedgerows, safeguarding a considered sympathetic green interface with the countryside to the south
 - 2 Pedestrian Access along existing farm track to connect with existing pedestrian network at Gerway Close
 - 3 Key lower density active frontage development arrival space. Private shared drives, with minimal lighting
 - 4 Overhead power lines to be diverted
 - 5 Proposed field gate access within new field boundary hedgerow for agricultural use
 - 6 Southern boundary bat sensitive corridor
 - 7 Key lower density active frontage interface with open countryside to the south. Private shared drives with minimal lighting
 - 8 Active frontage interface with adjoining POS and PRow to the west.
 - 9 Key lower density active frontage interface with POS and SuDS area to the north. Visual interrelationship with Claremont Field. Private shared drives with minimal lighting
 - 10 Informal pedestrian link via POS to existing PRow network
 - 11 Medium and Large stature street tree planting along primary road network
 - 12 Grade A oak tree retained within open space faced with active frontages
 - 13 Hatched zone indicates extended development area subject to detailed layout and drainage design
 - 14 Existing pedestrian connection
 - 15 Proposed pedestrian link

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6.0 Landscape and Visual Assessment

6.1 The purpose of mitigation is to avoid, reduce and where possible, remedy or offset any adverse impact on the environment arising from the proposed development. In terms of landscape and visual impact, mitigation may either be 'in-built' and as such effective from Year 1 or, as in the case of planting, it may become more effective over time, hence the predicted landscape and visual effects are generally assessed at Year 1 and Year 15.

Assessment of Landscape Effects

6.2 At a national scale, the proposed development, given its scale, is considered unlikely to result in any adverse effects on National Character Area 148: Devon Redlands.

East Devon and Blackdown Hills Landscape Character Assessment

LCT 3E: Lowland Plains: (medium sensitivity)

6.3 This character area wraps around Ottery St Mary to the east and extends southwards along the eastern side of the River Otter for approximately 2.5km. It overwashes the site.

6.4 The introduction of the proposed development on the site would inevitably change the character of the site itself, which would change from that of an open, agricultural field to a new residential development.

6.5 The proposals would see the removal of short sections of vegetation to facilitate access from Sidmouth Road, as well as to accommodate the built form to the north of Gerway Farm.

6.6 Nonetheless, the site is bounded to the north and east by existing housing and the proposed development would read as an extension of this and would not appear out of character with its surroundings.

6.7 The proposed development has sought to retain and accommodate within open space the small number of mature trees on site, while also introducing street trees and more informal planting within areas of open space, including around the site boundaries.

6.8 The proposed development would lead to an intensive change over a limited area and as such it is judged that it would give rise to a 'high' magnitude of effect on the site itself at Year 1 leading to a '**substantial**' adverse. This would be as a result of an intentional change from arable farmland to a small urban extension. The effect would remain in the long term, although the planting in and around the site would continue to mature, softening and assimilating the scheme into its surroundings.

6.9 However, these effects would diminish quickly with distance from the site. Over the wider area, this would read as a small extension to the existing town, which would not be out of character and has the potential to provide an improved urban/countryside interface. As such it is judged that for the wider the magnitude of effect would be

'low', resulting in a '**minor**' adverse effect at Year 1, which would reduce to '**negligible**' in the long term as the planting matures and softens and assimilates the southern edge of the town.

LCT 3C: Sparsely Settled Farmed Valley Floors: (high sensitivity)

6.10 The westernmost tip of the site falls within this character area. The only changes to the area would be the additional tree planting, which would be entirely in keeping with the area.

6.11 The houses would be set back from this character area, coming no closer than the existing town. Given the proximity of the existing houses and the lack of physical change to the character area itself, it is judged that the introduction of the proposed development would give rise to a 'very low' magnitude of effect on the character of this area. This would result in a '**negligible**' effect at Year 1 and Year 15.

LLCA 1: Rolling Farmland to the south of Ottery St Mary (including the site) (medium sensitivity)

6.12 This LLCA encompasses the land that forms the immediate setting and introduction to the southern edge of Ottery St Mary and includes the site.

6.13 The site currently experiences a notable degree of urban influence from the existing houses to the north and east.

6.14 The development of the site would inevitably change its character notably. This would include ground modelling to achieve formation levels and accommodate attenuation basins, removal of small sections of vegetation and the introduction of built form.

6.15 However, it is proposed to keep built form to the east of the PRoW which currently runs along the urban edge, and not extent it further south than the field track that serves Gerway Farm, thus aligning it with the properties on Gerway Close and forming a logical continuation of development along the western edge of the town.

6.16 There is an opportunity to improve the urban/countryside interface with the introduction of housing that faces south along the southern boundary. Similarly there is scope here to include informal groups of trees which would mature to soften and filter views in the long term.

6.17 The removal of hedgerows would be kept to a minimum and a comprehensive scheme of tree and hedgerow planting introduced.

6.18 This intentional change from agricultural land to a new extension to the town would constitute a 'high' magnitude of effect for the site itself which would result in a '**substantial**' adverse effect at Year 1. This effect would remain in the long term, although the trees and hedgerows within the landscape scheme would mature and continue to soften and assimilate the development into its surroundings.

6.19 Given the context of the existing town and the potential to soften the urban/countryside interface, it is judged that this effect would diminish very quickly with distance from the site and the wider LLCA would experience a 'low' magnitude of effect, which would result in a '**minor**' adverse effect at Year 1, reducing to '**negligible**' by Year 15.

LLCA2: Ottery St Mary - Southern Edge (low sensitivity)

6.20 This LLCA would not experience any changes to its fabric as a result of the introduction of the proposed development. However it would experience a change to its immediate setting which is formed by the site where it abuts the urban edge.

6.21 The proposed housing is likely to be similar in style and character as the houses along Claremont Field and Gerway Close and as such the proposed development would read as an extension of the town, which would not be out of character.

6.22 It is judged these changes would give rise to a 'low' magnitude of effect, which would result in a '**minor**' adverse effect at Year 1. Given the permanent nature of this extension and the inter-visibility that would remain between Claremont Field and the proposed development, it is judged that this effect would continue into the long term.

LLCA3: River Otter Corridor (high sensitivity)

6.23 This LLCA comprises a smaller section of 'sparsely settled farmed valley floors' as identified in the East Devon and Blackdown Hills Landscape Character Assessment. Similarly, just the westernmost tip of the site falls within this LLCA.

6.24 For the most part the LLCA lies on less elevated ground to the west of the site and there is a very limited visual relationship between the two.

6.25 Where the site dips into this LLCA the only changes would be as a result of new planting, which would be in character with the existing wooded river valley.

6.26 New housing would be experienced in the context of the existing town and would not be any closer in proximity to the existing houses.

6.27 Given the above it is judged that this LLCA would experience a 'very low' magnitude of effect which would result in a '**negligible**' effect in both the short and the long term.

LLCA4: Small Scale Linear Plots to the east of Sidmouth Road (medium sensitivity)

6.28 This LLCA is physically separate from the site and has only a limited visual relationship. As such it would not experience any physical changes to its fabric.

6.29 From the south eastern part of this LLCA, including the properties to the south of Gerway Lane, there may be a perception of increase built form in the short term. However, as the planting along the southern boundary matures this will decrease.

6.30 In light of the above, it is judged that this LLCA would experience a 'very low' magnitude of effect, which would give rise to a '**negligible**' effect at Year 1 and '**no change**' by Year 15 when then planting has matured.

Landscape Summary

6.31 The proposed development would introduce built form onto the site, thus changing its character from an agricultural field to a new residential development.

6.32 Care has been taken to minimise the loss of mature vegetation and to position development in such a way as to logically 'round off' this part of the town to the south, within a generous framework of open space and planting.

6.33 While the site itself, as expected, would experience a substantial and irreversible change, there would be limited effects on the character of the surrounding area, which already experiences a notable degree of urban influence. From the wider area the proposed development would read as a small extension to the existing town and would not be out of character with its wider surroundings.

6.34 As time passes the tree planting, both within the body of the site and around the periphery would mature above the roofscapes helping to soften and assimilate the development into its wider surroundings.

Assessment of Visual Effects

6.35 As part of the assessment work three viewpoints (11, 13 and 16) have been selected for photomontages. These show the proposals at Year 1 and at Year 15 when the attendant planting has had an opportunity to mature. These photomontages have been based on the winter, rather than the summer views, in order to show the landscape and the proposed development at its most open.

6.36 The photomontages are based on the layout provided in the Illustrative Masterplan, with ridges extending to the maximum height as shown in the heights parameter plan. In reality it is anticipated that there would be variation in ridge heights across the site. The buildings shown illustrate likely scale and massing, but do not provide a detailed illustration of individual house designs/frontages.

Group A - Views from the PRoW network to the south of the site (Viewpoints 1-4)

Receptors: Walkers.

Receptors: Walkers (medium sensitivity).

6.37 Group A includes a selection of views from the PRoW network within and immediately to the south of the site.

Viewpoint 1: Looking north-west across the site from PRoW Footpath Ottery St Mary 51 (within the site)

6.38 Viewpoint 1 would change notably with the introduction of the proposed development.

6.39 The new housing would form the primary component of the view facing towards the strip of open space and planting which would run along the inside of the existing hedge visible in the foreground. The hedge would be largely retained, with the exception of a break required to accommodate the new access.

6.40 The houses in the foreground would be two storey and would form the skyline, obscuring views towards the existing urban edge.

Viewpoint 2: Looking south-west along PROW Ottery St Mary Footpath 51 (adjacent to the site)

6.41 Along this stretch of the path views to the site are well contained by the hedgerow along the northern side of the path. Nonetheless, in the short term, it may be possible to view the rooftops of the houses along the southern edge of the development and there would be an awareness of the proposed development beyond the hedge. In the long term, the rooftops would become increasing screened by the proposed on-site planting.

Viewpoint 3: Looking north from PRoW Ottery St Mary Footpath 50 (approximately 120m from the site)

6.42 Viewpoint 3 was the best available view from this stretch of path, which is located a little further to the south of Viewpoints 1 and 2, and which, for the most part, is visually well contained, particularly in the summer months.

6.43 While there is existing built form in the view, in the form of the existing southern edge of the town, the proposed development would bring this approximately 200m closer to this viewpoint. In the short term it is likely that these houses would form a skyline feature. However, as time progresses, the tree planting along the southern boundary would mature to filter and screen the houses and would grow above the rooftops to form the skyline.

6.44 The use of darker toned materials, rather than pale renders, would help to reduce the visual prominence of the development when viewed from the south.

Viewpoint 4: Looking north from PRoW Ottery St Mary Footpath 50 as it enters the site (within the site)

6.45 Viewpoint 4 is located on PRoW Ottery St Mary Footpath 50 as it enters the site.

6.46 The proposed development would be located to the east of the footpath (right of view in this photograph) and would form the primary element in the view, breaking the skyline and obscuring much of the existing view towards the houses on Claremont Field.

6.47 The land to the left of the view would be planted with nature species trees, which would, in the long term, filter and contain views to the wider area.

Summary of Group A Views

6.48 The viewpoints in Group A are from the PRoW network in relatively close proximity to the site, where there are generally views towards the existing urban edge which rises up to form the skyline.

6.49 The proposed development would bring built form closer to these viewpoints and it would form a more prominent element, as might be expected for viewpoints in close proximity to the site.

6.50 Given the above, it is judged that these changes would give rise to a 'high' magnitude of effect, resulting in a '**substantial**' adverse effect at Year 1. This effect would remain at Year 15 for Viewpoints 1, 2 and 4 given the proximity of the views, although the planting within the green infrastructure corridors along the southern and western edges of the development would continue to mature, softening and assimilating the development into its environs. For Viewpoint 3 the containment provided by the planting along the southern boundary would be more notable and, as a result it is judged that the effect would reduce to '**moderate**' adverse by Year 15.

Group B - Views from the PRoW network to the west of the proposed development (Viewpoints 5 – 8)

Receptors: Walkers (medium sensitivity)

6.51 The viewpoints within Group B are located along the PRoW to the west of the proposed housing.

Viewpoint 5: Looking south from PRoW Ottery St Mary Footpath 50 as it enters the site (within the site)

6.52 Viewpoint 5 is located at the northern edge of site looking south across. Long views are contained by the site's topography.

6.53 The land to the immediate left of view would be given over to open space and attenuation basins, with the nearest house being circa

75m from this location. The houses along the northern edge of the development which would be visible from here, would face over the open space separating them from the existing urban edge. They would be prominent on the skyline, albeit over time the trees within the open space and within the development itself would mature to break up roofline.

6.54 It is proposed to remove the poles in the foreground and underground or re-route the electricity wires (this would need to be agreed at the Reserved Matters stage).

6.55 To the right of view new native planting is proposed, which would mature to form skyline features.

Viewpoint 6: Looking south-east from PRoW Ottery St Mary Footpath 30 as it exits the town (approximately 100m from the site)

6.56 From Viewpoint 6 only a small element of built form would be visible at the edge of Field F2. However, this would introduce an element of built form into a view where there currently is none. Over time the planting to the west of the new housing would soften and filter views to the houses, but they would still form an incongruous element.

6.57 The electricity poles and wires are proposed for removal.

6.58 Long views to the wider area would remain open, with additional tree planting on the lower ground in the foreground.

Viewpoint 7: Looking east from PRoW Ottery St Mary Footpath 30 as it approaches the site from the River Otter (within the site)

6.59 Views from Viewpoint 7 would be largely contained in the summer months from the outset. However, in winter there would be filtered views towards the western edge of the development, some 170m distant. While only a small part of the development would be visible, it would form a skyline feature in the short term.

6.60 In the long term it would become increasingly contained and the intervening planting would grow above the roofline.

6.61 It is proposed to remove the electricity poles and wires in the foreground.

Viewpoint 8: Looking north-east from PRoW Ottery St Mary Footpath 30 as it approaches the site from the south (approximately 180m to the site)

6.62 Viewpoint 8 represents the first available view towards the site as walkers approach from the footpath network to the south.

6.63 The town is currently visible from this location, although some of the lower elements are obscured by intervening topography.

6.64 The proposed development would bring built form closer to this viewpoint by approximately 250m, where it would likely break the skyline in the short term. In the long term, the planting along the southern boundary and to the west of the houses would mature to filter and screen views, as it grows above the rooflines.

Summary of Group B Views

6.65 While not all of the views within Group B currently include built form, walkers using these paths will generally have an appreciation of the urban edge as they leave or approach Ottery St Mary.

6.66 Those using these paths would experience a greater quantum of built form, albeit in the context of the existing town. From these views the housing would form part of the skyline in the short term, but in the long term it is likely that the proposed planting would mature to rise above the rooflines and break the skyline.

6.67 Taken in the round these changes are judged to constitute a medium magnitude of effect, which would result in a **'moderate' adverse** effect at Year 1. The exception to this would be Viewpoint 5, which is situated within the site and looking directly towards the housing, and is judged to experience high magnitude of effect and a **'substantial' adverse** effect at Year 1.

6.68 By Year 15 the effects would generally have reduced to some degree as the tree planting matures and Viewpoints 6, 7 & 8 would experience effects **'minor' adverse** effects. However, as a result of its proximity to the proposed housing on the elevated ground to the south of it, it is judged that the effects at Viewpoint 5 would remain **'substantial' adverse**.

Group C - Views from within Ottery St Mary (Viewpoints 9 & 10)

Receptors: Local Residents (very high sensitivity) pedestrians (medium sensitivity)

6.69 There are many publically accessible places on Claremont Field and the roads to the north from which it is possible to see elements of the site. In many cases houses have been orientated to overlook the landscape to the south, which includes the site and, as such, there will inevitably be similar private views available.

Viewpoint 9: Looking south from Claremont Field (approximately 65m from the site)

6.70 Viewpoint 9 is located on the small area of open space in the centre of Claremont Field looking south over the site towards Gerway Farm and the wider landscape.

6.71 The proposed housing would occupy the central portion of this view. While it would obscure views to the wider landscape, it would sit below the distant skyline, as does Gerway Farm itself.

6.72 Over time the street tree planting and planting within the open space at the northern end of the site would gradually mature to break up the roofscape and filter views of the houses.

Viewpoint 10: Looking south-west from Winter's Lane (approximately 165m from the site)

6.73 Viewpoint 10 is located a little further to the east and at a higher elevation. From this location the new housing would be clearly visible in the middle distance beyond and in the context of the existing housing. While a greater proportion of this view would be occupied by built form, views over Gerway Close to the distant hills would remain.

Summary of Group C Views

6.74 The housing at the southern edge of Ottery St Mary rises up a south-facing slope and is orientated over the landscape to the south including the site which occupies the opposite side of the valley.

6.75 New housing on the site would occupy, to varying degrees, a notable proportion of the foreground and obscure views to the wider countryside. The housing would be similar in nature to that existing and would be viewed to a greater or lesser degree in the context of the existing houses. Over time the street tree planting and planting around the site's periphery would mature to break up the rooflines and help to soften and filter views.

6.76 Residents and those using the roads and paths within this area would experience a high magnitude of effect, which would give rise to a **'substantial' adverse** effect at Year 1. This effect would remain at Year 15, although the trees both within and around the scheme would continue to mature and break up views of the houses as time progresses.



Viewpoint 11: View looking north from Sidmouth Road (approximately 575m from the site) - Existing Winter View



Viewpoint 11: View looking north from Sidmouth Road (approximately 575m from the site) - Winter View Year 1

Group D – Views from Sidmouth Road as it approaches Ottery St Mary from the south (Viewpoints 11-13)

Receptors: Motorists (medium sensitivity)

6.77 With regard to publically accessible viewpoints, the majority of people who are likely to have views towards the site are those approaching Ottery St Mary from the south along Sidmouth Road. Viewpoints 11-13 illustrate the sequence of views along this road. Two Viewpoints, 11 and 13 have been selected for photomontages which should the potential visibility of the site at Year 1 and at Year 15 when the attendant planting has matured.

Viewpoint 11: Looking north from Sidmouth Road (approximately 575m from the site)

- 6.78 In the summer months views towards the site from this location are completely contained by roadside vegetation.
- 6.79 As shown in the winter view, development on the rising ground at the edge of the town is partially visible from this location.
- 6.80 The proposed development would sit in the foreground of the existing development and, while it would be mostly on ground falling away from this viewpoint, the southernmost properties would be partially visible as illustrated in the Year 1 photomontage, however they would not break the skyline.

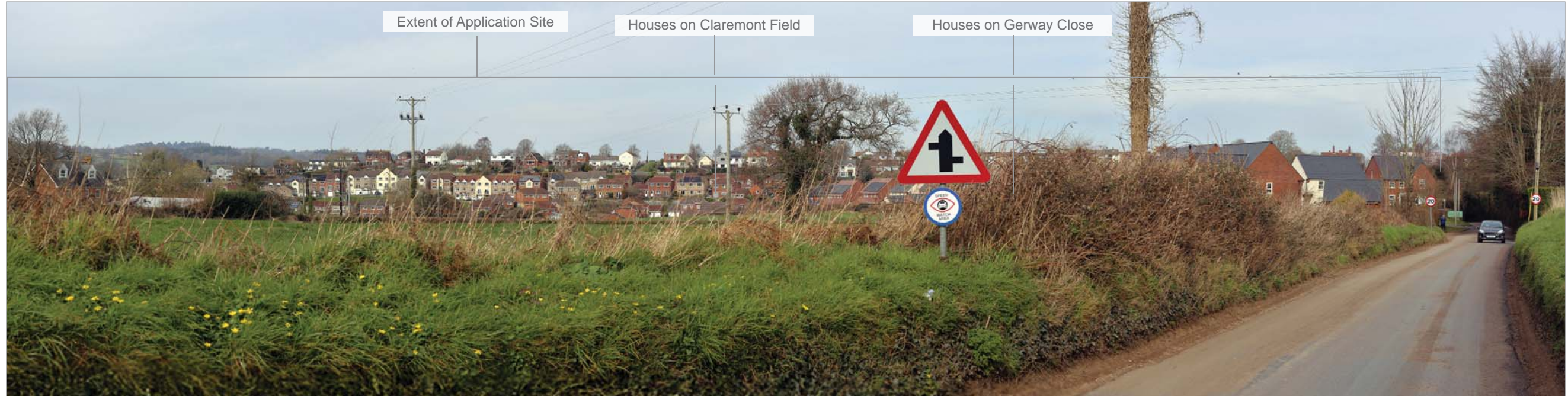
6.81 By Year 15, the planting along the southern edge of the site would have matured to heavily filter views to the settlement edge even in the winter months.

Viewpoint 12: Looking north from Sidmouth Road (approximately 120m from the site)

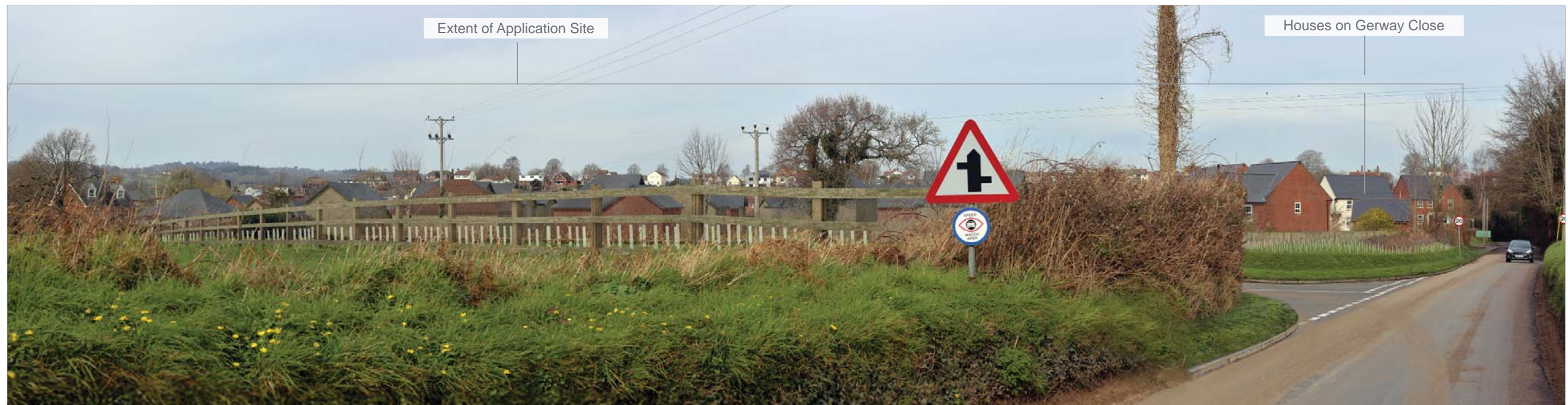
- 6.82 As with Viewpoint 11, views from this section of road in the summer months are well contained by roadside vegetation. In winter views are only slightly more open with the houses on Gerway Close and those on the rising ground behind coming into view. Nonetheless, it is clear that the road is approaching the urban edge.
- 6.83 From this location it may be possible to discern the rooftops of the proposed houses to the left of view, but it is anticipated that they would be largely concealed. As the tree planting along the southern edge of the site matures it would gradually become visible over the hedge in the foreground.



Viewpoint 11: View looking north from Sidmouth Road (approximately 575m from the site) - Winter View Year 15



Viewpoint 13: View looking north from Sidmouth Road (approximately 20m from the site) - Existing Winter View



Viewpoint 13: View looking north from Sidmouth Road (approximately 20m from the site) - Winter View Year 1

Viewpoint 13: Looking north-west from Sidmouth Road
(approximately 20m from the site)

- 6.84 At present views in summer are quite well contained from this location, while in winter it is possible to see the houses on Claremont Field and beyond.
- 6.85 As illustrated in the photomontage, the new entrance would be located just beyond the electricity pole in the foreground and this would necessitate a degree of ground modelling to accommodate the small change in level and the removal of a small section of roadside vegetation. It should be noted that there is an existing planning permission for a new farm access in this location. Nonetheless, the introduction of the junction with any associated lighting and kerb edging would have an urbanising character and would extend the urban edge marginally further to the south.
- 6.86 As illustrated in the Year 1 photomontage, the houses along the southern edge of the proposed development would be partially visible from this location in the short term. They would not break the skyline and the houses on Clapps Lane would still remain partially visible.
- 6.87 The proposed houses visible in this view would be orientated to the south and to present an active frontage to the countryside and enhance the entrance to Ottery St Mary.

6.88 By Year 15, the hedge planting along the southern boundary and around the new junction would have matured to screen out low level views. The trees beyond the hedge would further filter views to the north, albeit it may just be possible to discern the rooftops Oak Close.

6.89 Moving past this viewpoint there would be brief views to the west through the new entrance road prior to Sidmouth Road entering the town and views becoming contained by built form.

Summary of Group D Views

6.90 In the summer months views along Sidmouth Road are well contained by roadside vegetation and it is not until the road draws close to the town that there are opportunities to glimpse the urban edge. These views would remain largely unchanged by the new development until the road is within 100m of the site, at which point it may be possible to discern the new entrance, and any associated lighting, and a small increase in built form.

6.91 In winter views are more open and it is possible to see the town from a greater distance.

6.92 As illustrated in the photomontages, the southern elements of the proposed development would be partially visible, screening the existing urban edge to some degree, they would not, however, form a skyline feature.

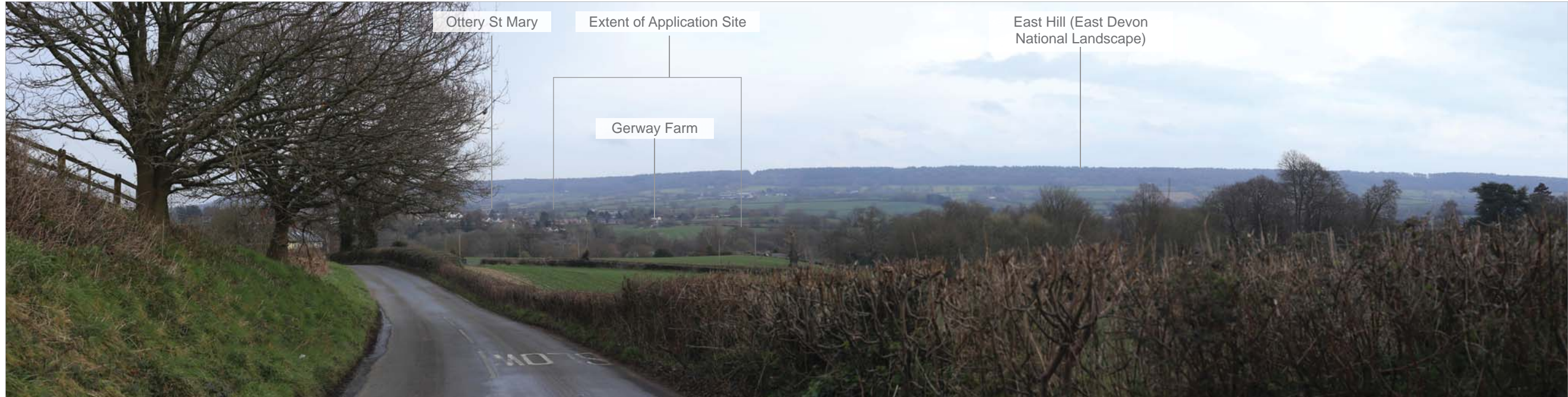
6.93 The development would present an active frontage to the south and would include groups of native trees along the southern edge which would help to soften and filter views towards the new houses. The greater part of the development which would sit at a lower elevation would be screened from view by the houses along the southern frontage.

6.94 The materials chosen along the southern frontage would be darker tones, which would help the buildings to visually recede in wider views. Pale render would be avoided.

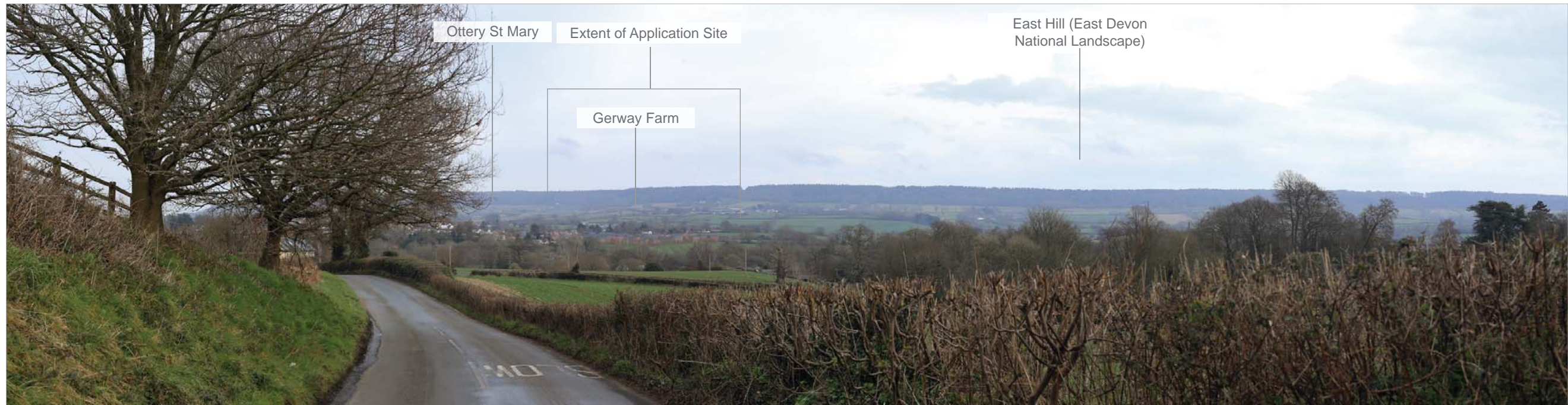
6.95 In light of the above it is considered that the views available to those approaching along Sidmouth Road, when taken as a whole, would experience a 'low' magnitude of effect, which would result in a '**minor**' adverse effect. Once the planting along the southern boundary has had an opportunity to mature it is judged that this would reduce to '**negligible**' by Year 15 for Viewpoints 11 and 12, but would remain '**minor**' adverse for Viewpoint 13 in which the junction would remain visible.



Viewpoint 13: View looking north from Sidmouth Road (approximately 20m from the site) - Winter View - Year 15



Viewpoint 16: View looking east from West Hill Road (approximately 900m from the site) - Existing Winter View



Viewpoint 16: View looking east from West Hill Road (approximately 900m from the site) - Winter View Year 1

Group E - Views the PRoW network to the south (Viewpoint 14)

Receptors: Walkers (medium)

6.96 As noted in the baseline assessment, there are very few footpaths in the landscape to the south, from which it is possible to view the site. Viewpoint 14 was the best found.

Viewpoint 14: Looking north-west from PRoW Ottery St Mary Footpath 55 (approximately 1km from the site)

6.97 From this location it is possible to see a part of the southern edge of Ottery St Mary in the distance, albeit if forms a small part of a much larger view.

6.98 It would be possible to discern the proposed development in the foreground of the existing. However, from the outset most of the development (primarily that in Field F1), would be hidden by intervening vegetation even in the winter months.

6.99 The development would sit below the skyline, as well as sitting lower in the landscape than the existing houses, when viewed from this elevation.

6.100 Over time the proposed planting would mature to help filter and screen views towards the development and, together with the new houses, the existing houses beyond.

Summary of Group E

6.101 It is judged that this would result in a very low magnitude of effect, giving rise to a 'negligible' effect at Year 1 and Year 15.

Group F – Views from the western side of the River Otter Valley (Viewpoints 15 & 16)

Receptors: Walkers and motorists (medium sensitivity)

Viewpoint 15: Looking east from the lane adjacent to Salson Cottages (approximately 675m from the site)

6.102 In the summer months the site is largely obscured by intervening vegetation, but it is just possible to see Gerway Farm in the distance. In winter the view is marginally more open.

6.103 As such it would be possible to discern some of the more elevated elements of the proposed development from this location, where they would form a slight increase in the proportion of built form within this wide panorama. However, it would not be a prominent addition and would sit well below the skyline.

6.104 Over time planting within the development and along the western edge would help to soften and filter views continuing to reduce the prominence of built form. Pale render would be avoided along the edges of the development which would face the open countryside, with a preference for darker toned materials which would recede more easily into wider views.

Viewpoint 16: Looking east from West Hill Road (approximately 900m from the site)

6.105 Viewpoint 16 has been selected as a photomontage viewpoint.

6.106 Viewpoint 16 is located at a slightly higher elevation than Viewpoint 15 and, as a result, a slightly larger proportion of the site is visible.

6.107 As illustrated in the photomontage the proposed housing would briefly be visible in the early years of the development, albeit viewed in the context of the existing town. Over time, the proposed planting along the western boundary would mature to soften and screen this view, helping to assimilate the proposed development into its surroundings. In summer views would be notably more contained by both existing and proposed vegetation.

Summary of Group F

6.108 There are a limited number of locations on the western side of the River Otter Valley in which the site is visible. When it is visible, view are only briefly available and the site is seen in the context of the existing town.

6.109 The introduction of development on the site would represent a small increase in built form into much wider panoramic views towards East Hill in the east.



Viewpoint 16: View looking east from West Hill Road (approximately 900m from the site) - Winter View Year 15

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6.110 The housing would not be out of context, sitting as it does, alongside the existing urban edge. As illustrated in the Year 15 photomontage for Viewpoint 16, over time the planting would mature to provide an effective filter even in the winter months.

6.111 In consideration of the above, it is judged that the proposed development would give rise to a low magnitude of effect which would result in a 'minor' adverse effect at Year 1, reducing to 'negligible' by Year 15 once the planting has become effective.

Group G - Views from the East Devon National Landscape
(Viewpoints 17 & 18)

Receptors: Walkers and motorists (high sensitivity)

6.112 The East Devon National Landscape lies approximately 2.5km to the east of the site. The elevated slopes are largely well-wooded and, as a consequence, there are limited views out over the countryside to the west including Ottery St Mary and the site. Viewpoints 17 and 18 are judged to be representative.

Viewpoint 17: Looking north-west from the lane south of Farnwell Farm (approximately 2km from the site)

6.113 From this location Ottery St Mary is visible in the distance sitting in a gentle dip in the landscape. It is possible to see the houses on Claremont Field and, to a lesser degree, Gerway Close in the distance. While the site itself is not currently discernible, it would become so with the introduction of the proposed development, albeit, it the houses would be largely screened from the outset by intervening vegetation.

6.114 With the choice of darker toned materials, the proposed development would be less prominent from the outset than the houses on Claremont Field, and over time the planting in and around the site would further soften and assimilate views.

6.115 The proposed development would represent a small increase in built form within this wide panorama and would be viewed in the context of the existing town.

Viewpoint 18: Looking north-west from the lookout at White Cross (approximately 2.8km from the site)

6.116 From this location Ottery St Mary is visible in the distance. The houses on Claremont Field and Gerway Close are visible on the southern edge of the town. While it is possible to discern the site, this is difficult with the naked eye.

6.117 The proposed housing would be discernible in the foreground of the existing housing. This would represent a small increase in the built form in this view which would be seen in the context of the existing town. As planting in and around the site matures it would help to soften and screen views.

Summary of Group G Views

6.118 There are a limited number of locations from within the National Landscape from which it is possible to see the site. The viewpoints are elevated and as such neither the town, nor the site, form part of the skyline. From these wide panoramas, it would be possible to discern the proposed development as a small increase in the quantum of built form in the landscape. This would be in the context of the town and may largely go unnoticed from these distant views.

6.119 The choice of dark toned materials would help the houses to visually recede into their surroundings. The proposed planting would help to soften and filter views over time.

6.120 Given the above, it is judged that the magnitude of effect would be very low resulting in a 'minor' adverse effect at Year 1, reducing to 'negligible' at Year 15.

Visual Summary

6.121 The site is located on sloping ground adjacent to the urban edge. As a result of this topography, its primary visual relationship is with the housing which rises up the opposite side of the valley. When viewed from this area the proposed development would introduce built form in to the foreground and limit views to the wider countryside resulting in significant adverse effects.

6.122 From the wider area the site at ground level is not easily discernible. However, there would be the opportunity to see the proposed development from a number of locations to the south and west. In these views the site is experienced in the context of the existing town and the new housing would read as an extension of a similar nature.

6.123 In distance views, the white render used on some of the properties on Claremont Field is quite eye-catching. As such those elements of the proposed development which face the wider landscape would avoid render and use darker toned materials which would help the development to visually recede into the views.

6.124 A comprehensive scheme of native planting would help to break up the roofscape and soften and screen the houses from the wider area. As a result in distant views the Year 15 visual effects would be 'minor' adverse or lower.

Landscape Effects	Sensitivity	Magnitude of Effect	Effects Year 1	Effects Year 15	Comments
LCT 3E: Lowland Plains (East Devon and Blackdown Hills Landscape Character Assessment)	Medium	High(the site)	Substantial Adverse	Substantial Adverse	Development on the site would change the character of the site itself from that of an open, agricultural field to a new residential development. The site is bounded to the north and east by existing housing and the proposed development would read as an extension of this and would not appear out of character with its surroundings. The proposed development would to retain mature trees on site, and would include street trees and informal planting within areas of open space and around boundaries.
		Low	Minor Adverse	Negligible	
LCT3C: Sparsely Settled Farmed Valley Floors (East Devon & Blackdown Hills LCA)	High	Very Low	Negligible	Negligible	The western tip of the site falls within this CA. The only changes to the area would be the additional tree planting, which would be entirely in keeping with the area. The houses would be set back from this character area, coming no closer than the existing town.
Local Landscape Character Areas (LLCA)					
LLCA1: Rolling Farmland to the south of Ottery St Mary (including the site)	Medium	High (the site)	Substantial Adverse	Substantial Adverse	This LLCA encompasses the land that forms the immediate setting of the town, including the site, which currently experiences a notable degree of urban influence. Development of the site would change its character notably. Built form would kept within Fields A and B aligning it with Gerway Close and forming a logical continuation of development along the western edge of the town. The housing would face south improving the urban/countryside. Informal groups of trees which would mature to soften and filter views in the long term.
		Low (wider area)	Minor Adverse	Negligible	
LLCA2: Ottery St Mary - Southern Edge	Low	Low	Minor Adverse	Minor Adverse	Any change to this LLCA would be to setting. The development would be similar in style and character as the houses along Claremont Field and Gerway Close, therefore the proposed development would read as an extension of the town, and not be out of character.
LLCA3: River Otter Corridor	High	Very Low	Negligible	Negligible	The westernmost tip of the site falls within this LLCA. The only changes would be as a result of new planting, which would be in character with the existing wooded river valley. New housing would be experienced in the context of the existing town and would not be any closer in proximity to the existing houses.
LLCA 4: Small Scale Linear Plots to the east of Sidmouth Road	Medium	Very Low	Negligible	No Change	This LLCA is physically separate from the site with a limited visual relationship. From the south eastern part of this LLCA, including the properties to the south of Gerway Lane, there may be a perception of increase built form in the short term. However, as the planting along the southern boundary matures this will decrease.
Visual Effects			Effects Year 1	Effects Year 15	
Group A - Views from the PRow network to the south of the site - Walkers (Viewpoints 1, 2, 3 & 4)	Medium	High	Substantial Adverse	Substantial Adverse	The viewpoints in Group A are from the PRow network in relatively close proximity to the site, where there are generally views towards the existing urban edge which rises up to form the skyline. Nonetheless, the proposed development would bring built form closer to these viewpoints and it would form a more prominent element.
				Moderate Ad (VP 3)	
Group B - Views from the PRow network to the west of the proposed development - Walkers (Viewpoints 5, 6, 7 & 8)	Medium	High (VP 5)	Moderate Adverse	Minor Adverse	While not all of the views within Group B currently include built form, walkers using these paths will generally have an appreciation of the urban edge as the leave or approach Ottery St Mary. Those using these paths would experience a greater quantum of built form, albeit in the context of the existing town. From these views the housing would form part of the skyline in the short term, but in the long term it is likely that the proposed planting would mature to rise above the rooflines and break the skyline.
			Substantial Ad (VP3)	Substantial (VP3)	
Group C - Views from within Ottery St Mary - Residents and pedestrians (Viewpoints 9-10)	V High (Res)	High	Substantial Adverse	Substantial Adverse	The housing at the southern edge of Ottery St Mary faces the landscape to the south including the site. New housing on the site would occupy, to varying degrees, a notable proportion of the foreground and obscure views to the wider countryside. The housing would be similar in nature to that existing and would be viewed to a greater or lesser degree in the context of the existing houses. Over time the street tree planting and planting around the site's periphery would mature to break up the rooflines and help to soften and filter views.
	Medium(Ped)				
Group D - Views from Sidmouth Road as it approaches Ottery St Mary from the south - Motorists (Viewpoints 11-13)	Medium	Low	Minor Adverse	Negligible	In summer views are well contained by roadside vegetation and would remain largely unchanged until approaching the urban edge. In winter it is possible to see the town from a greater distance. The southern elements of the development would be partially visible, screening the existing urban edge to some degree, they would not form a skyline feature. Groups of trees along the southern edge which would help to soften and filter views towards the new houses. Building materials would be in muted tones.
				Minor Adverse (VP13)	
Group E - Views from the PRow to the south - Walkers(Viewpoint 14)	Medium	Very Low	Negligible	Negligible	It would be possible to discern the proposed development in the foreground of the existing. From the outset most of the development would be hidden by intervening vegetation even in the winter months. It would sit below the skyline, as well as sitting lower in the landscape than the existing houses, when viewed from this elevation. Planting would screen the housing over time.
Group F - Views from the western side of the River Otter Valley - Walkers and Motorists (Viewpoints 15 & 16)	Medium	Low	Minor Adverse	Negligible	From these wide panoramas, it would be possible to discern the proposed development as a small increase in the quantum of built form in the landscape. This would be in the context of the town and may largely go unnoticed from these distant views. Dark toned materials would help the houses to visually recede into their surroundings. The proposed planting would help to soften and filter views over time.
Group G - Views from the East Devon National Landscape (Viewpoints 17 & 18)	High	Low	Minor Adverse	Negligible	There are a limited number of locations from within the NL from which it is possible to see the site. Viewpoints are elevated and neither the town, nor the site, form part of the skyline. It would be possible to discern the proposed development as a small increase in the quantum of built form in the landscape. In the context of the town this may largely go unnoticed from these distant views. The choice of dark toned materials would help the houses to visually recede into their surroundings. The proposed planting would help to soften and filter views over time.



7.0 Summary

- 7.1 The Richards Partnership have been appointed by Landra Developments Ltd to advise on landscape and visual matters in relation to a residential development at Gerway Farm, Ottery St Mary, East Devon, (the site).
- 7.2 The application is submitted in outline (with all matters reserved except for access from Sidmouth Road) for the demolition of a farm building and the erection of up to 140 residential dwellings (Class C3) with associated infrastructure and engineering works including landscaping, open space, surface water drainage and internal roads/footpaths/cycleways
- 7.3 7.4 At the location of the proposed access there is an existing permission (22/2667/FUL dated November 2023) for a new farm access
- 7.4 The site measures circa 7ha and is located within the administrative area of East Devon District Council. The site's eastern field is the subject of a Draft Allocation (Otry_21) for 70 dwellings in the Emerging East Devon Local Plan. It is not the subject of any designations.

Landscape Character and Visual Amenity Baseline

- 7.5 The site is located on sloping ground immediately alongside the southern edge of the town. The land falls northwards to meet the existing urban edge, beyond which the town rises up on the opposite side of the valley. It is contained on its northern and eastern sides by existing Twenty-First Century housing.
- 7.6 The site is managed as arable farmland and has little in the way of significant vegetation away from its boundaries, beyond a single Category A oak tree to the north-west of Gerway Farm.
- 7.7 The wider landscape to the south is formed by rolling farmland, which gently dips towards the River Otter immediately to the west. The modern, urban edge of Ottery St Mary lies immediately to the north.
- 7.8 As a result of the natural topography, the site at ground level is not visible from many locations in the wider area, although the vegetation along its southern boundary is discernible. As a result, in views in which the site is visible, it is generally the town that forms the more noticeable element.
- 7.9 The site's primary visual relationship is with the town immediately to the north. From these locations, the site forms the foreground to views of the wider landscape, including towards East Hill in the distance.

The Development Proposals

- 7.10 As noted above, the proposal is to redevelop the site for up to 140 new dwellings, via a new access off Sidmouth Road. Approximately 50% of the site would be retained as open space and green infrastructure.
- 7.11 Built form would be located within the eastern parts of the site, with an area of public open space and attenuation basins located along the northern side of the proposed housing. Development would be configured to present active frontages overlooking this open space.
- 7.12 The houses would be a mix of two and two and a half storey. The two storey houses would have a maximum ridge height of 9m from Finished Floor Level (FFL), while the two and a half storey houses would have a maximum ridge height of 10.5m from FFL. There is the potential to accommodate split level properties.
- 7.13 As outlined in the Building Heights Parameter Plan which is submitted as part of this application, the taller properties would be located within the centre of the built area, with the two storey properties around the periphery.
- 7.14 Further details of proposed materials are available in the Design and Access Statement (DAS) which forms part of this application. It is anticipated that materials would be agreed at the Reserved Matters stage. However, based on the developments in the locality it is anticipated that materials would be predominantly brick with dark/mid brown of slate coloured, roof tiles. The use of pale render would be confined to internal area and would be avoided on frontages facing the countryside.
- 7.15 To the west of the proposed houses the site would be retained as open space. This would accommodate the existing line of PRoW Footpath 50 and would also extend westwards towards the river. Where site boundaries were not previously delineated, new hedgerows would be planted which would provide linkages for flora and fauna connecting the river corridor with the site and the wider area, as well as containing the site to the south of the new entrance.
- 7.16 Within the site, alongside these hedgerows, new tree planting would be provided, this would not only help to contribute to the site's green infrastructure, but would also mature to soften and filter views.
- 7.17 Within the housing area itself, there is the capacity to accommodate street trees which would, over time, grow above the roofline of the houses, helping to assimilate them into the wider area.
- 7.18 It is proposed to located lower density housing, with predominantly private/shared access around the site's western and southern edges. This approach would minimise the need for street lighting.
- 7.19 Landscaping would be included around these edges, including meadow planting and informal tree planting which would help to improve the urban/countryside interface.

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Summary of Landscape and Visual Effects

- 7.20 With the introduction of the new housing the character of the site would experience an irreversible change from that of an agricultural field to one of a new residential development with associated open space which has been designed in consideration of the setting of houses, drainage requirements, recreational purposes and to reinforce green infrastructure linkages.
- 7.21 Care has been taken to minimise the loss of mature vegetation and to position development in such a way as to logically 'round off' this part of the town to the south, within a generous framework of open space and planting.
- 7.22 While the site itself would experience a notable change, there would be limited effects on the character of the surrounding area, which already experiences a notable degree of urban influence. From the wider area the proposed development would read as a small extension to the existing town and would not be out of character with its wider surroundings.
- 7.23 As time passes the tree planting, both within the body of the site and around the periphery would mature above the roofscapes helping to soften and assimilate the development into its wider surroundings.
- 7.24 As noted earlier the site's primary visual relationship is with the residential area immediately to the north. When viewed from this area the proposed development would introduce built form in to the foreground and limit views to the wider countryside resulting notable changes to these views.
- 7.25 From the wider area the site at ground level is not easily discernible. However, there would be the opportunity to see the proposed development from a number of locations to the south and west. In these views the site is experienced in the context of the existing town and the new housing would read as an extension of a similar nature.
- 7.26 In distance views, the white render used on some of the properties on Claremont Field and Oak Lane is quite eye-catching. As such those elements of the proposed development which face the wider landscape would avoid pale coloured render and use darker toned materials which would help the development to visually recede into the views.
- 7.27 A comprehensive scheme of native planting would help to break up the roofscape and soften and screen the houses from the wider area. As a result in distant views the Year 15 visual effects would be 'minor' adverse or lower.

Conclusion

- 7.28 The site is located alongside the existing urban edge of Ottery St Mary, with built form to the north and east, both of which boundaries are formed by back gardens without a considered planted edge and which result in a somewhat unsympathetic urban/countryside interface. The easternmost field is the subject of a draft allocation for residential development.
- 7.29 As a result of its proximity to the town, the site experiences a notable degree of urban influences and, when viewed from the wider area, is seen in the context of the existing town.
- 7.30 The proposal would introduce new housing onto the site which would be configured to 'round off' the existing pattern of development and would present an active frontage along its southern boundary where it would form the new introduction to the town.
- 7.31 As discussed in the DAS, materials would be selected to marry in with their surroundings and minimise visual prominence.
- 7.32 The site itself would experience a notable change in character from an agricultural field to a new residential development. Similarly, in close up view the site would appear prominent. However, significant effects would be focussed and would quickly diminish with distance from the site.
- 7.33 As such it is judged that development on the site could come forward without giving rise to undue adverse effects on landscape character or visual amenity within the wider area.

The Richards Partnership
November 2025

Land at Gerway Farm, Ottery St Mary, East Devon

LVIA Methodology

Appendix A

October 2025

Landscape and Visual Impact Assessment Methodology

1.0 INTRODUCTION

1.1 The purpose of the Landscape and Visual Impact Assessment is to quantify in a reasoned and logical manner the anticipated impacts and resulting effects of the development on the landscape, any changes to views around it and propose methods of mitigation by which any adverse effects might be reduced.

2.0 ASSESSMENT GUIDELINES

2.1 The approach employed in carrying out the landscape and visual assessment of the development proposals is drawn from the Landscape Institute and the Institute of Environmental Management, Assessments “Guidelines for Landscape and Visual Assessment” Third Edition (2013) (GLVIA3) and An Approach to Landscape Character Assessment – Christine Tudor (2014). The aim of these guidelines is to set high standards for the scope and content of landscape and visual assessments and to establish certain principles that will help to achieve consistency, credibility and effectiveness in landscape and visual impact assessment. Guidance is contained in these publications on some approaches and techniques which have been found to be effective and useful in practice by landscape professionals. However, the guidelines are not intended as a prescriptive set of rules or as an exhaustive manual of techniques.

2.2 The selection of viewpoints and the taking of photographs for inclusion in the assessment and for photomontage images will be undertaken in consideration of the Landscape Institute guidance Landscape Institute TGN 06/19 Visual Representation of Development Proposals.

2.3 GLVIA3 differentiates between the terms ‘impact and ‘effect’ as follows (Para 1.15)

“‘impact, (is) defined as the action being taken, and the ‘effect’, defined as the change resulting from that action.”

2.4 GLVIA3 defines ‘townscape’ as ‘the landscape within the built-up area, including buildings, the relationship between them, the different types of urban open spaces, including green spaces, and the relationship between buildings and open spaces’ (para 2.7). For the purposes of this assessment the terms ‘landscape’ and ‘townscape’ may be considered interchangeable.

3.0 ASSESSMENT OF LANDSCAPE AND VISUAL IMPACTS

3.1 The landscape and visual assessments are separate, though linked, procedures. Landscape assessment is concerned with identifying and assessing the importance to be placed on the landscape characteristics, landscape quality and condition of the landscape. Visual assessment considers the likely effects of a development on views available to people, both the public and local residents (Visual Receptors) and their visual amenity.

3.2 Landscape effects derive from changes in the physical landscape, which may give rise to changes in its character and how this is experienced. This may, in turn, affect the perceived value ascribed to the landscape.

3.3 Visual effects relate to the changes that arise in the composition of available views as a result of changes to the landscape, to people’s responses to the changes, and to the overall effects on people’s visual amenity.

3.4 Effects may be positive (beneficial), neutral (no change), or negative (adverse), direct or indirect (secondary), cumulative, permanent or temporary, or extending over different time frames (short, medium or long term). They can also arise at different scales, (local, regional or national) and have different levels of significance (Substantial through to No Change). These aspects are examined in more detail in later sections of the methodology.

- 3.5 The assessment of effects aims to:
- Identify logically and clearly the likely landscape and visual effects of the development;
 - To identify the value related to the receptor, its susceptibility to change and the resulting nature/sensitivity of the receptor
 - To identify the scale/size, duration and ‘reversibility’ of the effect and the resulting ‘magnitude of effect’
 - Provide an assessment of the nature and significance of these effects in a logical and well-reasoned fashion.
 - Indicate the measures proposed to avoid, reduce, remedy or compensate for these effects (mitigation measures);

While tables and matrices may be used to support and summarise the assessment, the emphasis in this assessment will be on descriptive text describing the predicted landscape and visual effects with logical, well-reasoned judgements about their significance.

Consideration is generally given to the effects during the short and long term. However, within a townscape, where there is little opportunity to incorporate mitigation planting they effects will only be assessed at completion of the project.

3.6 In order that the assessment can be conducted, professional judgements need to be made on the relative value and quality of either landscape elements or available views. These judgements are made on the basis of factual evidence, reasoned arguments and informed opinion. The thresholds for magnitude of effect, nature of receptor (sensitivity) and significance of effects used in the landscape and visual assessment will be set out in clearly reasoned text.

3.7 Desk studies are undertaken to identify relevant landscape planning policies which may affect the proposed development site; these may include formal designation and other planning policies which are intended to protect landscape and visual amenity.

4.0 LANDSCAPE AND VISUAL BASELINE STUDIES

- 4.1 The initial step in any landscape or visual impact assessment is to review the existing landscape and the visual resource in the vicinity of the proposed development – that is the baseline landscape and visual conditions. This data forms the basis from which the estimation of any magnitude of effects and consequent significance of landscape and visual effects of the proposed development may be identified and assessed. The purpose of the baseline studies is to record and analyse the existing landscape features, characteristics, the way the landscape is experienced, and the value or importance of the landscape and visual resources in the vicinity of the proposed development.
- 4.2 Prior to any field survey work a desktop study is undertaken, this draws on the following, though not exhaustive, list:
- Current OS Explorer Maps
 - Topographical, Arboricultural and Ecological Surveys
 - Aerial Photographs
 - Planning Policy Guidance and Statements
 - Existing Landscape Character Assessments and Landscape Designations
 - Computer generated Zone of Theoretical Visibility (ZTV) studies outlining the areas from which the site and proposed development would theoretically be visible. This may be based on a 'bare earth' model, or using LIDAR data which would include visual barriers such as buildings or blocks of woodland, and would help to inform the field studies.
- 4.3 This work is supported by a field study and comprehensive photographic survey which would identify:
- The site's Visual Envelope and its visibility within the wider landscape accounting for screening elements such as buildings, woodlands, etc
 - Key views and visual receptors
 - Local Landscape Character Areas

5.0 THE DEVELOPMENT PROPOSALS

- 5.1 A description of the proposed development is provided for elements of the scheme which may have the potential to have an effect on the landscape character or visual receptors. Descriptions are taken from material submitted by the applicant to the Local Planning Authority including:
- Planning Statement;
 - Site Layout Plans, including Landscape Proposals Plans;
 - Specialist Assessments, such as: Arboricultural Reports, Ecological Report, Noise Reports, Heritage Reports to understand specific mitigation requirements;
 - The Design and Access Statement.
- 5.2 Any design measures intended to have either eliminated, reduced or mitigated against potential landscape and visual effects are also described.

6.0 LANDSCAPE EFFECTS

- 6.1 In order to predict the potential impacts of a development on the landscape an understanding of the existing landscape character, quality and value needs to be assessed. Landscape character is defined by Article 1 of the European Landscape Convention as:
- “...an area, as perceived by people, whose character is the result of the action and interpretation of natural and/or human factors”*
- 6.2 In order to provide a well-structured method for assessment of landscape effects, the assessment will be undertaken in consideration of landscape character areas as outlined in planning policy documentation and local landscape character areas identified for this assessment. Consideration of impacts can therefore be made within the following categories: Countywide, the wider environment and the site itself. The proportion of the landscape receptor that may be affected will be described within the text. Within this structure, the impacts on both landscape character areas and individual features can be assessed and effects predicted in a transparent way.
- 6.3 The landscape effects will be described clearly and objectively in relation to both the site and its wider landscape setting. Particular regard will be made to the surrounding landscape and the degree to which this landscape area and the individual landscape character areas can accommodate change. An evaluation of the key characteristics that make up the landscape character area will be undertaken and the evaluation will consider the landscape character areas' quality, value and its contribution to the adjoining area.
- 6.4 The nature (sensitivity) of the landscape receptors are derived from a combination of their susceptibility to the specific change brought forward by the proposed development, and their 'quality' and 'value'; a degree of professional judgement must be applied.
- 6.5 The landscape effect is a product of the nature (sensitivity) of the landscape resource (receptor) and the magnitude of the effect. The landscape effects will be quantified using a scale of five categories, using a gradation from 'Substantial' to 'No Change'.
- 6.6 Wider effects on landscape character and quality are less easy to predict objectively and interpretation and professional judgement need to be applied. A clear picture of likely effects will be presented by referring back to the baseline landscape character assessment, and describing how the proposed development may alter existing patterns of landscape elements and features.
- 6.7 The baseline studies will provide a concise description of the existing character of the site and its surrounding landscape, and the classification of the landscape into distinct character areas. The landscape character assessment is concerned with identifying and assessing the importance to be placed on the landscape characteristics, landscape quality and the condition of the landscape.
- 6.8 GLVIA3 para 5.45 states:
- “The value of landscape receptors will to some degree reflect landscape designations and the level of importance which they signify, although there should not be over-reliance on designations as the sole indicator of value”*
- 6.9 GLVIA3 Box 5.1 (page 84) lists a 'Range of factors that can help in the identification of valued landscapes'.

“Landscape quality (condition): A measure of the physical state of the landscape. It may include the extent to which typical character is represented in individual areas, the intactness of the landscape and the condition of individual elements;

- **Scenic quality:** *The term used to describe landscapes that appeal primarily to the senses (primarily but not wholly the visual senses);*

- **Rarity:** The presence of rare elements or features in the landscape or the presence of a rare Landscape Character Type;
- **Representativeness:** Whether the landscape contains a particular character and/or features or elements, which are considered particularly important examples;
- **Conservation interests:** The presence of features of wildlife, earth science or archaeological or historical and cultural interest can add to the value of a landscape as well as having value in their own right;
- **Recreation value:** Evidence that the landscape is valued for recreational activity where experience of the landscape is important;
Perceptual aspects: A landscape may be valued for its perceptual qualities, notably wildness and/or tranquillity;
- **Associations:** Some landscapes are associated with particular people, such as artists or writers, or events in history that contribute to perceptions of the natural beauty of the area.”

This is not a definitive list. The role the land plays within the wider landscape has also been noted as of importance and professional judgement should be applied on a site by site basis.

Landscape Value

6.10 The table below sets out the information that may be considered when assessing the value attached to a landscape receptor.

Table 1 : Landscape Value Criteria		
Value		Explanation
Very High	Elements	Landscape with highly valued physical attributes/elements (e.g. mature trees and woodlands), possibly rare, in good condition, which makes a strong positive contribution to the landscape character and sense of place and which would not be replaceable.
	Character	Landscape in good condition which makes a strong positive contribution to the landscape character over a wide area and which would not be replaceable. Landscapes with a very high scenic quality with no/very few visual detractors. Areas of special recognised value through recreational use, perception, historic and cultural associations or conservation interest. Landscape which makes a very important contribution to/plays a strong role in the approach to and/or setting of a designated and/or recognised historic settlement or heritage asset.
	Designation	Landscapes with characteristics and attributes that have been identified as of national significance. Landscapes which may be recognised through formal designation e.g. World Heritage Sites, National Parks, National Landscapes or containing attributes of these recognised landscapes. Areas of recognised high cultural and/or historic value.
High	Elements	Landscape with highly valued physical attributes/elements (eg. mature woodlands and/or trees), possibly rare, in fair condition or moderately valued elements (e.g. trees that contribute less positively to the local landscape) in good condition that make a positive contribution to local character and sense of place and that would take some considerable time to replace.
	Character	Landscapes in good condition which makes strong positive contribution to landscape character and could be replaced and/or mitigated within the long term. Landscape which makes some positive contribution to landscape character and would take considerable time to replace and/or would be likely to be adversely effected, by the type of change being proposed. Landscapes of high scenic value with few visually detracting elements. Areas of recognised value through recreational use, perception, historic and cultural associations or conservation interest. Landscape which makes an important contribution to/plays a strong role in the approach to and/or setting of a recognised historic settlement or heritage asset.
	Designation	Landscapes with characteristics of national, or regional significance, not in the highest condition. Areas of recognised cultural and/or historic value.

Medium	Elements	Commonplace, moderately valued landscape elements and features in fair condition which make some positive contribution to the landscape character and sense of place. Elements are replaceable but maturity would take some time e.g. trees that contribute less positively to the local landscape or hedgerows that contribute to the area but could be replaced over time.
	Character	Landscape in fair/good condition which makes some positive contribution to the local landscape character. Elements are unlikely to be rare and are replaceable, but their replacement would take some time. Landscapes of moderate scenic quality, which may have some visually detracting elements. Areas containing some features of value through conservation use, perception, historic and cultural associations or conservation interest. Landscapes which make a moderately important contribution to/plays a moderate role in the approach to and/or setting of a settlement or heritage asset.
	Designation	Landscapes with characteristics and attributes which have been identified to be of regional or local significance and are in good condition. These landscapes may be recognised through formal local authority designation or contain attributes of similar locally designated landscapes. Areas with some features of cultural and/or historic value.
Low	Elements	Commonplace landscape elements of limited/low value which are in poor condition but still make a moderate contribution to the local landscape character. Elements that would be easily replaceable eg. a gapped hedgerow or a hedge that would easily be replaceable.
	Character	Landscape in poor condition which makes a limited positive contribution to the local landscape character. Elements are commonplace likely to be replaceable in the short to medium term. Landscapes of low scenic quality with many visually detracting elements. Areas containing few, if any, features of value through conservation use, perception, historic and cultural associations or conservation interest. Landscape which makes a minor contribution to/plays some role in the approach to and/or setting of a settlement or heritage asset.
	Designation	Landscape/features valued at a community level, perhaps through their contribution to setting or their recreational value, but not necessarily recognised through any formal designation. Areas with few features of cultural and/or historic value

Very Low	Elements	Landscape elements of low value and in a poor condition that make little contribution to the site and the surrounding landscape. Features and elements that are incongruous, derelict or in decline, resulting in indistinct character with little or no sense of place.
	Character	Landscape elements of limited/low value which may be in poor condition and do not contribute notably to the surrounding landscape. Elements would be easily replaceable. Landscapes of low scenic quality with numerous visually detracting elements. Areas containing few, if any, features of value through conservation use, perception, historic and cultural associations or conservation interest. Landscape does not make a contribution to/play a part in the approach to and/or setting of a settlement or heritage asset.
	Designation	Landscapes not covered by a local or national designation for landscape with very few locally valued features present Areas with few, if any, features of cultural and/or historic value.

Susceptibility of Landscape Receptor to Specific Change

6.11 When ascribing a level of sensitivity to a landscape receptor, its susceptibility to accommodate the proposed type of development should be taken into account. Any 'inherent' or 'intrinsic' sensitivities ascribed to a particular landscape through designation or characterisation will not have accounted for a specific type of development. The professional judgement about the susceptibility of the receptor to the specific change will be recorded in the text and combined with judgements about its value to result in its level of sensitivity.

Table 2 : Landscape Susceptibility Criteria	
Susceptibility	Explanation
Very High	The receptor is unable to accommodate the type of development proposed without undue negative consequences to the baseline situation. Attributes that make up the character of the landscape offer very limited opportunities for accommodating the change without those key characteristics being detrimentally altered. Key landscape elements and/or characteristics that would be adversely affected by the type of development that is proposed and would not be able to be replaced or would take a considerable time to replace (e.g. Mature trees/woodland).
High	The receptor would have difficulty in accommodating the type of development proposed without undue negative consequences to the baseline situation. Attributes that make up the character of the landscape offer limited opportunities for accommodating the change without those key characteristics being detrimentally altered. Key landscape elements and/or characteristics that would be adversely affected by the type of development that is proposed and would take a considerable time to replace (e.g. Mature/semi mature trees/woodland).

Medium	<p>The receptor is partly able to accommodate the type of development proposed without undue negative consequences to the baseline situation. Attributes that make up the character of the landscape offer some opportunities for accommodating the change without those key characteristics being detrimentally altered.</p> <p>Key landscape elements and/or characteristics that would be adversely affected by the type of development that is proposed but could be replaced over time. (e.g. young trees/woodland).</p>
Low	<p>The receptor is more able to accommodate the type of development proposed without undue negative consequences to the baseline situation. Attributes that make up the character of the landscape are resilient to being changed whilst other elements in the landscape may benefit from change where these are at contrast to the existing general landscape character.</p> <p>Key landscape elements and/or characteristics that would be adversely affected by the type of development that is proposed but would be replaceable in the short to medium term. (e.g. Recently planted trees/hedgerows).</p>
Very Low	<p>The receptor is able to accommodate the type of development proposed without undue negative consequences to the baseline situation. Attributes that make up the character of the landscape are resilient to being changed whilst other elements in the landscape may benefit from change where these are at contrast to the existing general landscape character.</p> <p>Key landscape elements and/or characteristics that would be adversely affected by the type of development that is proposed and would be easily replaceable (e.g. Features in very poor condition).</p>

Sensitivity of Landscape Receptor

6.12 Landscape sensitivity is assessed through 'combining judgements of their susceptibility to the type of change or development proposed and the value attached to the landscape' (GLVIA 3 para 5.39). The table below sets out typical examples. The application of professional judgement regarding the sensitivity of the landscape receptors will be clearly outlined within the text.

Table 3 : Landscape Sensitivity Criteria	
Sensitivity	Typical Examples
Very High	<p>Landscapes, which by their nature would be unable to accommodate the type of change proposed. Typical examples may include:</p> <ul style="list-style-type: none"> • Landscapes of national significance, likely to be recognised through formal designation e.g. World Heritage Sites, National Parks, National Landscapes or containing attributes of these recognised landscapes. Landscapes of very high scenic quality with no/very few visual detractors. • Landscapes with highly valued physical attributes/elements and/or characteristics possibly rare, in good condition which make a strong positive contribution to the landscape character and sense of place and could not be replaced or would take some considerable time to replace eg. mature woodlands or trees. • Areas of special recognised value through recreational use, perception, historic and cultural associations or conservation interest. • Landscapes which makes a very important contribution to/plays a strong role in the approach to and/or setting of a designated and/or recognised historic settlement or heritage asset.
High	<p>Landscapes, which by their nature would be less able to accommodate the type of change proposed. Typical examples may include:</p> <ul style="list-style-type: none"> • Landscapes of national or regional significance, not in the highest condition, which may be recognised through formal designation e.g. National Parks, National Landscapes, Local Landscape Designation or containing attributes of these recognised landscapes. Landscapes of high scenic quality with few visually detracting elements. • Landscapes with valued landscape elements/characteristics (mature woodlands and/or trees), possibly rare, in fair condition or moderately valued elements (e.g. trees that contribute less positively to the local landscape) in good condition that make a positive contribution to local character and sense of place and that would take some considerable time to replace. • Areas of special recognised value through recreational use, perception, historic and cultural associations or conservation interest. • Landscapes which makes an important contribution to/plays a strong role in the approach to and/or setting of a recognised historic settlement or heritage asset.
Medium	<p>Landscapes, which by their nature would be partly able to accommodate the type of change proposed. Typical examples may include:</p> <ul style="list-style-type: none"> • Landscapes which are unlikely to be nationally designated, but may be locally designated. Landscapes of moderate scenic quality which may have some visually detracting elements. • Landscapes with moderately valued elements/characteristics, unlikely to be rare, in fair condition, which are replaceable but may take some time. • Areas containing some features of value through recreational use, perception, historic and cultural associations or conservation interest. • Landscapes which makes a moderately important contribution to/plays a moderate role in the approach to and/or setting of a settlement or heritage asset.

Low	<p>Landscapes, which by their nature would be more able to accommodate the type of change proposed. Typical examples may include:</p> <ul style="list-style-type: none"> • Landscapes which are unlikely to be designated. Landscapes of low scenic quality, with many visual detractors. • Landscape with commonplace elements/characteristics in poor condition, which may be easily replaceable or repaired. • Areas containing few, if any, features of value through recreational use, perception, historic and cultural associations or conservation interest. • Landscapes which make a minor contribution to/plays some role in the approach to and/or setting of a settlement or heritage asset.
Very Low	<p>Landscapes, which by their nature would be able to accommodate the type of change proposed. Typical examples may include:</p> <ul style="list-style-type: none"> • Landscapes which are not designated. Landscapes of very low scenic quality with numerous visual detractors. • Landscapes with elements/characteristics in poor condition and may be discordant, derelict or in decline and which may be easily replaced. • Areas containing few, if any, features of value through recreational use, perception, historic and cultural associations or conservation interest. • Landscapes which do not make a contribution to/play a part in the approach to and/or setting of a settlement or heritage asset.

Landscape Magnitude of Effect

6.13 The approach taken in defining the magnitude of effect brought about by introducing a development on the landscape character is presented in the table below. Landscape characteristics may include landform, scale, field patterns, vegetation, buildings and other features of the landscape which combine to give an area its overall character

Table 4 : Magnitude of Effect - Landscape	
Very High	<p>The proposed development would lead to an extensive or widespread, irreversible complete alteration of existing landscape character/elements with large scale new features and elements.</p> <p>The addition of new and uncharacteristic conspicuous features and elements (adverse change);</p> <p>The removal, restoration and/ or replacement of existing highly conspicuous and uncharacteristic features and elements (beneficial change).</p>
High	<p>The proposed development would lead to a notable but not extensive change to existing landscape character/elements over a wide area or an intensive change over a more limited area.</p> <p>The addition of new but uncharacteristic prominent features and elements (adverse change);</p> <p>The removal, restoration and/ or replacement of existing highly uncharacteristic features and elements (beneficial change).</p>
Medium	<p>The proposed development would lead to a partial change to existing landscape character/elements which may be partially reversible.</p> <p>The addition of new but uncharacteristic noticeable features and elements (adverse change);</p> <p>The removal, restoration and/ or replacement of existing moderately uncharacteristic features and elements (beneficial change).</p>
Low	<p>The proposed development would lead to a small or relatively localised change in the existing landscape character/elements</p> <p>The addition of new but uncharacteristic perceptible features and elements (adverse change);</p> <p>The removal, restoration and/ or replacement of existing perceptibly uncharacteristic features and elements (beneficial change).</p>
Very Low	<p>A negligible, potentially reversible change in existing landscape character or landscape elements.</p>
None	<p>No Change</p>

Landscape Effect Significance

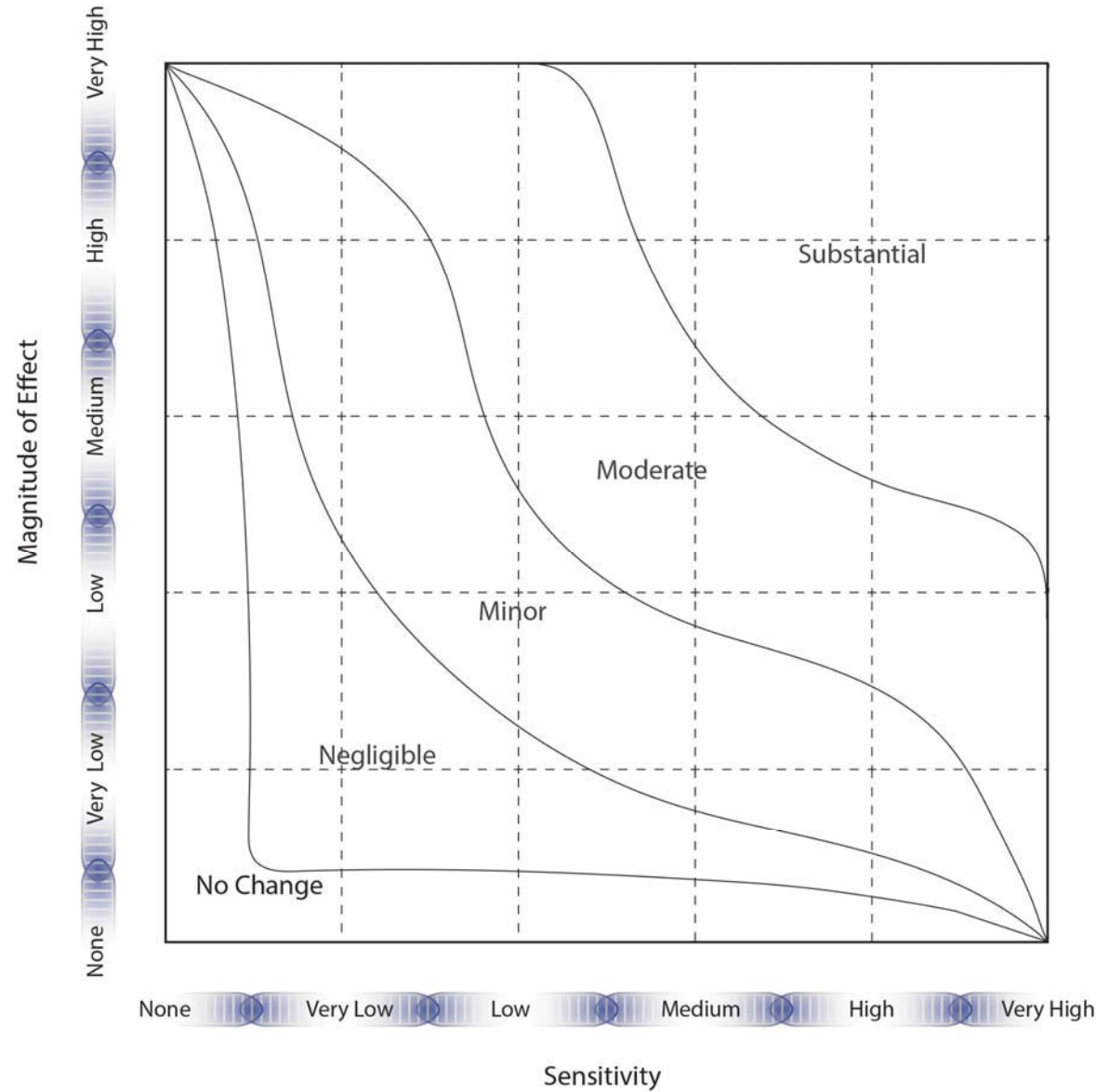


Figure 1 – Landscape Effects

- 6.14 By combining the magnitude of effect predicted and the nature (sensitivity) of the landscape receptor an assessment of the significance of the effect can be made. The following diagram (Figure 1) outlines the general principles that inform this judgement.
- 6.15 As highlighted earlier these effects can be beneficial, neutral or adverse – the degree to which these apply will be qualified in the supporting text.

Table 5 : Description of Levels of Effect on Landscape Receptors

Substantial Adverse	<p>The development would:</p> <ul style="list-style-type: none"> • Cause a major deterioration to the quality and character of the existing landscape resource. • Be at considerable variance with the character of the existing landscape; • Degrade or lose the integrity of characteristic features or elements; • Damage or lose the sense of place or local distinctiveness of the area;
Moderate Adverse	<p>The development would:</p> <ul style="list-style-type: none"> • Cause a noticeable deterioration to the quality and character of the existing landscape resource • Conflict with the character of the existing landscape; • Have a negative impact on some characteristic features or elements; • Diminish the sense of place or local distinctiveness of the area;
Minor Adverse	<p>The development would:</p> <ul style="list-style-type: none"> • Cause some deterioration to the quality and character of the existing landscape resource; • Not wholly fit with the character of the landscape; • Be at slight variance with the existing characteristic features or elements; • Slightly detract from the sense of place or local distinctiveness of the area;
Negligible	<p>The development would:</p> <ul style="list-style-type: none"> • Give rise to no discernible change to the quality and character of the identified landscape resource. • Maintain the character of the landscape/ townscape; • Complement/ blend in with the existing characteristic features or elements; • Retain the sense of place or local distinctiveness of the area.
Minor Beneficial	<p>The development would:</p> <ul style="list-style-type: none"> • Complement and give rise to a perceptible improvement in the quality and character of the identified landscape resource. • Maintain and/or enhance the existing characteristic features or elements; • Enable some of the sense of place or local distinctiveness of the area to be restored.
Moderate Beneficial	<p>The development would:</p> <ul style="list-style-type: none"> • Give rise to a noticeable improvement in the quality and character of the identified landscape resource; • Enable the creation, repair, conservation and/or restoration of characteristic features or elements partially lost or diminished as a result of inappropriate management or prior development; • Enable the sense of place or local distinctiveness of the area to be restored.

Substantial Beneficial	<p>The development would:</p> <ul style="list-style-type: none"> • Greatly enhance and give rise to a major improvement to the quality and character of the identified landscape resource.; • Enable the creation, repair, conservation and/or restoration of characteristic features or elements lost or harmed as a result of inappropriate management or prior development; • Greatly enhance/reinstate the sense of place or local distinctiveness of the area.
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7.0 VISUAL EFFECTS

7.1 The area of study for the visual impact assessment should extend to the whole of the area from which the development is visible (the visual envelope). The **approximate visibility** of the site as existing may be determined through topographical analysis and, where appropriate, a computer generated ZTV model (which would show the theoretical visibility of the site not accounting for intervening vegetation or built form), and the actual extent of visibility is checked in the field because of the localised screening effect of buildings, walls, fences, trees hedgerows, embankments and hedges. Principal viewpoints within the area surrounding the site should also be identified, and the viewpoints used for photographs selected to demonstrate the relative visibility of the site (and existing development on it) and its relationship with the surrounding landscape and built forms. As noted in the GLVIA3 the selection of viewpoints to assess the baseline and proposals should be *“proportional to the scale and nature of the proposed development”* (Para 6.2). The selection of the key viewpoints will be based on the following criteria:

- The requirement to provide an even spread of representative viewpoints within the visual envelope, and around all sides of the site.
- From locations which represent a range of near, middle and long distance views.
- Whilst private views are relevant, public viewpoints i.e. from roads and public rights of way and other areas of open public access, were selected since they are the most significant in terms of the number of receptors affected.
- Views from sensitive receptors such as designated landscapes or that include sensitive heritage assets.

The study should consider properties, roads and public rights of way that lie within the Visual Envelope or Zone of Theoretical Visibility of the study site.

7.2 Visual Receptor Groups are identified to determine groups of people who may experience common views within the study area, including the proposed development. Whilst it is acknowledged that every person will have an individual relationship with views towards the site, the assessment combines visual receptors into groups that may reasonably be expected to share common experiences with the landscape in order to form a manageable process of assessment. These typical groups may be categorised as follows:

- Recreational users of public rights of way or accessible landscapes. E.g. Walkers, horse riders;
- Residents and visitors of/ to settlements;
- Road users;
- Visitors to specific viewpoints of recognised value;
- Visitors to tourist attractions of heritage assets valued for their visual setting.

Photographs selected to go forward into the assessment fall broadly into the following groups:

- Representative Viewpoints** – selected as representative a larger number of viewpoints which are similar in nature and likely to experience similar effects.
- Specific Viewpoints** – selected as they are key and possibly promoted views within the landscape, such as to or from a heritage asset or recognised beauty spot.
- Illustrative Viewpoints** – selected to demonstrate a particular effect or issue.

7.3 Photographs would be taken to represent the best available views of the development site. The final selection of photographs to go forward into the assessment will be agreed with the competent authority in advance.

7.4 The assessment of visual effects describes:

- The changes in the character of the available views resulting from the development;
- The changes in the visual amenity of the visual receptors.

7.5 The final stage in the field survey is to identify the types of views affected, an estimate of their numbers and whether there were few or many, the duration of viewing, and potential seasonal screening impacts are noted.

7.6 Selected views, preferably agreed in advance with the Local Planning Authority, may be used as the basis for photomontages of the proposed development.

Visual Sensitivity

7.7 The following Tables sets out the criteria which will be used in the assessment to judge sensitivity of visual receptors:

Value	Explanation
Very High	Views of landscape recognised for its intrinsic qualities and scenic beauty, likely to be internationally or nationally designated, or heritage assets where visual setting is key. These views may be expansive and/or clearly visible over a long distance/area/period. Views from popular viewpoints, e.g. hillforts, look-out points. Views may be recognised or referred to in guide books, maps or references to the view/landscape in literature and art. Views with few overt or intrusive or detracting elements in the view.
High	May include views of landscapes which are nationally or regionally designated for their various qualities and scenic beauty but the view may include some manmade detracting elements. These views may be available over a long distance/area/period with some interruptions/breaks. View may include heritage assets where visual setting is a consideration. May include views from designated/national trails or named recreational paths. Views may be recognised or referred to in local guide books and local literature.
Medium	Views valued at regional or local level, which may be recognised in local guide books/tourist maps or referred in local literature. A view with some scenic quality (this may include views across or within a locally designated landscape) There are some overt intrusive manmade elements in the view.
Low	A view with low scenic quality. There may be a number of overt or intrusive human elements already in the view. Unlikely to be recognised through local designation or appear in local guidebooks/ tourist maps & guides.
Very Low	A view with low scenic quality. Likely to be views which are transient or within a degraded landscape and there are existing degraded elements in the landscape. Not situated with or alongside an area designated for its landscape character or visual amenity and with no recognition in local guidebooks/tourist maps & guides.

7.8 The susceptibility of a visual receptor to the change in a view is a result of their occupation or activity combined with the extent to which their attention is focussed on the view. The table below sets out the considerations which may be taken into account when assessing susceptibility. The professional judgement applied will be clearly outlined in the text.

Susceptibility	Explanation
Very High	Viewers whose occupation or activity is such that the view being experienced is likely to be the focus of their attention or interest. Viewers with prolonged viewing opportunities. Examples may include residents whose outlook forms a key component of their day to day lives, or visitors to attractions known for their particular views or visual setting.
High	Viewers whose occupation or activity is such that the view being experienced is likely form a point of interest. Viewers whose viewing opportunity may be 'broken' or interrupted. Examples may include local residents, visitors to recognised attractions or those using recognised scenic routes and well-used rights of way.
Medium	Viewers with a moderate awareness of their surroundings and whose occupation is such that while they may appreciate the view, it would not be fundamental to the satisfaction of the viewers' activity. Examples may include those using local footpaths, transport routes, residents with views from rooms not normally occupied during waking hours.
Low	Viewers with a passing awareness of and limited interest in their surroundings, and for whom the view is likely to play a minimal role to the satisfaction of their occupation or activity. Views which are incidental to the activities of the visual receptors. Examples may include people at their place of work, those engaged in outdoor recreation that does not depend on appreciation of the view or those travelling at speed.
Very Low	Viewers with a minimal awareness of or interest in their surroundings, and for whom the view is unlikely to play any meaningful role in their occupation or activity. Such views are likely to only be incidental to those activities taking place. Examples may include people at their place of work whose attention may be focused on their work or activity and not on their surroundings.

Table 8: Visual Sensitivity Criteria	
Sensitivity	Explanation
Very High	Viewers who are very sensitive/highly attuned to their surroundings with a prolonged intact viewing opportunity of the landscape. Views are likely to be of internationally or nationally designated landscapes or heritage assets. Views may be recognised in art or literature and noted in guide books: Examples may include: <ul style="list-style-type: none"> • Visitors to recognised viewpoints/look-out points such as hillforts • Visitors to heritage assets of which visual setting is a key component. • Walkers/Riders using national trails through nationally designated landscapes • Motorists using recognised 'scenic' routes. • Residents whose properties and gardens have been orientated and designed so as to take advantage of a view, or for whom the view comprises a key component of their daily lives
High	Viewers who are highly attuned to their surroundings but their interest and viewing opportunity may not be prolonged but broken or interrupted. Views may be of nationally or locally designated landscape or of heritage assets and may be noted in local guide books and recognised in art and literature. Examples may include: <ul style="list-style-type: none"> • Walkers/Riders using national trails or popular footpaths/Bridleways • Visitors to some heritage assets • Motorists travelling through high quality landscapes • Local residents who may be able to see the view from rooms normally occupied during waking hours.
Medium	Viewers with a moderate awareness of their surroundings and whose occupation is such that while they may appreciate the view, it would not be fundamental to the satisfaction of the viewers' activity. Views may be of a locally designated landscape or a heritage asset, but it is unlikely to figure in guidebooks, art or literature. Examples may include: <ul style="list-style-type: none"> • Travellers on local roads through a moderate quality landscape • Walkers/riders on moderately well used rights of way • Local residents with views from rooms not normally occupied during waking hours
Low	Viewers with a passing awareness and limited interest in their surroundings. Views unlikely to be of designated landscape or noted in guidebooks, art or literature. Views may have a number of overt or intrusive elements. Examples may include: <ul style="list-style-type: none"> • People engaged in outdoor recreation/sport which does not depend upon the appreciation of the view. • People at their place of work • Walkers/riders on relatively infrequently used rights of way • Travellers on fast moving roads
Very Low	Viewers with a passing awareness and limited interest/focus in their surroundings. Views not designated or noted in guidebooks, art or literature. Views of a degraded landscape with a number of overt or intrusive elements: Examples may include: <ul style="list-style-type: none"> • People at their place of work • Travellers on fast moving roads with only transient views • Walkers/riders on relatively infrequently used rights of way

Visual Magnitude of Effect

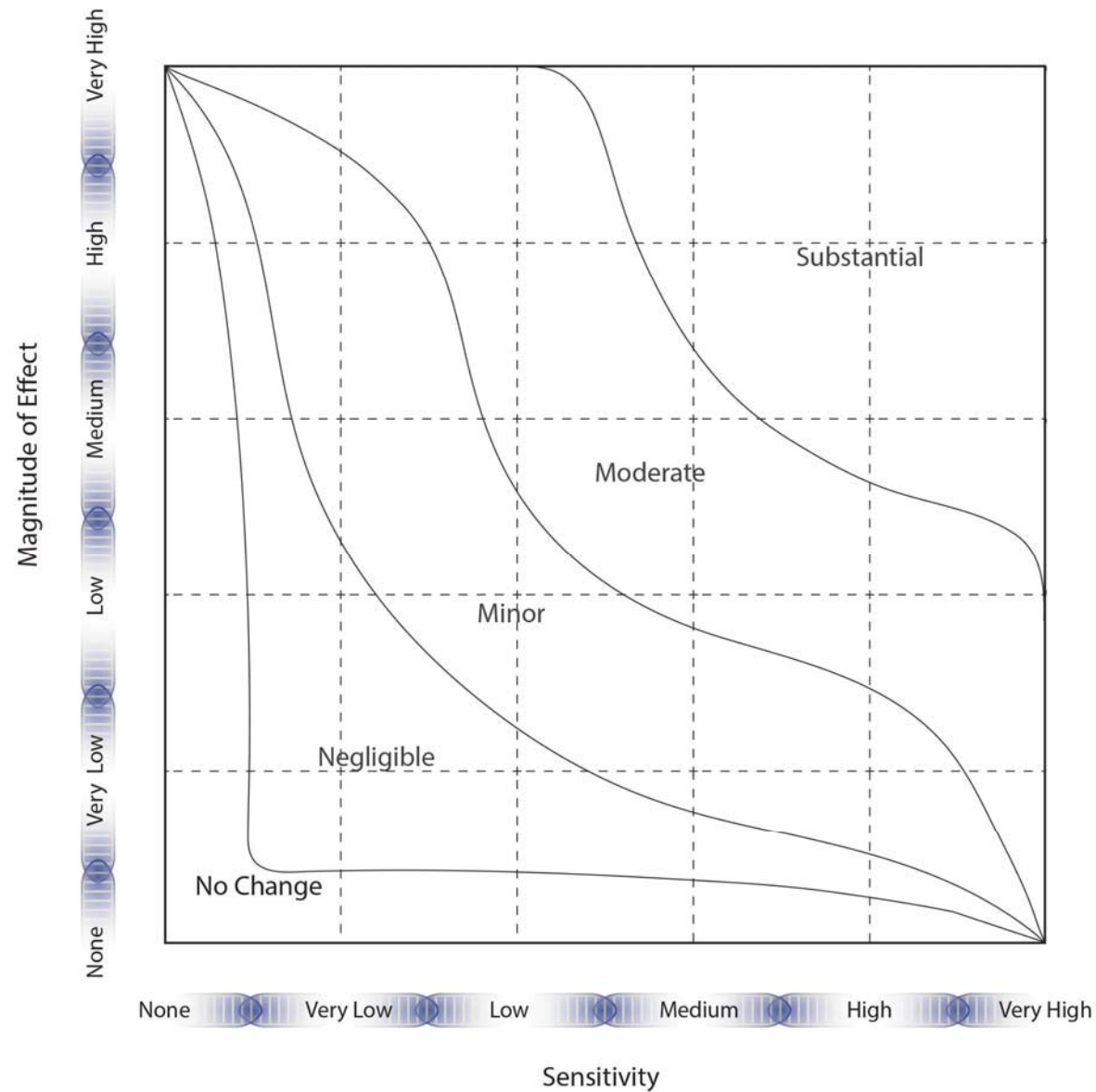
7.9 The magnitude of change likely to be brought about by the development proposals on visual amenity will be assessed using the following magnitude of change criteria:

Table 9 : Magnitude of Effect - Visual	
Very High	The proposed development would result in a complete alteration to the characteristics of the view such that post development the existing view would be completely changed. The addition of new and uncharacteristic conspicuous features and elements (adverse change); The removal, restoration and/or replacement of existing highly conspicuous and uncharacteristic features and elements (beneficial change).
High	The proposed development would result in a change in the view such that it becomes the key influence and focus in the view The addition of new and obvious uncharacteristic features and elements (adverse change); The removal, restoration and/ or replacement of existing uncharacteristic features and elements (beneficial change).
Medium	The proposed development is clearly visible in the view and forms an important but not defining element of the view. The feature may integrate partially. The addition of new and noticeable uncharacteristic features and elements (adverse change); The removal, restoration and/or replacement of existing moderately uncharacteristic features and elements (beneficial change).
Low	The proposed development is visible, but forms a small element and minor alteration in the view and integrates well with existing landscape/features. Slight change to the existing character or features and elements; The addition of new but perceptible uncharacteristic features and elements (adverse change); The removal, restoration and/or replacement of existing perceptibly uncharacteristic features and elements (beneficial change).
Very Low	The proposed development may go unnoticed as a small element in the view, or is not readily visible.
None	No change

Visual Significance

7.10 By combining the magnitude of effects predicted and the nature (sensitivity) of the receptor to a particular change, an assessment of the significance of the effects can be made. The following diagram outlines the general principles that inform this judgement:

Figure 2 – Visual Effects



7.11 As highlighted earlier these effects can be beneficial, neutral or adverse – the degree to which these apply will be qualified in the supporting text.

Table 10 : Description of Levels of Effect on Visual Receptors	
Substantial Adverse	The development would: <ul style="list-style-type: none"> • Cause a large deterioration in the existing view and visual amenity of the receptor.
Moderate Adverse	The development would: <ul style="list-style-type: none"> • Cause a noticeable deterioration in the existing view and visual amenity of the receptor.
Minor Adverse	The development would: <ul style="list-style-type: none"> • Cause a barely perceptible deterioration in the existing view and visual amenity of the receptor.
Negligible	The development would: <ul style="list-style-type: none"> • Cause no discernible deterioration or improvement to the existing view or visual amenity of the receptor
Minor Beneficial	The development would: <ul style="list-style-type: none"> • Cause a barely perceptible improvement in the existing view or visual amenity of the receptor.
Moderate Beneficial	The development would: <ul style="list-style-type: none"> • Cause a noticeable improvement in the existing view and visual amenity of the receptor.
Substantial Beneficial	The development would: <ul style="list-style-type: none"> • Cause a large improvement in the existing view and visual amenity of the receptor.

7.12 A final judgement is made about whether or not the overall landscape and visual residual effects of the mitigated development are likely to be significant. The level of effect at which an impact is considered to be significant is to be determined on a case-by-case basis and may need to be consistent with the definitions set out across all of the EIA chapters

7.13 GLVIA3 Statement of Clarification 1/13 states 'it is for the assessor to define what the assessor considered significant'. With regard to identifying the significance of effects, GLVIA3 requires 'clear and accessible explanations' and raises 'failure to distinguish between significant effects that are likely to influence the eventual decision and those of lesser concern' as a 'potential pitfall' (para 3.35). It goes on to recommend 'narrative text describing the landscape and visual effects and the judgements made about their significance' (para 3.36)

7.14 Significance is strongly linked to context and scale. For example, whilst a development may be 'significant' to a visual receptor in a nearby single secluded house, the effect may not be 'significant' when considering a larger series of residential receptors further away. Similarly the loss of trees which are a local feature may be considered 'significant' locally, but of little or no significance to larger character areas within which the tree sit. In addition, whilst an

effect may be 'significant', it does not necessarily follow that it would be unacceptable, or regarded as an '*undue consequence*' (GLVIA3 para 5.40). Whether or not an impact is 'significant' will be assessed for each receptor.

8.0 CONCLUSIONS

- 8.1 Finally the report will summarise the potential overall landscape and visual effects of the proposal.

Land at Gerway Farm, Ottery St Mary, East Devon

LVIA Photomontages

Appendix B

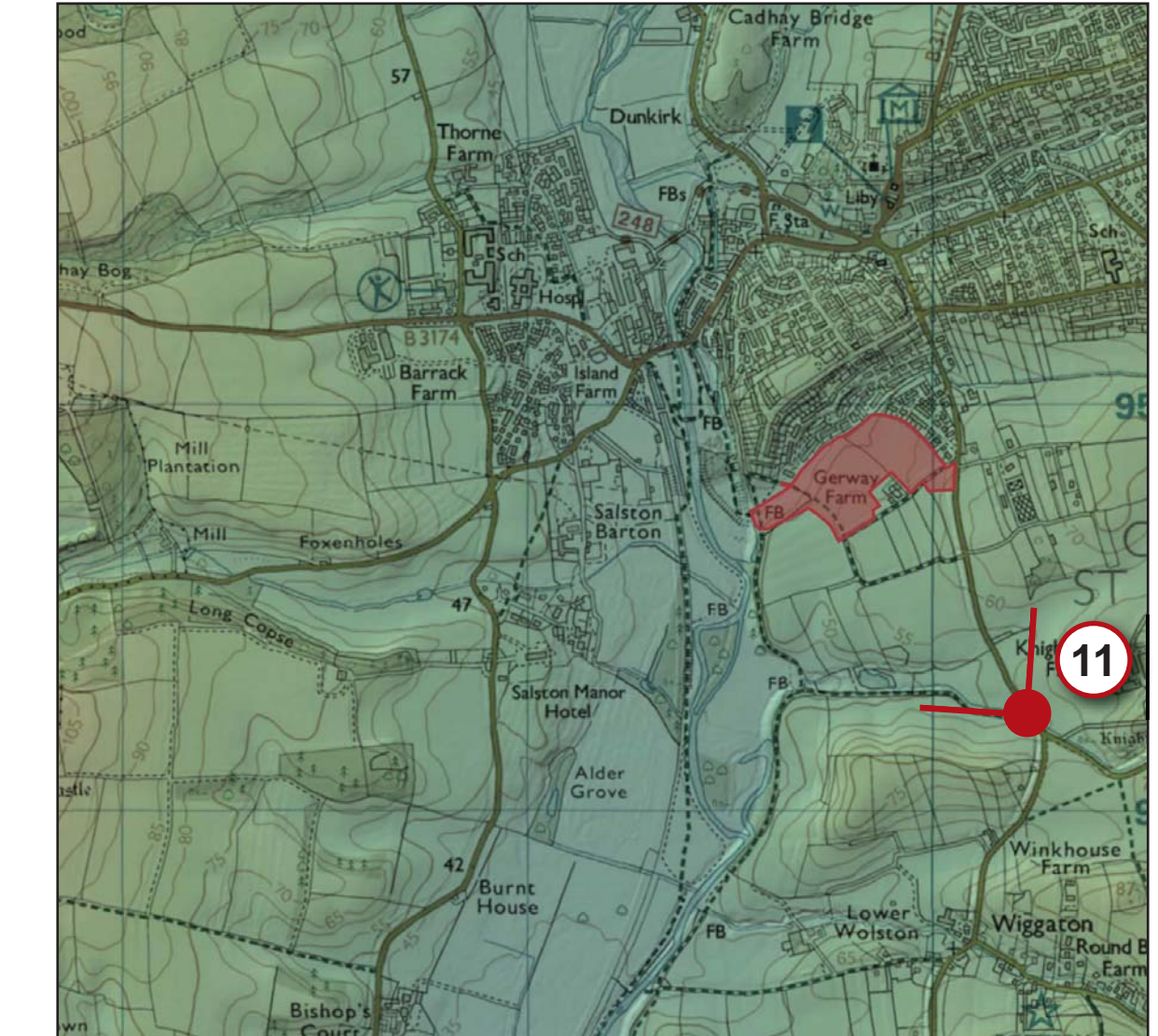
October 2025



Single Frame View



Photograph/ Computer Generated Image Location Plan

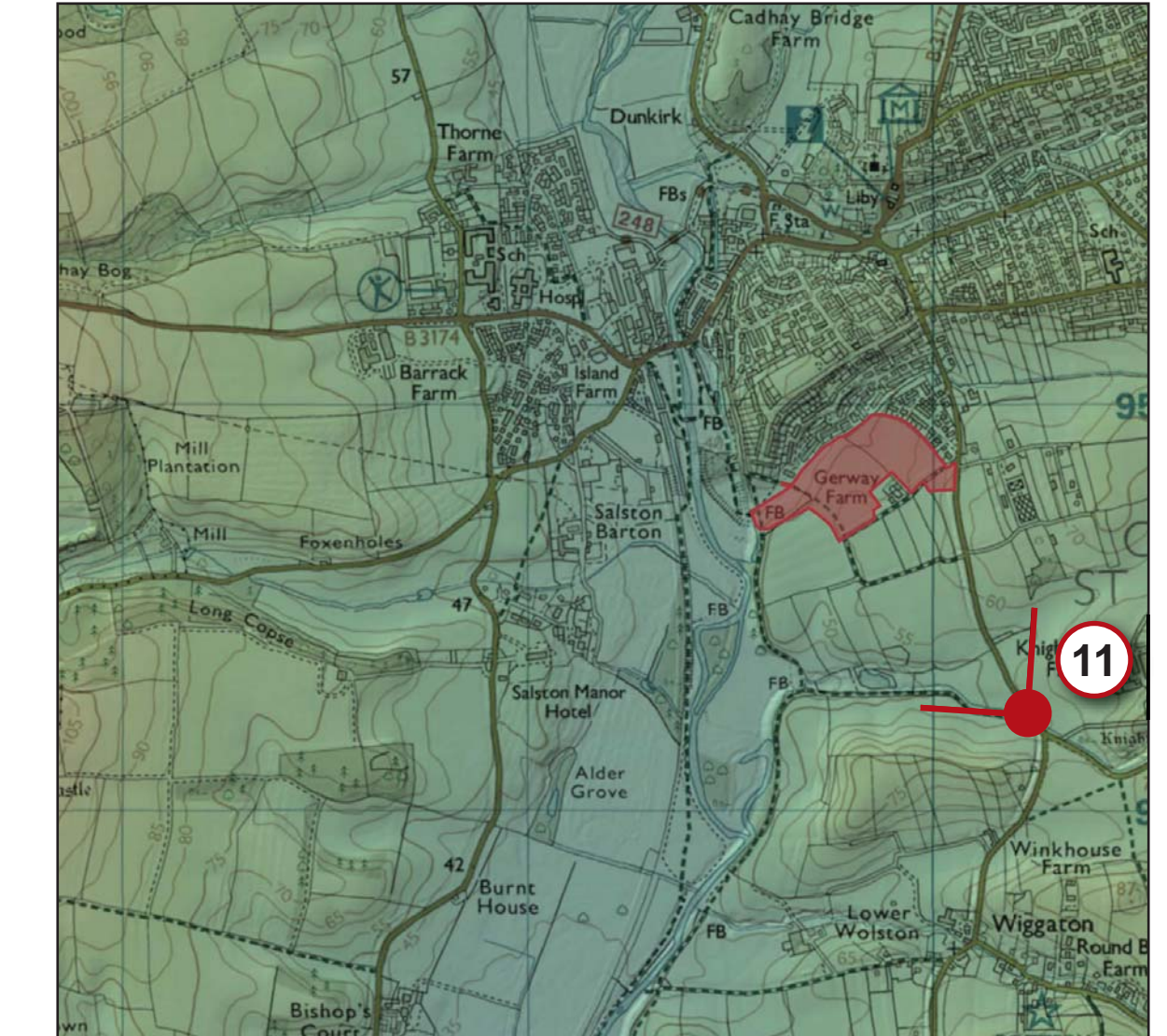




Single Frame View



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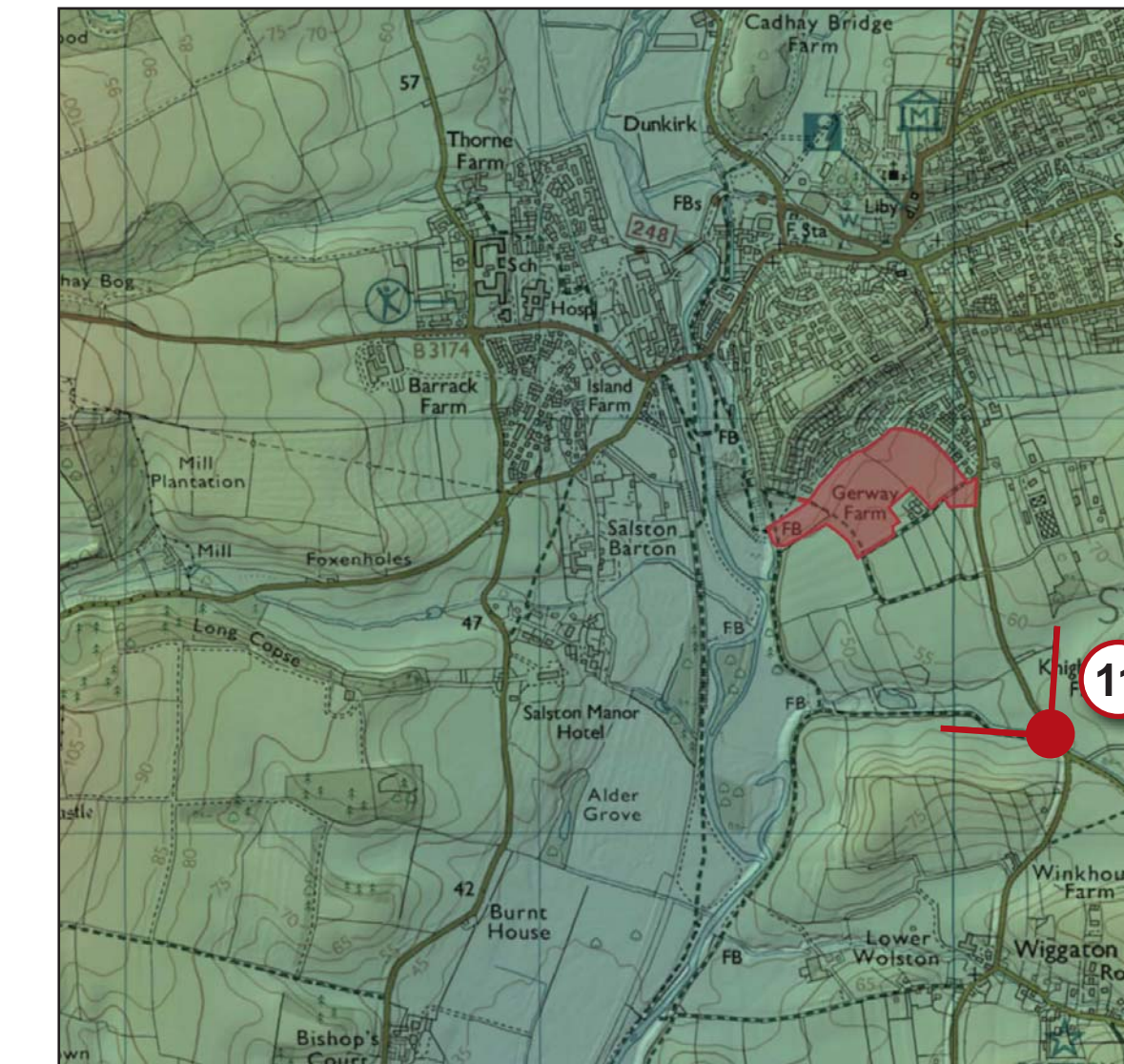


Extent of Application Site

Single Frame View

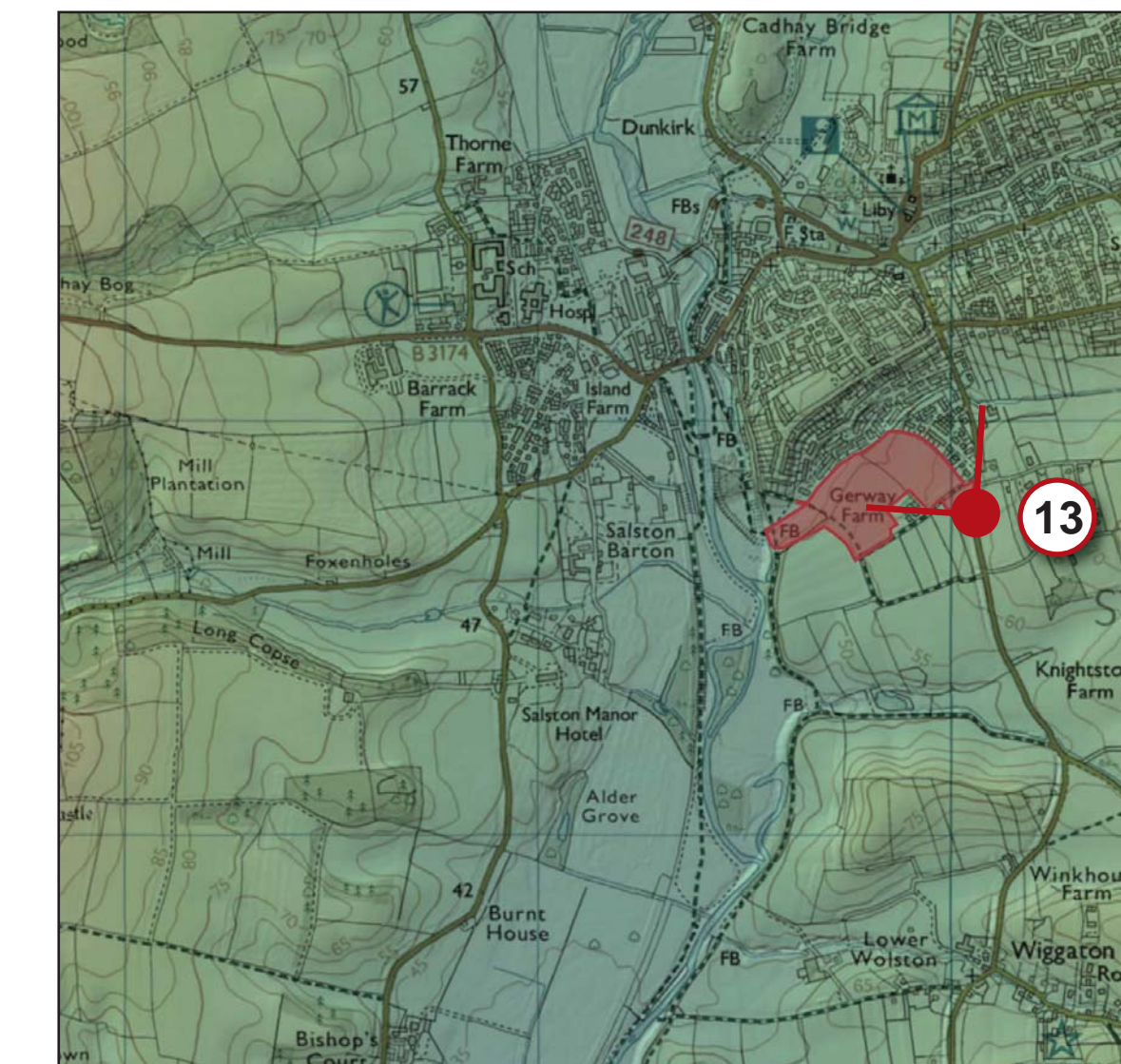


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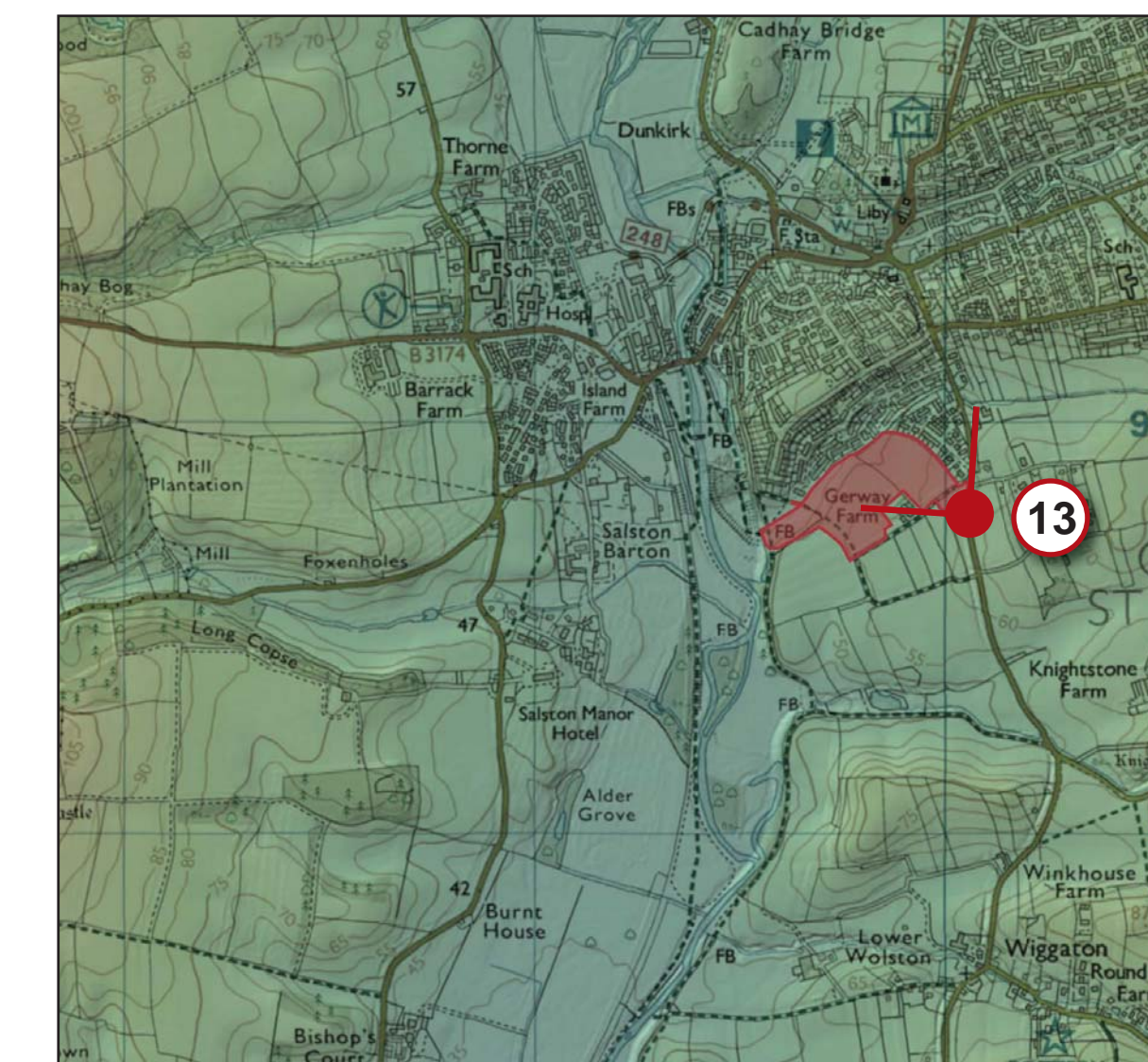
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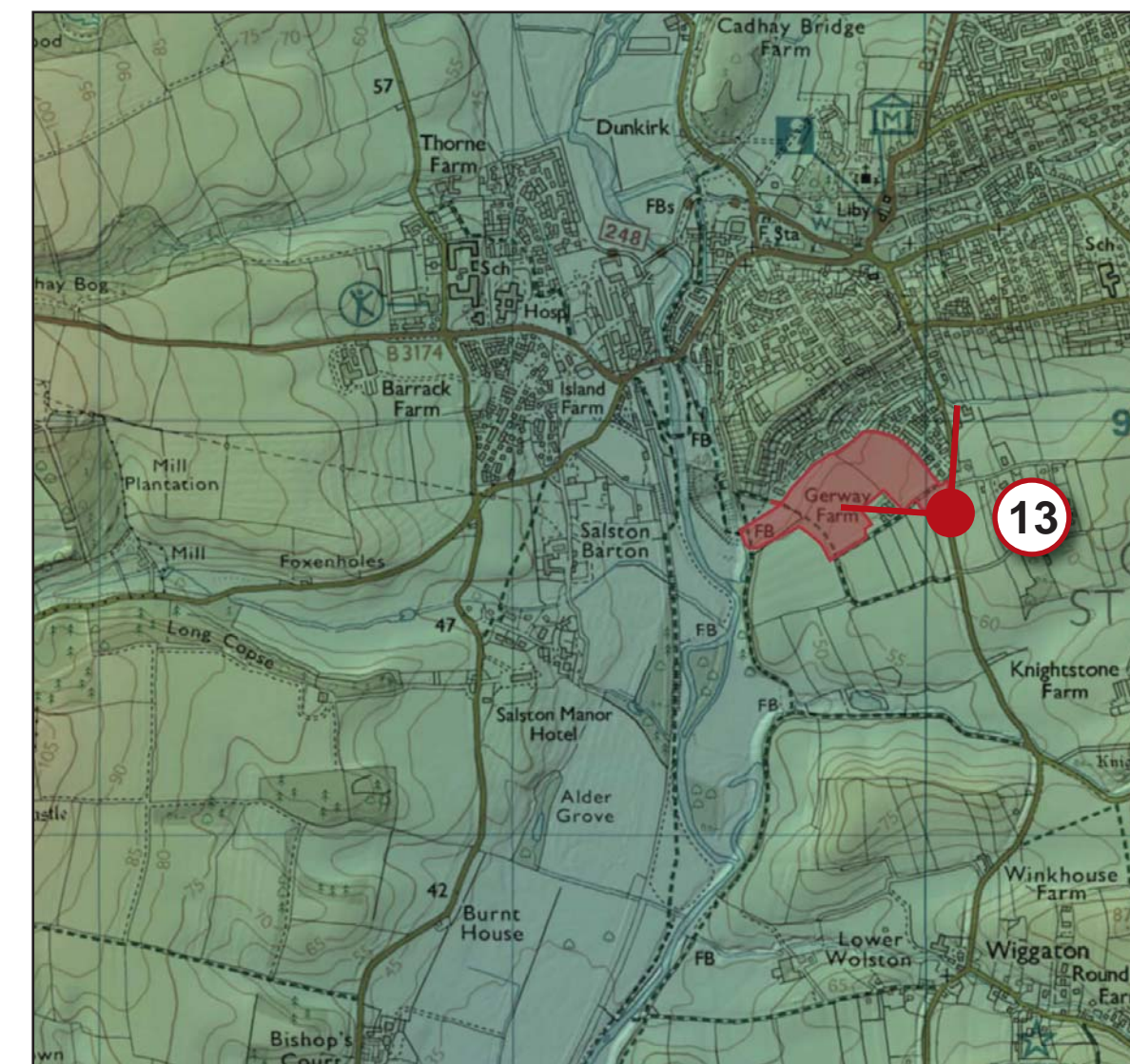
Single Frame View

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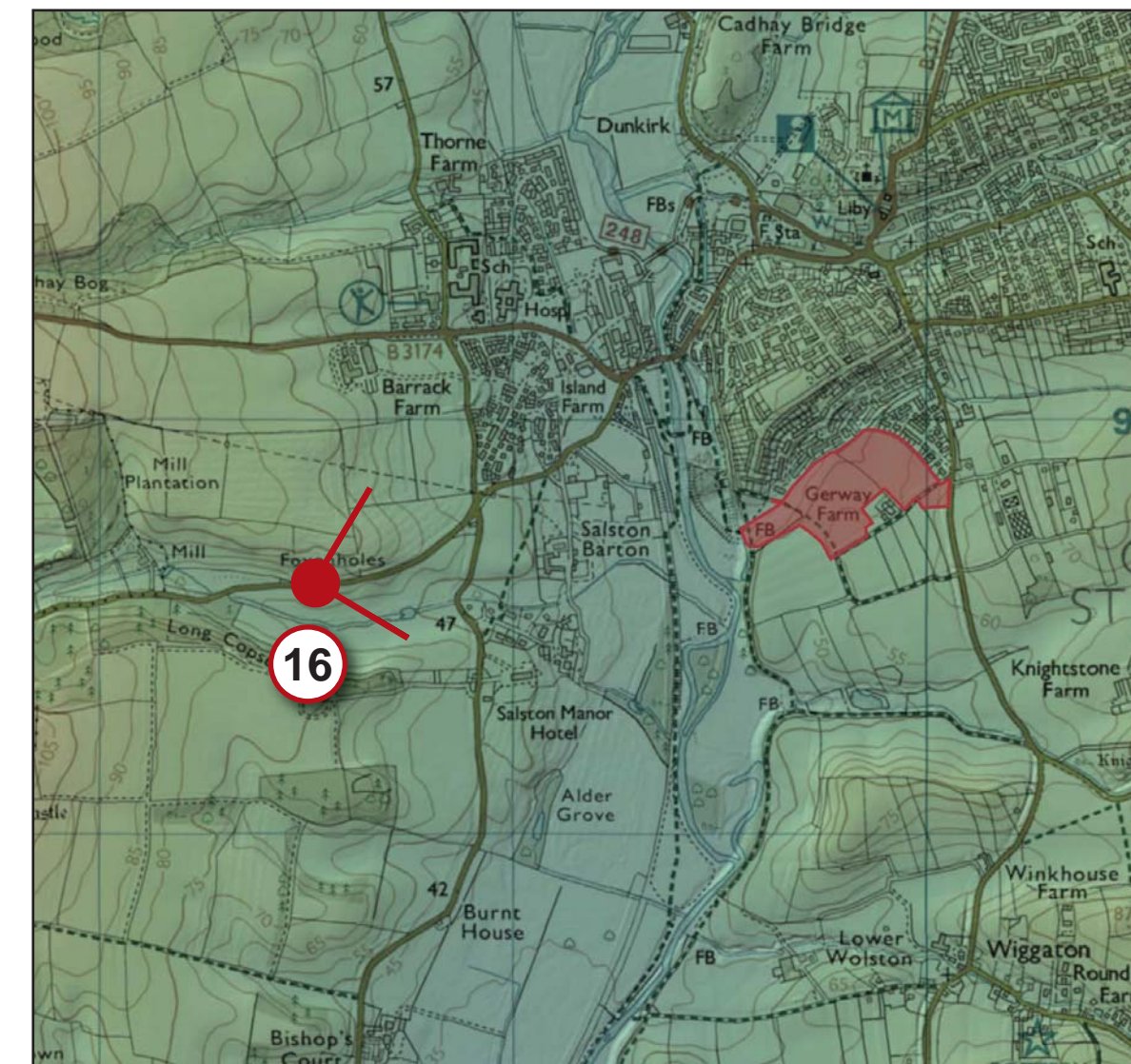


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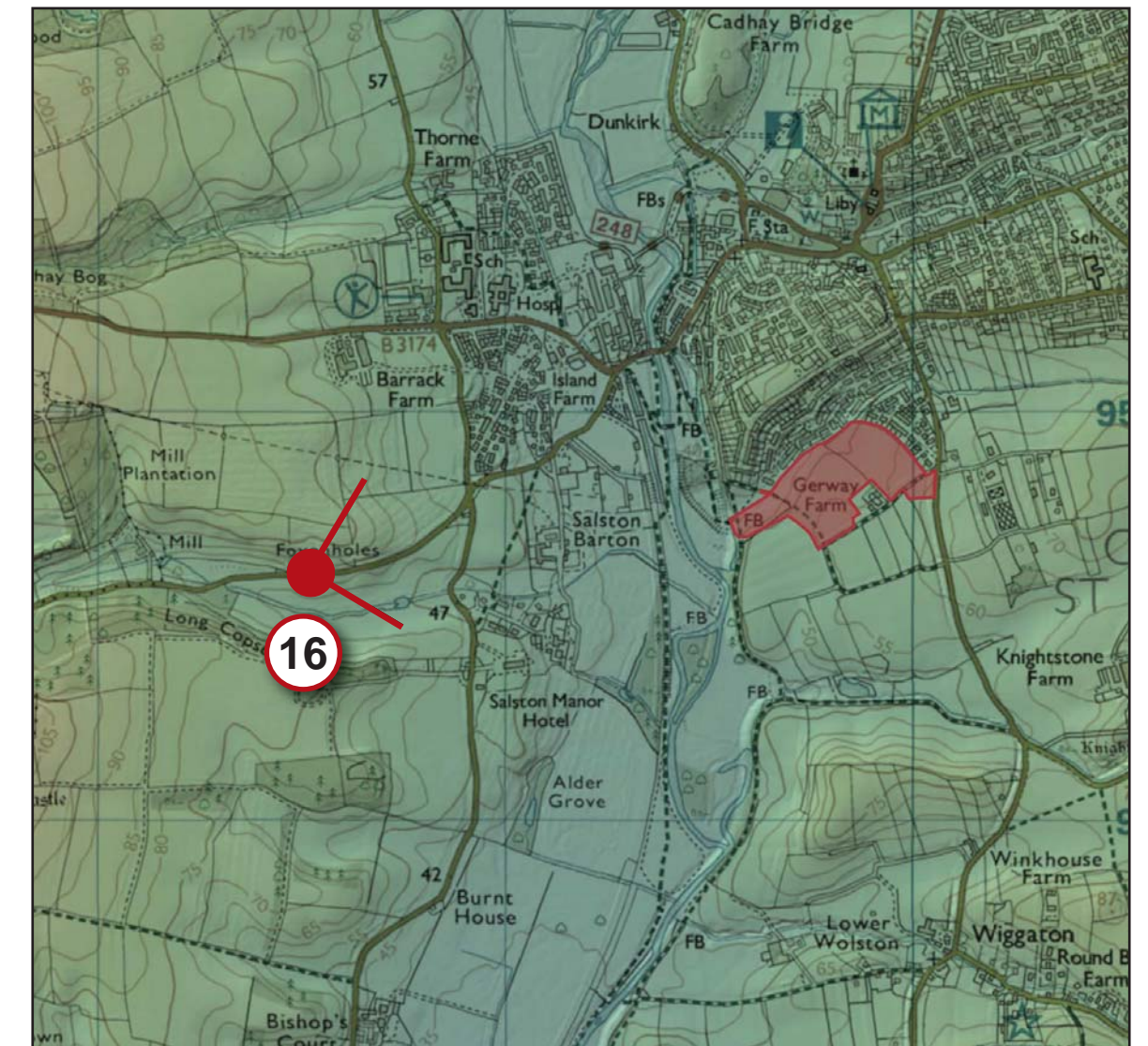


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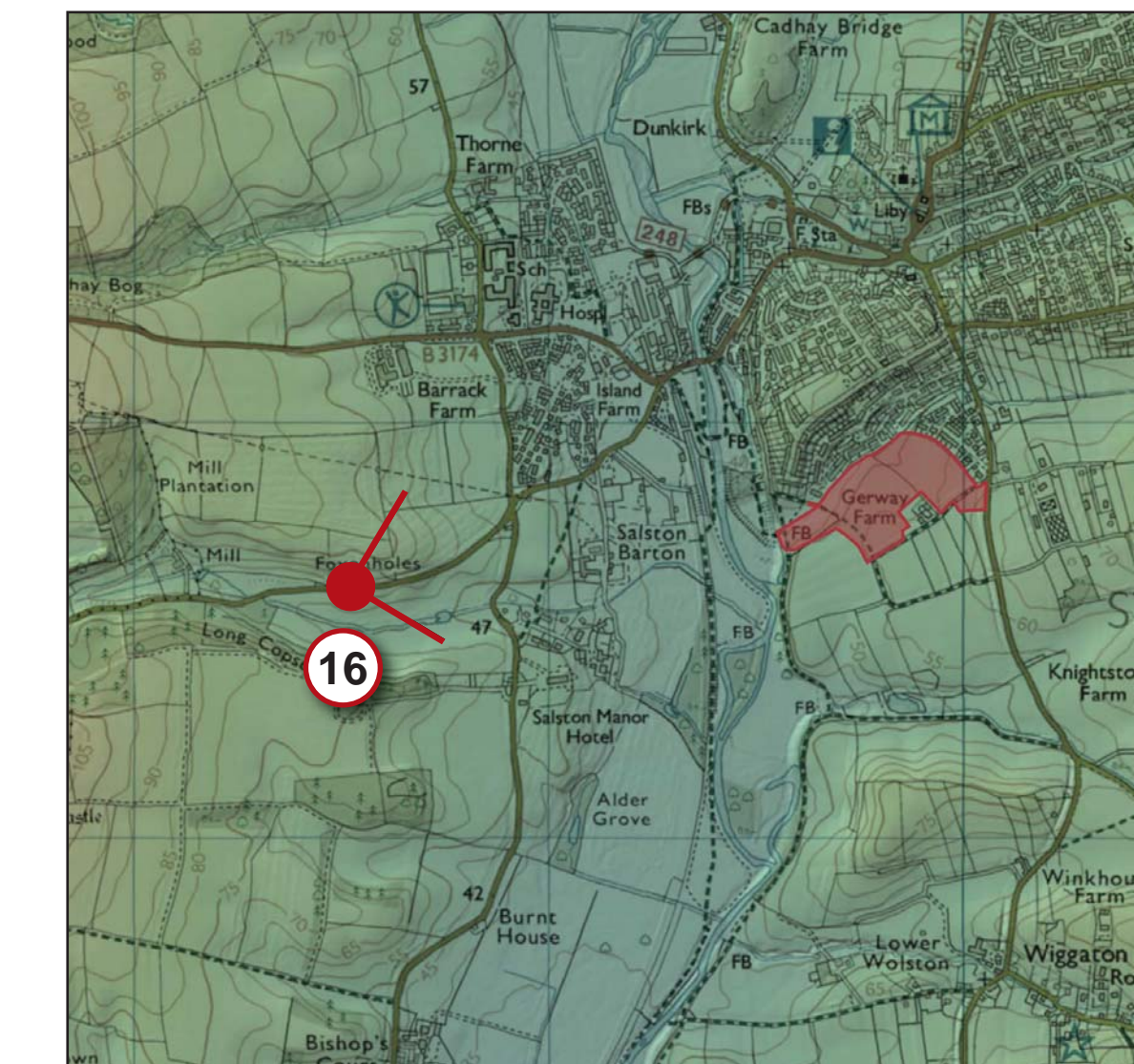


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Appendix 4 Transport Assessment

**PROPOSED RESIDENTIAL DEVELOPMENT
LAND AT GERWAY FARM, OTTERY ST MARY**

Landra Developments Ltd

Transport Assessment

November 2025

**Proposed Residential Development
Land at Gerway Farm, Ottery St Mary**

TRANSPORT ASSESSMENT

Document Control Sheet

Client:	Landra Developments Ltd
Project Name:	Land at Gerway Farm, Ottery St Mary
Project Number:	240201

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1.0 INTRODUCTION

1.1 Appointment of Connect Consultants

1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Landra Developments Ltd in relation to a proposed residential development on c.7ha of Land at Gerway Farm, Ottery St Mary.

1.2 Site Location

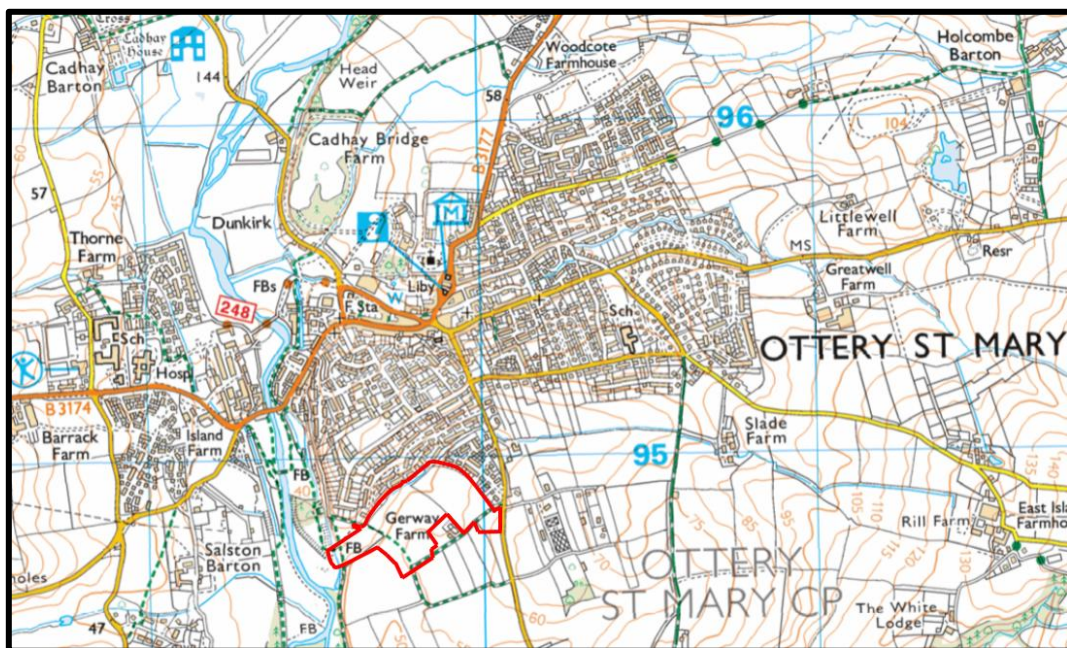
1.2.1 The proposal site (herein referred to as 'the Site') is located on Sidmouth Road to the south of Ottery St Mary.

1.2.2 The Site is currently in agricultural use.

1.2.3 The Site is bound to the north by the residential developments of Gerway Close and Claremont Field, to the east by Sidmouth Road, to the south by undeveloped land and to the west by a stream connecting to the River Otter.

1.2.4 The location of the Site is shown at Figure 1.1 below.

Figure 1.1 – Site Location Plan



Source: Ordnance Survey/Bing. N.B. the approximate Site boundary is indicated in red.

1.2.5 The Site is located on the southern side of Ottery St Mary with a number of residential dwellings and amenities nearby.

1.2.6 Figure 1.2 below identifies the context of the Site in relation to the local area.

Figure 1.2 – Site in its Local Context



Source: Google. N.B. The approximate Site boundary is indicated in orange.

1.3 Development Proposals

- 1.3.1 The development proposal is an outline application (with all matters reserved except for access from Sidmouth Road) for the demolition of a farm building and the erection of up to 140 residential dwellings (Class C3). Further details are provided at section 3.0 below.
- 1.3.2 The Local Planning Authority is East Devon District Council (EDDC); the Local Highway Authority is Devon County Council (DCC).
- 1.3.3 Connect has engaged in pre-application consultation with DCC by way of a pre-application TA scoping report. The proposal and this report have been guided by the pre-application advice received.
- 1.3.4 The applicant and its consultant team, including Connect Consultants, has undertaken a public consultation with local residents and the Parish Council, feedback from which has also helped to guide the proposal and this report.

1.4 The Vision

- 1.4.1 The development will provide up to 140 dwellings including affordable housing, of which 50% are planned to be affordable housing, on the southern side of Ottery St Mary. Its proximity to Ottery St Mary town centre means that residents of the development will be able to walk to/from town centre destinations from the Site.
- 1.4.2 The vision of the proposed development is to provide a residential development comprising up to 140 dwellings that are accessible by a range of transport modes, which do not detrimentally affect the surrounding road network.

1.5 National and Local Transport Planning Policy

National Planning Policy Framework (NPPF), December 2024

- 1.5.1 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 12th December 2024, with a minor update on 7th February 2025. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.
- 1.5.2 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.
- 1.5.3 At its heart, the NPPF maintains its presumption in favour of sustainable development.
- 1.5.4 Paragraph 109 sets out how transport solutions should be based on a vision-led approach:

"109. Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

- 1.5.5 Paragraphs 115 – 118 address how development proposals are to be considered:

"115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

"116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

"117. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

"118. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Devon and Torbay Combined County Authority, Local Transport Plan 2025 - 2040

1.5.6 The Local Transport Plan has the following six objectives: -

- *Decarbonisation*
- *Reliability and Resilience*
- *Easier Travel*
- *Unlocking Development*
- *Greater Places for People*
- *The Place to be Naturally Active*

1.5.7 Devon County Council has an aspiration to make travel surrounding Exeter easier to navigate:

"The aspiration is to have a consistent standard of rail and interurban bus routes, along with strategic cycle trails, between key settlements and Exeter that will provide a 'connected city region network'. Alongside improvements to infrastructure, better information and in the longer-term integrated ticketing will help to make it easier for people to travel by sustainable modes into Exeter and reduce reliance on cars"

...

"New strategic walking, wheeling and cycling trails connecting surrounding towns to Exeter."

Devon County Council, National Bus Strategy Bus Services Improvement Plan (BSIP) v3, June 2024

1.5.8 The BSIP sets out the following aims:

- *Grow bus patronage across Devon.*
- *Facilitate a positive step change in bus provision across the area.*
- *Create a bus network that meets the needs of all potential users.*
- *Create a framework to regularly consult bus users, and use this information to influence bus service provision in the future.*
- *Ensure information regarding bus services is of the highest quality and accessible to all.*
- *Ensure the bus is considered equally alongside other modes of transport.*

1.5.9 To meet the above listed aims the BSIP sets out the following objectives:

- *Achieve 95% punctuality on all bus services by 2025.*
- *Significantly increase passenger numbers and modal shift towards bus travel across Devon.*
- *Improve the provision of bus services in all communities, on evenings and weekends, and strategic links between centres of population and rail interchanges.*
- *Implement a universal fare strategy in Devon and the South West, that reduces the cost of bus travel, and is simpler and easier for passengers to understand.*
- *Identify and implement a significant increase in bus priority, making the bus an attractive alternative to the car.*
- *Develop a sustainable bus network, that with the improvements detailed in this document, will become self-funding as far as possible in the future.*
- *Listen to the needs of passengers and key stakeholders and involve them in current and future planning of the bus service provision.*

East Devon Local Plan 2013 – 2031, Adopted 28th January 2016

1.5.10 Strategy 5B sets out East Devon's sustainable transport policy:

Development proposals should contribute to the objectives of promoting and securing sustainable modes of travel and transport.

Development will need to be of a form, incorporate proposals for and be at locations where it will encourage and allow for efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Ottery St Mary and West Hill Neighbourhood Plan 2017 – 2031, Made 19th July 2018

1.5.11 The following observations are made in the neighbourhood plan:

- *Ottery is located some 3km south of the strategic road network (A30). Although roads travelling west towards Exeter are good, road links from elsewhere are relatively poor. Narrow roads and one way streets mean that there are pinch points which affect traffic flow across parts of the town. Ottery does not have a train station, but there are regular (half hourly) buses to Exeter city centre, although there is no service on Sundays or Bank Holidays.*
- *Improvements to walking/cycling networks in order to create a link between the western development sites and town centre, employment areas (including Otter Nurseries) and schools, are desirable to support sustainable communities (priority three). In addition, the proposed Sidmouth to Feniton cycle route passes through Ottery St Mary (costing £1.4m, priority three).*
- *Consultation with the local community has identified infrastructure issues relating to: the enhancement of the riverside area; the need for an additional car park for 80-100 vehicles; improving the street scene; re-siting the town centre bus stops and provision of a bus station with shelter/seating; and enhancing the town square and providing safer pedestrian access.*

1.6 Car Parking Policy

1.6.1 NPPF Chapter 9 *Promoting sustainable transport* sets out at paragraph 112 that,

"If setting local parking standards for residential and non-residential development, policies should take into account:

- (a) the accessibility of the development;*
- (b) the type, mix and use of development;*
- (c) the availability of and opportunities for public transport;*
- (d) local car ownership levels; and*
- (e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

1.6.2 Paragraph 113 states,

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

Adopted Local Parking Standards

1.6.3 Policy TC9 of the East Devon Local Plan 2013 – 2031, Adopted 28th January 2016 states the following parking standards for new developments:

Spaces will need to be provided for Parking of cars and bicycles in new developments. As a guide at least 1 car parking space should be provided for one-bedroom homes and 2 car parking spaces per home with two or more bedrooms. At least 1 bicycle parking space should be provided per home.

In town centres where there is access to public car parks and/or on-street parking lower levels of parking and in exceptional cases where there are also very good public transport links, car parking spaces may not be deemed necessary.

All small scale and large-scale major developments should include charging points for electric cars.

1.7 Report Overview

1.7.1 The remainder of this report is divided into five further sections, which are as follows:-

Section 2.0 Site Transport Context

1.7.2 This section of the report provides details of the Site context, including its accessibility by all relevant transport modes, and a road safety review.

Section 3.0 Proposed Development

1.7.3 The various components of the development proposal, including the Site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

1.7.4 This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects.

Section 5.0 Junction Capacity Assessment

1.7.5 The results of the traffic assessment have been used to inform junction capacity assessment, and the methodology and results are outlined in this section of the report.

Section 6.0 Summary and Conclusions

1.7.6 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

2.1.1 This section of the report considers the accessibility of the Site in terms of a range of transport modes.

2.2 Pedestrian Access

2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

2.2.2 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

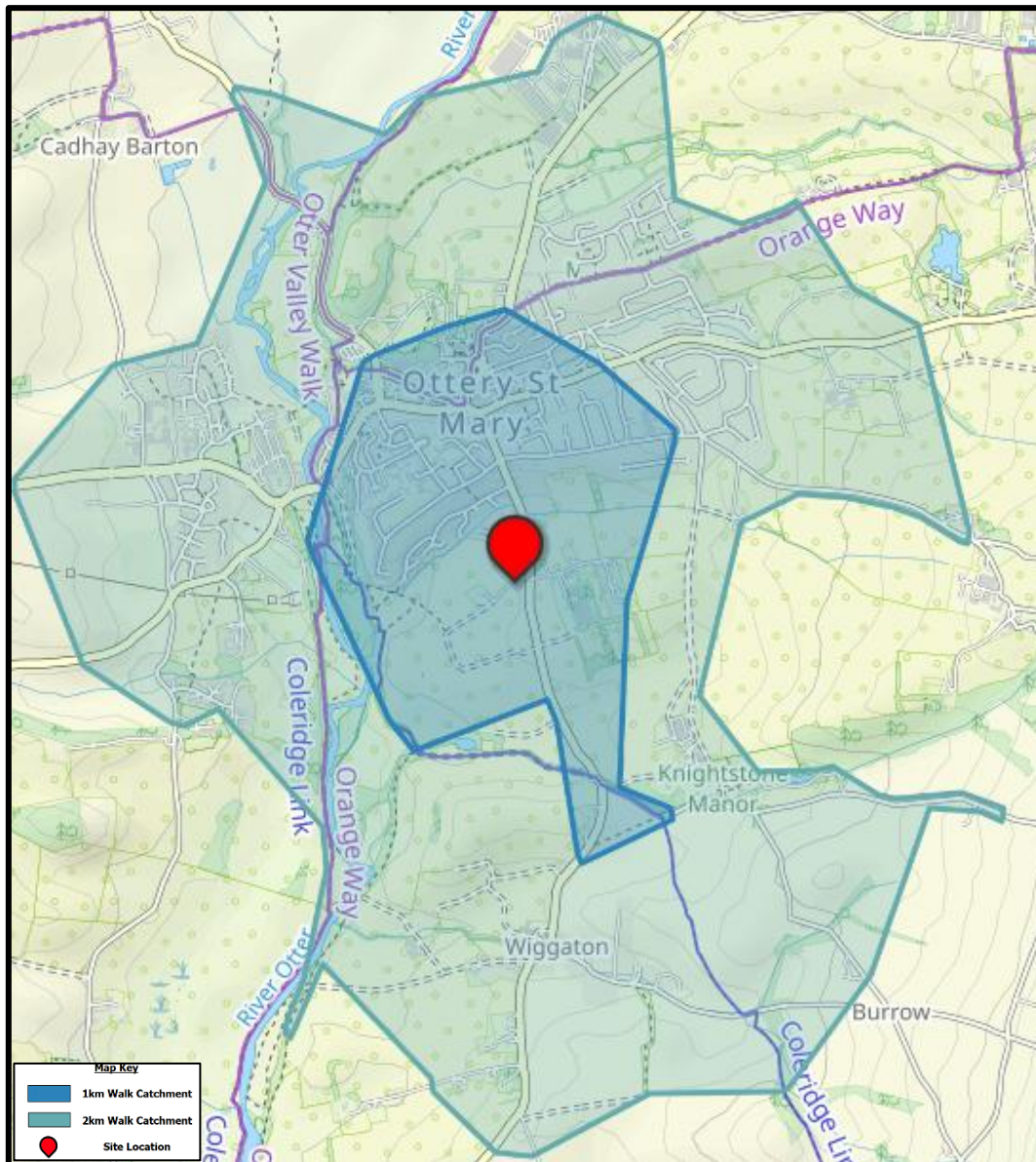
2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.

2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.

2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment. For retail trips, the likely maximum walk distance is 800m due to the fact that shoppers will be carrying bags on their return journey, while for work-based / commuting trips, people are likely to be prepared to walk further.

2.2.6 Indicative walking catchments of the Site are shown at Figure 2.1 below. These have been shown as 1km and 2km isochrones.

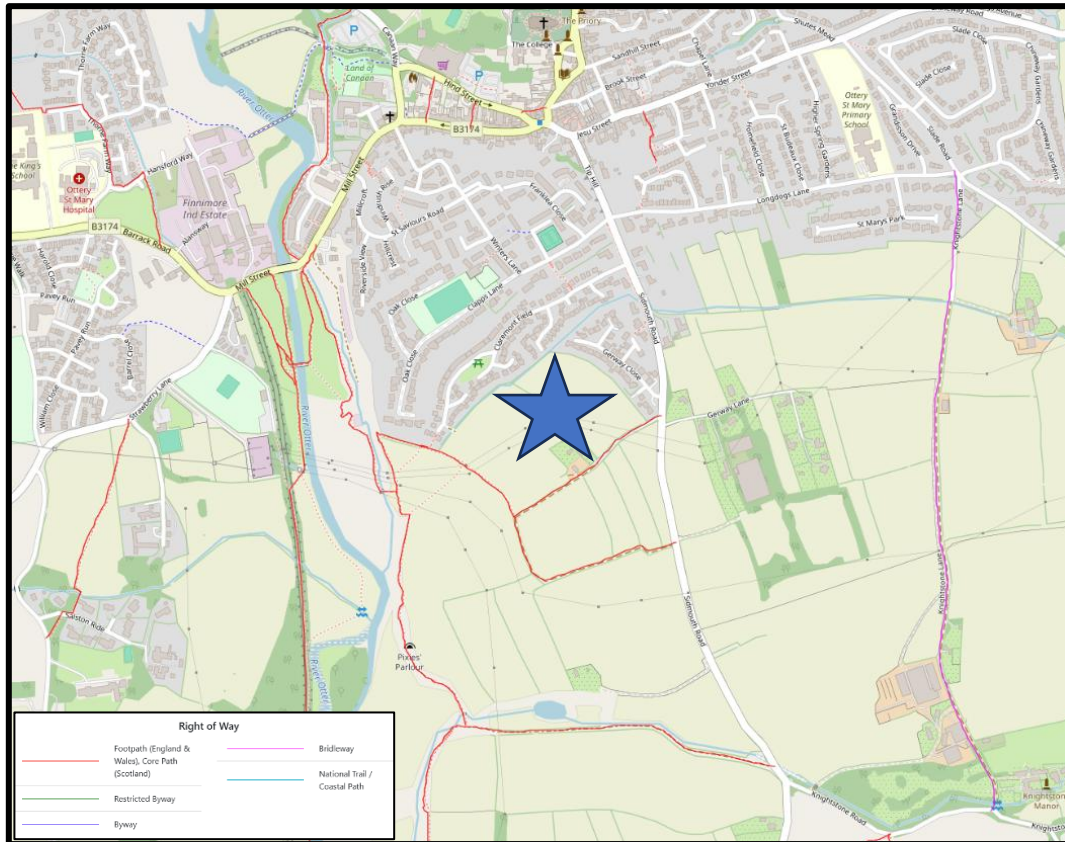
Figure 2.1 – Indicative 1km and 2km Walking Catchments



Source: OpenRouteService.

- 2.2.7 The walk catchments above indicate that Ottery St Mary town centre is within a 1km walk, and the local primary school falls just outside this catchment at c.1.1km. The 2km walking catchment includes the whole of Ottery St Mary including the Finimore Trading Estate, local community hospital, and the secondary school.
- 2.2.8 A pedestrian route exists between the Site and the town centre, via footways through Gerway Close and Claremont Field, leading to the footway on Sidmouth Road which continues into the town centre. Uncontrolled pedestrian crossing facilities with dropped kerbs and tactile paving are provided across the Claremont Field junction and at the Winter's Lane crossroads.
- 2.2.9 As shown in Figure 2.2, there are a number of footpaths and rights of way within the vicinity of the Site. These provide a range of walking routes within the local area for the future occupants of the proposed development.

Figure 2.2 – Local Footpaths and Public Rights of Way



Source: Footpathmap. The Site is denoted by a blue star.

- 2.2.10 A public right of way footpath connects the Site to Sidmouth Road a short distance south of Gerway Close, with onward pedestrian footways to Sidmouth Road and the town centre.
- 2.2.11 A public footpath at the western end of the Site provides a pedestrian route into Claremont Field with onward pedestrian footways to Sidmouth Road and the town centre.
- 2.2.12 There are also public rights of way through the Otter Valley immediately west of the Site, which connect to the western parts of Ottery St Mary including the hospital, secondary school, trading estate, and the town centre.
- 2.2.13 Ottery St Mary provides a range of facilities and amenities within walking distance of the Site. Table 2.1 lists a number of key local destinations along with their approximate walk distance from the Site.

Table 2.1 – Local Facilities Summary

Destination	Approximate walk distance from the Site	Type
Ottery St Mary Town Centre	700m-1.2km	Town Centre and Employment
Finnimore Trading Estate	1.5km	Employment
Ottery St Mary Primary School	1.1km	Primary School
The King's School	1.9km	Secondary School
Ottery St Mary Hospital	1.7km	Hospital
Coleridge Medical Centre	1.3km	GP Surgery
Sainsbury's	1.1m	Foodstore
LED Leisure Centre	1.9km	Leisure Facilities

2.2.14 In light of the local pedestrian facilities, the Site is well connected to the local pedestrian network with opportunities for future residents to make trips by foot.

2.3 Access by Cycling

2.3.1 The 2023 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.4.8km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are up to five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 8km.

2.3.2 Indicative cycle catchments are shown at Figure 2.3 below, being a 5km catchment (representing the 4.8km NTS average cycling distance) and an 8km catchment (being the distance of 80% of cycle trips).

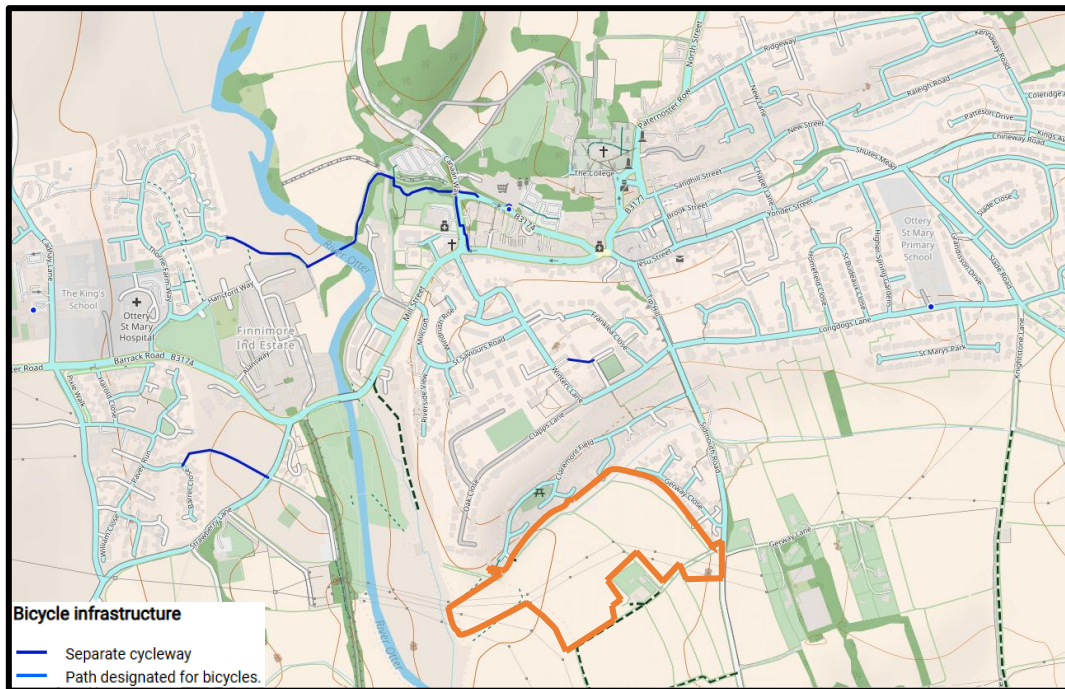
Figure 2.3 – Cycle Catchment Area



Source: OpenRouteService.

- 2.3.3 The 5km cycle catchment includes all of Ottery St Mary, and the villages of Alfington, Tipton St John, and West Hill.
- 2.3.4 The 8km cycle catchment includes the villages of Buckerell, Fenny Bridges, Gittisham, Sidbury, the parts of Sidmouth and Colaton Raleigh, Newton Poppleford, Aylesbeare, Marsh Green, Whimple including the train station, and Feniton also including the train station.
- 2.3.5 There are therefore a number of destinations within cycling distance of the Site.
- 2.3.6 Figure 2.4 below, shows a cycle map for Ottery St Mary and the surrounding areas taken from OpenStreetMap, showing local cycle routes in the area.

Figure 2.4 – Local Cycle Map



Source: OpenStreetMap.

2.3.7 Local cycle routes are available, allowing for travel within the urban area of Ottery St Mary.

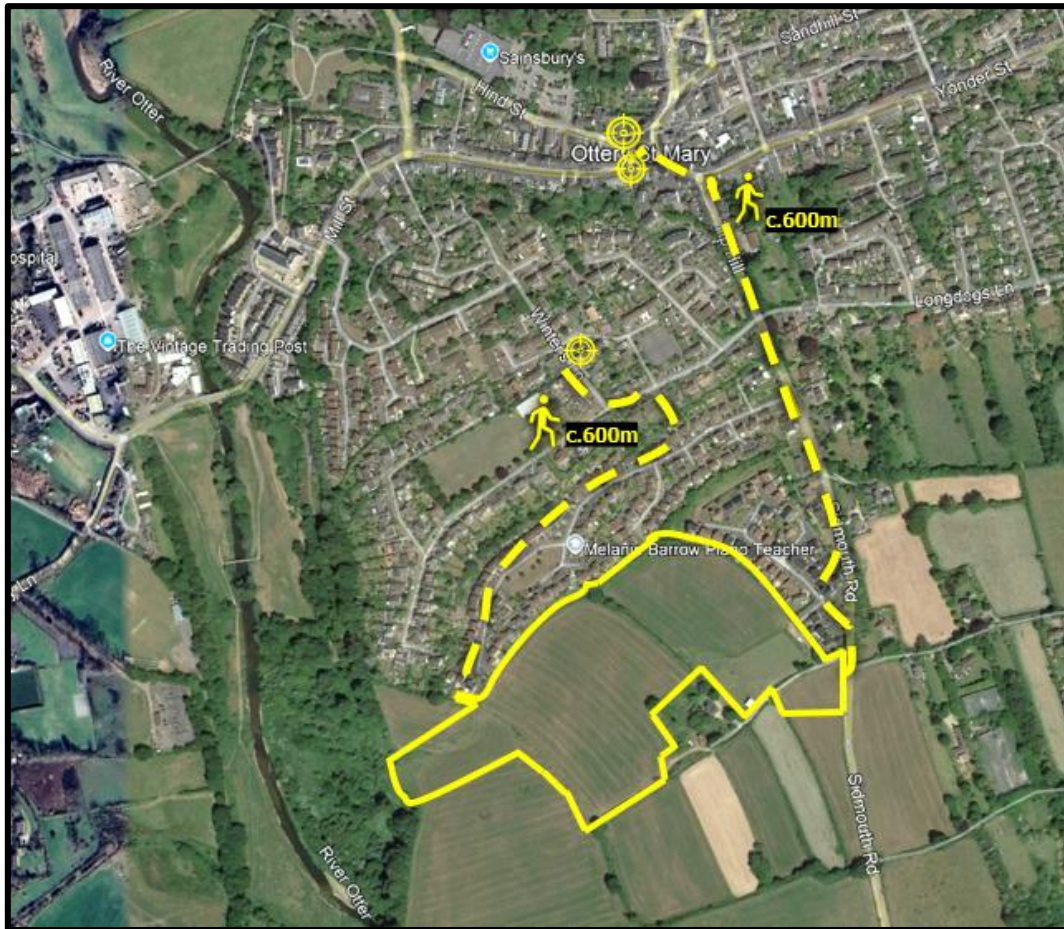
2.3.8 Considering that the roads local to the Site are urban in character, and that the local topography is generally gentle, there are realistic and viable opportunities for future residents to make trips by cycling.

2.4 Access by Bus

2.4.1 The nearest bus stop to the Site is located on Winters Lane, with two further stops on Broad Street in the town centre. Both the northbound and southbound stops have flag-and poles with timetables.

2.4.2 The bus stops and the likely walking routes to/from the Site are shown at Figure 2.5 below.

Figure 2.5 – Bus Stop Locations



Source: Google. N.B All Distances, Locations and Areas approximate.

2.4.3 Table 2.2 below summarises the routes that serve the above bus stops, showing that there are regular buses between the Site and the local area.

Table 2.2 – Bus Service Details

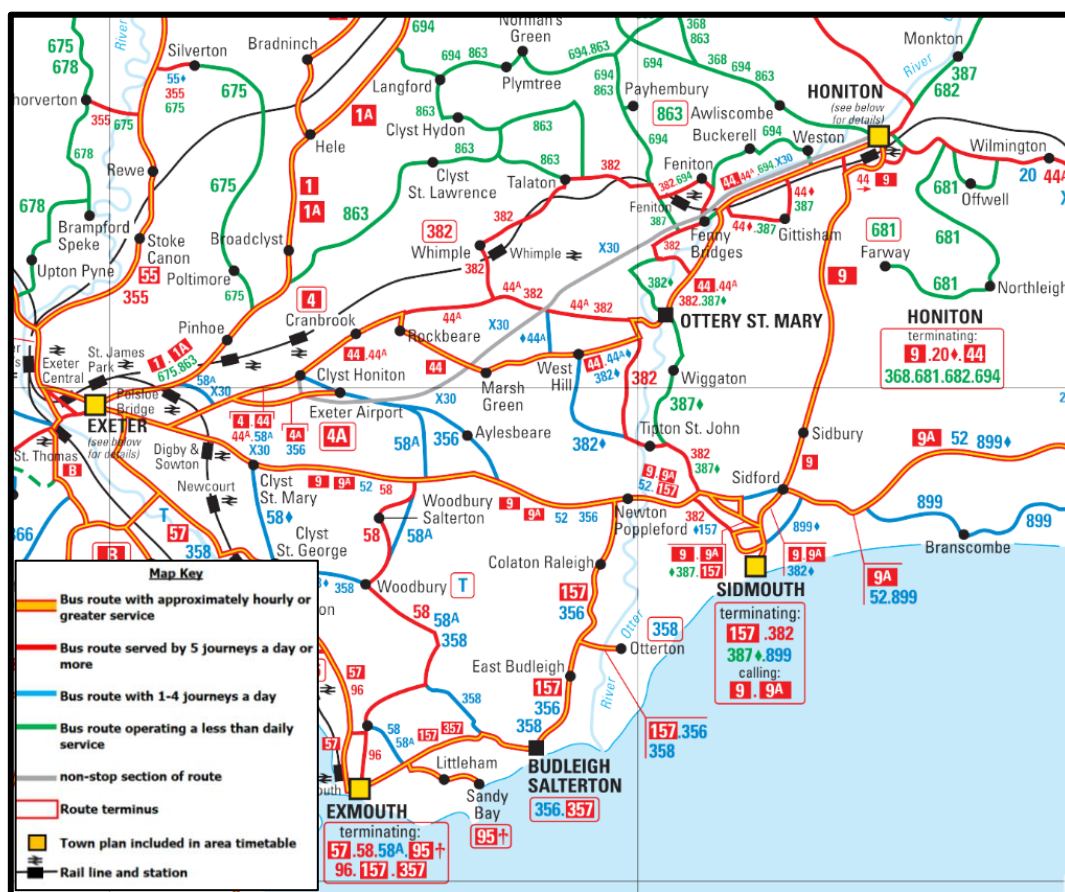
Service	Bus Stop	Route	Approximate Peak Frequency / Period		
			Monday - Friday	Saturday	Sunday
44	Broad Street	Honiton – Exeter City Centre	Once per hour	44	Broad Street
44A	Broad Street	Axminster – Exeter City Centre	Every 1.5 hours	44A	Broad Street
381	Broad Street	Ottery Town Service Circular	4 on Mondays 7 on Thursdays	381	Broad Street
381	Winters Lane	Ottery Town Service Circular	3 on Mondays 7 on Thursdays	381	Winters Lane
382	Broad Street	Whimble – Sidmouth	Every 2 hours	382	Broad Street

2.4.4 It is important to note that 45% of parishes in Devon have bus services that are less frequent than daily, or in some cases, no service at all. In contrast, only 25% of Devon's parishes benefit from a bus service that operates on an hourly or more frequent basis (Devon County Council BSIP, 2024, 25). Ottery St Mary is among the top 25% of Devon's parishes in terms of bus service frequency. Additionally, as part of Devon's bus network planning and improvements to bus services they aim to improve service frequencies from the main surrounding towns to Exeter, one of which is Ottery St Mary (Devon County Council BSIP, 2024, 69). This includes the following:

- In the first phase to a minimum frequency of 20 minutes.
- In the second phase to a minimum frequency of 15 minutes.
- Introduce early journeys at 0500 to cater for work journeys.
- Later last buses at midnight to cater for shift workers and those working late.
- Improve Sunday buses to operate hourly.
- Improve Park & Ride Services in Exeter.

2.4.5 The bus routes serving Ottery St Mary are shown in Figure 2.6 below.

Figure 2.6 – Public Transport Connections



2.4.6 Having regard to the proximity of the bus stops, the frequency of buses (relative to the rest of East Devon) and the areas that the existing local buses serve and the targeted increased frequency of buses to and from Exeter (44/44A), the Site is accessible by public transport.

2.5 Access by Rail

- 2.5.1 The nearest train station to Ottery St Mary is Feniton which is 5.5km away, approximately a 20-minute cycle or a 10-minute drive.
- 2.5.2 Feniton Station has services to London Waterloo and Exeter Saint Davids.
- 2.5.3 It is therefore feasible that some longer journeys to/from the proposed development can be made by train, with the connection between the station and the Site being made by bike, taxi, or car-share.

2.6 Vehicular Access

- 2.6.1 The Site is located off Sidmouth Road.
- 2.6.2 In the vicinity of the proposed Site access junction, Sidmouth Road is a single carriageway road with a width ranging between approximately 4.5m and 5.5m, subject to national speed limit (60mph). The speed limit changes to 20mph approximately 25m north of the proposed access.
- 2.6.3 North from the Site access junction, Sidmouth Road provides a route to Ottery St Mary town centre with onwards connections to the A30 eastbound towards Honiton, and westbound towards Exeter.
- 2.6.4 South from the Site access junction, Sidmouth Road provides a route to the A3052 which provides a connection to Sidmouth.
- 2.6.5 Figure 1.1 above, shows the Site in its local highway context.
- 2.6.6 Overall, the Site has a prominent location in relation to the local road network from which it is readily accessible.

2.7 Access to Facilities

- 2.7.1 This section considers the Site's accessibility to key services and facilities, in comparison to the national averages.
- 2.7.2 The Department for Transport (DfT) publish annual estimates of travel times from where people live to key local services including primary schools, secondary schools, GPs, hospitals, food stores, town centres and employment centres. These are known as the Journey Time Statistics (JTS) series, the latest set were recorded in 2019 (published in November 2021).
- 2.7.3 The statistics are published at national, regional, local authority and small area (Lower Super Output Area) level, for the eight key local services presented above, and for the following three modes of transport; public transport / walking, cycle and car.
- 2.7.4 The 2019 JTS "cycle time" has been converted to 'average distance' using the assumption that the average cycle speed is 16 km/h (the most common cycle speed input to the program used when calculating the JTS).
- 2.7.5 The average accessibility distance has been calculated by multiplying the average minimum cycle time (in minutes) presented at Table JTS0101 by 16 (km) and dividing by 60 (1 hour) to give the average distance.

Access to Employment

- 2.7.6 The national average accessibility distance to the nearest employment centre (one which provides 100-499 jobs) is 2.3 km.

2.7.7 The key employment destinations close to the Site are Ottery St Mary town centre (c.1km) and Finnimore Trading Estate (c.1.5km). This is closer than the national average accessibility distance; therefore, future residents of the proposed development will benefit from being closer to their nearest employment centre than the average resident of England.

Access to Education

2.7.8 The statutory maximum walking distance for primary school pupils to their school is two miles (3.2km); for secondary school pupils, the statutory distance is three miles (4.8km).

2.7.9 Data from the National Travel Survey¹ (NTS) shows that the proportion of primary pupils who walk to school decreases sharply as trip lengths exceed one mile (1.6km). This is shown in Table 2.3 which is a summary of NTS Table 0614, "trips to school by main mode, trip length and age".

Table 2.3 – NTS 0614 Trips to School; Summary Table

Age Group	Mode \ Distance	<1 mile (%)	1-2 miles (%)	2-5 miles (%)	5+ miles (%)
5-10 years	Walk	86	18	0	0
	Bicycle	1	2	0	0
	Car/van	12	78	77	72
	Bus	1	3	22	14
	Other	0	0	1	14
11-16 years	Walk	90	62	7	0
	Bicycle	1	7	11	0
	Car/van	5	19	42	37
	Bus	4	12	38	44
	Other	0	0	2	19

2.7.10 The JTS average accessibility distance to the nearest primary school is 2.3 km, and to the nearest secondary school the JTS average accessibility distance is 3.8 km.

2.7.11 The closest primary school to the Site is Ottery St Mary Primary School, c.1.1km walk distance from the centre of the Site, via the existing footways on Sidmouth Road and Longdogs Lane, albeit there is a short section at the western end of Longdogs Lane which has no pedestrian footway.

2.7.12 The closest primary school is therefore within both the national average distance and the statutory maximum walking distance for children of primary school age. As shown in Table 2.3, 88% of journeys made by 5-10 year olds to schools less than one mile away are made by non-car modes.

2.7.13 The closest secondary school is Kings School. It is approximately c.1.9km from the Site by road/footways through the town centre, and c.1.3km walking distance via public footpaths west of the Site. Both are within the statutory walking distance for children over the age of

¹ Table 0614 'trips to school by main mode, trip length and age', National Travel Survey, 2022.

eight, and shorter than the average accessibility distance. As shown in Table 2.3, for school journeys of two-to-five miles being undertaken by 11-16 year olds, 56% are undertaken using non-car modes.

Access to Other Facilities

- 2.7.14 The 2019 JTS average accessibility distance to the nearest town centre is 4.6km. The centre of Ottery St Mary, which contains a variety of retail attractions in addition to a range of restaurants and other facilities, is closer than the national average at c.1km from the Site.
- 2.7.15 The 2019 JTS average accessibility distance to the nearest food store is 2.3km. The Sainsbury's Superstore is located c.1.1km from the Site and is therefore closer than the national average distance.
- 2.7.16 The 2019 JTS average accessibility distance to the nearest GP surgery is 3.0km; the Coleridge Medical Centre is c.1.3km from the Site and is therefore closer than the national average distance.
- 2.7.17 The 2019 JTS average accessibility distance to the nearest hospital is 10.0km; Ottery St Mary Hospital is c.1.9km from the Site, again, closer than the national average distance.
- 2.7.18 Table 2.4 summarises the relevant accessibility distances set out above.

Table 2.4 – Accessibility Distance Summary

Destination / Purpose	2019 JTS	Approximate Distance from Site	Destination Name
Employment (100 – 499 Jobs)	2.3km	1.5km	Finnimore Trading Estate
Primary School	2.3km	1.1km	Ottery St Mary Primary School
Secondary School	3.8km	1.9km	The King's School
Hospital	10.0km	1.7km	Ottery St Mary Hospital
GP Surgery	3.0km	1.3km	Coleridge Medical Centre
Town Centre	4.6km	1km	Ottery St Mary Town Centre
Foodstore	2.3km	1.1km	Sainsbury's
Leisure Facilities	9.8km*	1.9km	LED Leisure Centre

2.8 Existing Highway Conditions

- 2.8.1 Traffic count surveys on Sidmouth Road have been undertaken in March 2025, which have been used to inform the design of the Site access arrangements.
- 2.8.2 An Automatic Traffic Counter (ATC) was installed on Sidmouth Road, located approximately in the location of the proposed access.
- 2.8.3 The ATC was operational for seven consecutive days between Saturday 13th March and Friday 19th March 2025 inclusive, recording traffic flows, speeds, and vehicle classification throughout that time.

Traffic Volume and Vehicle Classification

- 2.8.4 The ATC recorded an average of c.250-270 vehicle movements (two-way) on Sidmouth Road during each of the weekday peak hours.

2.8.5 The data shows that on the average the weekday, 1% of the traffic on the Sidmouth Road comprises heavy goods vehicles or buses.

Traffic Speeds

2.8.6 The speed limit on Sidmouth Road passing the proposed Site access junction is the national speed limit, however, the speed limit changes to 20mph approximately 25m to the north of the proposed Site access.

2.8.7 The geometric designs of roads and junctions are typically guided by the 85th percentile average speeds, being the speed below which 85% of traffic travels (and which is exceeded by 15% of the traffic).

2.8.8 The ATC data recorded the seven-day average and the 85th percentile speeds as summarised in Table 2.5, which are significantly lower than the national speed limit in effect at the location of the survey.

Table 2.5 – Summary of Seven-Day Average Traffic Speeds

Seven-Day Average	Mean Average	85 th Percentile
Northbound	25.8	30.1
Southbound	28.8	34.2

2.9 Road Safety Review

2.9.1 Publicly available official collision records include collisions which resulted in a personal injury and which were reported to the police. The data does not include details of damage-only collisions or those which were not reported to the police.

2.9.2 Personal-injury collisions are classified by the police as one of either 'Slight', 'Serious' or 'Fatal'. Where more than one personal injury occurs, the classification is determined by the most serious. A description of each classification is provided in the DfT publication Instructions for the Completion of Road Accident Reports dated October 2004, summarised below:

Slight:

- Sprains, not necessarily requiring medical treatment
- Neck whiplash injury
- Bruises
- Slight cuts
- Slight shock requiring roadside attention.
- (Persons who are merely shaken and who have no other injury should not be included unless they receive or appear to need medical treatment).

Serious:

- Fracture
- Internal injury
- Severe cuts
- Crushing
- Burns (excluding friction burns)

- Concussion
- Severe general shock requiring hospital treatment
- Detention in hospital as an in-patient, either immediately or later
- Injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident.

Fatal:

- 'Fatal' injury includes only those cases where death occurs in less than 30 days as a result of the accident. 'Fatal' does not include death from natural causes or suicide.

2.9.3 Personal injury collision data has been obtained from Crashmap for the area local to the Site for the most recent five-year period between 2019-2023. The locations and levels of severity of the recorded collisions are shown at Figure 2.7 below.

Figure 2.7 – Local Collision Map



Source: Crashmap. N.B. the Site boundary is indicated in yellow.

2.9.4 The CrashMap data above shows that in the most recent available five years there have been a number of collisions on the road network within Ottery St Mary, however there are no cluster locations where more than five collisions have occurred (i.e. with an average of one collision per year), indicating that there are no locations with a particular road safety concern.

2.10 Section Conclusion

2.10.1 The Site is surrounded by a pedestrian network that includes a range of services/facilities within walking distance.

-
- 2.10.2 The area local to the Site is conducive to cycling, with a wide range of services and amenities within cycling distance, and there are good opportunities for residents to make their journeys by bike.
- 2.10.3 The bus stops local to the Site are served by regular bus services, which provide access to / from a variety of destinations, and improvements to existing services have been identified by Devon County Council.
- 2.10.4 Feniton rail station is also within cycling distance of the Site; some longer journeys to/from the proposed development can be made by train, with the connection between the station and the Site being made by bike, taxi, or car-share.
- 2.10.5 The Site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.
- 2.10.6 Future residents of the proposed development will benefit from being closer to their nearest employment centre, schools, town centre, food store, GP surgery, and hospital than the average resident of England.
- 2.10.7 Overall, the Site has a good level of accessibility by all relevant transport modes, thereby complying with national and local transport planning policy.

3.0 PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 The development proposals are shown indicatively on the Proposed Land Use Parameters Plan provided at Appendix 1. The proposal is an outline application (with all matters reserved except for access from Sidmouth Road) for the demolition of a farm building and the erection of up to 140 residential dwellings (Class C3) with associated infrastructure and engineering works including landscaping, open space, surface water drainage, and internal roads/footpaths/cycleways.

3.2 Proposed Site Access Arrangements

Pedestrian and Cycle Access

- 3.2.1 Pedestrian access will be provided via two routes; east and west.
- 3.2.2 The main pedestrian access will be via a dedicated pedestrian route following the alignment of the existing public right of way between Gerway Farm and Sidmouth Road.
- 3.2.3 It is proposed to provide a new footway within the verge on the western side of Sidmouth road, leading into Gerway Close where the route will connect to the existing footway provision which leads north into Ottery St Mary.
- 3.2.4 The verge in this location forms part of the adopted public highway, which has been confirmed through pre-application consultation with DCC.
- 3.2.5 The western pedestrian access route uses the existing public right of way at the western end of Claremont Field to connect to the footways within Claremont Field.

Vehicle Access

- 3.2.6 The Site will be accessed by all vehicles from a new priority-controlled (give-way) T-junction on the western side of Sidmouth Road.
- 3.2.7 It will be constructed in the location of a recently-approved new vehicle access for Gerway Farm (planning approval reference: 22/2667/FUL), noting this access has recently been pegged out by a surveyor and the permitted development implemented.
- 3.2.8 As part of the proposed development, access to Gerway Farm will be provided from the proposed Site access road.
- 3.2.9 The proposed new access, shown on drawing 24021-010-C at Appendix 2, is designed with 10m kerb radii leading to an on-site carriageway width of 5.5m.
- 3.2.10 Visibility to the left and right from the proposed access road is shown at 43m to the nearside kerb, measured from 2.4m back from the give-way line. This is in accordance with the Manual for Streets guidance for the 30mph traffic speeds, and as agreed with DCC through pre-application consultation. Drawing 24021-010-C also shows the maximum achievable visibility to the south, measured as 180m within the public highway.
- 3.2.11 No footways are proposed as part of the new junction design – pedestrian access is proposed via a separate access as described above.
- 3.2.12 The junction is designed to accommodate 11.2m refuse/recycling trucks turning in and out of the Site, being the largest vehicles that are expected to visit the Site.

3.3 Deliveries / Servicing

- 3.3.1 Delivery and service vehicles will access the proposed development via the proposed new access junction described above.
- 3.3.2 It is anticipated that refuse and recycling collection from the Site will be added to the existing collection rounds serving Gerway Close and Gerway Lane.
- 3.3.3 The proposed Site layout has been assessed for goods and refuse vehicle manoeuvres based on a standard 11.2m refuse vehicle. Drawings of the swept path assessment are provided at Appendix 3.

3.4 Car and Cycle Parking

Car Parking

- 3.4.1 Car parking will be dealt with at the reserved matters stage, and will be provided in accordance with the relevant policies and adopted parking standards at the time of the application.

Electric Vehicle Parking

- 3.4.2 Electric vehicle parking will be provided for all dwellings, and in accordance with the local policy and standards at the time of application determination.

Cycle Parking

- 3.4.3 Cycle parking will be provided for all dwellings, and in accordance with the local policy and standards at the time of the application determination.

3.5 Accessibility Audit

- 3.5.1 Following feedback from the public consultation with local residents and the Parish Council, an Accessibility Audit has been undertaken. This identifies key day-to-day facilities within walking distance of the Site, including a review of the routes to them, and will be used to identify any shortfalls along the routes and opportunities for improvement for non-motorised users.
- 3.5.2 The Accessibility Audit is provided at Appendix 4.
- 3.5.3 The audit of the route between the Site and Ottery St Mary Primary School identifies that there is a section of approximately 55m in length at the western end of Longdogs Lane which is only 3.2m wide and has no footway.
- 3.5.4 It is understood from on-site observations that during school arrival and departure times, a school crossing patrol officer is in attendance at the junction of Tip Hill / Longdogs Lane / Winters Hill / Sidmouth Road to provide supervision crossing the roads in this location. Observations have also noted that there appears to be a general acceptance among users of the narrow section of Longdogs Lane to treat it as a shared-space, whereby vehicles give-way to pedestrians within the road-space.
- 3.5.5 While there is no recent record of personal injury collisions in this location, the applicant is willing to discuss with the LPA/LHA potential options to improve / enhance this existing constraint.
- 3.5.6 The audit also identifies that on the eastern side of Tip Hill between Jesu Street and Longdogs Lane, there are sections where the footway reduces to c.0.8m-1.0m, which form part of the route to the town centre.

3.5.7 Again, while there are no recent records of personal injury collisions on this section of road, the applicant is willing to discuss with the LPA/LHA potential options to improve / enhance this existing constraint.

3.6 Section Conclusion

3.6.1 The proposed Site access junction has been designed with visibility splays in accordance with the MfS standards for 30mph traffic speeds, as agreed with DCC.

3.6.2 A separate dedicated pedestrian route will be provided on the Site's eastern side, following the alignment of the existing public right of way between Gerway Farm and Sidmouth Road, and a new footway will be constructed within the verge on the western side of Sidmouth Road, connecting to the existing footway provision which leads north into Ottery St Mary.

3.6.3 At the western side of the Site, a pedestrian connection will be provided to the existing infrastructure within Claremont Field.

3.6.4 Pedestrian movements will be accommodated within the internal site layout, and the applicant is willing to discuss with the LPA/LHA potential options to improve/enhance the existing constraints on the pedestrian routes to the primary school and town centre.

3.6.5 Swept path analysis shows that the access arrangements are suitable for the largest vehicles that are expected to use the Site.

3.6.6 On-site parking will be provided in accordance with the relevant local parking standards applicable at the time of a subsequent reserved matters application.

3.6.7 The proposal therefore accords with Policy 5B and TC9 of the adopted local plan and with paragraphs 114 and 116 of the NPPF.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

4.1.1 The following traffic analysis considers the traffic generation of the proposed development.

4.2 Study Area Junctions

4.2.1 This section of the report provides details of the traffic data used for the assessment of the study area junctions. The assessment considers the effect of the proposed development traffic on the following junctions, indicated at

4.2.2 Figure 4.1 below: -

- 1) Proposed Site access priority junction on Sidmouth Road.
- 2) Crossroad junction with Tip Hill / Longdogs Lane / Sidmouth Road / and Winter's Lane.
- 3) Priority junction with Broad Street / Jesu Street / and Tip Hill.
- 4) Priority junction with Broad Street / Gold Street / and B3174.
- 5) Priority junction with Canan Way / B3174 Mill Street.
- 6) Priority junction with Prospect Place / B3174 / and B3174 Mill Street.

Figure 4.1 – Transport Assessment Study Area

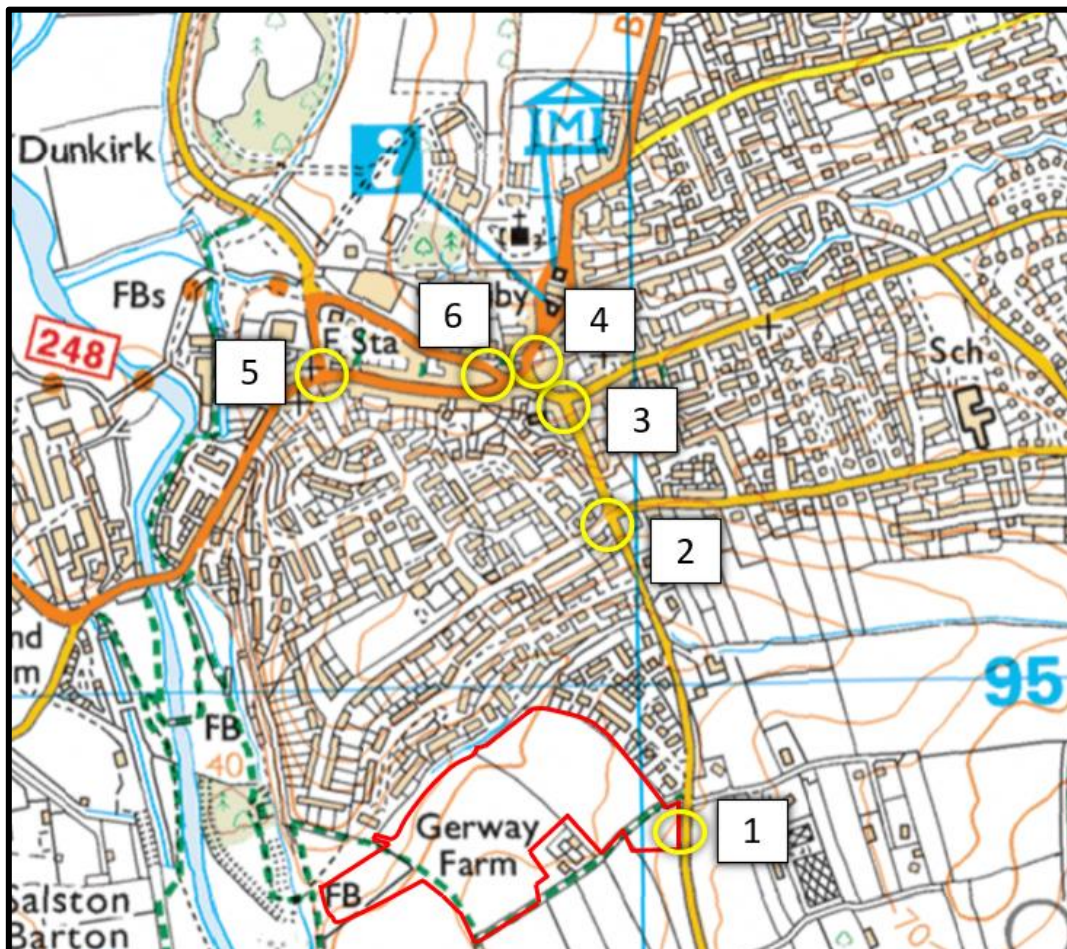


Image source: Google

4.3 Existing Traffic Flows

- 4.3.1 Vehicle turning-count surveys were undertaken at study junctions 2, 3, 4, 5 and 6 on Tuesday 24th June 2025. The survey date can therefore be considered to be a 'neutral' time of year.
- 4.3.2 The turning-count surveys recorded the vehicle movements at the junctions between the hours of 07:00-10:00 and 16:00-19:00 in order to capture the AM and PM peak periods.
- 4.3.3 The turning-count surveys recorded the weekday AM peak hour of total vehicle movements as 08:15-09:15, and the weekday PM peak hour as 17:00-18:00.
- 4.3.4 An ATC survey was conducted on the B3174 Mill Street between Mill Stream Court and Millcroft for 24 days from Monday 23rd June – Wednesday 16th July 2025 inclusive, thereby covering the day of the turning-count surveys.
- 4.3.5 By way of checking the suitability of the turning-count survey data, the recorded AM and PM peak-hour vehicle movements on the B3174 Mill Street have been compared to the average weekday ATC data from this road for the same time periods. The comparison is shown in Table 4.1.

Table 4.1 – Comparison of Turning-Count data with ATC data

B3174 Mill Street		Northbound	Southbound	Two-Way
08:15-09:15	Turning Count Survey	416	414	830
	ATC weekday average	343	386	729
17:00-18:00	Turning Count Survey	441	347	788
	ATC weekday average	413	330	743

- 4.3.6 The Institute of Environmental Assessment (IEMA) "Guidelines for the Environmental Assessment of Road Traffic" states at paragraph 3.16 that 'the day-to-day variation of traffic on a road is frequently at least some + or – 10%'.
- 4.3.7 Table 4.1 shows that the turning-count survey was undertaken on a day when the AM peak-hour traffic movements on the B3174 was c.14% higher than the average AM Peak hour and the PM peak hour traffic flow was c.6% higher than the average PM peak hour during the survey period.
- 4.3.8 As such, it is demonstrated that the turning count surveys were undertaken on a day when the traffic flows were higher than the typical flows during the survey period, and the data is therefore considered robust and suitable to use in a comparative assessment of junction operation.
- 4.3.9 Schematic diagrams showing the local road network, study junctions, and the observed 2025 surveyed weekday AM and PM peak-hour traffic flows, are provided at Appendix 5.

4.4 Assessment Year Traffic Flows

- 4.4.1 The assessment will be based on a future assessment year of 2030 (Application year + 5 years). Growth factors have been applied to the surveyed traffic flows to represent the future year to account for projected economic growth and local development forecasts.
- 4.4.2 The growth factors for the period 2025 to 2030 have been derived from the TEMPRO database version 8.1, adjusting the output for car drivers for the geographical area of "East Devon 008" (with transport mode "Car Driver" and road type "Minor"). The resultant growth factors are summarised below at Table 4.2.

Table 4.2 – TEMPRO Growth Rates

Peak Period	2025 to 2030
	Resultant Growth
AM	1.0566
PM	1.0597

- 4.4.3 The TEMPRO growth factors have been applied to the surveyed flows to produce the forecast 2030 base traffic flows. These are shown on schematic diagrams provided at Appendix 6.

4.5 Committed Development

- 4.5.1 Local committed developments (developments with planning permission but not yet constructed or occupied) will have a future traffic impact on the local highway network, but the traffic will not have been picked up in the baseline traffic surveys.
- 4.5.2 The TEMPRO growth factors account for local development forecasts, in particular the traffic associated with developments that are identified in Local Plans.
- 4.5.3 Through the pre-app discussions with DCC, no committed developments were identified for specific inclusion within the assessment.

4.6 Proposed Development Trip Generation

- 4.6.1 The vehicular trip generation of the proposed development has been derived using first-principles data collected through a traffic count survey in March 2025 at the junction of Claremont Field and Sidmouth Road.
- 4.6.2 Claremont Field is a self-contained residential cul-de-sac of 95 houses in close proximity to the Site, and serves as a useful analogue for the proposed development. Claremont Field was used rather than Gerway Close because Claremont Field provides a larger sample size, and its size is more akin to the proposed development of 140 houses. As it has a single vehicular access, the number of vehicle arrivals and departures have been recorded during the weekday AM and PM peak periods, and the peak-hour vehicle trip rates per house have been calculated. The potential vehicle trip generation of the Site has then been calculated by applying the Claremont Field trip rates to the proposed 140 houses.
- 4.6.3 Table 4.3 shows the recorded vehicle movements in/out of Claremont Field alongside the calculated trip rates per house. Table 4.4 shows the vehicle trip generation of the proposed 140 houses on the Site, derived from the Claremont Field data.

Table 4.3 – Surveyed Vehicle Trip Data to/from Claremont Field

	Vehicle Trip Numbers (surveyed from 95 houses)			Average Vehicle Trip Rates (per house)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM 08:15 – 09:15	17	20	37	0.179	0.211	0.389
PM 17:00 – 18:00	20	16	36	0.211	0.168	0.379

N.B. Some of the figures include mathematical rounding.

Table 4.4 – Proposed Development Vehicle Trips

	Average Vehicle Trip Rates (per house)			Vehicle Trip Numbers (140 houses)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM 08:15 – 09:15	0.179	0.211	0.389	25	29	55
PM 17:00 – 18:00	0.211	0.168	0.379	29	24	53

N.B. Some of the figures include mathematical rounding.

4.7 Development Traffic Distribution

- 4.7.1 The distribution of the weekday AM peak and PM peak residential trips has been disaggregated into trip purposes, based on the National Travel Survey (NTS) 2023 Table 0502, which reports trip start-time by trip-purpose, for all modes.
- 4.7.2 Four key purposes have been calculated: Employment, Education, Shopping and Other.
- 4.7.3 The combined disaggregation of vehicle trips for each peak hour is shown in Table 4.5 below.

Table 4.5 – Residential Trip Purposes

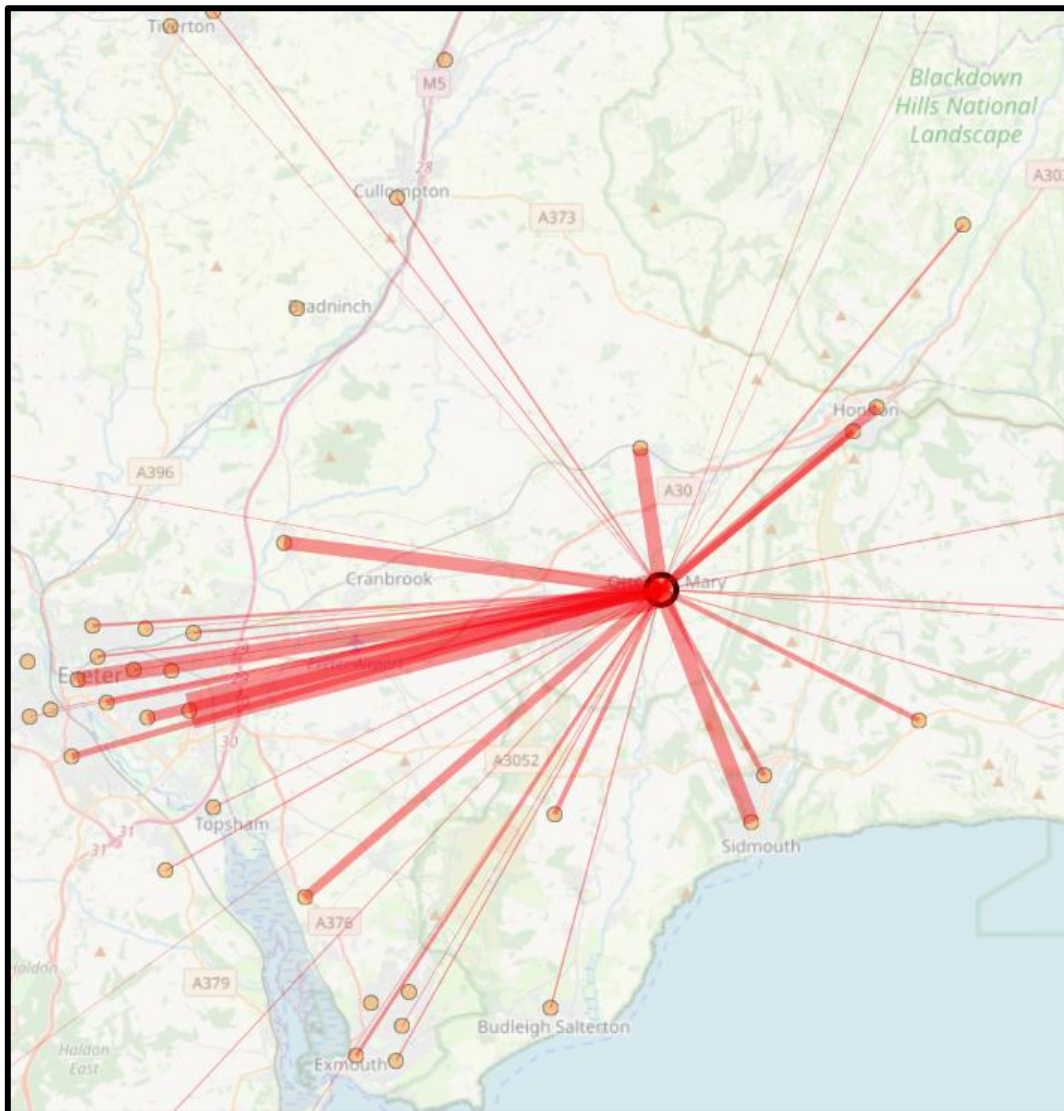
Journey Purpose	AM peak	PM peak
Employment	16%	26%
Education	53%	5%
Shopping	5%	14%
Other	26%	55%
Total:	100%	100%

Employment Trips

- 4.7.4 The distribution of journeys made for employment purposes (commuting) has been determined based on Census 2011 data, using the dataset WU03EW - Location of usual residence and place of work by method of travel to work taken from the website 'DataShine Commute' extracting car (driving) trips for residents living in Census area 'East Devon 008', being the location of Ottery St Mary.

- 4.7.5 This data provides insight into the prevailing distribution of commuting trips made by local residents, which can be used as an indication of the likely distribution of the proposed development's commuting traffic during the weekday AM and PM peak hours.
- 4.7.6 Figure 4.2 below provides a visual representation of these commuting journeys from Ottery St Mary, while the data is set out in percentage terms in Table 4.6.

Figure 4.2 – Ottery St Mary Travel to Work Destinations



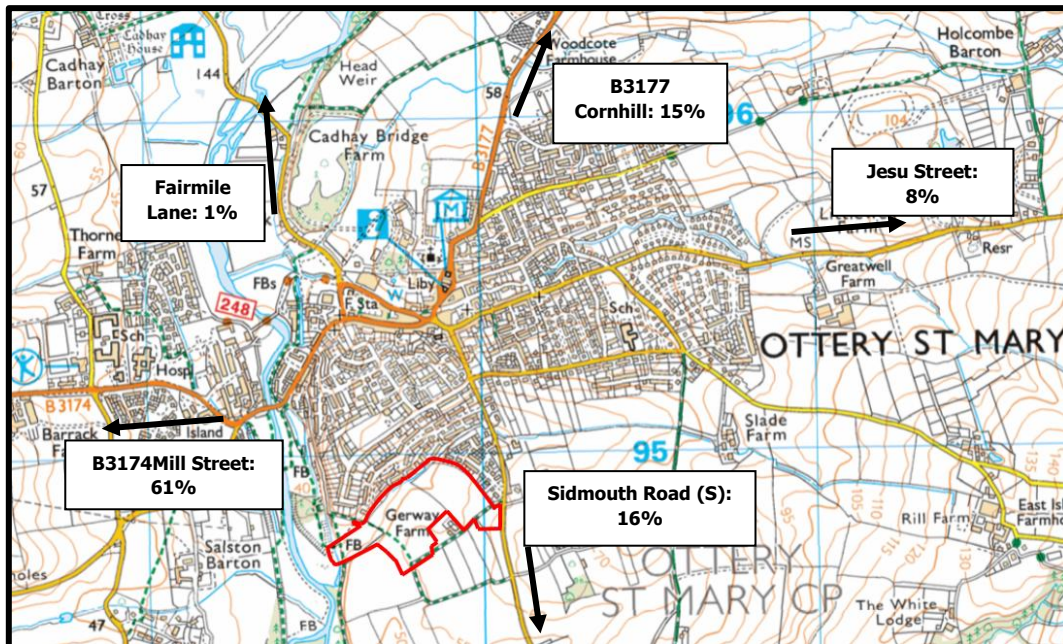
Source: DataShine Commute. Data is from the ONS 2011 Census.

Table 4.6 – Percentages of the Primary Work Locations

Approximate Location	Percentage
No fixed place	13.5%
Ottery St Mary	8.8%
Exeter	39.2%
Sidmouth	10.2%
Honiton	7.4%
Feniton	5.6%
Tiverton	3.9%
Exton	3.5%
Exmouth	3.0%
Seaton	1.4%
Newton Abbot	1.1%
Axminster	0.6%
Taunton	0.6%
Lyme Regis	0.5%
Crediton	0.4%
Outside the UK	0.3%

- 4.7.7 Online route planning applications have been used to identify the most likely routes that future residents would take to commute to each of the locations listed above in Table 4.6, and the respective percentages of development trips have been mapped on to the proposed study network.
- 4.7.8 Figure 4.3 shows in graphical form the assumed distribution of commuting trips on the network.

Figure 4.3 – Employment-Based Trip Distributions



Map source: Bing Maps (Ordnance Survey). N.B The approximate Site boundary is indicated by the red line.

4.7.9 The distribution of the employment-related peak hour trips is shown on network diagrams at Appendix 7.

Education Trips

4.7.10 As mentioned above in paragraphs 2.7.11 and 2.7.13, Ottery St Mary has two schools; Ottery St Mary Primary School and the Kings School (secondary school).

4.7.11 Both schools have been allocated 50% of the school trips each.

4.7.12 As above, the most likely routes that future residents would take to drive to the two schools, based on the respective percentages of development trips, have been mapped on to the proposed study network.

4.7.13 The distribution of the education-related peak hour trips is shown on network diagrams at Appendix 7.

Shopping Trips

4.7.14 The majority of trips made solely for shopping purposes during the peak hours are likely to be to Sainsbury's in Ottery St Mary, with a smaller proportion being made to Honiton where there is a larger retail offering.

4.7.15 This assessment assumes 75% of the proposed development's peak-hour shopping trips will go to Sainsbury's, and 25% to Honiton.

4.7.16 Again, the most likely routes that future residents would take to drive to these two shopping destinations, based on the respective percentages of development trips, have been mapped on to the proposed study network.

4.7.17 The distribution of the shopping-related peak hour trips is shown on network diagrams at Appendix 7.

Other Trip Purposes

4.7.18 The 'other' category of peak-hour journey purposes covers a wide range of potential destinations.

4.7.19 For simplicity these trips have been distributed equally via the five main route out of Ottery St Mary:

- 20% west via the B3174,
- 20% northwest via Fairmile Lane,
- 20% north via the B3177,
- 20% east via Jesu Street,
- 20% south via Sidmouth Road

4.7.20 The distribution of the peak hour trips for 'other' purposes is shown on network diagrams at Appendix 7.

4.8 Proposed Development Total Traffic Effect

4.8.1 The overall traffic effect of the proposed development is calculated by applying the above distribution assumptions to the proposed development's traffic generation (shown at Table 4.4) to the local road network. This is shown on diagrams at Appendix 7 and is summarised for each of the study junctions at Table 4.7 below.

Table 4.7 – Overall Net Traffic Effect

Study Junction	AM Peak Hour	PM Peak Hour
1) Proposed Site access priority junction on Sidmouth Road.	55	53
2) Crossroad junction with Tip Hill / Longdogs Lane / Sidmouth Road / and Winter's Lane.	50	45
3) Priority junction with Broad Street / Jesu Street / and Tip Hill.	36	44
4) Priority junction with Broad Street / Gold Street / and B3174.	32	37
5) Priority junction with Canan Way / B3174 Mill Street.	25	21
6) Priority junction with Prospect Place / B3174 / and B3174 Mill Street.	28	27

N.B. Some of the figures include mathematical rounding.

4.8.2 Table 4.7 shows that study junctions 1-4 could receive between 32 and 55 additional vehicle movements during the weekday AM and PM peak hours, in other words, an average of one additional vehicle approximately every one to two minutes.

4.8.3 Junctions 5 and 6 are shown to receive between 21 and 28 additional vehicle movements, equating to an average of less than one additional vehicle movement every two minutes.

4.8.4 The overall traffic effect of the proposed development has been combined with the '2030' base traffic flows, to produce the assessment scenario '2030 + Proposed Development'. These flows are shown on the diagrams at Appendix 8.

4.9 Section Conclusions

4.9.1 First principles traffic generation data collected from Claremont Field has been used to identify the vehicle trip generation rates for the proposed development.

4.9.2 The data shows that the proposed development could generate an average of 55 vehicle movements in the weekday AM peak hour, and 53 vehicle movements in the weekday PM peak hour.

4.9.3 The distribution of the proposed development traffic on the surrounding road network is based on a combination of peak hour journey purpose data from the NTS, the likely local destinations for those journeys, and the likely driving route to those destinations.

4.9.4 The assessment shows that study junctions 1-4 could receive between 32 and 55 additional vehicle movements during the weekday AM and PM peak hours, in other words, an average of one additional vehicle approximately every one to two minutes.

4.9.5 Junctions 5 and 6 are shown to receive between 21 and 28 additional vehicle movements, equating to an average of less than one additional vehicle movement every two minutes.

5.0 JUNCTION CAPACITY ASSESSMENT

5.1 Introduction

- 5.1.1 The traffic assessment in the previous section identifies that study junctions 1-4 could receive between 32 and 55 additional vehicle movements during the weekday AM and PM peak hours, in other words, an average of one additional vehicle approximately every one to two minutes.
- 5.1.2 Junctions 5 and 6 are shown to receive between 21 and 28 additional vehicle movements, equating to an average of less than one additional vehicle movement every two minutes.
- 5.1.3 On this basis, junction capacity assessments have been undertaken at the following junctions:
- 1) Proposed Site access priority T-junction on Sidmouth Road.
 - 2) Crossroad junction of Tip Hill / Longdogs Lane / Sidmouth Road / and Winters Lane.
 - 3) Priority T-junction of Broad Street / Jesu Street / and Tip Hill
 - 4) Priority T-junction of Broad Street / Gold Street / and B3174.

5.2 Computer Modelling Software

- 5.2.1 Industry-standard junction capacity modelling software, appropriate to the specific study junction/s, has been used to assess the development traffic effect on their capacity and operation.
- 5.2.2 The PICADY9 module of the Junctions9 software is an industry standard computer package for modelling the operation of priority-controlled (give-way) junctions. PICADY uses the geometry of the junction combined with traffic flow information to predict capacity. The software provides a number of results in its output, the most meaningful of which is the Ratio of Flow to Capacity (RFC), where an RFC of 1.00 on any approach to the junction reflects a traffic demand equal to the theoretical capacity of that approach.
- 5.2.3 PICADY is typically operated using 'One Hour' mode which estimates the traffic profile for an hour-long period based a bell-shaped curve with a 15-minute 'Warm Up' period before, and a 15-minute 'Cool Down' period either side of the 60-minute peak-hour. This simulates the robust scenario of a peak within the peak hour.

5.3 Capacity Assessment

Proposed Site Access Junction on Sidmouth Road

- 5.3.1 The PICADY9 computer program has been used to assess the operation of the proposed Site access junction on Sidmouth Road.
- 5.3.2 The model assesses the scenario "2030 base traffic with the proposed development" in the weekday AM and PM peak hours, based on the proposed junction geometry.
- 5.3.3 The results of the PICADY9 tests are set out at Table 5.1 below, in which Stream A is Sidmouth Road (south), Stream B is the proposed Site access, and Stream C is Sidmouth Road (north). The full results of the PICADY9 assessment are provided at Appendix 9.

Table 5.1 – PICADY Summary – Proposed Site Access on Sidmouth Road

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2030 Base Flow + Proposed development					
Stream B-C	0.0	5.85	0.05	0.0	5.90	0.03
Stream B-A	0.0	8.63	0.01	0.0	8.55	0.01
Stream C-AB	0.1	5.59	0.05	0.1	5.74	0.05

5.3.4 The PICADY9 assessment shows that the proposed Site access junction will operate well within capacity.

Crossroad junction of Tip Hill / Longdogs Lane / Sidmouth Road / and Winters Lane

5.3.5 The PICADY9 computer program has been used to assess the operation of the crossroad junction of Tip Hill, Longdogs Lane, and Winters Lane.

5.3.6 The results of the PICADY9 tests are set out at Table 5.2 below, in which Stream A is Tip Hill, Stream B is Longdogs Lane, Stream C is Sidmouth Road, and Stream D is Winters Lane. The full results of the PICADY9 assessment are provided at Appendix 9.

Table 5.2 – PICADY Summary – Crossroad junction of Tip Hill / Longdogs Lane / Sidmouth Road / and Winters Lane

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025 Surveyed Flows					
Stream B-CD	0.1	8.22	0.08	0.1	8.27	0.09
Stream B-AD	0.3	11.20	0.20	0.1	10.35	0.11
Stream A-BCD	0.0	5.55	0.03	0.1	5.12	0.05
Stream D-AB	0.1	7.83	0.09	0.1	7.92	0.07
Stream D-BC	0.1	9.80	0.08	0.1	10.15	0.09
Stream C-ABD	0.0	5.52	0.04	0.1	5.73	0.05
	2030 Base Flows					
Stream B-CD	0.1	8.39	0.08	0.1	8.45	0.10
Stream B-AD	0.3	11.51	0.22	0.1	10.58	0.11
Stream A-BCD	0.0	5.55	0.03	0.1	5.09	0.05
Stream D-AB	0.1	7.96	0.10	0.1	8.07	0.08
Stream D-BC	0.1	9.98	0.09	0.1	10.36	0.10
Stream C-ABD	0.1	5.51	0.04	0.1	5.73	0.06
	2030 Base Flows + Development					
Stream B-CD	0.1	8.24	0.10	0.1	8.63	0.10
Stream B-AD	0.3	11.99	0.22	0.1	10.88	0.12
Stream A-BCD	0.0	5.52	0.04	0.1	5.02	0.05
Stream D-AB	0.1	8.11	0.10	0.1	8.22	0.08
Stream D-BC	0.1	10.27	0.09	0.1	10.63	0.10
Stream C-ABD	0.1	5.52	0.06	0.1	5.68	0.06

5.3.7 The model includes the surveyed 2025 flows, the results of which have been compared against the results of queue surveys recorded at the same time as the traffic flows. The queue-length survey data is provided at Appendix 10.

- 5.3.8 A comparison of the modelled and observed queue lengths shows that the two datasets are broadly similar, and there is no reason to adjust PICADY9 from its default settings.
- 5.3.9 On this basis, the PICADY9 model is considered to be a realistic representation, and is fit for purpose for assessing the relative effect on queuing and delay of different traffic flow scenarios.
- 5.3.10 The PICADY9 assessment shows that the proposed Site access junction will operate well within capacity.

Priority junction of Broad Street / Jesu Street / and Tip Hill

- 5.3.11 The PICADY9 computer program has been used to assess the operation of the priority junction of Broad Street / Jesu Street / and Tip Hill.
- 5.3.12 The results of the PICADY9 tests are set out at Table 5.3 below, in which Stream A is Broad Street, Stream B is Jesu Street, and Stream C is Tip Hill. The full results of the PICADY9 assessment are provided at Appendix 9.

Table 5.3 – PICADY Summary – Priority junction of Broad Street / Jesu Street / and Tip Hill

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2025 Surveyed Flows						
Stream B-C	0.1	12.24	0.08	0.1	10.08	0.07
Stream B-A	1.2	20.47	0.54	0.5	14.90	0.36
Stream C-AB	0.1	5.88	0.05	0.1	6.22	0.04
2030 Base Flows						
Stream B-C	0.1	13.16	0.09	0.1	10.40	0.08
Stream B-A	1.3	22.65	0.58	0.6	15.74	0.38
Stream C-AB	0.1	5.85	0.05	0.1	6.23	0.05
2030 Base Flows + Development						
Stream B-C	0.1	13.57	0.10	0.1	10.59	0.09
Stream B-A	1.4	23.77	0.59	0.6	16.40	0.39
Stream C-AB	0.1	5.80	0.06	0.1	6.20	0.06

- 5.3.13 The model includes the surveyed 2025 flows, the results of which have been compared against the results of queue surveys recorded at the same time as the traffic flows. The queue-length survey data is provided at Appendix 10.
- 5.3.14 A comparison of the modelled and observed queue lengths shows that the two datasets are broadly similar, and there is no reason to adjust PICADY9 from its default settings.
- 5.3.15 On this basis, the PICADY9 model is considered to be a realistic representation, and is fit for purpose for assessing the relative effect on queuing and delay of different traffic flow scenarios.
- 5.3.16 The PICADY9 assessment shows that the junction will continue to operate well within capacity with the addition of the proposed development traffic, with a negligible increase in RFC, queuing, and delay.

Priority junction of Broad Street / Gold Street / and the B3174

- 5.3.17 The PICADY9 computer program has been used to assess the operation of the priority junction of Broad Street / Gold Street / and the B3174.
- 5.3.18 The results of the PICADY9 tests are set out at Table 5.4 below, in which Stream A is the B3174, Stream B is Gold Street, and Stream C is Broad Street. The full results of the PICADY9 assessment are provided at Appendix 9.
- 5.3.19 The results of the PICADY tests are set out at Table 5.4 below.

Table 5.4 – PICADY Summary – Priority junction of Broad Street / Gold Street / and the B3174

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2025 Surveyed Flows						
Stream B-C	0.1	7.17	0.12	0.2	8.50	0.15
Stream B-A	0.6	15.95	0.39	1.2	19.50	0.55
Stream C-AB	0.5	6.16	0.22	0.2	7.26	0.13
2030 Base						
Stream B-C	0.2	7.49	0.13	0.2	9.31	0.17
Stream B-A	0.7	17.15	0.42	1.4	21.89	0.59
Stream C-AB	0.5	6.20	0.24	0.2	7.35	0.14
2030 Base + Development						
Stream B-C	0.2	7.61	0.14	0.2	9.73	0.19
Stream B-A	0.7	17.62	0.42	1.5	22.95	0.60
Stream C-AB	0.6	6.17	0.25	0.2	7.39	0.15

- 5.3.20 The model includes the surveyed 2025 flows, the results of which have been compared against the results of queue surveys recorded at the same time as the traffic flows. The queue-length survey data is provided at Appendix 10.
- 5.3.21 A comparison of the modelled and observed queue lengths shows that the two datasets are broadly similar, and there is no reason to adjust PICADY9 from its default settings.
- 5.3.22 On this basis, the PICADY9 model is considered to be a realistic representation, and is fit for purpose for assessing the relative effect on queuing and delay of different traffic flow scenarios.
- 5.3.23 The PICADY9 assessment shows that the junction will continue to operate well within capacity with the addition of the proposed development traffic, with a negligible increase in RFC, queuing, and delay.

5.4 Effect on Road Safety

- 5.4.1 Section 2.9 reviews the collision records from the most recent five years available. It concludes that there does not appear to be any particular pattern or cluster of collisions within the study area.
- 5.4.2 The capacity assessments of the above four junctions shows that they will operate well within capacity in the 2030 base traffic 'with development' scenarios, and the mean maximum queue lengths and average delay will be subject to only small-scale increases with the addition of the proposed development traffic.

5.4.3 The addition of the proposed development traffic is not likely to materially increase the occurrence or materially affect the pattern of collisions within the study area.

5.5 Section Conclusions

5.5.1 The capacity assessment shows that all of the study junctions will operate within capacity during both the AM and PM peak hours with the addition of the proposed development traffic.

5.5.2 There does not appear to be any particular pattern within the recent collision records, and the addition of the proposed development traffic is not likely to materially increase the occurrence or materially affect the pattern of collisions within the study area.

5.5.3 Overall, the scale of residual impact cannot be considered to be severe when viewed in the context of the NPPF planning test (NPPF paragraph 116), and the proposal satisfies Local Plan Strategy 5B.

5.5.4 Overall therefore, the traffic effect of the proposed development is considered to be acceptable.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

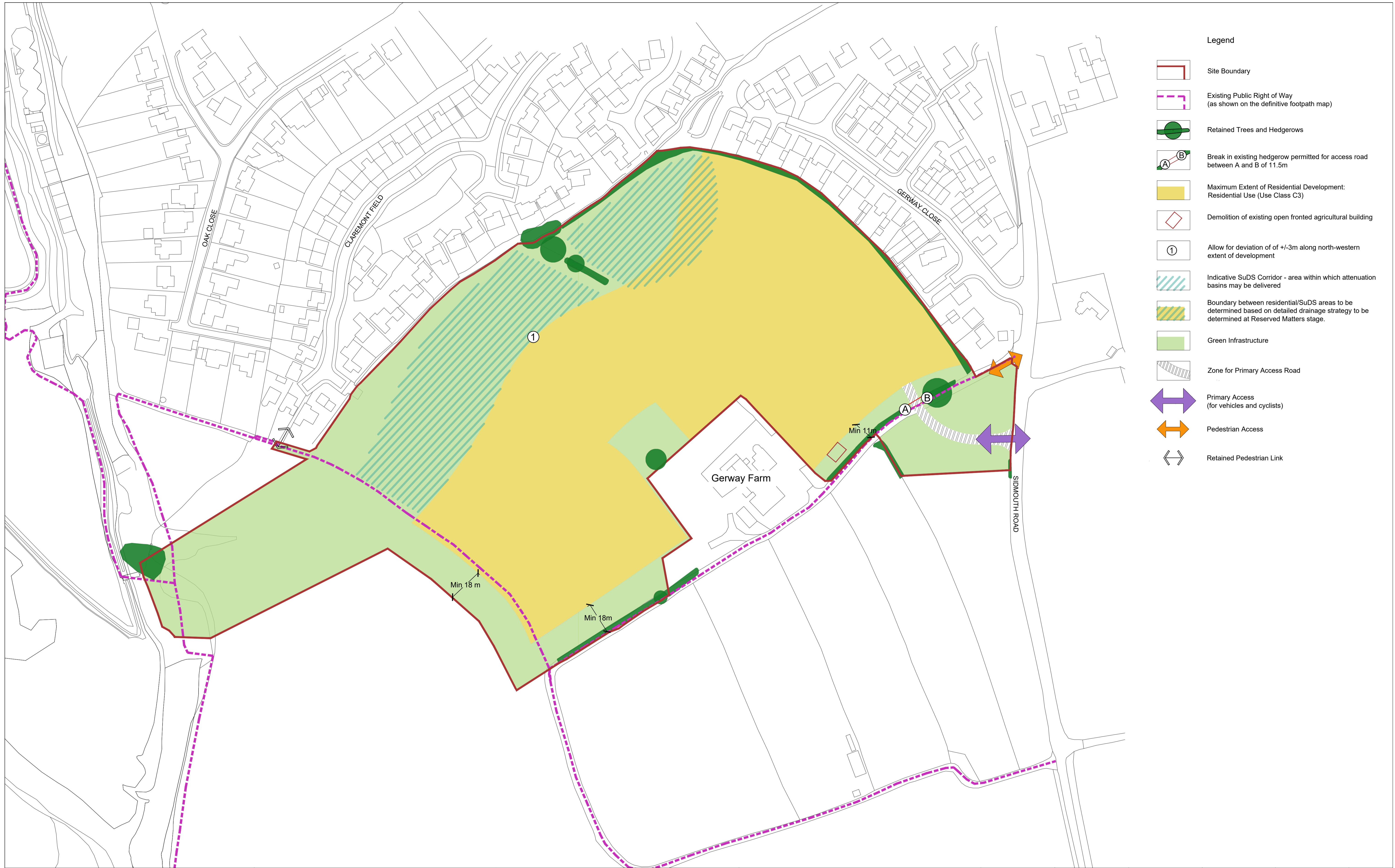
- 6.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Landra Developments Ltd in relation to proposed residential development on land at Gerway Farm in Ottery St Mary.
- 6.1.2 The proposal comprises an outline application (with all matters reserved except for access from Sidmouth Road) for the demolition of a farm building and the erection of up to 140 residential dwellings (Class C3) with associated infrastructure and engineering works including landscaping, open space, surface water drainage, and internal roads/footpaths/cycleways.
- 6.1.3 The Site is surrounded by a pedestrian network that includes a range of services/facilities within walking distance.
- 6.1.4 The area local to the Site is conducive to cycling, with a wide range of services and amenities within cycling distance, and there are good opportunities for residents to make their journeys by bike.
- 6.1.5 The bus stops local to the Site are served by regular bus services, which provide access to / from a variety of destinations.
- 6.1.6 Feniton rail station is also within cycling distance of the Site; some longer journeys to/from the proposed development can be made by train, with the connection between the station and the Site being made by bike, taxi, or car-share.
- 6.1.7 The Site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.
- 6.1.8 Overall, the Site has a good level of accessibility by all relevant transport modes.
- 6.1.9 Future residents of the proposed development will benefit from being closer to their nearest employment centre, schools, town centre, food store, GP surgery, and hospital than the average resident of England.
- 6.1.10 The proposed Site access junction has been designed in accordance with the DMRB standards for the observed traffic speeds, as agreed with DCC.
- 6.1.11 A dedicated pedestrian route will be provided on the Site's eastern side, following the alignment of the existing public right of way between Gerway Farm and Sidmouth Road, and a new footway will be constructed within the verge on the western side of Sidmouth Road, connecting to the existing footway provision which leads north into Ottery St Mary.
- 6.1.12 At the western side of the Site, a pedestrian connection will be provided to the existing infrastructure within Claremont Field.
- 6.1.13 Pedestrian movements will be accommodated within the internal site layout, and the applicant is willing to discuss with the LPA/LHA potential options to improve/enhance the existing constraints on the pedestrian routes to the primary school and town centre.
- 6.1.14 Swept path analysis shows that the access arrangements are suitable for the largest vehicles that are expected to use the Site.
- 6.1.15 On-site parking will be provided in accordance with the relevant local parking standards applicable at the time of a subsequent reserved matters application.




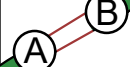









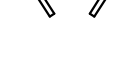
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- 6.1.16 First principles traffic generation data collected from Claremont Field has been used to identify the vehicle trip generation rates for the proposed development.
 - 6.1.17 The data shows that the proposed development could generate an average of 55 vehicle movements in the weekday AM peak hour, and 53 vehicle movements in the weekday PM peak hour.
 - 6.1.18 The distribution of the proposed development traffic on the surrounding road network is based on a combination of peak hour journey purpose data from the NTS, the likely local destinations for those journeys, and the likely driving route to those destinations.
 - 6.1.19 The assessment shows that the proposed development's traffic effect on the roads in Ottery St Mary equates to an average of no more than one additional vehicle approximately every one to two minutes.
 - 6.1.20 The capacity assessment shows that all of the study junctions will operate within capacity during both the AM and PM peak hours with the addition of the proposed development traffic.
 - 6.1.21 The addition of the proposed development traffic is not likely to materially increase the occurrence or materially affect the pattern of collisions within the study area.

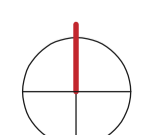
6.2 Conclusions

- 6.2.1 The proposal is shown to accord with Strategy 5B of the adopted local plan and with Paragraphs 115 and 117 of the NPPF.
- 6.2.2 Overall, the scale of residual impact cannot be considered to be severe when viewed in the context of the NPPF planning test (NPPF paragraph 116).
- 6.2.3 There are therefore no highways and transport reasons to refuse this planning application.

APPENDIX 1 – PROPOSED LAND USE PARAMETERS PLAN

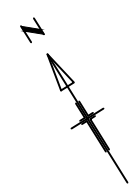


- Legend**
-  Site Boundary
 -  Existing Public Right of Way (as shown on the definitive footpath map)
 -  Retained Trees and Hedgerows
 -  Break in existing hedgerow permitted for access road between A and B of 11.5m
 -  Maximum Extent of Residential Development: Residential Use (Use Class C3)
 -  Demolition of existing open fronted agricultural building
 -  Allow for deviation of +/-3m along north-western extent of development
 -  Indicative SuDS Corridor - area within which attenuation basins may be delivered
 -  Boundary between residential/SuDS areas to be determined based on detailed drainage strategy to be determined at Reserved Matters stage.
 -  Green Infrastructure
 -  Zone for Primary Access Road
 -  Primary Access (for vehicles and cyclists)
 -  Pedestrian Access
 -  Retained Pedestrian Link



APPENDIX 2 – PROPOSED SITE ACCESS

A3



NOTE:
 HIGHWAY BOUNDARY BASED ON DEVON COUNTY COUNCIL RECORDS, INTERPRETED ON TO TOPOGRAPHIC SURVEY

KEY:
 ——— EXISTING HIGHWAY BOUNDARY
 ——— SITE BOUNDARY

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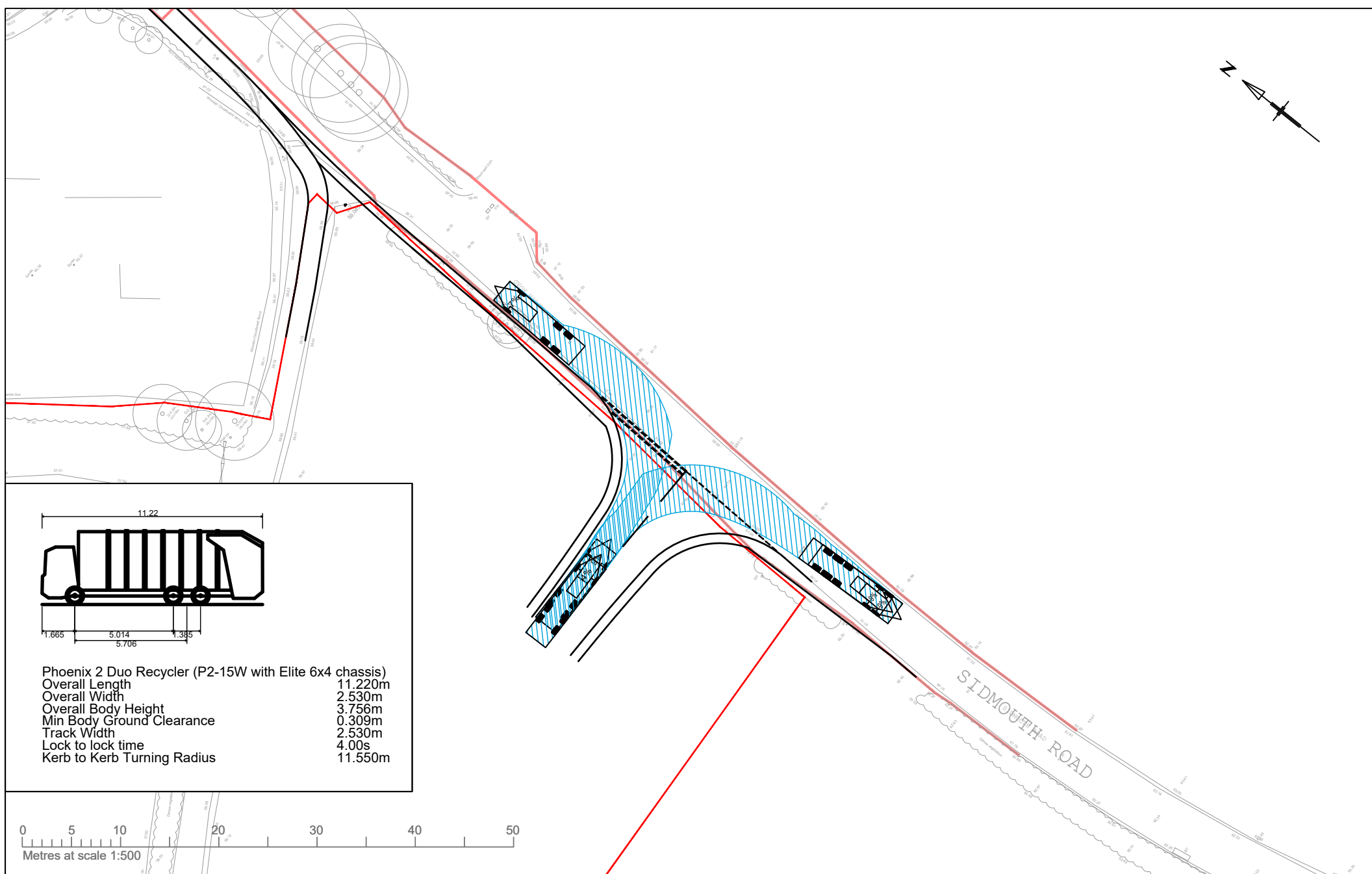
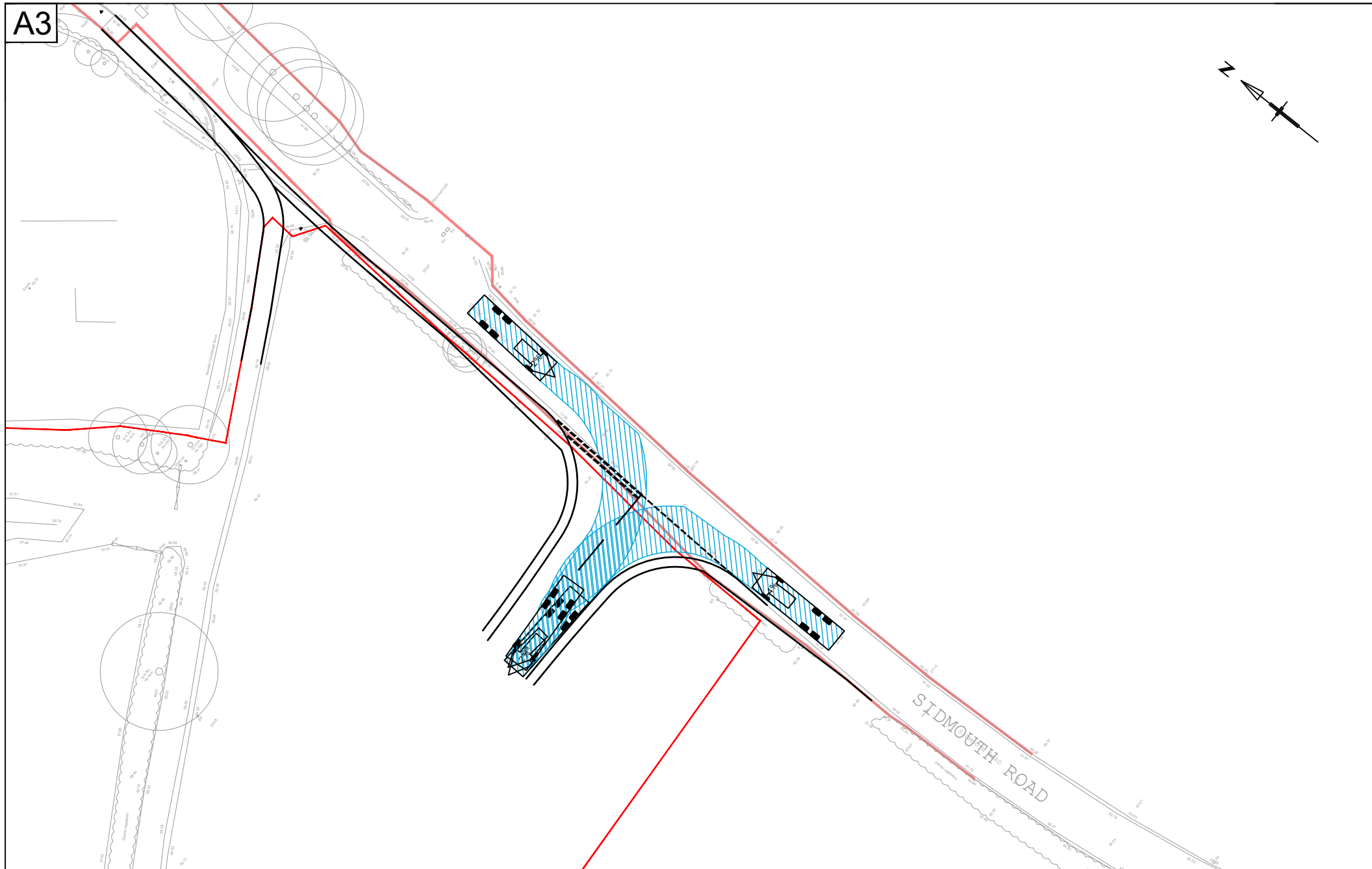
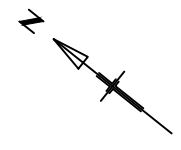


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client LANDRA DEVELOPMENT LTD	scale 1:500	date OCTOBER 2025
project PROPOSED DEVELOPMENT OTTERY ST MARY, GERWAY FARM	drawn by C.P	checked by T.B
title PROPOSED SITE ACCESS	drawing number 240201-010	
	status PLANNING	rev. C

APPENDIX 3 – SWEPT PATH ANALYSIS

A3



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client
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 title
 SWEEP PATH ANALYSIS
 REFUSE VEHICLE

scale	1:500	date	NOVEMBER 2025
drawn by	C.P	checked by	T.B
drawing number	240201-TR001		
status	PLANNING	rev.	

APPENDIX 4 – ACCESSIBILITY AUDIT

ACCESSIBILITY AUDIT
PROPOSED RESIDENTIAL DEVELOPMENT AT GERWAY FARM, OTTERY ST
MARY.
NOVEMBER 2025

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1.0 Introduction

- 1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Landra Developments Ltd in relation to their proposed residential development on land at Gerway Farm, Ottery St Mary, in East Devon District Council.
- 1.2 The development proposal is an outline application (with all matters reserved except for access from Sidmouth Road) for the demolition of a farm building and the erection of up to 140 residential dwellings (Class C3).
- 1.3 This Accessibility Audit has been undertaken to identify key day-to-day facilities within walking distance of the site, including a review of the routes to them, and to identify any shortfalls along the routes and opportunities for improvement for non-motorised users.
- 1.4 This report supplements the Transport Assessment and Residential Travel Plan which have also been produced by Connect Consultants as part of the planning application.

2.0 Proposed Site Access Arrangements

Pedestrian and Cycle Access

- 2.1 Pedestrian access will be provided via two routes; east and west.
- 2.2 The main pedestrian access will be via a dedicated pedestrian route following the alignment of the existing public right of way between Gerway Farm and Sidmouth Road.
- 2.3 It is proposed to provide a new footway within the highway verge on the western side of Sidmouth Road, leading into Gerway Close where the route will connect to the existing public footway provision which leads north into Ottery St Mary.
- 2.4 The western pedestrian access route uses the existing public right of way at the western end of Claremont Field to connect to the footways within Claremont Field.

Vehicle Access

- 2.5 The development will be accessed by all vehicles from a new priority-controlled (give-way) T-junction on the western side of Sidmouth Road.
- 2.6 It will be constructed in the location of a recently approved new vehicle access for Gerway Farm (planning approval reference: 22/2667/FUL).
- 2.7 No footways are proposed as part of the new junction design – pedestrian access is proposed via a separate access as described above.

3.0 Site Location

- 3.1 **The proposal site (herein referred to as 'the Site') is located on Sidmouth Road to the south of Ottery St Mary.**
- 3.2 The Site is currently in agricultural use.
- 3.3 The Site is bound to the north by the residential developments of Gerway Close and Claremont Field, to the east by Sidmouth Road, to the south by undeveloped land and to the west by a stream connecting to the River Otter.
- 3.4 The location of the Site is shown at Figure 3.1 below.

4.0 Study Area

4.1 The extent of the accessibility audit study area is informed by the locations of the key local trip attractors within walking distance of the Site, including local facilities and amenities, and residential and employment areas, up to a distance of approximately 2km from the centre of the Site.

Local Facilities and Amenities

4.2 Ottery St Mary provides a range of facilities and amenities within walking distance of the Site. Table 4.1 lists a number of key local destinations along with their approximate walk distance from the Site.

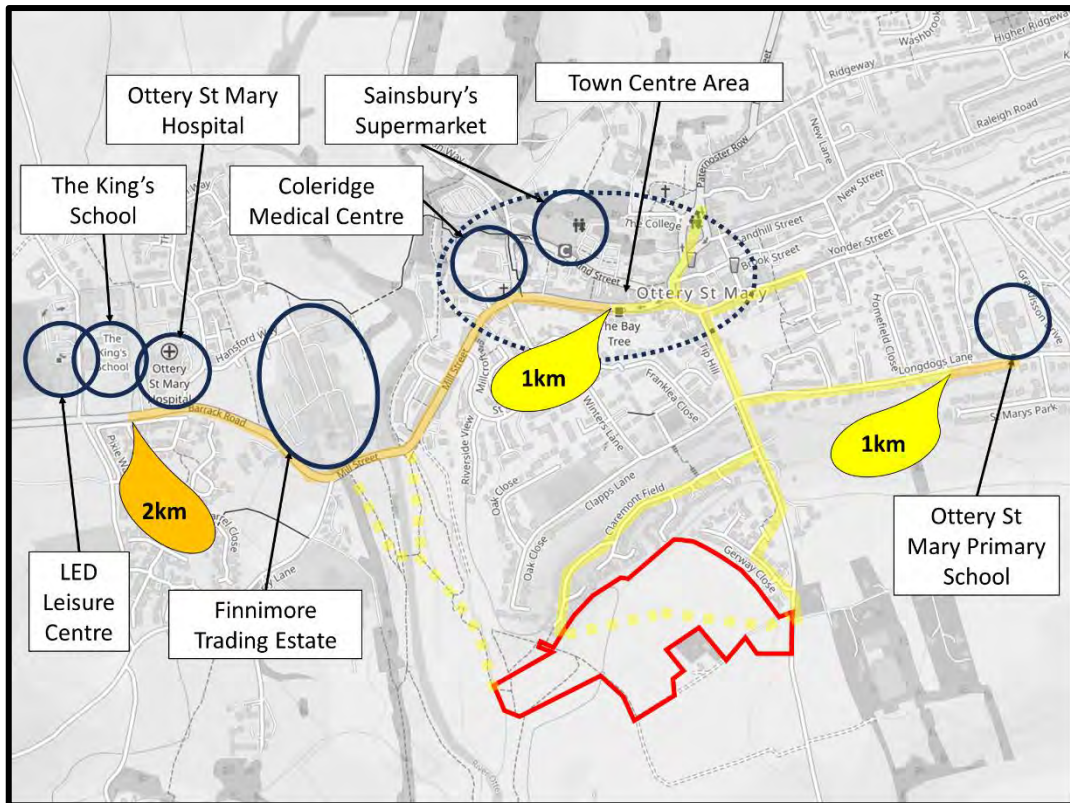
Table 4.1 – Local Facilities Summary

Destination	Walk distance from the Site	Type
Ottery St Mary Town Centre	c.1km	Town Centre and Employment
Finnimore Trading Estate	c.1.5km	Employment
Ottery St Mary Primary School	c.1.1km	Primary School
The King's School	c.1.9km	Secondary School
Ottery St Mary Hospital	c.1.7km	Hospital
Coleridge Medical Centre	c.1.3km	GP Surgery
Sainsbury's	c.1.1m	Foodstore
LED Leisure Centre	c.1.9km	Leisure Facilities

Accessibility Audit Study Area

4.3 Based on the key local trip attractors described above, the study area is shown at Figure 4.1 below. The distance markers show the approximate distance from the centre of the Site, following the routes identified on the plan.

Figure 4.1 – Study Area

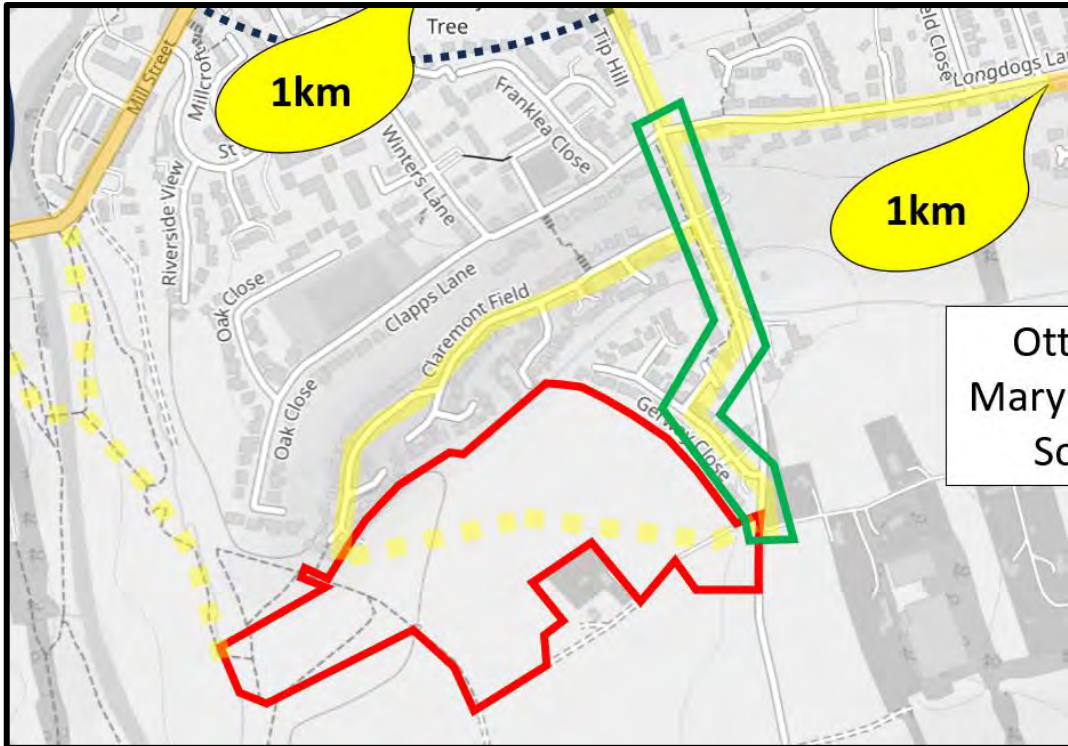


Source: OpenStreetMap.org N.B. the approximate Site boundary is denoted by a red line.

5.0 Site Visit

5.1 A site visit was undertaken on Tuesday 28th October 2025 between 15:00 and 16:45. During the site visit the weather conditions were fine, dry, and mild. The traffic conditions were as expected for the time and location.

6.0 Route to Tip Hill / Winters Lane / Longdogs Lane crossroad



Source: OpenStreetMap.org N.B. the approximate proposal site boundary is denoted by a red line.

6.1 The proposed development will include on-site pedestrian facilities and a pedestrian route through the Site's eastern boundary to a proposed new footway along the western side of Sidmouth Road between the Site and Gerway Close.

6.2 On the west side of Sidmouth Road, between the Site and Gerway Close, the highway verge is grassed with a lamp column located within it. The verge will be surfaced to create a 2m wide footway, and the lamp column relocated to the back of the footway

Photo facing north along Sidmouth Road.



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