

- 6.3 The route through Gerway Close comprises 2m footways on both sides of the road, with street lighting and crossing facilities.

Photo facing northwest into Gerway Close from Sidmouth Road.



IMG_2475

- 6.4 The public footway connects Gerway Close to Sidmouth Road via a lit route of c.40m between residential properties.

Photo facing northeast from Gerway Close towards Sidmouth Road.



IMG_2482

- 6.5 The footway continues north with streetlighting along the western side of Sidmouth Road.

Photo facing north along Sidmouth Road.



IMG_2486

- 6.6 A dropped kerb with tactile paving at the junction of Claremont Field provides a crossing point to continue north along Sidmouth Road.

Photo facing north across Claremont Field.



IMG_2487

- 6.7 North of Claremont Field the footway continues on the western side of Sidmouth Road, raised from the level of the road and separated by a guard rail. The footway is street-lit.

Photo facing north along Sidmouth Road.



IMG_2489

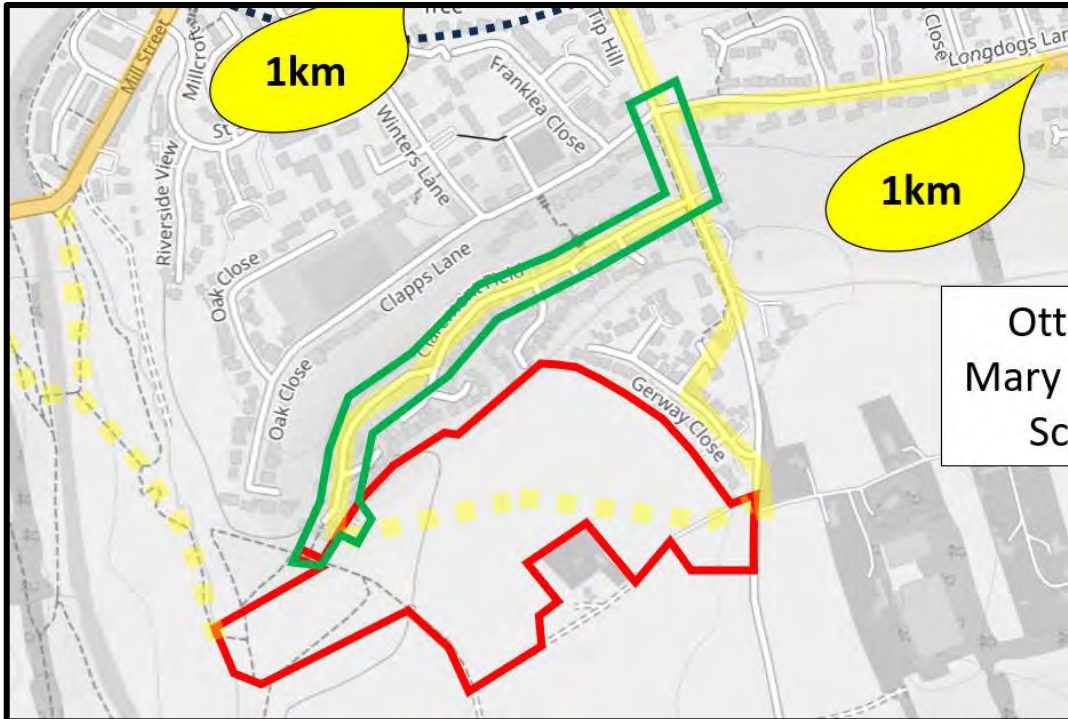
- 6.8 At the junction with Winters Lane, the footway returns to the level of the carriageway and a crossing with dropped kerbs and tactile paving is provided. At the time of the site visit the footway on the northern side was covered with fallen leaves and partly obstructed by overgrown vegetation. The northern footway extends around the radius of the junction to a crossing with dropped kerbs and tactile paving, leading to the footway on the eastern side of Sidmouth Road.

Photo facing north across the Winter's Lane junction.



IMG_2490

7.0 Alternative 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.

7.1 An alternative route is available via Claremont Field, using the exiting public right of way footpath at the south-western end of Claremont Field.

7.2 The existing public footpath connection to Claremont Field from the public right of way requires crossing a stile at the boundary of the field.

Photo facing southwest from Claremont Field.



IMG_2455

- 7.3 The public footpath leads to Claremont Field between two residential properties. The route is surfaced with tarmac and has a flight of steps up to the carriageway level of Claremont Field.

Footways with street lighting extend along both sides of Claremont Field to the junction with Sidmouth Road.

Photo facing north-east into Claremont Field.



IMG_2454

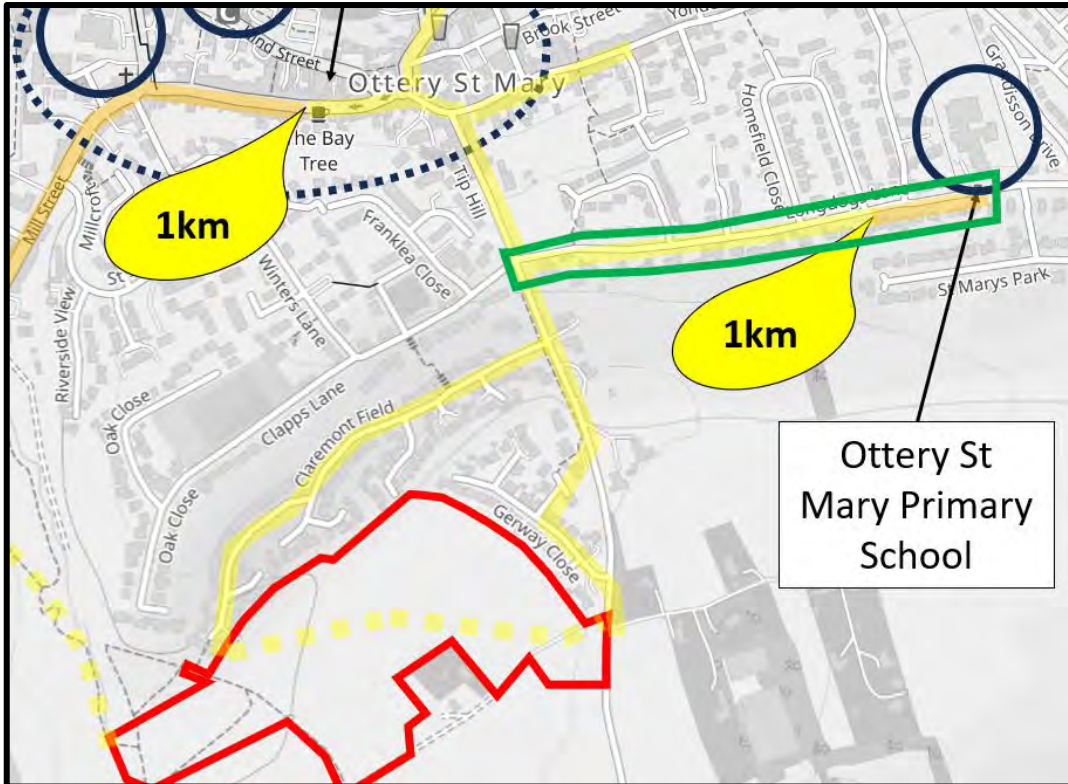
- 7.4 A stepped pedestrian route is available between Claremont Field and Winters Lane to the north.

Photo facing north from Claremont Field.



IMG_2310

8.0 Route to Ottery St Mary Primary School via Longdogs Lane



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

8.1 The routes from the Site to the junction of Sidmouth Road / Tip Hill / Winters Lane / Longdogs Lane are described at section 6.0 and 7.0 above. From this junction, the route to the primary school is east via Longdogs Lane.

8.2 From the footway on the northwestern corner of the Winters Lane / Tip Hill junction, the route crosses Tip Hill via dropped kerbs with tactile paving, leading to the northern side of the Longdogs Lane junction radius. The footway does not extend around the radius on to Longdogs Lane from this location.

Photo facing east to Longdogs Lane across Sidmouth Road / Tip Hill.



IMG_2496a

- 8.3 The route continues east along Longdogs Lane. For approximately 55m from the Tip Hill junction, the carriageway of Longdogs Lane is approximately 3.2m wide with street lighting but no footway.

Photo facing east on Longdogs Lane.



IMG_2507

- 8.4 Beyond the initial 55m of Longdogs Lane, a footway is present on the north side of Longdogs Lane, extending eastwards.

Photo facing west on Longdogs Lane towards Tip Hill.



IMG_2498

- 8.5 The footway continues east with street lighting along the northern side of Longdogs Lane. The footway rises to c.0.8m-1m above the carriageway, returning to carriageway level at the T-junction leading to Longdogs Close.

Photo facing east on Longdogs Lane.



IMG_2499

- 8.6 The route crosses the junction with the cul-de-sac named Longdogs Lane (leading to Longdogs Close) via dropped kerbs with tactile paving.

Photo facing east on Longdogs Lane.



IMG_2500

- 8.7 Approaching the junction with Orchard Close, the footway narrows to c.1.2m width. A dropped kerb with no tactile paving is present on the western radius of the junction, but not on the eastern radius.

Photo facing east on Longdogs Lane across the entrance to Orchard Close.



IMG_2501

- 8.8 At the junction with Homefield Close there are dropped kerbs present on both sides of the junction but no tactile paving is provided.

Photo facing east on Longdogs Lane across the entrance to Homefield Close.



IMG_2502

- 8.9 At the junction with St Budeaux Close there are dropped kerbs present on both sides of the junction but there is no tactile paving provided.

Photo facing east on Longdogs Lane across the entrance to St Budeaux Close.



IMG_2503

- 8.10 At the junction with Higher Spring Gardens there are dropped kerbs present on both sides of the junction but there is no tactile paving provided. A footway is also provided on the southern side of Longdogs Lane from this point eastwards.

Photo facing east on Longdogs Lane across the entrance to Higher Spring Gardens.



IMG_2504

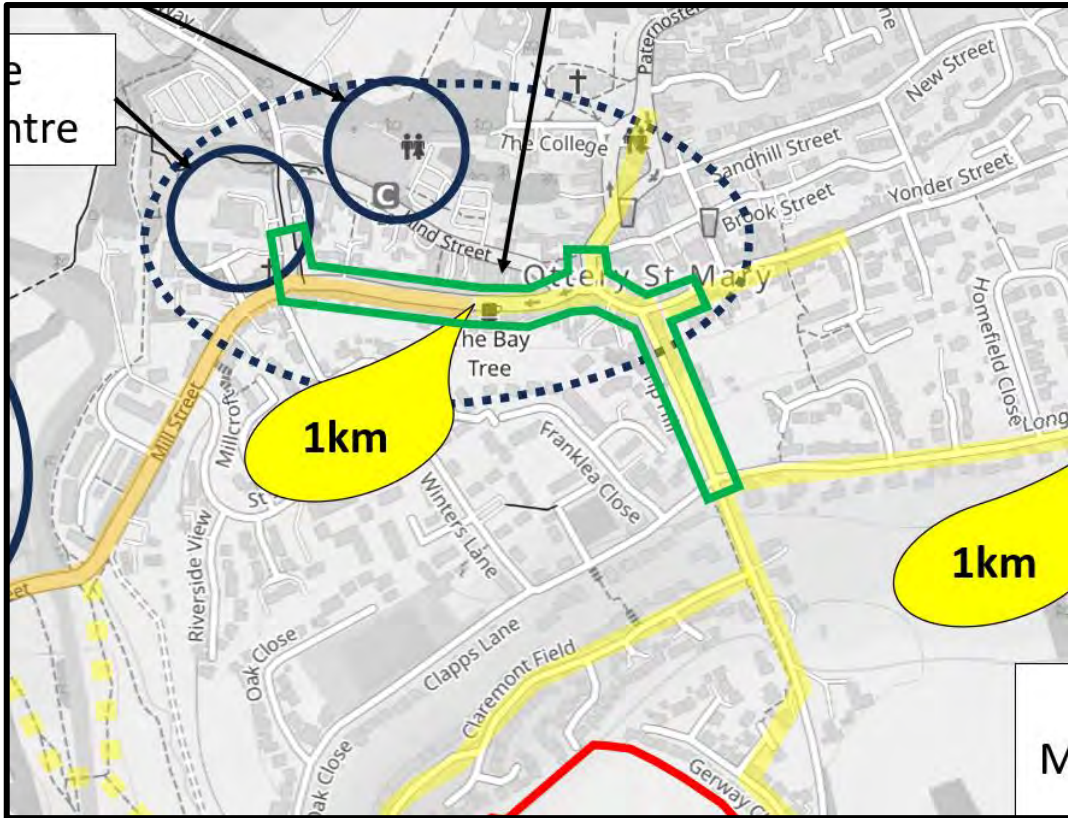
- 8.11 At the vehicular entrance to the school, the route crosses the vehicle access via flush kerbs with tactile paving.

Photo facing east on Longdogs Lane across the vehicle entrance to Ottery St Mary Primary School.



IMG_2505

9.0 Route to Town Centre Area via Tip Hill



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

9.1 The routes from the Site to the junction of Sidmouth Road / Tip Hill / Winters Lane / Longdogs Lane are described at section 6.0 and 7.0 above. From this junction, the route to the town centre is via Tip Hill, leading to Broad Street.

9.2 From the junction of Tip Hill with Longdogs Lane, the footway continues north on the eastern side of Tip Hill which passes through a cutting with steep embankments on both sides of the road. Street lighting is present.

Photo facing north along Tip Hill.



IMG_2508

- 9.3 Approximately 55m north of the Longdogs Lane junction, the footway narrows to c.0.8m.

Photo facing north along Tip Hill.



IMG_2509

- 9.4 The footway continues at a width of approximately 0.8m-1.0m along the eastern side of Tip Hill to the junction with Broad Street / Jesu Street. A footway of a similar width is present along the frontage of residential properties on the western side of Tip Hill, extending approximately 60m south from the junction with Broad Street.

Photo facing north along Tip Hill towards Broad Street / Jesu Street



IMG_2510

- 9.5 Crossing facilities comprising dropped kerbs and tactile paving are provided across Jesu Street adjacent to the junction with Tip Hill / Broad Street.

Photo facing east along Jesu Street from Tip Hill.



IMG_2513

- 9.1 The Broad Street area of the town centre provides footways and lighting on both sides of the roads, including crossing facilities within the central area.

Photo facing west on Broad Street from Tip Hill.



IMG_2512

- 9.1 The Mill Street area of the town centre area provides footways and lighting on both sides of the roads, including crossing facilities.

Photo facing west on Mill Street from Broad Street.



IMG_2515

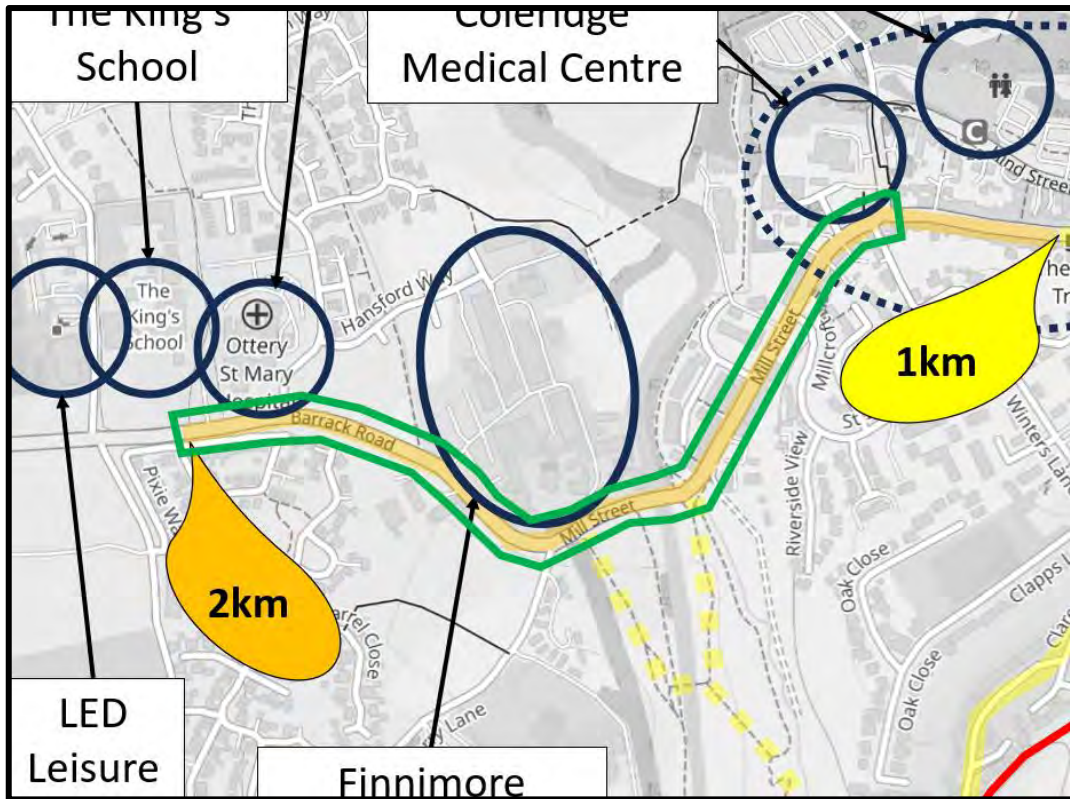
- 9.2 Signal-controlled crossing facilities are provided across Canaan Way, providing a crossing to the medical centre

Photo facing north on Canaan Way from Mill Street.



IMG_2516

10.0 Route to Trading Estate, Hospital, and The King's School via Mill Street



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

10.1 The routes from the Site to the junction of Mill Street / Canaan Way are described at sections 6.0 to 9.0 above. From this junction, the route west is via Mill Street and Barrack Road.

10.2 Southwest from the junction of Cannan Way with Mill Street, footways and street lighting are present along Mill Street. The footways vary in width, with the consistently wider footway being on the north side of the road. Crossings with dropped kerbs and tactile paving are provided at side-roads.

Photo facing southwest along Mill Street opposite Mill Croft.



IMG_2517

- 10.3 The lit footway of c.2m width continues southwest on the north side of Mill Street, with crossings provided at side roads.

Photo facing southwest along Mill Street west of Mill Croft.



IMG_2518

- 10.4 The route continues west via the road bridge over the River Otter, which provides a lit footway of c.2m width on its north side.

Photo facing west on the River Otter Mill Street bridge



IMG_2520

- 10.5 West of the River Otter, Mill Street becomes Barrack Road; the c.2m footway continues on the north side of the road with street lighting.

Photo facing northwest along Barrack Road, west of Strawberry Lane.



IMG_2533

10.6 At the junction of Barrack Road with the access to Fimmimore Trading Estate, footway leads into the trading estate road.



IMG_2534

10.7 The route further west crosses the access road. Dropped kerb crossings are provided at the widest point of the access, with no tactile paving.

Photo facing northwest on Barrack Road across Fimmimore Trading Estate access.

10.8 The route continues via a c.2m lit footway along the north side of Barrack Road.

10.9 The hospital is accessed via Thorne Farm Way which provides a lit footway on both sides. A crossing with a refuge island is provided at the junction with Barrack Road.

Photo facing west on Barrack Road across the junction with Thorne Farm Way.



IMG_2536

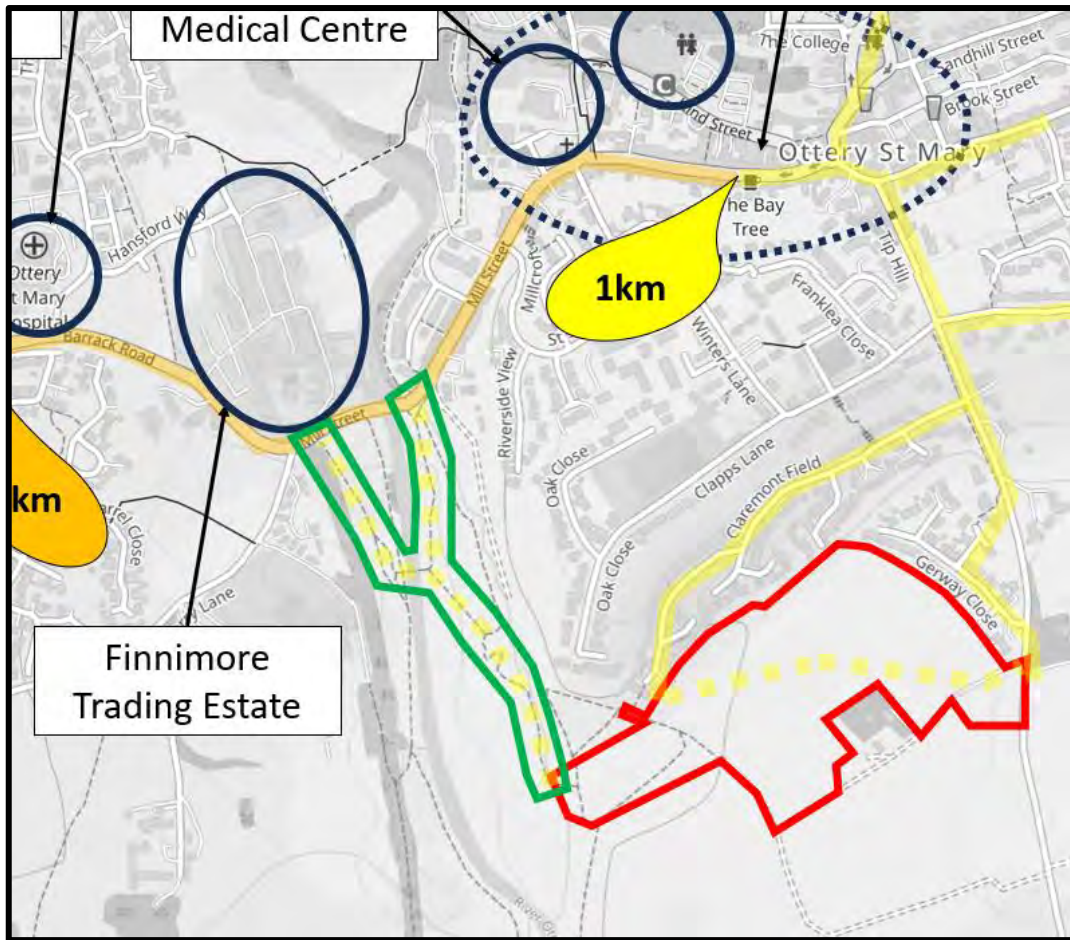
10.10 The route to the pedestrian access **to The King's School continues west** via a lit 2m footway on the north side of Barrack Road.

Photo facing west on Barrack Road towards the pedestrian access to The King's School.



IMG_2537

11.0 Alternative Route to Western Parts of Ottery St Mary via Otter Valley



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

- 11.1 An alternative, shorter route to destinations in the western parts of Ottery St Mary is available via the public rights of way footpaths west of the Site, through the Otter Valley.
- 11.2 The route is generally unmade with no lighting; however, it provides a more direct and traffic-free route than the route via the town centre described above, and will be an attractive option especially in the drier and lighter months.

- 11.3 At the western edge of the Site, a footbridge is provided take the public right of way across a small stream tributary of the River Otter.

Photo facing west from the western edge of the Site.



IMG_2547

- 11.4 At the western edge of the Site, a footbridge is provided to take the public right of way across a small stream tributary of the River Otter.

Photo facing east towards western edge of the Site.



IMG_2546

- 11.5 The unmade route continues north through a wooded area within the Otter Valley

Photo facing south along the public footpath east of the River Otter.



IMG_2545

- 11.6 The path leaves the wooded area and continues north over a grassed open area of the River Otter flood plain towards a footbridge over the River Otter, or towards Mill Street east of the river.

Photo facing north along the Otter Valley towards Mill Street.



IMG_2541

- 11.7 The public footpath crosses the River Otter via a pedestrian footbridge.

Photo facing west over the River Otter.



IMG_2526

- 11.8 West of the footbridge the public footpath continues north to connect to Mill Street west of the river.

Photo facing northwest along public footpath to Mill Street west of the River Otter.



IMG_2527

- 11.9 The public footpath connects to Mill Street west of the river via pedestrian gate on the south side of the road. No formal crossing is provided.

Photo facing south across Mill Street to the public footpath gate.



IMG_2530a

- 11.1 East of the footbridge the public footpath continues north on the east side of the River Otter towards Mill Street east of the river.

Photo facing south along public footpath from Mill Street.



IMG_2523

- 11.2 The public footpath connects to Mill Street east of the river via gravel track adjacent to Albert Close, and connects to the footway on the south side of Mill Street.

Photo facing northeast along Mill Street from the public footpath.



IMG_2521

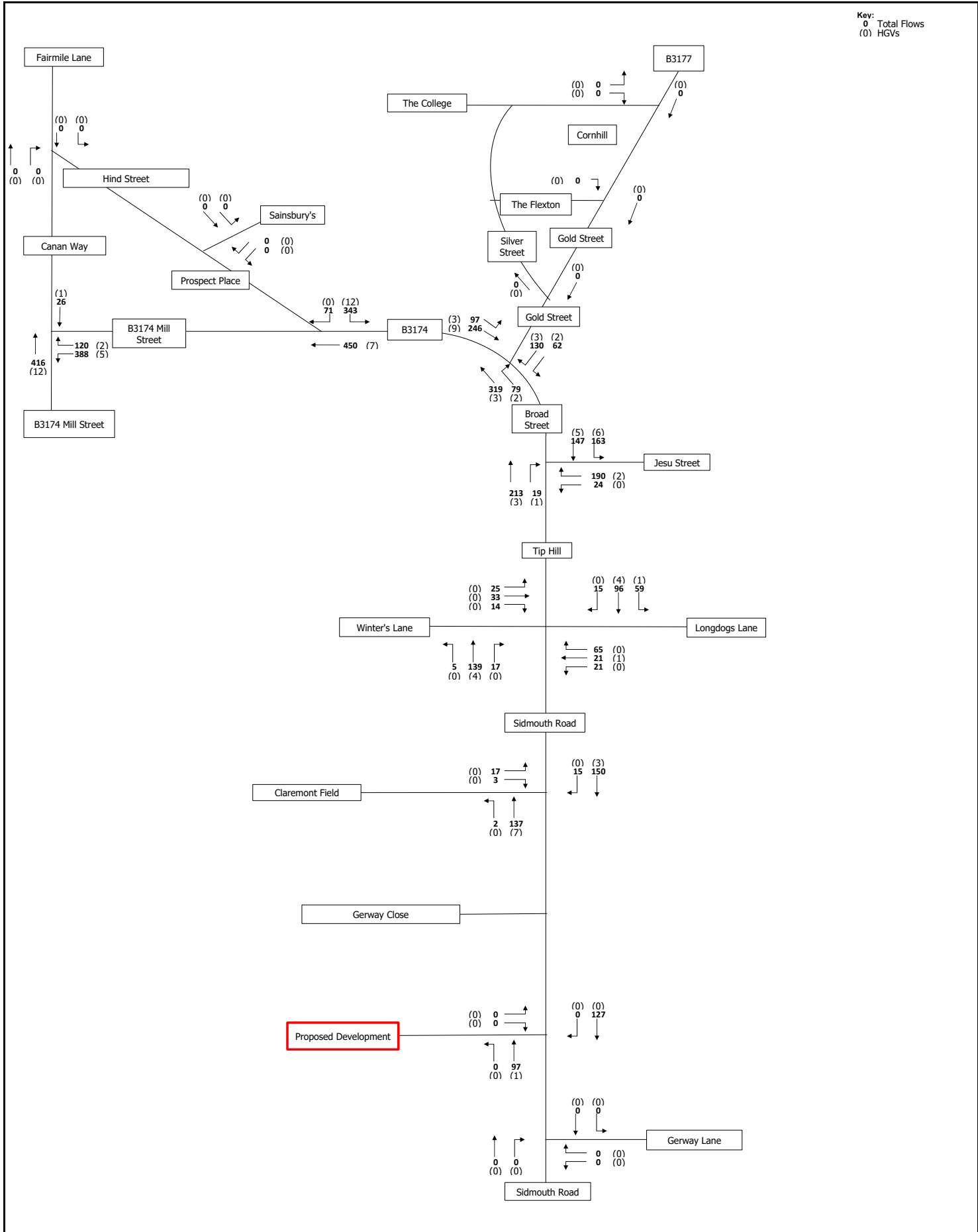
12.0 Review of Proposed Development

- 12.1 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 the existing footway on Gerway Close.**

- 12.2 There will also be a connection between the Site's western boundary and the existing public footpath and the footways of Claremont Field.
- 12.3 There are existing pedestrian facilities providing routes between the Site and the key local facilities/amenities and trip destinations.
- 12.4 The audit of the route between the Site and Ottery St Mary Primary School has identified 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.
- 12.5 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.
- 12.6 While there are no recent records of personal injury collisions in these locations, the applicant is willing to discuss with the LPA/LHA potential options to improve / enhance these existing constraints.
- 12.7 Therefore, the proposals, coupled with the existing pedestrian infrastructure across Ottery St Mary, are considered sufficient for allowing good connectivity between the Site and key local facilities/amenities and trip destinations.

APPENDIX 5 – 2025 SURVEYED FLOWS

Key:
 0 Total Flows
 (0) HGVs

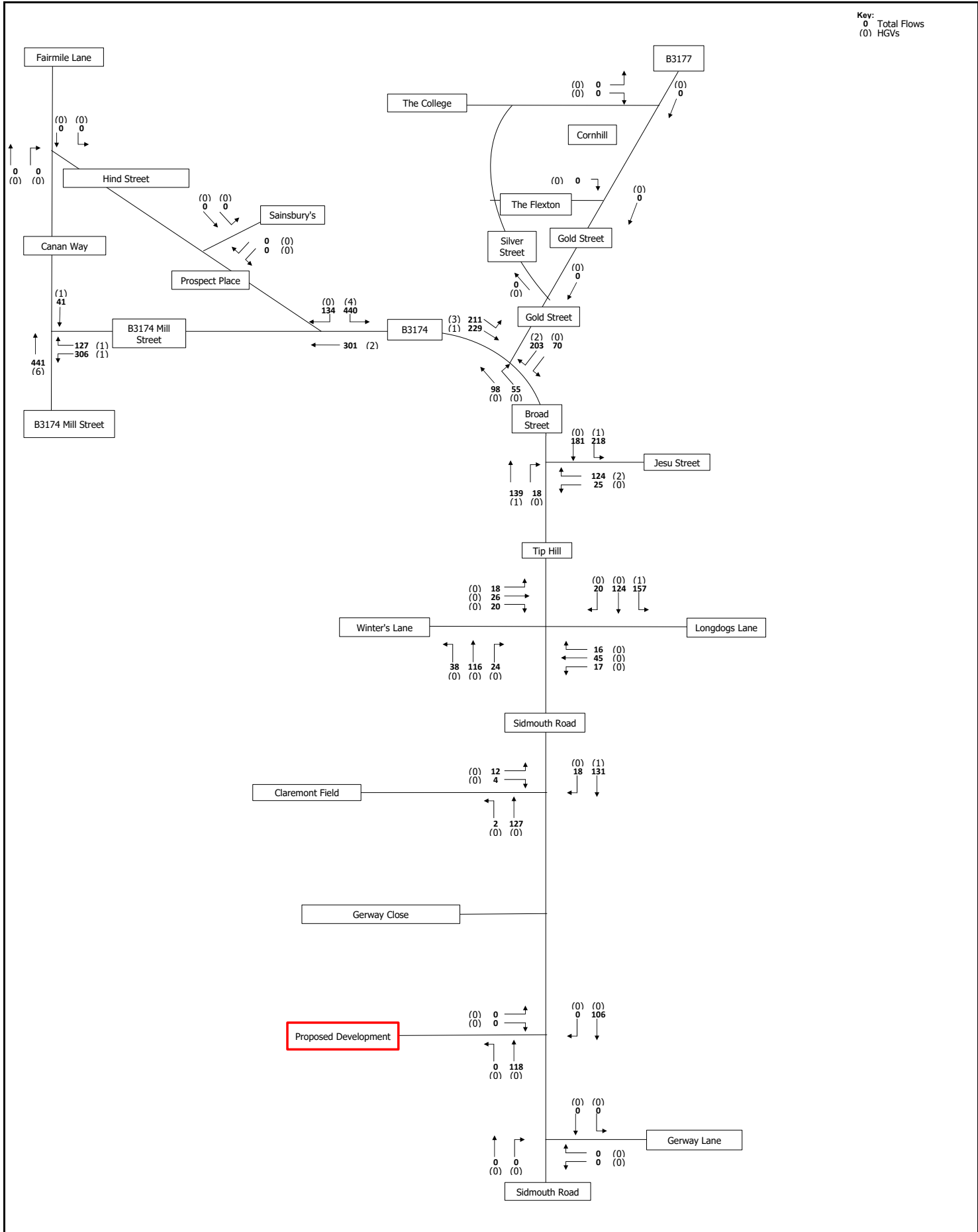


PROPOSED DEVELOPMENT: Land at Gerway Farm, Ottery St Mary
2025 Surveyed Flows



AM Peak 08:15-09:15

Key:
 0 Total Flows
 (0) HGVs



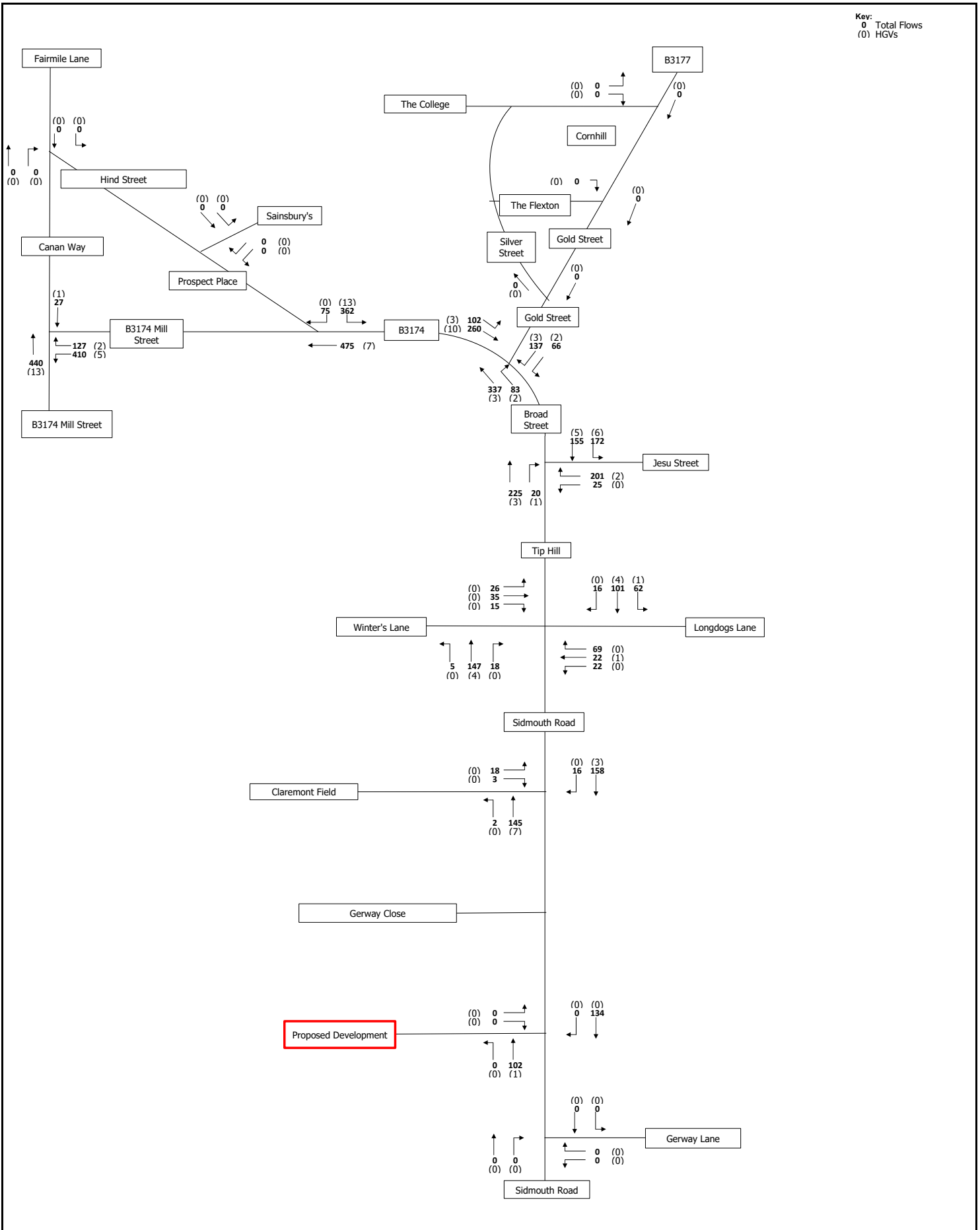
PROPOSED DEVELOPMENT: Land at Gerway Farm, Ottery St Mary
2025 Surveyed Flows

PM Peak 17:00-18:00



APPENDIX 6 – 2030 BASE FLOWS

Key:
 0 Total Flows
 (0) HGVs

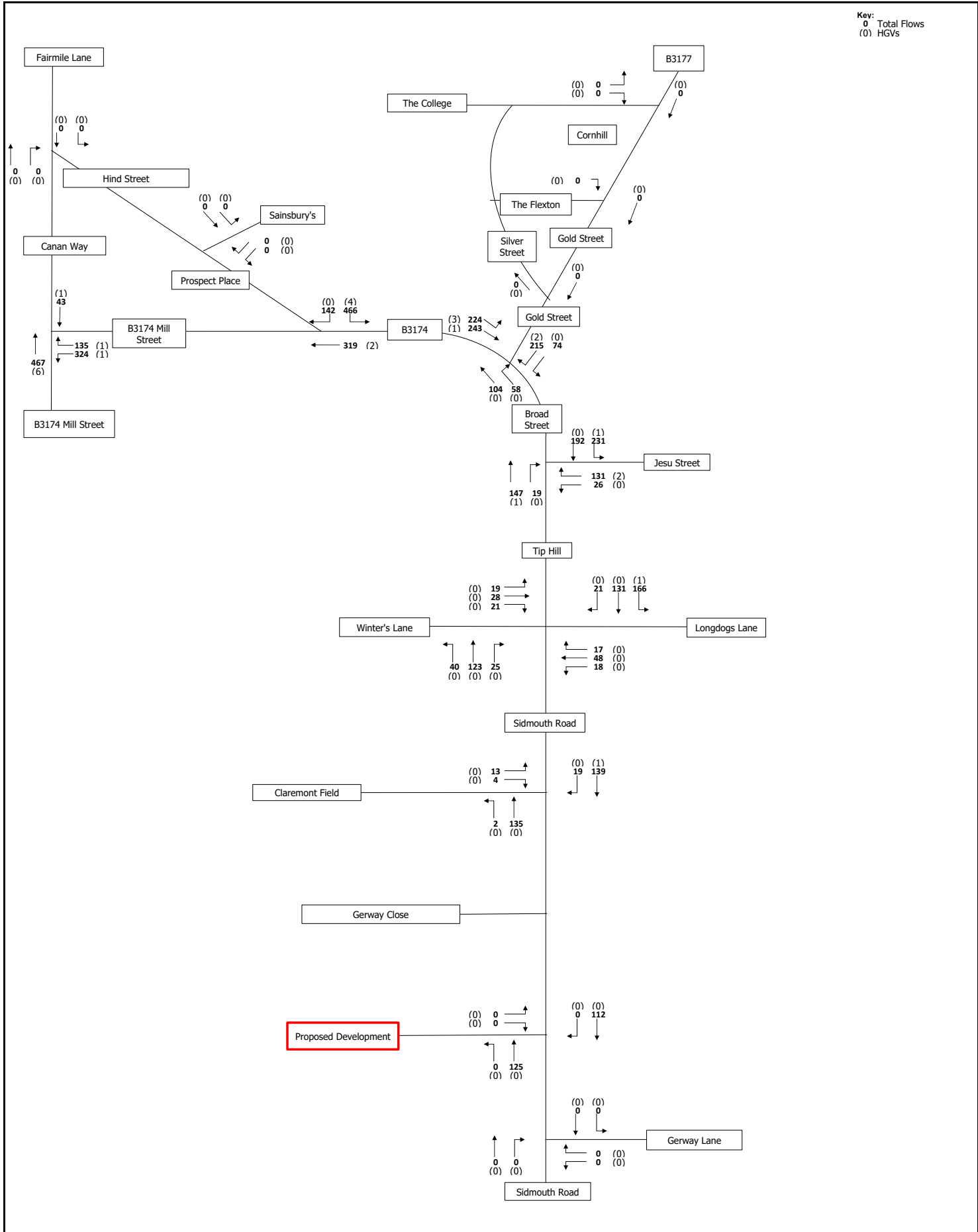


PROPOSED DEVELOPMENT: Land at Gerway Farm, Ottery St Mary

2030 Baseline

AM Peak 08:15-09:15

Key:
 0 Total Flows
 (0) HGVs



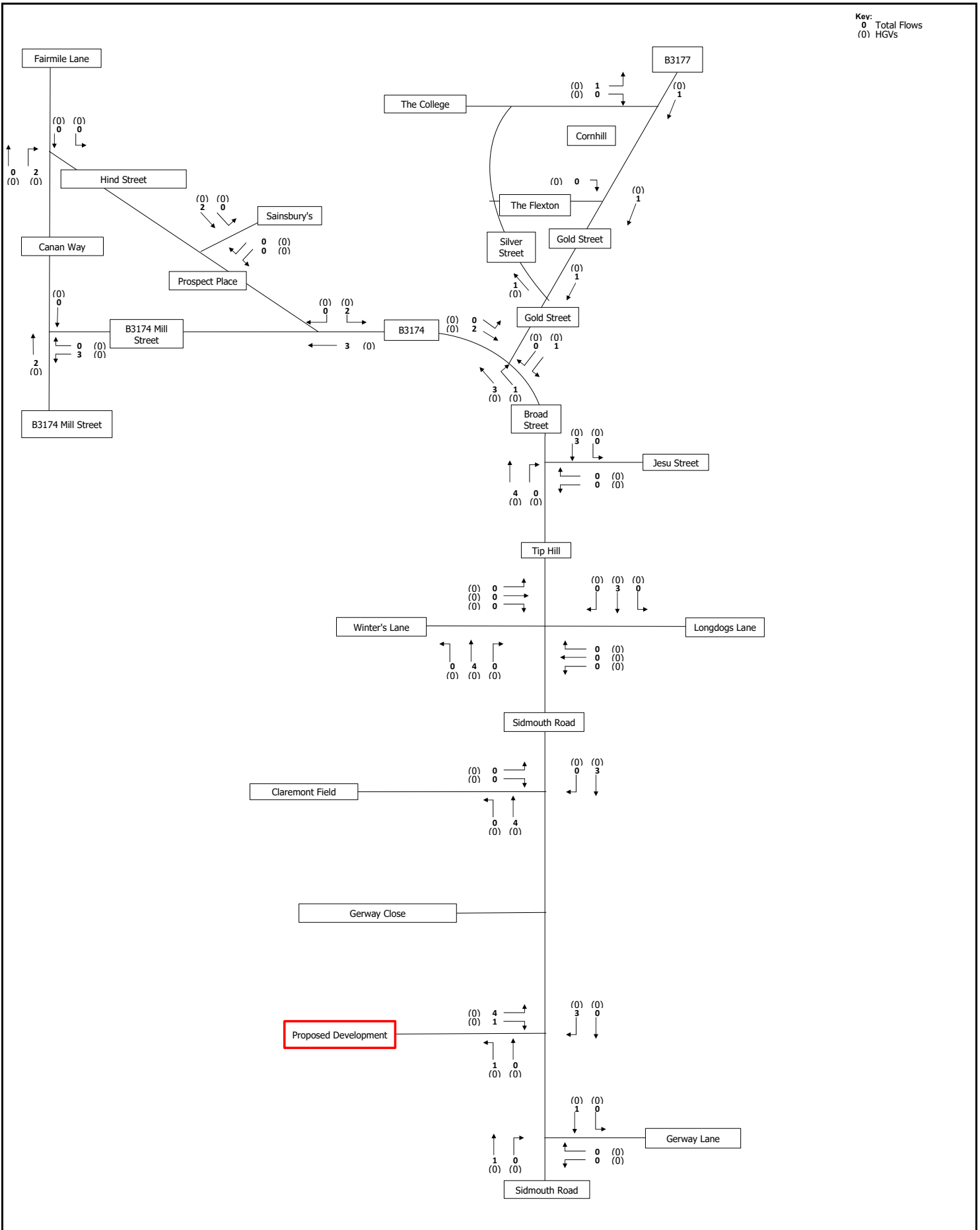
PROPOSED DEVELOPMENT: Land at Gerway Farm, Ottery St Mary
2030 Baseline

PM Peak 17:00-18:00



APPENDIX 7 – PROPOSED DEVELOPMENT TRAFFIC FLOWS

Key:
 0 Total Flows
 (0) HGVs

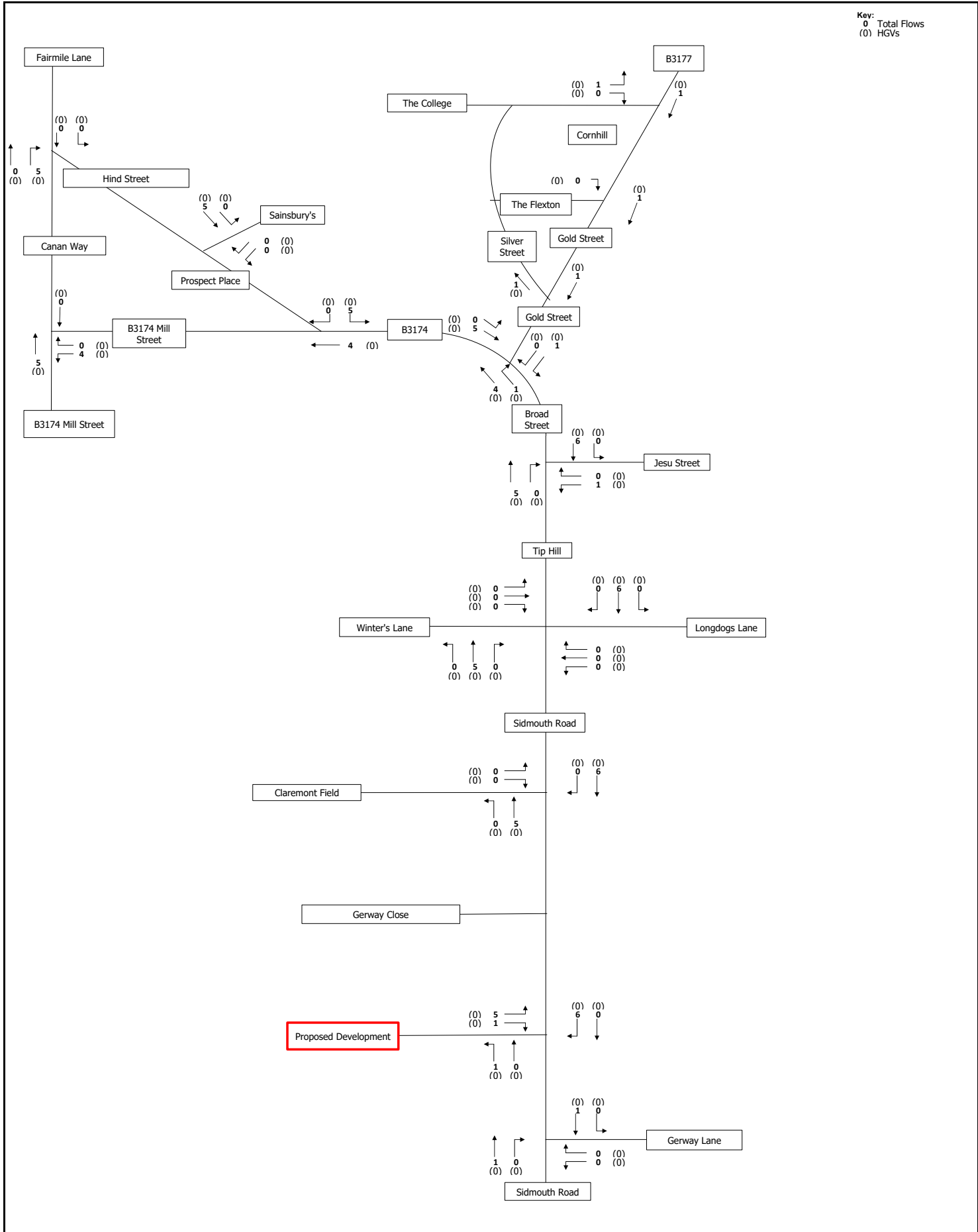


PROPOSED DEVELOPMENT: Land at Gerway Farm, Ottery St Mary

AM Peak 08:15-09:15

Proposed Development Trips - Employment

Key:
 0 Total Flows
 (0) HGVs

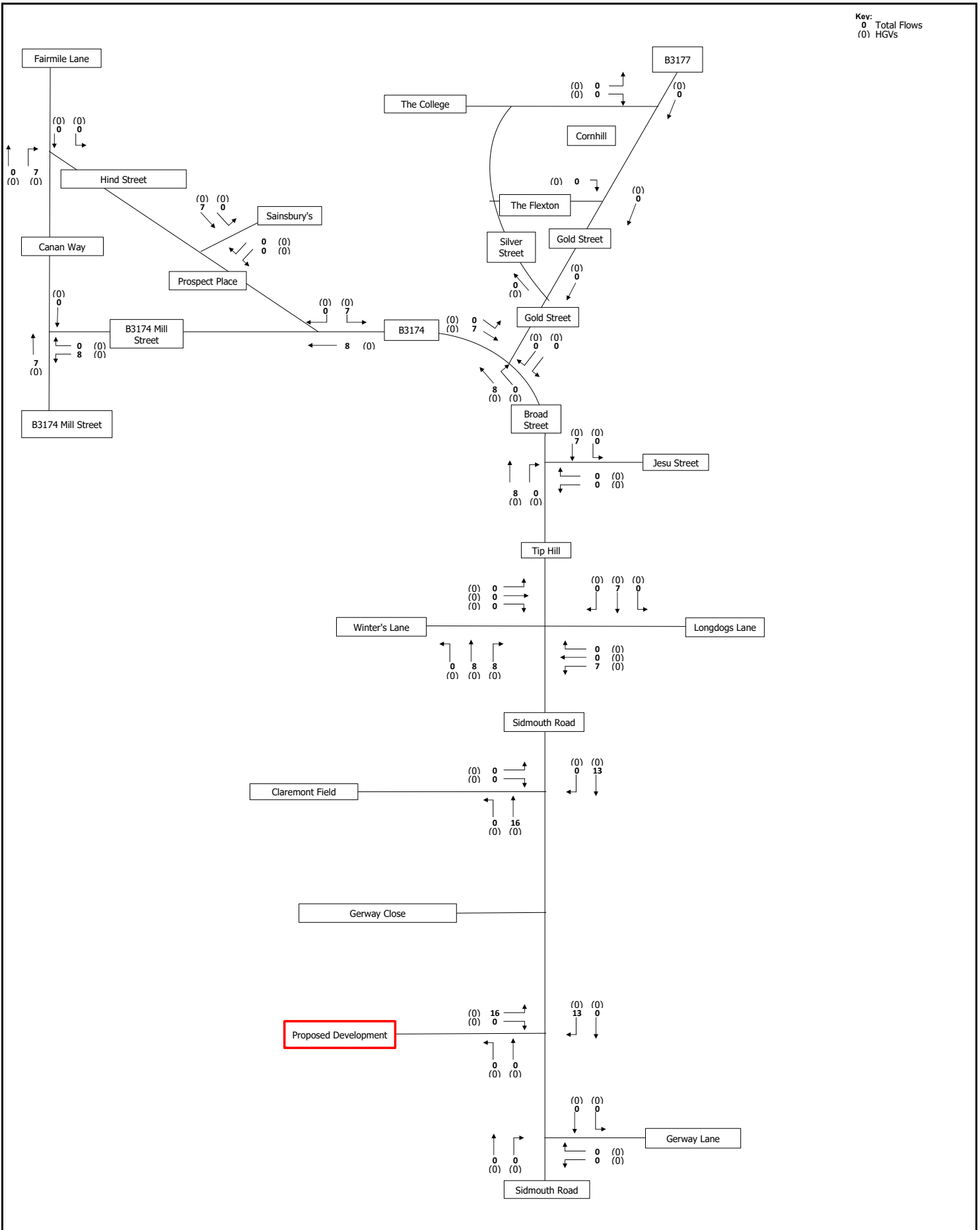


PROPOSED DEVELOPMENT: Land at Gerway Farm, Ottery St Mary
Proposed Development Trips - Employment



PM Peak 17:00-18:00

Key:
 0 Total Flows
 (0) HGVs



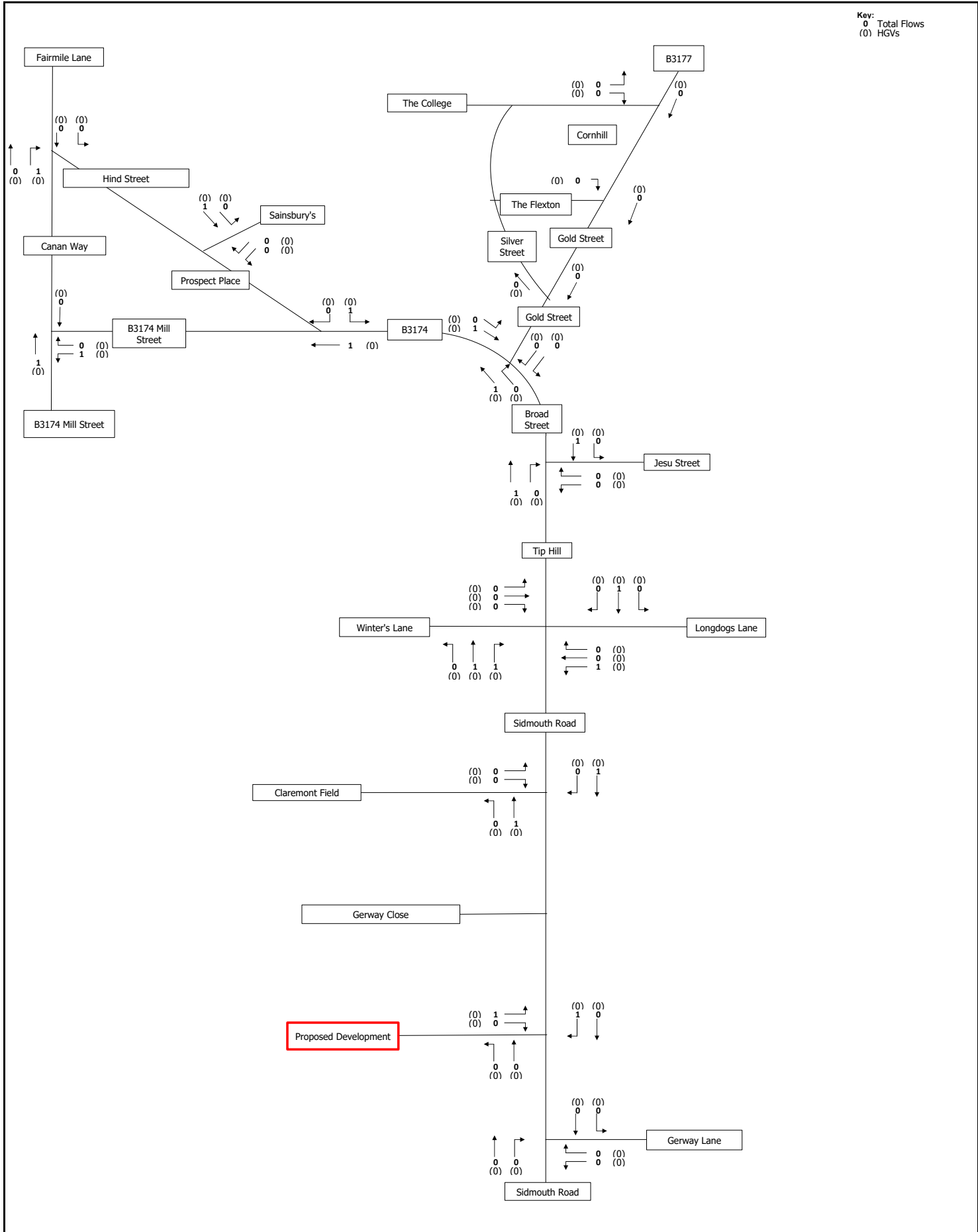
PROPOSED DEVELOPMENT: Land at Gerway Farm, Ottery St Mary



AM Peak 08:15-09:15

Proposed Development Trips - Education

Key:
 0 Total Flows
 (0) HGVs

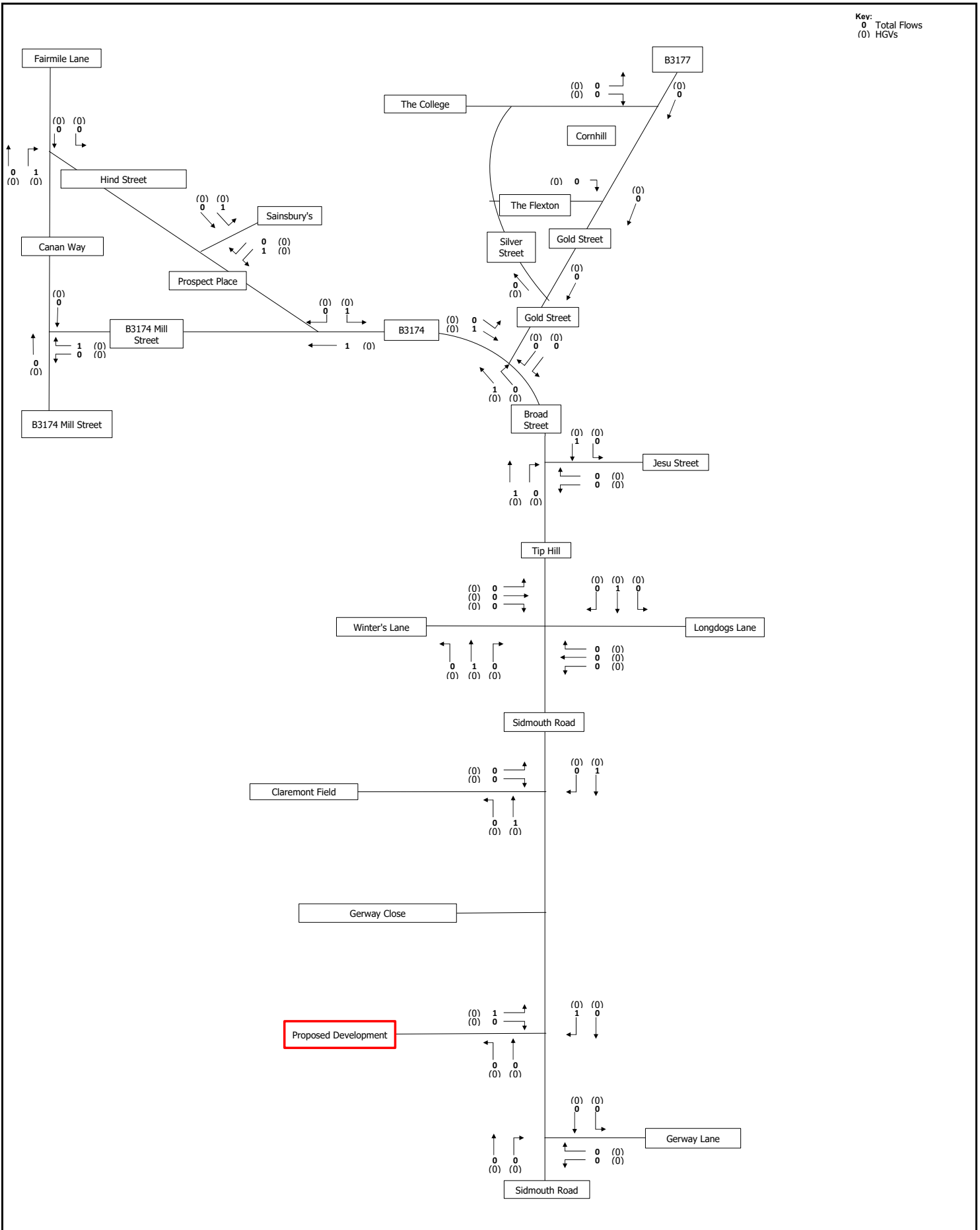


PROPOSED DEVELOPMENT: Land at Gerway Farm, Ottery St Mary
Proposed Development Trips - Education

PM Peak 17:00-18:00

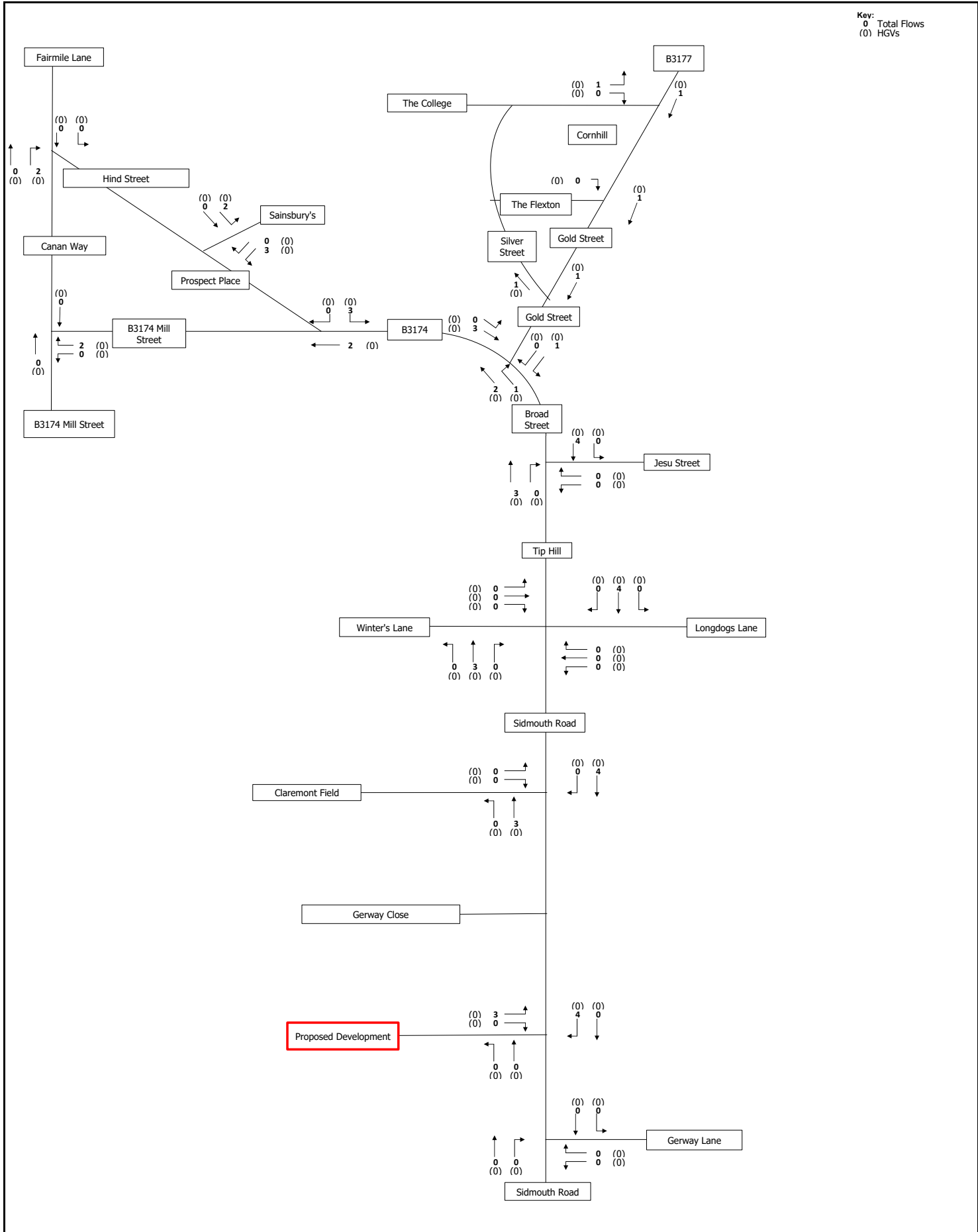


Key:
 0 Total Flows
 (0) HGVs



PROPOSED DEVELOPMENT: Land at Gerway Farm, Ottery St Mary
Proposed Development Trips - Shopping

Key:
 0 Total Flows
 (0) HGVs

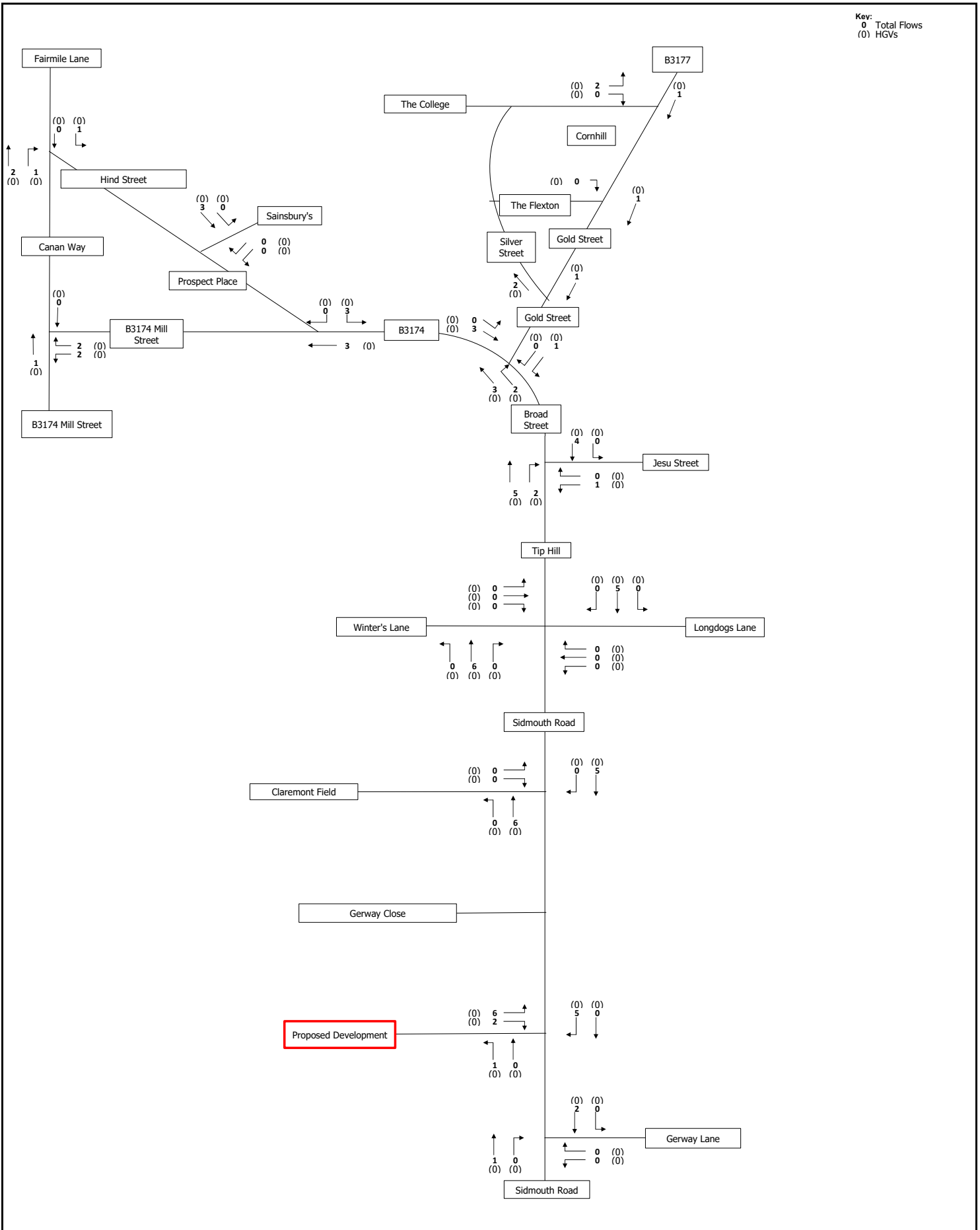


PROPOSED DEVELOPMENT: Land at Gerway Farm, Ottery St Mary
Proposed Development Trips - Shopping

PM Peak 17:00-18:00

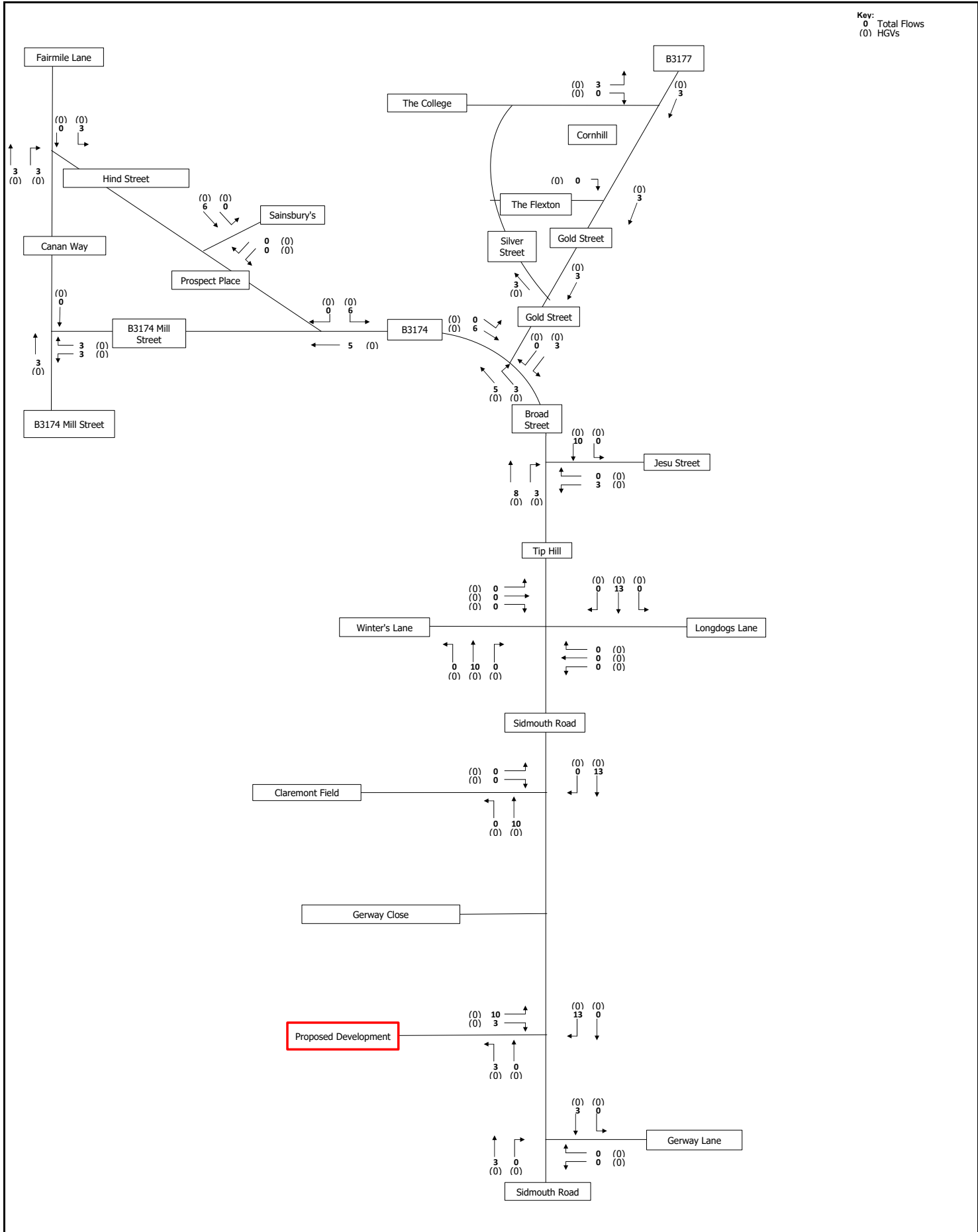


Key:
 0 Total Flows
 (0) HGVs



PROPOSED DEVELOPMENT: Land at Gerway Farm, Ottery St Mary
Proposed Development Trips - Other

Key:
 0 Total Flows
 (0) HGVs

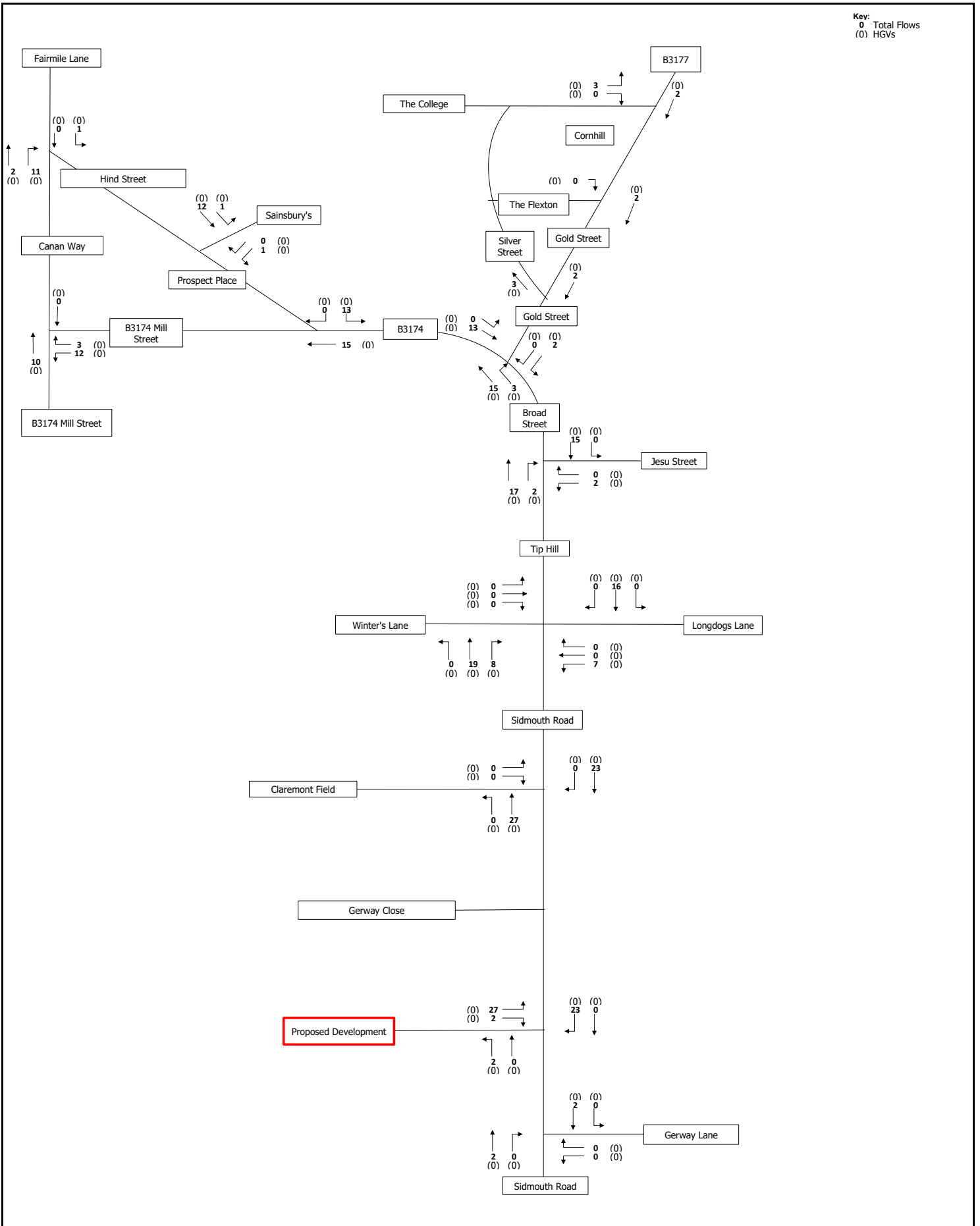


PROPOSED DEVELOPMENT: Land at Gerway Farm, Ottery St Mary
Proposed Development Trips - Other

PM Peak 17:00-18:00



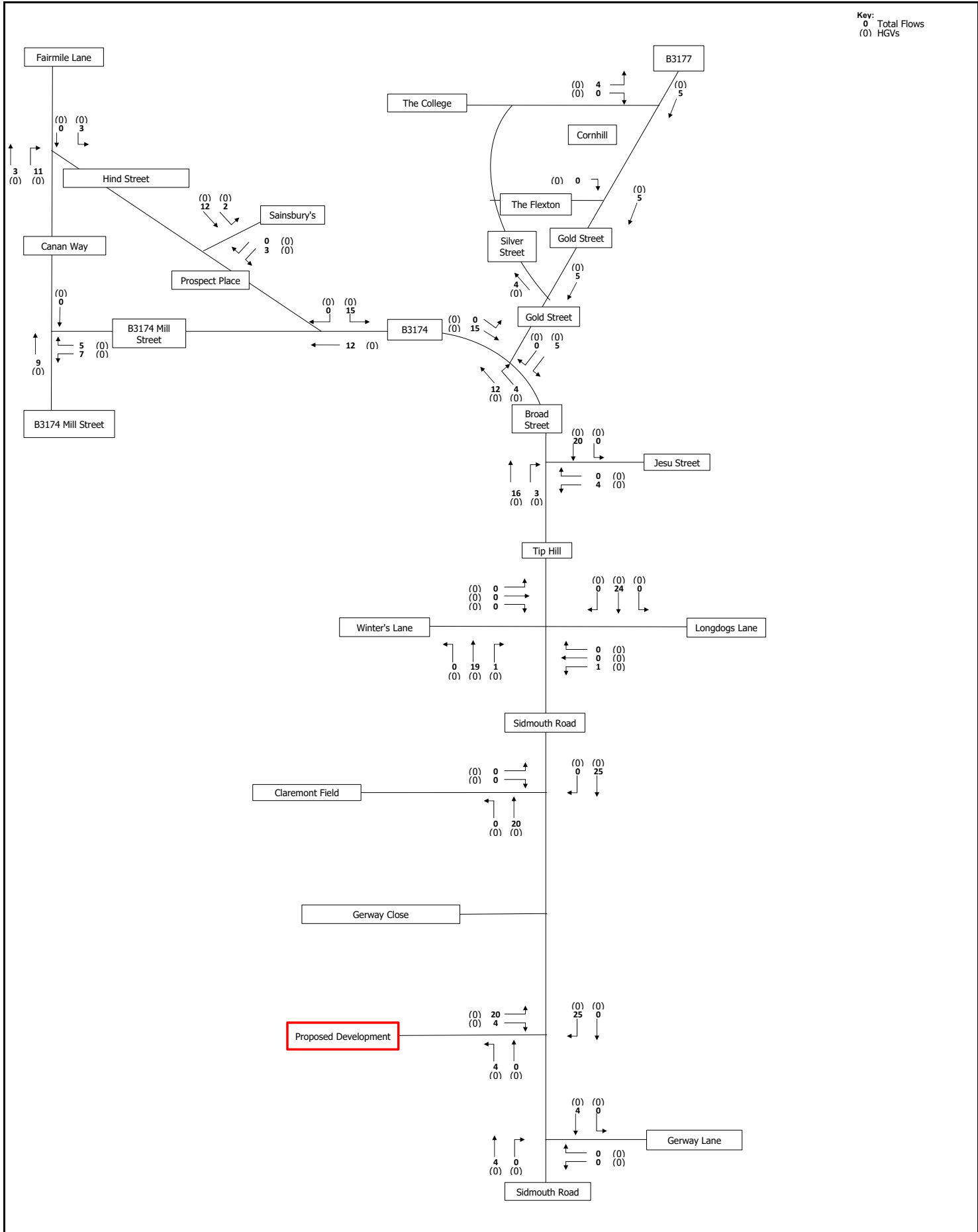
Key:
 0 Total Flows
 (0) HGVs



PROPOSED DEVELOPMENT: Land at Gerway Farm, Ottery St Mary
Total Development Trips

AM Peak 08:15-09:15

Key:
 0 Total Flows
 (0) HGVs



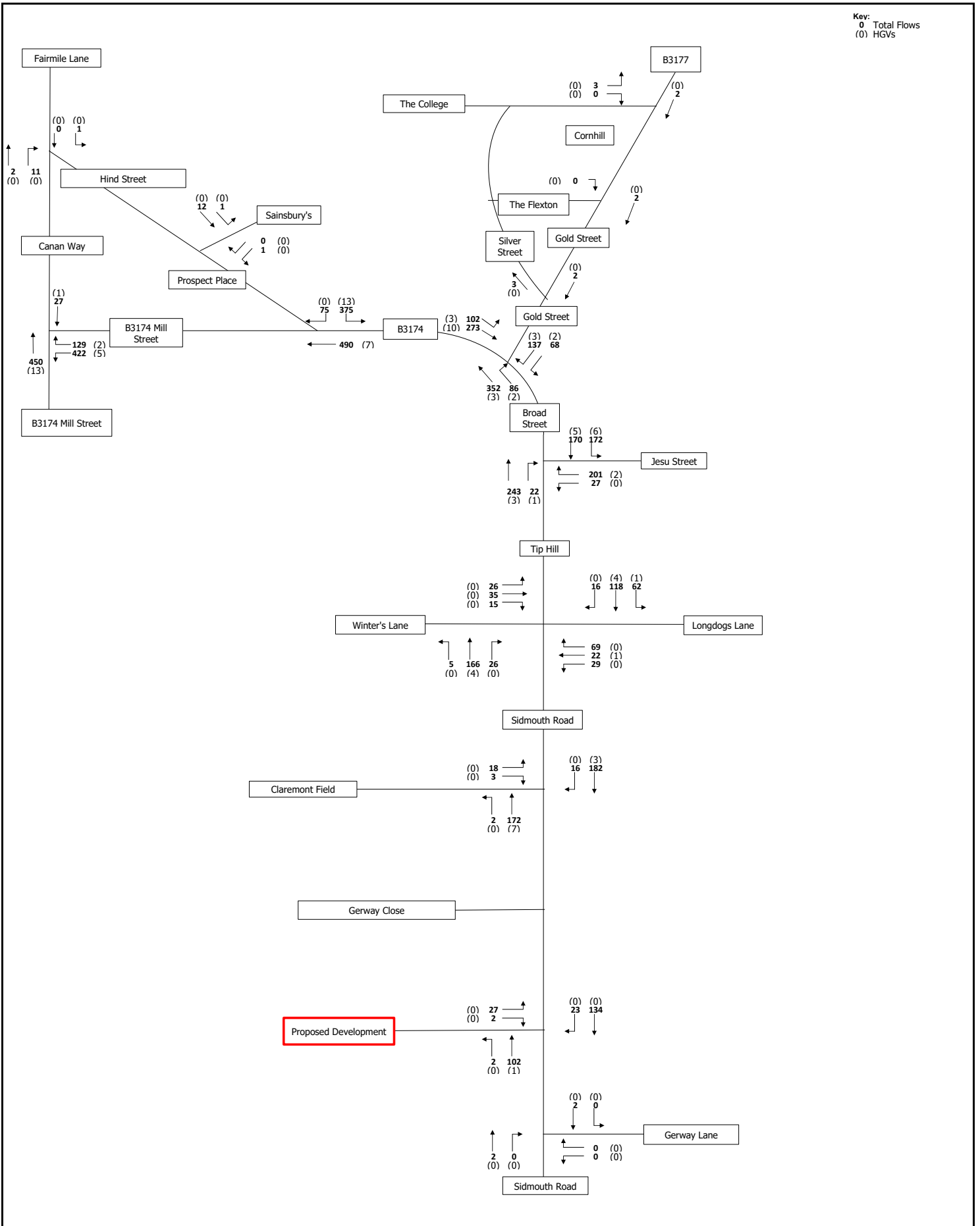
PROPOSED DEVELOPMENT: Land at Gerway Farm, Ottery St Mary
Total Development Trips

PM Peak 17:00-18:00



APPENDIX 8 – 2030 + PROPOSED DEVELOPMENT FLOWS

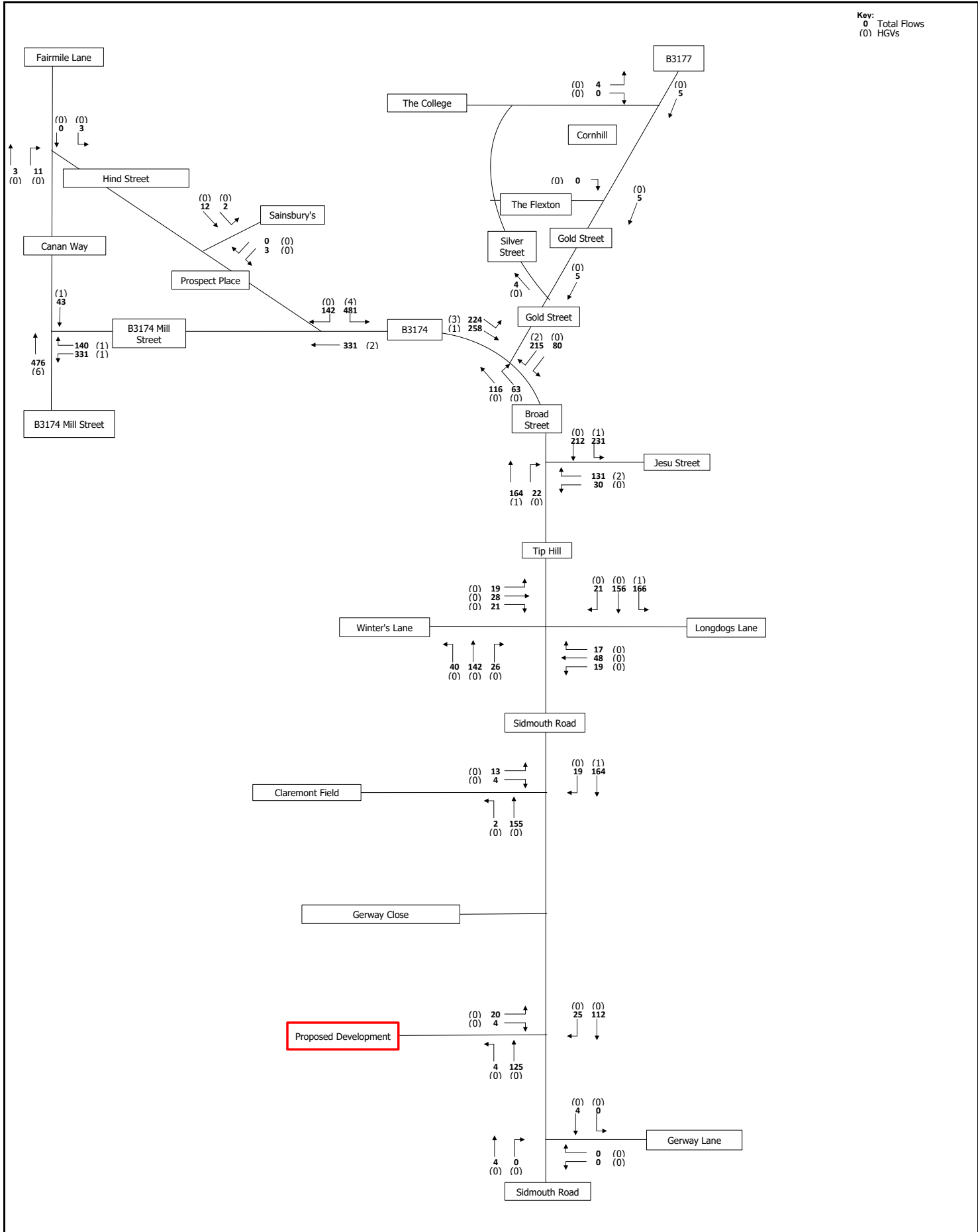
Key:
 0 Total Flows
 (0) HGVs



PROPOSED DEVELOPMENT: Land at Gerway Farm, Ottery St Mary
2030 + Proposed Development Traffic

AM Peak 08:15-09:15

Key:
 0 Total Flows
 (0) HGVs



PROPOSED DEVELOPMENT: Land at Gerway Farm, Ottery St Mary
2030 + Proposed Development Traffic

PM Peak 17:00-18:00



APPENDIX 9 – PICADY9 REPORTS

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site Access-Sidmouth Road.j9
Path: C:\Users\FRobert\CCL\CCL - K-Shared\Landra\Ottery St Mary - Gerway Farm\Calcs\Test
Report generation date: 25/11/2025 16:36:07

»2030 Base Flow + Proposed development, AM
 »2030 Base Flow + Proposed development, PM

Summary of junction performance

	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

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	21/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCL\FRobert
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 Base Flow + Proposed development	AM	ONE HOUR	00:00	01:30	15
D2	2030 Base Flow + Proposed development	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 Base Flow + Proposed development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Sidmouth Road (north) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Sidmouth Road (South)		Major
B	Site Access		Minor
C	Sidmouth Road (north)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Sidmouth Road (north)	4.68			75.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	4.61	3.36	3.00	2.79	✓	1.00	20	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	475	0.092	0.231	0.146	0.331
B-C	678	0.110	0.278	-	-
C-B	617	0.253	0.253	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 Base Flow + Proposed development	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sidmouth Road (South)		✓	103	100.000
B - Site Access		✓	29	100.000
C - Sidmouth Road (north)		✓	157	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Sidmouth Road (South)	B - Site Access	C - Sidmouth Road (north)
From	A - Sidmouth Road (South)	0	2	101
	B - Site Access	2	0	27
	C - Sidmouth Road (north)	134	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sidmouth Road (South)	B - Site Access	C - Sidmouth Road (north)
From	A - Sidmouth Road (South)	0	0	1
	B - Site Access	0	0	0
	C - Sidmouth Road (north)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	5.85	0.0	A
B-A	0.01	8.63	0.0	A
C-AB	0.05	5.59	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	656	0.031	20	0.0	5.663	A
B-A	2	437	0.003	1	0.0	8.266	A
C-AB	20	665	0.031	20	0.0	5.584	A
C-A	98			98			
A-B	2			2			
A-C	76			76			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	651	0.037	24	0.0	5.739	A
B-A	2	429	0.004	2	0.0	8.416	A
C-AB	25	674	0.037	25	0.1	5.544	A
C-A	116			116			
A-B	2			2			
A-C	91			91			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	645	0.046	30	0.0	5.845	A
B-A	2	419	0.005	2	0.0	8.633	A
C-AB	32	688	0.047	32	0.1	5.491	A
C-A	141			141			
A-B	2			2			
A-C	111			111			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	645	0.046	30	0.0	5.845	A
B-A	2	419	0.005	2	0.0	8.633	A
C-AB	32	688	0.047	32	0.1	5.492	A
C-A	141			141			
A-B	2			2			
A-C	111			111			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	651	0.037	24	0.0	5.742	A
B-A	2	429	0.004	2	0.0	8.417	A
C-AB	25	675	0.037	25	0.1	5.548	A
C-A	116			116			
A-B	2			2			
A-C	91			91			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	656	0.031	20	0.0	5.665	A
B-A	2	437	0.003	2	0.0	8.267	A
C-AB	20	665	0.031	20	0.0	5.586	A
C-A	98			98			
A-B	2			2			
A-C	76			76			

2030 Base Flow + Proposed development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Sidmouth Road (north) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030 Base Flow + Proposed development	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sidmouth Road (South)		✓	129	100.000
B - Site Access		✓	24	100.000
C - Sidmouth Road (north)		✓	137	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Sidmouth Road (South)	B - Site Access	C - Sidmouth Road (north)
From	A - Sidmouth Road (South)	0	4	125
	B - Site Access	4	0	20
	C - Sidmouth Road (north)	112	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sidmouth Road (South)	B - Site Access	C - Sidmouth Road (north)
From	A - Sidmouth Road (South)	0	0	0
	B - Site Access	0	0	0
	C - Sidmouth Road (north)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	5.90	0.0	A
B-A	0.01	8.55	0.0	A
C-AB	0.05	5.74	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	645	0.023	15	0.0	5.716	A
B-A	3	445	0.007	3	0.0	8.146	A
C-AB	22	649	0.033	21	0.0	5.731	A
C-A	82			82			
A-B	3			3			
A-C	94			94			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	639	0.028	18	0.0	5.792	A
B-A	4	437	0.008	4	0.0	8.309	A
C-AB	27	656	0.041	27	0.1	5.722	A
C-A	97			97			
A-B	4			4			
A-C	112			112			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	632	0.035	22	0.0	5.901	A
B-A	4	426	0.010	4	0.0	8.545	A
C-AB	34	665	0.051	34	0.1	5.703	A
C-A	117			117			
A-B	4			4			
A-C	138			138			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	632	0.035	22	0.0	5.901	A
B-A	4	426	0.010	4	0.0	8.545	A
C-AB	34	665	0.051	34	0.1	5.704	A
C-A	117			117			
A-B	4			4			
A-C	138			138			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	639	0.028	18	0.0	5.793	A
B-A	4	437	0.008	4	0.0	8.311	A
C-AB	27	656	0.041	27	0.1	5.724	A
C-A	97			97			
A-B	4			4			
A-C	112			112			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	645	0.023	15	0.0	5.719	A
B-A	3	445	0.007	3	0.0	8.148	A
C-AB	22	649	0.033	22	0.0	5.737	A
C-A	81			81			
A-B	3			3			
A-C	94			94			

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Crossroad Junction of Tip Hil-Longdogs Lane-Sidmouth Road-Winter's Lane.j9
Path: C:\Users\FRobert\Desktop
Report generation date: 25/11/2025 16:32:35

- »2025 Surveyed Flows, AM
- »2025 Surveyed Flows, PM
- »2030 Base Flows, AM
- »2030 Base Flows, PM
- »2030 Base Flows + Development, AM
- »2030 Base Flows + Development, PM

Summary of junction performance

	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

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	07/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCLLPatridge
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Surveyed Flows	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025 Surveyed Flows	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Base Flows	AM	ONE HOUR	08:00	09:30	15	✓
D4	2030 Base Flows	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 Base Flows + Development	AM	ONE HOUR	08:00	09:30	15	✓
D6	2030 Base Flows + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 Surveyed Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Tip Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Longdogs Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Sidmouth Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	D - Winter's Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Tip Hill		Major
B	Longdogs Lane		Minor
C	Sidmouth Road		Major
D	Winter's Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Tip Hill	5.65			73.0	✓	0.00
C - Sidmouth Road	5.65			98.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Longdogs Lane	One lane plus flare	7.19	3.09	2.23	2.20	2.20	✓	1.00	16	19
D - Winter's Lane	One lane plus flare	6.38	2.97	2.42	2.33	2.20	✓	1.00	30	12

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	616	-	-	-	-	-	-	0.242	0.346	0.242	-	-	-
B-A	483	0.089	0.226	0.226	-	-	-	0.142	0.322	-	0.226	0.226	0.113
B-C	627	0.098	0.247	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	486	0.090	0.227	0.227	-	-	-	0.143	0.324	0.143	-	-	-
B-D, offside lane	483	0.089	0.226	0.226	-	-	-	0.142	0.322	0.142	-	-	-
C-B	631	0.248	0.248	0.354	-	-	-	-	-	-	-	-	-
D-A	643	-	-	-	-	-	-	0.253	-	0.100	-	-	-
D-B, nearside lane	502	0.148	0.148	0.335	-	-	-	0.235	0.235	0.093	-	-	-
D-B, offside lane	474	0.139	0.139	0.317	-	-	-	0.222	0.222	0.088	-	-	-
D-C	474	-	0.139	0.317	0.111	0.222	0.222	0.222	0.222	0.088	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Surveyed Flows	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Tip Hill		ONE HOUR	✓	170	100.000
B - Longdogs Lane		ONE HOUR	✓	107	100.000
C - Sidmouth Road		ONE HOUR	✓	161	100.000
D - Winter's Lane		ONE HOUR	✓	72	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A - Tip Hill	B - Longdogs Lane	C - Sidmouth Road	D - Winter's Lane	
From	A - Tip Hill	0	59	96	15
	B - Longdogs Lane	65	0	21	21
	C - Sidmouth Road	139	17	0	5
	D - Winter's Lane	25	33	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A - Tip Hill	B - Longdogs Lane	C - Sidmouth Road	D - Winter's Lane	
From	A - Tip Hill	0	2	4	0
	B - Longdogs Lane	0	0	0	5
	C - Sidmouth Road	3	0	0	0
	D - Winter's Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.08	8.22	0.1	A	30	46
B-AD	0.20	11.20	0.3	B	68	102
A-BCD	0.03	5.55	0.0	A	18	26
A-B					53	79
A-C					86	129
D-AB	0.09	7.83	0.1	A	39	58
D-BC	0.08	9.80	0.1	A	27	41
C-ABD	0.04	5.52	0.0	A	20	29
C-D					4	7
C-A					124	186

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	25	6	505	0.049	24	0.0	0.1	7.493	A
B-AD	56	14	427	0.131	55	0.0	0.1	9.664	A
A-BCD	14	3	662	0.021	14	0.0	0.0	5.549	A
A-B	43	11			43				
A-C	71	18			71				
D-AB	32	8	530	0.060	31	0.0	0.1	7.217	A
D-BC	23	6	424	0.053	22	0.0	0.1	8.965	A
C-ABD	15	4	668	0.023	15	0.0	0.0	5.512	A
C-D	4	0.92			4				
C-A	102	26			102				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	30	7	492	0.060	30	0.1	0.1	7.779	A
B-AD	67	17	417	0.160	66	0.1	0.2	10.268	B
A-BCD	17	4	672	0.025	17	0.0	0.0	5.495	A
A-B	52	13			52				
A-C	84	21			84				
D-AB	38	9	520	0.073	38	0.1	0.1	7.463	A
D-BC	27	7	414	0.065	27	0.1	0.1	9.304	A
C-ABD	19	5	676	0.028	19	0.0	0.0	5.476	A
C-D	4	1			4				
C-A	121	30			121				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	37	9	475	0.077	37	0.1	0.1	8.215	A
B-AD	81	20	403	0.201	81	0.2	0.2	11.190	B
A-BCD	22	6	685	0.032	22	0.0	0.0	5.426	A
A-B	63	16			63				
A-C	102	26			102				
D-AB	46	12	506	0.092	46	0.1	0.1	7.823	A
D-BC	33	8	400	0.082	33	0.1	0.1	9.800	A
C-ABD	24	6	687	0.035	24	0.0	0.0	5.429	A
C-D	5	1			5				
C-A	148	37			148				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	37	9	475	0.077	37	0.1	0.1	8.222	A
B-AD	81	20	403	0.201	81	0.2	0.3	11.197	B
A-BCD	22	6	685	0.032	22	0.0	0.0	5.432	A
A-B	63	16			63				
A-C	102	26			102				
D-AB	46	12	506	0.092	46	0.1	0.1	7.828	A
D-BC	33	8	400	0.082	33	0.1	0.1	9.805	A
C-ABD	24	6	687	0.035	24	0.0	0.0	5.433	A
C-D	5	1			5				
C-A	148	37			148				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	30	7	492	0.060	30	0.1	0.1	7.792	A
B-AD	67	17	417	0.160	67	0.3	0.2	10.291	B
A-BCD	17	4	672	0.025	17	0.0	0.0	5.506	A
A-B	52	13			52				
A-C	84	21			84				
D-AB	38	9	520	0.073	38	0.1	0.1	7.470	A
D-BC	27	7	414	0.065	27	0.1	0.1	9.311	A
C-ABD	19	5	676	0.028	19	0.0	0.0	5.485	A
C-D	4	1			4				
C-A	121	30			121				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	25	6	504	0.049	25	0.1	0.1	7.512	A
B-AD	56	14	427	0.131	56	0.2	0.2	9.707	A
A-BCD	14	3	662	0.021	14	0.0	0.0	5.554	A
A-B	43	11			43				
A-C	71	18			71				
D-AB	32	8	530	0.060	32	0.1	0.1	7.226	A
D-BC	23	6	424	0.053	23	0.1	0.1	8.979	A
C-ABD	15	4	668	0.023	15	0.0	0.0	5.516	A
C-D	4	0.92			4				
C-A	102	26			102				

2025 Surveyed Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Tip Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Longdogs Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Sidmouth Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	D - Winter's Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Surveyed Flows	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Tip Hill		ONE HOUR	✓	301	100.000
B - Longdogs Lane		ONE HOUR	✓	78	100.000
C - Sidmouth Road		ONE HOUR	✓	178	100.000
D - Winter's Lane		ONE HOUR	✓	64	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Tip Hill	B - Longdogs Lane	C - Sidmouth Road	D - Winter's Lane
From	A - Tip Hill	0	157	124	20
	B - Longdogs Lane	16	0	17	45
	C - Sidmouth Road	116	24	0	38
	D - Winter's Lane	18	26	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Tip Hill	B - Longdogs Lane	C - Sidmouth Road	D - Winter's Lane
From	A - Tip Hill	0	1	0	0
	B - Longdogs Lane	0	0	0	0
	C - Sidmouth Road	0	0	0	0
	D - Winter's Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.09	8.27	0.1	A	37	56
B-AD	0.11	10.35	0.1	B	35	52
A-BCD	0.05	5.12	0.1	A	28	43
A-B					138	208
A-C					109	164
D-AB	0.07	7.92	0.1	A	29	44
D-BC	0.09	10.15	0.1	B	30	45
C-ABD	0.05	5.73	0.1	A	28	42
C-D					33	50
C-A					102	153

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	30	8	512	0.059	30	0.0	0.1	7.468	A
B-AD	28	7	417	0.068	28	0.0	0.1	9.259	A
A-BCD	21	5	725	0.029	21	0.0	0.0	5.117	A
A-B	115	29			115				
A-C	91	23			91				
D-AB	24	6	518	0.046	24	0.0	0.0	7.278	A
D-BC	24	6	417	0.059	24	0.0	0.1	9.162	A
C-ABD	22	5	652	0.034	22	0.0	0.0	5.714	A
C-D	28	7			28				
C-A	84	21			84				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	36	9	498	0.073	36	0.1	0.1	7.786	A
B-AD	34	8	405	0.084	34	0.1	0.1	9.692	A
A-BCD	27	7	747	0.036	27	0.0	0.0	5.003	A
A-B	136	34			136				
A-C	107	27			107				
D-AB	28	7	506	0.056	28	0.0	0.1	7.532	A
D-BC	29	7	406	0.072	29	0.1	0.1	9.559	A
C-ABD	27	7	657	0.042	27	0.0	0.1	5.721	A
C-D	33	8			33				
C-A	100	25			100				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	45	11	480	0.093	45	0.1	0.1	8.265	A
B-AD	41	10	389	0.106	41	0.1	0.1	10.342	B
A-BCD	37	9	778	0.047	37	0.0	0.1	4.858	A
A-B	165	41			165				
A-C	130	33			130				
D-AB	35	9	490	0.071	35	0.1	0.1	7.914	A
D-BC	36	9	390	0.091	35	0.1	0.1	10.146	B
C-ABD	36	9	664	0.054	35	0.1	0.1	5.729	A
C-D	40	10			40				
C-A	121	30			121				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	45	11	480	0.093	45	0.1	0.1	8.270	A
B-AD	41	10	389	0.106	41	0.1	0.1	10.349	B
A-BCD	37	9	778	0.047	37	0.1	0.1	4.859	A
A-B	165	41			165				
A-C	130	33			130				
D-AB	35	9	490	0.071	35	0.1	0.1	7.917	A
D-BC	36	9	390	0.091	36	0.1	0.1	10.152	B
C-ABD	36	9	664	0.054	36	0.1	0.1	5.733	A
C-D	40	10			40				
C-A	121	30			121				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	36	9	498	0.073	36	0.1	0.1	7.793	A
B-AD	34	8	405	0.084	34	0.1	0.1	9.704	A
A-BCD	27	7	747	0.037	27	0.1	0.1	5.006	A
A-B	136	34			136				
A-C	107	27			107				
D-AB	28	7	506	0.056	28	0.1	0.1	7.536	A
D-BC	29	7	406	0.072	29	0.1	0.1	9.568	A
C-ABD	27	7	657	0.042	27	0.1	0.1	5.726	A
C-D	33	8			33				
C-A	100	25			100				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	30	8	512	0.059	30	0.1	0.1	7.483	A
B-AD	28	7	417	0.068	29	0.1	0.1	9.281	A
A-BCD	21	5	725	0.029	21	0.1	0.0	5.120	A
A-B	115	29			115				
A-C	91	23			91				
D-AB	24	6	518	0.046	24	0.1	0.0	7.287	A
D-BC	24	6	417	0.059	25	0.1	0.1	9.179	A
C-ABD	22	6	652	0.034	22	0.1	0.0	5.721	A
C-D	28	7			28				
C-A	84	21			84				

2030 Base Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Tip Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Longdogs Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Sidmouth Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	D - Winter's Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Base Flows	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Tip Hill		ONE HOUR	✓	179	100.000
B - Longdogs Lane		ONE HOUR	✓	113	100.000
C - Sidmouth Road		ONE HOUR	✓	170	100.000
D - Winter's Lane		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Tip Hill	B - Longdogs Lane	C - Sidmouth Road	D - Winter's Lane
From	A - Tip Hill	0	62	101	16
	B - Longdogs Lane	69	0	22	22
	C - Sidmouth Road	147	18	0	5
	D - Winter's Lane	26	35	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Tip Hill	B - Longdogs Lane	C - Sidmouth Road	D - Winter's Lane
From	A - Tip Hill	0	2	4	0
	B - Longdogs Lane	0	0	0	5
	C - Sidmouth Road	3	0	0	0
	D - Winter's Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.08	8.39	0.1	A	32	48
B-AD	0.22	11.51	0.3	B	72	108
A-BCD	0.03	5.55	0.0	A	19	29
A-B					55	83
A-C					90	135
D-AB	0.10	7.96	0.1	A	40	61
D-BC	0.09	9.98	0.1	A	29	44
C-ABD	0.04	5.51	0.1	A	21	31
C-D					4	7
C-A					131	196

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	26	6	500	0.052	26	0.0	0.1	7.585	A
B-AD	59	15	425	0.139	59	0.0	0.2	9.820	A
A-BCD	15	4	665	0.022	15	0.0	0.0	5.538	A
A-B	46	11			46				
A-C	74	19			74				
D-AB	33	8	526	0.063	33	0.0	0.1	7.293	A
D-BC	24	6	421	0.057	24	0.0	0.1	9.061	A
C-ABD	16	4	671	0.024	16	0.0	0.0	5.502	A
C-D	4	0.92			4				
C-A	108	27			108				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	31	8	487	0.064	31	0.1	0.1	7.897	A
B-AD	70	18	414	0.170	70	0.2	0.2	10.480	B
A-BCD	18	5	675	0.027	18	0.0	0.0	5.483	A
A-B	54	14			54				
A-C	88	22			88				
D-AB	40	10	516	0.077	40	0.1	0.1	7.560	A
D-BC	29	7	410	0.070	29	0.1	0.1	9.429	A
C-ABD	20	5	679	0.030	20	0.0	0.0	5.464	A
C-D	4	1			4				
C-A	128	32			128				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	39	10	468	0.083	39	0.1	0.1	8.377	A
B-AD	86	21	398	0.215	85	0.2	0.3	11.494	B
A-BCD	24	6	689	0.035	24	0.0	0.0	5.411	A
A-B	66	16			66				
A-C	107	27			107				
D-AB	49	12	501	0.097	49	0.1	0.1	7.954	A
D-BC	35	9	396	0.088	35	0.1	0.1	9.972	A
C-ABD	26	7	690	0.038	26	0.0	0.1	5.416	A
C-D	5	1			5				
C-A	156	39			156				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	39	10	468	0.083	39	0.1	0.1	8.388	A
B-AD	86	21	398	0.215	86	0.3	0.3	11.514	B
A-BCD	24	6	689	0.035	24	0.0	0.0	5.415	A
A-B	66	16			66				
A-C	107	27			107				
D-AB	49	12	501	0.097	49	0.1	0.1	7.958	A
D-BC	35	9	396	0.088	35	0.1	0.1	9.977	A
C-ABD	26	7	690	0.038	26	0.1	0.1	5.422	A
C-D	5	1			5				
C-A	156	39			156				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	31	8	486	0.064	31	0.1	0.1	7.913	A
B-AD	70	18	414	0.170	71	0.3	0.2	10.506	B
A-BCD	18	5	675	0.027	18	0.0	0.0	5.491	A
A-B	54	14			54				
A-C	88	22			88				
D-AB	40	10	516	0.077	40	0.1	0.1	7.565	A
D-BC	29	7	410	0.070	29	0.1	0.1	9.437	A
C-ABD	20	5	679	0.030	20	0.1	0.0	5.474	A
C-D	4	1			4				
C-A	128	32			128				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	26	6	499	0.052	26	0.1	0.1	7.607	A
B-AD	59	15	424	0.140	59	0.2	0.2	9.867	A
A-BCD	15	4	665	0.022	15	0.0	0.0	5.545	A
A-B	46	11			46				
A-C	74	19			74				
D-AB	33	8	526	0.063	33	0.1	0.1	7.304	A
D-BC	24	6	421	0.057	24	0.1	0.1	9.079	A
C-ABD	16	4	670	0.024	16	0.0	0.0	5.509	A
C-D	4	0.92			4				
C-A	108	27			108				

2030 Base Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Tip Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Longdogs Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Sidmouth Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	D - Winter's Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Base Flows	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Tip Hill		ONE HOUR	✓	318	100.000
B - Longdogs Lane		ONE HOUR	✓	83	100.000
C - Sidmouth Road		ONE HOUR	✓	188	100.000
D - Winter's Lane		ONE HOUR	✓	68	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Tip Hill	B - Longdogs Lane	C - Sidmouth Road	D - Winter's Lane
From	A - Tip Hill	0	166	131	21
	B - Longdogs Lane	17	0	18	48
	C - Sidmouth Road	123	25	0	40
	D - Winter's Lane	19	28	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Tip Hill	B - Longdogs Lane	C - Sidmouth Road	D - Winter's Lane
From	A - Tip Hill	0	1	0	0
	B - Longdogs Lane	0	0	0	0
	C - Sidmouth Road	0	0	0	0
	D - Winter's Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.10	8.45	0.1	A	39	59
B-AD	0.11	10.58	0.1	B	37	55
A-BCD	0.05	5.09	0.1	A	31	46
A-B					146	219
A-C					115	173
D-AB	0.08	8.07	0.1	A	31	46
D-BC	0.10	10.36	0.1	B	31	47
C-ABD	0.06	5.73	0.1	A	30	45
C-D					35	52
C-A					108	161

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	32	8	508	0.063	32	0.0	0.1	7.564	A
B-AD	30	8	413	0.073	30	0.0	0.1	9.381	A
A-BCD	23	6	731	0.031	23	0.0	0.0	5.081	A
A-B	121	30			121				
A-C	96	24			96				
D-AB	25	6	514	0.049	25	0.0	0.1	7.362	A
D-BC	26	6	414	0.063	26	0.0	0.1	9.274	A
C-ABD	23	6	653	0.035	23	0.0	0.0	5.711	A
C-D	29	7			29				
C-A	89	22			89				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	39	10	494	0.078	39	0.1	0.1	7.911	A
B-AD	36	9	401	0.090	36	0.1	0.1	9.855	A
A-BCD	29	7	754	0.039	29	0.0	0.1	4.963	A
A-B	143	36			143				
A-C	113	28			113				
D-AB	30	8	501	0.060	30	0.1	0.1	7.643	A
D-BC	31	8	402	0.077	31	0.1	0.1	9.706	A
C-ABD	29	7	659	0.044	29	0.0	0.1	5.719	A
C-D	34	9			34				
C-A	106	26			106				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	48	12	474	0.100	47	0.1	0.1	8.440	A
B-AD	44	11	384	0.114	44	0.1	0.1	10.570	B
A-BCD	40	10	787	0.050	40	0.1	0.1	4.815	A
A-B	174	43			174				
A-C	137	34			137				
D-AB	37	9	483	0.077	37	0.1	0.1	8.065	A
D-BC	38	9	385	0.098	38	0.1	0.1	10.350	B
C-ABD	38	9	666	0.057	38	0.1	0.1	5.725	A
C-D	42	10			42				
C-A	128	32			128				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	48	12	474	0.100	48	0.1	0.1	8.445	A
B-AD	44	11	384	0.114	44	0.1	0.1	10.577	B
A-BCD	40	10	787	0.050	40	0.1	0.1	4.817	A
A-B	174	43			174				
A-C	137	34			137				
D-AB	37	9	483	0.077	37	0.1	0.1	8.069	A
D-BC	38	9	385	0.098	38	0.1	0.1	10.355	B
C-ABD	38	9	666	0.057	38	0.1	0.1	5.727	A
C-D	42	10			42				
C-A	128	32			128				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	39	10	493	0.078	39	0.1	0.1	7.920	A
B-AD	36	9	401	0.090	36	0.1	0.1	9.869	A
A-BCD	29	7	754	0.039	29	0.1	0.1	4.969	A
A-B	143	36			143				
A-C	113	28			113				
D-AB	30	8	501	0.060	30	0.1	0.1	7.648	A
D-BC	31	8	402	0.077	31	0.1	0.1	9.717	A
C-ABD	29	7	659	0.044	29	0.1	0.1	5.723	A
C-D	34	9			34				
C-A	106	26			106				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	32	8	507	0.063	32	0.1	0.1	7.579	A
B-AD	30	8	413	0.073	30	0.1	0.1	9.405	A
A-BCD	23	6	731	0.031	23	0.1	0.0	5.086	A
A-B	121	30			121				
A-C	96	24			96				
D-AB	25	6	514	0.049	25	0.1	0.1	7.375	A
D-BC	26	6	413	0.063	26	0.1	0.1	9.295	A
C-ABD	23	6	653	0.036	23	0.1	0.0	5.715	A
C-D	29	7			29				
C-A	89	22			89				

2030 Base Flows + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Tip Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Longdogs Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Sidmouth Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	D - Winter's Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Base Flows + Development	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Tip Hill		ONE HOUR	✓	196	100.000
B - Longdogs Lane		ONE HOUR	✓	120	100.000
C - Sidmouth Road		ONE HOUR	✓	197	100.000
D - Winter's Lane		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Tip Hill	B - Longdogs Lane	C - Sidmouth Road	D - Winter's Lane
From	A - Tip Hill	0	62	118	16
	B - Longdogs Lane	69	0	29	22
	C - Sidmouth Road	166	26	0	5
	D - Winter's Lane	26	35	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Tip Hill	B - Longdogs Lane	C - Sidmouth Road	D - Winter's Lane
From	A - Tip Hill	0	2	4	0
	B - Longdogs Lane	0	0	0	5
	C - Sidmouth Road	3	0	0	0
	D - Winter's Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.10	8.24	0.1	A	38	58
B-AD	0.22	11.99	0.3	B	72	108
A-BCD	0.04	5.52	0.0	A	20	29
A-B					55	83
A-C					105	158
D-AB	0.10	8.11	0.1	A	41	61
D-BC	0.09	10.27	0.1	B	29	44
C-ABD	0.06	5.52	0.1	A	31	47
C-D					4	7
C-A					145	218

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	31	8	519	0.060	31	0.0	0.1	7.366	A
B-AD	59	15	415	0.143	59	0.0	0.2	10.071	B
A-BCD	15	4	668	0.023	15	0.0	0.0	5.513	A
A-B	46	11			46				
A-C	87	22			87				
D-AB	33	8	521	0.064	33	0.0	0.1	7.379	A
D-BC	24	6	414	0.058	24	0.0	0.1	9.224	A
C-ABD	24	6	677	0.036	24	0.0	0.0	5.512	A
C-D	4	0.91			4				
C-A	121	30			121				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	37	9	505	0.074	37	0.1	0.1	7.702	A
B-AD	70	18	403	0.175	70	0.2	0.2	10.811	B
A-BCD	19	5	679	0.028	19	0.0	0.0	5.453	A
A-B	54	14			54				
A-C	103	26			103				
D-AB	40	10	509	0.078	40	0.1	0.1	7.672	A
D-BC	29	7	402	0.071	29	0.1	0.1	9.642	A
C-ABD	30	8	686	0.044	30	0.0	0.1	5.482	A
C-D	4	1			4				
C-A	143	36			143				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	46	12	484	0.096	46	0.1	0.1	8.227	A
B-AD	86	21	386	0.222	85	0.2	0.3	11.965	B
A-BCD	25	6	694	0.036	25	0.0	0.0	5.375	A
A-B	66	16			66				
A-C	125	31			125				
D-AB	49	12	493	0.099	49	0.1	0.1	8.109	A
D-BC	35	9	385	0.091	35	0.1	0.1	10.265	B
C-ABD	39	10	700	0.056	39	0.1	0.1	5.443	A
C-D	5	1			5				
C-A	172	43			172				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	46	12	483	0.096	46	0.1	0.1	8.238	A
B-AD	86	21	386	0.222	86	0.3	0.3	11.989	B
A-BCD	25	6	694	0.036	25	0.0	0.0	5.382	A
A-B	66	16			66				
A-C	125	31			125				
D-AB	49	12	492	0.099	49	0.1	0.1	8.113	A
D-BC	35	9	385	0.091	35	0.1	0.1	10.270	B
C-ABD	39	10	700	0.056	39	0.1	0.1	5.450	A
C-D	5	1			5				
C-A	172	43			172				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	38	9	504	0.074	38	0.1	0.1	7.718	A
B-AD	70	18	403	0.175	71	0.3	0.2	10.839	B
A-BCD	19	5	679	0.028	19	0.0	0.0	5.463	A
A-B	54	14			54				
A-C	103	26			103				
D-AB	40	10	509	0.078	40	0.1	0.1	7.680	A
D-BC	29	7	402	0.071	29	0.1	0.1	9.651	A
C-ABD	30	8	686	0.044	30	0.1	0.1	5.493	A
C-D	4	1			4				
C-A	143	36			143				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	31	8	519	0.060	31	0.1	0.1	7.387	A
B-AD	59	15	415	0.143	59	0.2	0.2	10.122	B
A-BCD	15	4	668	0.023	15	0.0	0.0	5.519	A
A-B	46	11			46				
A-C	87	22			87				
D-AB	33	8	520	0.064	33	0.1	0.1	7.390	A
D-BC	24	6	414	0.058	24	0.1	0.1	9.244	A
C-ABD	24	6	677	0.036	24	0.1	0.0	5.520	A
C-D	4	0.91			4				
C-A	120	30			120				

2030 Base Flows + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Tip Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Longdogs Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Sidmouth Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	D - Winter's Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Base Flows + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Tip Hill		ONE HOUR	✓	343	100.000
B - Longdogs Lane		ONE HOUR	✓	84	100.000
C - Sidmouth Road		ONE HOUR	✓	208	100.000
D - Winter's Lane		ONE HOUR	✓	68	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Tip Hill	B - Longdogs Lane	C - Sidmouth Road	D - Winter's Lane
From	A - Tip Hill	0	166	156	21
	B - Longdogs Lane	17	0	19	48
	C - Sidmouth Road	142	26	0	40
	D - Winter's Lane	19	28	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Tip Hill	B - Longdogs Lane	C - Sidmouth Road	D - Winter's Lane
From	A - Tip Hill	0	1	0	0
	B - Longdogs Lane	0	0	0	0
	C - Sidmouth Road	0	0	0	0
	D - Winter's Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.10	8.63	0.1	A	40	61
B-AD	0.12	10.88	0.1	B	37	55
A-BCD	0.05	5.02	0.1	A	32	48
A-B					146	219
A-C					137	206
D-AB	0.08	8.22	0.1	A	31	46
D-BC	0.10	10.63	0.1	B	31	47
C-ABD	0.06	5.68	0.1	A	32	48
C-D					35	52
C-A					124	186

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	33	8	503	0.065	33	0.0	0.1	7.649	A
B-AD	30	8	407	0.074	30	0.0	0.1	9.541	A
A-BCD	24	6	741	0.032	23	0.0	0.0	5.019	A
A-B	121	30			121				
A-C	114	28			114				
D-AB	25	6	508	0.050	25	0.0	0.1	7.445	A
D-BC	26	6	408	0.064	26	0.0	0.1	9.420	A
C-ABD	25	6	659	0.038	25	0.0	0.1	5.675	A
C-D	29	7			29				
C-A	103	26			103				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	40	10	488	0.081	39	0.1	0.1	8.031	A
B-AD	36	9	393	0.092	36	0.1	0.1	10.067	B
A-BCD	30	8	766	0.040	30	0.0	0.1	4.892	A
A-B	143	36			143				
A-C	135	34			135				
D-AB	30	8	495	0.061	30	0.1	0.1	7.752	A
D-BC	31	8	394	0.078	31	0.1	0.1	9.900	A
C-ABD	31	8	665	0.047	31	0.1	0.1	5.675	A
C-D	34	9			34				
C-A	122	30			122				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	49	12	466	0.104	49	0.1	0.1	8.620	A
B-AD	44	11	375	0.117	44	0.1	0.1	10.873	B
A-BCD	42	10	802	0.052	41	0.1	0.1	4.735	A
A-B	173	43			173				
A-C	163	41			163				
D-AB	37	9	475	0.078	37	0.1	0.1	8.219	A
D-BC	38	9	376	0.100	37	0.1	0.1	10.618	B
C-ABD	41	10	675	0.060	41	0.1	0.1	5.678	A
C-D	41	10			41				
C-A	147	37			147				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	49	12	466	0.104	49	0.1	0.1	8.625	A
B-AD	44	11	375	0.117	44	0.1	0.1	10.879	B
A-BCD	42	10	802	0.052	42	0.1	0.1	4.737	A
A-B	173	43			173				
A-C	163	41			163				
D-AB	37	9	475	0.078	37	0.1	0.1	8.222	A
D-BC	38	9	376	0.100	38	0.1	0.1	10.627	B
C-ABD	41	10	675	0.060	41	0.1	0.1	5.678	A
C-D	41	10			41				
C-A	147	37			147				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	40	10	488	0.081	40	0.1	0.1	8.039	A
B-AD	36	9	393	0.092	36	0.1	0.1	10.082	B
A-BCD	30	8	766	0.040	31	0.1	0.1	4.896	A
A-B	143	36			143				
A-C	135	34			135				
D-AB	30	8	494	0.061	30	0.1	0.1	7.759	A
D-BC	31	8	394	0.078	31	0.1	0.1	9.909	A
C-ABD	31	8	665	0.047	31	0.1	0.1	5.681	A
C-D	34	9			34				
C-A	122	30			122				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	33	8	503	0.066	33	0.1	0.1	7.662	A
B-AD	30	8	407	0.074	30	0.1	0.1	9.566	A
A-BCD	24	6	741	0.032	24	0.1	0.0	5.024	A
A-B	121	30			121				
A-C	114	28			114				
D-AB	25	6	508	0.050	25	0.1	0.1	7.456	A
D-BC	26	6	407	0.064	26	0.1	0.1	9.441	A
C-ABD	25	6	659	0.038	25	0.1	0.1	5.680	A
C-D	29	7			29				
C-A	103	26			103				

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Broad Street-Jesu Street-Tip Hill Junction.j9
Path: C:\Users\FRobert\CCL\CCL - K-Shared\Landra\Ottery St Mary - Gerway Farm\Calcs\Test
Report generation date: 25/11/2025 16:35:33

- »2025 Surveyed Flows, AM
- »2025 Surveyed Flows, PM
- »2030 Base Flows, AM
- »2030 Base Flows, PM
- »2030 Base Flows + Development, AM
- »2030 Base Flows + Development, PM

Summary of junction performance

	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

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	07/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCLLPatridge
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Surveyed Flows	AM	ONE HOUR	00:00	01:30	15	✓
D2	2025 Surveyed Flows	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Base Flows	AM	ONE HOUR	00:00	01:30	15	✓
D4	2030 Base Flows	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 Base Flows + Development	AM	ONE HOUR	00:00	01:30	15	✓
D6	2030 Base Flows + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 Surveyed Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Jesu Street - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Tip Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Broad Street		Major
B	Jesu Street		Minor
C	Tip Hill		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Tip Hill	5.97			42.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Jesu Street	One lane plus flare	4.40	2.33	2.28	2.20	2.20	✓	1.00	15	33

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	478	0.087	0.220	0.139	0.315
B-C	483	0.074	0.187	-	-
C-B	598	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Surveyed Flows	AM	ONE HOUR	00:00	01:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Broad Street		ONE HOUR	✓	299	100.000
B - Jesu Street		ONE HOUR	✓	212	100.000
C - Tip Hill		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Broad Street	B - Jesu Street	C - Tip Hill
From	A - Broad Street	0	157	143
	B - Jesu Street	188	0	24
	C - Tip Hill	211	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Broad Street	B - Jesu Street	C - Tip Hill
From	A - Broad Street	0	4	3
	B - Jesu Street	1	0	0
	C - Tip Hill	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	12.24	0.1	B	22	33
B-A	0.54	20.47	1.2	C	173	259
C-AB	0.05	5.88	0.1	A	24	36
C-A					186	279
A-B					144	216
A-C					131	196

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	5	399	0.045	18	0.0	0.0	9.447	A
B-A	142	35	412	0.344	140	0.0	0.5	13.137	B
C-AB	18	5	631	0.029	18	0.0	0.0	5.875	A
C-A	154	39			154				
A-B	118	29			118				
A-C	107	27			107				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	371	0.058	22	0.0	0.1	10.304	B
B-A	169	42	400	0.423	168	0.5	0.7	15.514	C
C-AB	23	6	644	0.036	23	0.0	0.0	5.804	A
C-A	183	46			183				
A-B	141	35			141				
A-C	128	32			128				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	322	0.082	26	0.1	0.1	12.156	B
B-A	207	52	383	0.541	205	0.7	1.1	20.126	C
C-AB	31	8	662	0.046	31	0.0	0.1	5.708	A
C-A	221	55			221				
A-B	173	43			173				
A-C	157	39			157				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	321	0.082	26	0.1	0.1	12.239	B
B-A	207	52	383	0.541	207	1.1	1.2	20.473	C
C-AB	31	8	662	0.046	31	0.1	0.1	5.701	A
C-A	221	55			221				
A-B	173	43			173				
A-C	157	39			157				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	369	0.059	22	0.1	0.1	10.378	B
B-A	169	42	399	0.423	171	1.2	0.8	15.845	C
C-AB	23	6	644	0.036	23	0.1	0.0	5.794	A
C-A	183	46			183				
A-B	141	35			141				
A-C	128	32			128				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	5	397	0.046	18	0.1	0.0	9.508	A
B-A	142	35	412	0.344	143	0.8	0.5	13.424	B
C-AB	18	5	631	0.029	18	0.0	0.0	5.873	A
C-A	154	39			154				
A-B	118	29			118				
A-C	107	27			107				

2025 Surveyed Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Jesu Street - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Tip Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Surveyed Flows	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Broad Street		ONE HOUR	✓	399	100.000
B - Jesu Street		ONE HOUR	✓	147	100.000
C - Tip Hill		ONE HOUR	✓	156	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Broad Street	B - Jesu Street	C - Tip Hill
From	A - Broad Street	0	218	181
	B - Jesu Street	122	0	25
	C - Tip Hill	138	18	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Broad Street	B - Jesu Street	C - Tip Hill
From	A - Broad Street	0	0	0
	B - Jesu Street	2	0	0
	C - Tip Hill	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	10.08	0.1	B	23	34
B-A	0.36	14.90	0.5	B	112	167
C-AB	0.04	6.22	0.1	A	21	32
C-A					122	183
A-B					200	300
A-C					166	249

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	429	0.044	19	0.0	0.0	8.761	A
B-A	92	23	404	0.226	90	0.0	0.3	11.426	B
C-AB	16	4	601	0.027	16	0.0	0.0	6.152	A
C-A	101	25			101				
A-B	164	41			164				
A-C	136	34			136				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	412	0.055	22	0.0	0.1	9.238	A
B-A	109	27	392	0.279	109	0.3	0.4	12.690	B
C-AB	20	5	603	0.034	20	0.0	0.0	6.177	A
C-A	120	30			120				
A-B	196	49			196				
A-C	163	41			163				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	385	0.071	27	0.1	0.1	10.058	B
B-A	134	33	375	0.357	133	0.4	0.5	14.815	B
C-AB	26	7	606	0.044	26	0.0	0.1	6.213	A
C-A	145	36			145				
A-B	240	60			240				
A-C	199	50			199				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	385	0.072	28	0.1	0.1	10.076	B
B-A	134	33	375	0.357	134	0.5	0.5	14.896	B
C-AB	26	7	606	0.044	26	0.1	0.1	6.218	A
C-A	145	36			145				
A-B	240	60			240				
A-C	199	50			199				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	411	0.055	23	0.1	0.1	9.261	A
B-A	109	27	392	0.279	110	0.5	0.4	12.781	B
C-AB	20	5	603	0.034	20	0.1	0.0	6.184	A
C-A	119	30			119				
A-B	196	49			196				
A-C	163	41			163				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	429	0.044	19	0.1	0.0	8.790	A
B-A	92	23	404	0.226	92	0.4	0.3	11.540	B
C-AB	16	4	601	0.027	16	0.0	0.0	6.155	A
C-A	101	25			101				
A-B	164	41			164				
A-C	136	34			136				

2030 Base Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Jesu Street - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Tip Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Base Flows	AM	ONE HOUR	00:00	01:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Broad Street		ONE HOUR	✓	316	100.000
B - Jesu Street		ONE HOUR	✓	224	100.000
C - Tip Hill		ONE HOUR	✓	242	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Broad Street	B - Jesu Street	C - Tip Hill
A - Broad Street	0	165	150
B - Jesu Street	199	0	25
C - Tip Hill	223	19	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Broad Street	B - Jesu Street	C - Tip Hill
A - Broad Street	0	4	3
B - Jesu Street	1	0	0
C - Tip Hill	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.09	13.16	0.1	B	23	34
B-A	0.58	22.65	1.3	C	183	274
C-AB	0.05	5.85	0.1	A	26	39
C-A					196	294
A-B					152	228
A-C					138	207

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	391	0.048	19	0.0	0.0	9.655	A
B-A	150	37	408	0.367	148	0.0	0.6	13.694	B
C-AB	19	5	635	0.031	19	0.0	0.0	5.849	A
C-A	163	41			163				
A-B	125	31			125				
A-C	113	28			113				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	360	0.063	22	0.0	0.1	10.678	B
B-A	179	45	395	0.452	178	0.6	0.8	16.476	C
C-AB	25	6	648	0.038	25	0.0	0.1	5.779	A
C-A	193	48			193				
A-B	149	37			149				
A-C	135	34			135				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	304	0.091	27	0.1	0.1	13.029	B
B-A	219	55	378	0.580	217	0.8	1.3	22.142	C
C-AB	33	8	668	0.050	33	0.1	0.1	5.677	A
C-A	233	58			233				
A-B	182	46			182				
A-C	166	41			166				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	301	0.091	28	0.1	0.1	13.157	B
B-A	219	55	378	0.580	219	1.3	1.3	22.655	C
C-AB	33	8	668	0.050	33	0.1	0.1	5.671	A
C-A	233	58			233				
A-B	182	46			182				
A-C	166	41			166				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	357	0.063	23	0.1	0.1	10.776	B
B-A	179	45	395	0.452	181	1.3	0.9	16.930	C
C-AB	25	6	649	0.038	25	0.1	0.1	5.769	A
C-A	193	48			193				
A-B	149	37			149				
A-C	135	34			135				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	389	0.048	19	0.1	0.1	9.730	A
B-A	150	37	408	0.367	151	0.9	0.6	14.044	B
C-AB	20	5	635	0.031	20	0.1	0.0	5.849	A
C-A	163	41			163				
A-B	125	31			125				
A-C	113	28			113				

2030 Base Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Jesu Street - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Tip Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Base Flows	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Broad Street		ONE HOUR	✓	423	100.000
B - Jesu Street		ONE HOUR	✓	154	100.000
C - Tip Hill		ONE HOUR	✓	165	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Broad Street	B - Jesu Street	C - Tip Hill
A - Broad Street	0	231	192
B - Jesu Street	128	0	26
C - Tip Hill	146	19	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Broad Street	B - Jesu Street	C - Tip Hill
A - Broad Street	0	0	0
B - Jesu Street	2	0	0
C - Tip Hill	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	10.40	0.1	B	24	36
B-A	0.38	15.74	0.6	C	118	177
C-AB	0.05	6.23	0.1	A	23	34
C-A					128	193
A-B					212	318
A-C					176	264

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	424	0.046	19	0.0	0.0	8.893	A
B-A	97	24	401	0.241	95	0.0	0.3	11.744	B
C-AB	17	4	602	0.029	17	0.0	0.0	6.158	A
C-A	106	27			106				
A-B	174	43			174				
A-C	145	36			145				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	405	0.058	23	0.0	0.1	9.429	A
B-A	115	29	388	0.298	115	0.3	0.4	13.152	B
C-AB	22	5	603	0.036	22	0.0	0.0	6.188	A
C-A	126	32			126				
A-B	208	52			208				
A-C	173	43			173				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	375	0.076	29	0.1	0.1	10.381	B
B-A	141	35	370	0.382	141	0.4	0.6	15.640	C
C-AB	28	7	606	0.047	28	0.0	0.1	6.227	A
C-A	153	38			153				
A-B	254	64			254				
A-C	211	53			211				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	375	0.076	29	0.1	0.1	10.403	B
B-A	141	35	370	0.382	141	0.6	0.6	15.738	C
C-AB	29	7	606	0.047	29	0.1	0.1	6.232	A
C-A	153	38			153				
A-B	254	64			254				
A-C	211	53			211				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	404	0.058	23	0.1	0.1	9.455	A
B-A	115	29	388	0.298	116	0.6	0.4	13.283	B
C-AB	22	5	603	0.036	22	0.1	0.1	6.193	A
C-A	126	32			126				
A-B	208	52			208				
A-C	173	43			173				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	423	0.046	20	0.1	0.0	8.924	A
B-A	97	24	401	0.241	97	0.4	0.3	11.875	B
C-AB	18	4	602	0.029	18	0.1	0.0	6.164	A
C-A	106	27			106				
A-B	174	43			174				
A-C	145	36			145				

2030 Base Flows + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Jesu Street - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Tip Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Base Flows + Development	AM	ONE HOUR	00:00	01:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Broad Street		ONE HOUR	✓	330	100.000
B - Jesu Street		ONE HOUR	✓	226	100.000
C - Tip Hill		ONE HOUR	✓	262	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Broad Street	B - Jesu Street	C - Tip Hill
From	A - Broad Street	0	165	165
	B - Jesu Street	199	0	27
	C - Tip Hill	241	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Broad Street	B - Jesu Street	C - Tip Hill
From	A - Broad Street	0	4	3
	B - Jesu Street	1	0	0
	C - Tip Hill	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	13.57	0.1	B	25	37
B-A	0.59	23.77	1.4	C	183	274
C-AB	0.06	5.80	0.1	A	29	44
C-A					211	316
A-B					152	228
A-C					151	227

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	390	0.052	20	0.0	0.1	9.726	A
B-A	150	37	403	0.372	148	0.0	0.6	13.963	B
C-AB	22	5	642	0.034	22	0.0	0.0	5.804	A
C-A	175	44			175				
A-B	125	31			125				
A-C	124	31			124				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	357	0.068	24	0.1	0.1	10.817	B
B-A	179	45	389	0.460	178	0.6	0.8	16.942	C
C-AB	28	7	657	0.043	28	0.0	0.1	5.726	A
C-A	207	52			207				
A-B	149	37			149				
A-C	148	37			148				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	7	298	0.100	30	0.1	0.1	13.412	B
B-A	219	55	370	0.592	217	0.8	1.4	23.165	C
C-AB	38	9	679	0.056	38	0.1	0.1	5.619	A
C-A	250	63			250				
A-B	182	46			182				
A-C	182	45			182				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	7	295	0.101	30	0.1	0.1	13.565	B
B-A	219	55	370	0.592	219	1.4	1.4	23.767	C
C-AB	38	9	679	0.056	38	0.1	0.1	5.616	A
C-A	250	63			250				
A-B	182	46			182				
A-C	182	45			182				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	354	0.069	24	0.1	0.1	10.934	B
B-A	179	45	389	0.460	181	1.4	0.9	17.454	C
C-AB	28	7	657	0.043	28	0.1	0.1	5.718	A
C-A	207	52			207				
A-B	149	37			149				
A-C	148	37			148				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	388	0.052	20	0.1	0.1	9.805	A
B-A	150	37	403	0.372	151	0.9	0.6	14.340	B
C-AB	22	6	642	0.034	22	0.1	0.0	5.804	A
C-A	175	44			175				
A-B	125	31			125				
A-C	124	31			124				

2030 Base Flows + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Jesu Street - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Tip Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Base Flows + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Broad Street		ONE HOUR	✓	443	100.000
B - Jesu Street		ONE HOUR	✓	158	100.000
C - Tip Hill		ONE HOUR	✓	184	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Broad Street	B - Jesu Street	C - Tip Hill
From	A - Broad Street	0	231	212
	B - Jesu Street	128	0	30
	C - Tip Hill	162	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Broad Street	B - Jesu Street	C - Tip Hill
From	A - Broad Street	0	0	0
	B - Jesu Street	2	0	0
	C - Tip Hill	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.09	10.59	0.1	B	28	41
B-A	0.39	16.40	0.6	C	118	177
C-AB	0.06	6.20	0.1	A	27	41
C-A					142	213
A-B					212	318
A-C					195	292

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	426	0.053	22	0.0	0.1	8.923	A
B-A	97	24	394	0.245	95	0.0	0.3	11.997	B
C-AB	21	5	607	0.034	21	0.0	0.0	6.133	A
C-A	118	30			118				
A-B	174	43			174				
A-C	160	40			160				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	405	0.067	27	0.1	0.1	9.509	A
B-A	115	29	380	0.304	115	0.3	0.4	13.547	B
C-AB	26	7	610	0.043	26	0.0	0.1	6.161	A
C-A	140	35			140				
A-B	208	52			208				
A-C	191	48			191				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	374	0.088	33	0.1	0.1	10.566	B
B-A	141	35	361	0.392	141	0.4	0.6	16.287	C
C-AB	34	9	615	0.056	34	0.1	0.1	6.194	A
C-A	169	42			169				
A-B	254	64			254				
A-C	233	58			233				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	373	0.089	33	0.1	0.1	10.593	B
B-A	141	35	361	0.392	141	0.6	0.6	16.397	C
C-AB	34	9	615	0.056	34	0.1	0.1	6.200	A
C-A	169	42			169				
A-B	254	64			254				
A-C	233	58			233				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	405	0.067	27	0.1	0.1	9.538	A
B-A	115	29	380	0.304	116	0.6	0.4	13.675	B
C-AB	26	7	610	0.043	26	0.1	0.1	6.165	A
C-A	140	35			140				
A-B	208	52			208				
A-C	191	48			191				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	425	0.053	23	0.1	0.1	8.957	A
B-A	97	24	394	0.245	97	0.4	0.3	12.136	B
C-AB	21	5	607	0.034	21	0.1	0.0	6.141	A
C-A	118	30			118				
A-B	174	43			174				
A-C	160	40			160				

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Gold Street-Broad Street-Mill Street.j9
Path: C:\Users\FRobert\CCL\CCL - K-Shared\Landra\Ottery St Mary - Gerway Farm\Calcs\Test
Report generation date: 25/11/2025 16:36:41

«2030 Base + Development, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	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

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	07/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCLLPartridge
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

2030 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.79			28.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	3.56	2.89	2.64	2.20	✓	1.00	40	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	521	0.083	0.211	0.133	0.301
B-C	775	0.104	0.264	-	-
C-B	590	0.201	0.201	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	482	100.000
B		ONE HOUR	✓	295	100.000
C		ONE HOUR	✓	179	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	224	258
	B	215	0	80
	C	116	63	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	1	0
	B	1	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	9.73	0.2	A	73	110
B-A	0.60	22.95	1.5	C	197	296
C-AB	0.15	7.39	0.2	A	71	107
C-A					93	139
A-B					206	308
A-C					237	355

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	612	0.098	60	0.0	0.1	6.524	A
B-A	162	40	434	0.373	160	0.0	0.6	12.998	B
C-AB	56	14	579	0.096	55	0.0	0.1	6.867	A
C-A	79	20			79				
A-B	169	42			169				
A-C	194	49			194				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	558	0.129	72	0.1	0.1	7.409	A
B-A	193	48	417	0.463	192	0.6	0.8	15.918	C
C-AB	69	17	578	0.120	69	0.1	0.2	7.075	A
C-A	92	23			92				
A-B	201	50			201				
A-C	232	58			232				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	462	0.191	88	0.1	0.2	9.608	A
B-A	237	59	393	0.602	234	0.8	1.4	22.331	C
C-AB	89	22	577	0.155	89	0.2	0.2	7.386	A
C-A	108	27			108				
A-B	247	62			247				
A-C	284	71			284				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	458	0.192	88	0.2	0.2	9.734	A
B-A	237	59	393	0.602	237	1.4	1.5	22.954	C
C-AB	89	22	577	0.155	89	0.2	0.2	7.392	A
C-A	108	27			108				
A-B	247	62			247				
A-C	284	71			284				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	553	0.130	72	0.2	0.2	7.494	A
B-A	193	48	417	0.463	196	1.5	0.9	16.415	C
C-AB	69	17	578	0.120	70	0.2	0.2	7.088	A
C-A	92	23			92				
A-B	201	50			201				
A-C	232	58			232				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	608	0.099	60	0.2	0.1	6.575	A
B-A	162	40	434	0.373	163	0.9	0.6	13.341	B
C-AB	56	14	579	0.097	56	0.2	0.1	6.887	A
C-A	79	20			79				
A-B	169	42			169				
A-C	194	49			194				

APPENDIX 10 – QUEUE LENGTH SURVEY DATA

Site: 1

Location: Winters Lane - 4arm Xrds junc

TIME	Arm B		Arm D	
	Lane 1		Lane 1	
	Min	Max	Min	Max
07:00	0	1	0	0
07:05	0	1	0	0
07:10	0	1	0	0
07:15	0	2	0	1
07:20	0	1	0	1
07:25	0	1	0	0
07:30	0	3	0	0
07:35	0	2	0	1
07:40	0	1	0	0
07:45	0	0	0	2
07:50	0	2	0	1
07:55	0	1	0	1
08:00	0	1	0	1
08:05	0	2	0	1
08:10	0	1	0	1
08:15	0	1	0	1
08:20	0	1	0	0
08:25	0	2	0	1
08:30	0	1	0	2
08:35	0	1	0	3
08:40	0	2	0	2
08:45	0	4	0	3
08:50	0	1	0	2
08:55	0	2	0	2
09:00	0	3	0	1
09:05	0	2	0	2
09:10	0	2	0	1
09:15	0	1	0	1
09:20	0	2	0	1
09:25	0	1	0	1
09:30	0	2	0	0
09:35	0	1	0	0
09:40	0	1	0	1
09:45	0	0	0	1
09:50	0	2	0	1
09:55	0	1	0	1
10:00	0	1	0	1

Site: 1

Location: Winters Lane - 4arm Xrds junc

TIME	Arm B		Arm D	
	Lane 1		Lane 1	
	Min	Max	Min	Max
16:00	0	1	0	1
16:05	0	3	0	1
16:10	0	3	0	3
16:15	0	1	0	2
16:20	0	1	0	1
16:25	0	1	0	1
16:30	0	2	0	1
16:35	0	2	0	3
16:40	0	4+	0	3
16:45	0	4	0	1
16:50	0	1	0	1
16:55	0	2	0	2
17:00	0	2	0	1
17:05	0	3	0	1
17:10	0	1	0	3
17:15	0	3	0	2
17:20	0	2	0	2
17:25	0	2	0	1
17:30	0	2	0	2
17:35	0	3	0	3
17:40	0	2	0	2
17:45	0	1	0	3
17:50	0	1	0	1
17:55	0	3	0	2
18:00	0	2	0	1
18:05	0	2	0	2
18:10	0	1	0	1
18:15	0	1	0	1
18:20	0	1	0	1
18:25	0	1	0	0
18:30	0	2	0	1
18:35	0	0	0	0
18:40	0	0	0	1
18:45	0	1	0	1
18:50	0	1	0	1
18:55	0	0	0	0
19:00	0	0	0	0

Site: 2

Location: Jesu St - 3arm TJunc

TIME	Arm B	
	Lane 1	
	Min	Max
07:00	0	0
07:05	0	1
07:10	0	1
07:15	0	2
07:20	0	2
07:25	0	3
07:30	0	5
07:35	0	1
07:40	0	2
07:45	0	5
07:50	0	1
07:55	0	4
08:00	0	3
08:05	0	3
08:10	0	2
08:15	0	3
08:20	0	5
08:25	0	3
08:30	0	3
08:35	0	7
08:40	0	3
08:45	0	2
08:50	0	3
08:55	0	4
09:00	0	5
09:05	0	15
09:10	0	12
09:15	0	3
09:20	0	2
09:25	0	3
09:30	0	2
09:35	0	2
09:40	0	1
09:45	0	3
09:50	0	1
09:55	0	1
10:00	0	1

Site: 2

Location: Jesu St - 3arm TJunc

TIME	Arm B	
	Lane 1	
	Min	Max
16:00	0	2
16:05	0	1
16:10	0	3
16:15	0	4
16:20	0	5
16:25	0	4
16:30	0	2
16:35	0	3
16:40	0	3
16:45	0	2
16:50	0	4
16:55	0	3
17:00	0	3
17:05	0	3
17:10	0	5
17:15	0	3
17:20	0	3
17:25	0	1
17:30	0	1
17:35	0	1
17:40	0	3
17:45	0	2
17:50	0	4
17:55	0	3
18:00	0	3
18:05	0	2
18:10	0	4
18:15	0	2
18:20	0	3
18:25	0	1
18:30	0	0
18:35	0	1
18:40	0	3
18:45	0	1
18:50	0	3
18:55	0	1
19:00	0	1



Site: 3

Location: Gold St - 3arm T junc

TIME	Arm B				Arm C	
	Lane 1		Lane 2		Lane 1	
	Min	Max	Min	Max	Min	Max
07:00	0	1	0	0	0	0
07:05	0	0	0	0	0	0
07:10	0	1	0	0	0	0
07:15	0	0	0	0	0	0
07:20	0	4	0	0	0	5
07:25	0	3	0	0	0	7
07:30	0	3	0	0	0	6
07:35	0	2	0	0	0	0
07:40	0	3	0	0	0	0
07:45	0	2	0	0	0	0
07:50	0	3	0	0	0	0
07:55	0	2	0	0	0	0
08:00	0	4	0	0	0	0
08:05	0	3	0	1	0	0
08:10	0	4	0	0	0	4
08:15	0	1	0	0	0	1
08:20	0	3	0	0	0	0
08:25	0	3	0	1	0	0
08:30	0	3	0	1	0	2
08:35	0	5	0	0	0	2
08:40	0	5+	0	0	0	7
08:45	0	1	0	0	0	1
08:50	0	2	0	0	0	3
08:55	0	2	0	0	0	2
09:00	0	3	0	0	0	4
09:05	0	5+	0	0	0	6
09:10	0	2	0	0	0	2
09:15	0	3	0	0	0	3
09:20	0	2	0	0	0	3
09:25	0	3	0	0	0	5
09:30	0	4	0	0	0	4
09:35	0	1	0	0	0	0
09:40	0	1	0	0	0	1
09:45	0	2	0	0	0	0
09:50	0	1	0	0	0	2
09:55	0	2	0	0	0	0
10:00	0	3	0	0	0	4



Site: 3

Location: Gold St - 3arm T junc

TIME	Arm B				Arm C	
	Lane 1		Lane 2		Lane 1	
	Min	Max	Min	Max	Min	Max
16:00	0	5+	0	0	0	2
16:05	0	2	0	0	0	0
16:10	0	5+	0	0	0	1
16:15	0	1	0	1	0	4
16:20	0	5+	0	0	0	2
16:25	0	4	0	0	0	0
16:30	0	2	0	0	0	1
16:35	0	2	0	0	0	0
16:40	0	5+	0	0	0	7
16:45	0	3	0	0	0	7
16:50	0	5+	0	0	0	3
16:55	0	2	0	0	0	0
17:00	0	4	0	0	0	0
17:05	0	6+	0	0	0	5
17:10	0	5+	0	0	0	0
17:15	0	3	0	1	0	0
17:20	0	4	0	0	0	1
17:25	0	5+	0	2	0	4
17:30	0	6+	0	0	0	4
17:35	0	5+	0	1	0	1
17:40	0	5+	0	0	0	5
17:45	0	4	0	0	0	6
17:50	0	5+	0	0	0	1
17:55	0	5+	0	0	0	0
18:00	0	3	0	0	0	0
18:05	0	3	0	0	0	0
18:10	0	4	0	0	0	0
18:15	0	5	0	0	0	0
18:20	0	1	0	0	0	0
18:25	0	1	0	0	0	1
18:30	0	1	0	0	0	1
18:35	0	2	0	0	0	0
18:40	0	1	0	0	0	1
18:45	0	1	0	0	0	1
18:50	0	4	0	0	0	0
18:55	0	1	0	0	0	0
19:00	0	2	0	0	0	0

Site: 4

Location: Mill St - 3arm TJunc

TIME	Arm B			
	Lane 1		Lane 2	
	Min	Max	Min	Max
07:00	0	1	0	0
07:05	0	1	0	0
07:10	0	0	0	0
07:15	0	0	0	0
07:20	0	3	0	0
07:25	0	0	0	0
07:30	0	6+	0	0
07:35	0	7	0	1
07:40	0	0	0	1
07:45	0	3	0	0
07:50	0	0	0	1
07:55	0	0	0	1
08:00	0	0	0	0
08:05	0	0	0	0
08:10	0	0	0	0
08:15	0	0	0	1
08:20	0	1	0	1
08:25	0	2	0	1
08:30	0	0	0	2
08:35	0	8+	0	1
08:40	0	5	0	1
08:45	0	1	0	1
08:50	0	0	0	1
08:55	0	3	0	1
09:00	0	5	0	2
09:05	0	4	0	1
09:10	0	1	0	2
09:15	0	4	0	2
09:20	0	0	0	2
09:25	0	2	0	1
09:30	0	0	0	1
09:35	0	10+	0	2
09:40	0	1	0	2
09:45	0	0	0	1
09:50	0	2	0	1
09:55	0	0	0	1
10:00	0	3	0	2

Site: 4

Location: Mill St - 3arm TJunc

TIME	Arm B			
	Lane 1		Lane 2	
	Min	Max	Min	Max
16:00	0	8+	0	2
16:05	0	2	0	2
16:10	0	1	0	2
16:15	0	1	0	2
16:20	0	2	0	2
16:25	0	2	0	1
16:30	0	3	0	1
16:35	0	5	0	2
16:40	0	3	0	2
16:45	0	2	0	2
16:50	0	0	0	2
16:55	0	0	0	1
17:00	0	0	0	1
17:05	0	4	0	1
17:10	0	1	0	2
17:15	0	8+	0	2
17:20	0	2	0	0
17:25	0	1	0	1
17:30	0	3	0	1
17:35	0	5	0	2
17:40	0	2	0	2
17:45	0	1	0	0
17:50	0	0	0	1
17:55	0	1	0	1
18:00	0	0	0	1
18:05	0	7	0	2
18:10	0	2	0	0
18:15	0	2	0	0
18:20	0	0	0	0
18:25	0	1	0	1
18:30	0	0	0	0
18:35	0	0	0	2
18:40	0	0	0	1
18:45	0	0	0	1
18:50	0	0	0	2
18:55	0	0	0	2
19:00	0	0	0	1

Appendix 5 Historic Environment DBA

Land at Gerway Farm, Ottery St Mary, Devon

Historic Environment Desk- Based Assessment



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For: **LANDRA Developments Ltd**

ISCA Project: **P01-0132**

ISCA Report: **R01-0132-1**

Report Version: **v.1.5**

November 2025



Project Name: Land at Gerway Farm
Location: Ottery St Mary, Devon
Type: Historic Environment Desk-Based Assessment
National grid reference (NGR): SY 09829 94825
Planning authority: East Devon District Council
Planning Application: To accompany full planning application
Report number: R01-0132-1
Report written by: Tim Brown (MCIfA)
Produced by ISCA for: LANDRA Developments Ltd

DOCUMENTATION CONTROL						
Revision	Date	Author	Checked by	Status	Reason for Revision	Approved by
v.1.0	21/05/25	Tim Brown (MCIfA)	Duncan Coe (MCIfA)	Draft	Internal Review	Duncan Coe (MCIfA)
v.1.1	07/05/25	Tim Brown (MCIfA)		Submitted to Client		
v.1.2	19/08/25	Tim Brown (MCIfA)		Submitted to Client	Revision of Site Plans	
v.1.3	09/10/25	Tim Brown (MCIfA)		Submitted to Client	Report updates	
v.1.4	27/10/25	Tim Brown (MCIfA)	Simon Sworn (MCIfA)	Submitted to Client	Client edits	
v.1.5	27/11/25	Tim Brown (MCIfA)		Submitted to Client	Client edits	

SUMMARY

In April 2025, ISCA Archaeology Limited was commissioned by LANDRA Developments Ltd to undertake a Historic Environment Desk-Based Assessment in respect to Land at Gerway Farm, Ottery St Mary, Devon. The Site is located in on the southern outskirts of Ottery St Mary and within the parish of same name. The Historic Environment Desk-Based Assessment is intended to provide an archaeological and heritage impact assessment regarding future planning proposals for up to 140 residential dwellings within the Site.

This assessment has included a review of a comprehensive range of available sources, in accordance with key industry guidance in order to identify known and potential heritage assets located within the Site and its environs which may be affected by future proposals. This assessment has confirmed that no known designated heritage assets will be directly impacted as a result of the proposal.

Evidence from the Historic Environment Record within the study area suggests that there was a high degree of activity during the prehistoric period. Although none of these records are located within the Site, they appear to be most prevalent close to the River Otter of which is in proximity to the west of the Site. A number of undated anomalies from the recent geophysical survey, including possible ditches and enclosures that are not in alignment with the current field system and appear to pre-date the 1843 Tithing Map, may represent features of the prehistoric origin. Should such features be present, they would be of evidential and historic (illustrative) value and thus comprise heritage assets. However, it is unlikely that they would be of such significance as to preclude the development of the Site. The development impacts would need to be mitigated through a programme of appropriate and proportionate archaeological works to be agreed with East Devon District Council and DCC HET.

Whilst likely modified over time, land within the Site retains some of the character of a medieval and/or post-medieval strip field system. Evidence from the recent geophysical survey demonstrates with confidence where these former field boundaries are located within the Site. Cartographic regression has demonstrated that majority of boundaries associated with this strip field system were backfilled during the latter half of the 20th century. Medieval and later field boundaries as well as plough marks and other ephemeral remains associated with agriculture would be of relatively limited significance due to the frequency of well-preserved examples throughout the county. Moreover, field boundaries that remained in use into the modern period are of negligible heritage significance.

The character and land-use of the Site has been assessed as playing no meaningful role in the heritage significance of designated heritage assets within Ottery St Mary Conservation Area. Due to substantial modern development adjacent to the north of the Site along the ridge of a hill, there would be no shared visibility between the Conservation Area or land within the Site. Moreover, appreciation of the designated assets within the Conservation Area are to be had from within the boundaries of the historic settlement. The Site does not form a component of these views. As such, the proposed development would result in **no harm** to the heritage significance of the Conservation Area or the way in which it is experienced.

No further designated heritage assets were identified which would be susceptible to indirect impacts as a result of residential development of the Site. This includes 48 Listed Buildings within the Ottery St Mary Conservation Area and a further 13 Listed Buildings outside of the Conservation Area. Views of the surrounding landscape (including the Site) from these assets are blocked by local topography, vegetation or modern built form, and there are no other discernible (non-visual) historical or landscape associations between any of these assets and the Site.

TABLE OF CONTENTS

SUMMARY	3
1. INTRODUCTION	7
2. OBJECTIVES AND PROFESSIONAL STANDARDS	7
3. METHODOLOGY	12
4. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND	18
5. RESULTS OF ARCHAEOLOGICAL MAGNETOMETER SURVEY (SUBSTRATA, 2023)	31
6. ARCHAEOLOGICAL SIGNIFICANCE AND POTENTIAL EFFECTS	34
7. THE SETTING OF HERITAGE ASSETS	38
8. CONCLUSION	44
9. BIBLIOGRAPHY	46
APPENDIX 1: GAZETTEER OF SELECTED RECORDED HERITAGE ASSETS	47
APPENDIX 2: HERITAGE STATUTE POLICY AND GUIDANCE	50
APPENDIX 3: AN ARCHAEOLOGICAL MAGNETOMETER SURVEY: LAND AT GERWAY FARM, OTTERY ST. MARY, DEVON	54
APPENDIX 4: CURRENT SITE LAYOUT	80

LIST OF FIGURES

Figure 1: Site Location

Figure 2: Non-Designated Heritage Assets and Previous Archaeological Work

Figure 3: Designated Heritage Assets

Figure 4: Extract from the 1843 Parish of Ottery St Mary Tithe Map

Figure 5: Extracts from the 1889 25-inch to the mile First Edition OS Maps

Figure 6: Extracts from 1905 25-inch to the mile Second Edition OS Maps

Figure 7: Extract from an RAF aerial photograph taken in December 1943 (Historic England; us_7ph_gp_loc118_v_5032)

Figure 8: Extracts from the 1959 (west) and 1960 (east) 6-inch to the mile OS Maps

Figure 9: Magnetometer Survey (Substrata, 2023)

Figure 10: Facing north from within the Site, the vista is dominated by modern development and local topography

Figure 11: The Grade II Listed St Saviours Bridge is nestled within substantial vegetation on the eastern edge of Ottery St Mary. View to the north

Figure 12: Views south towards the Site from the Grade II Listed St Saviours Bridge are blocked by substantial vegetative barrier and local topography

Figure 13: The Grade II Listed Salston. View to the south east

Figure 14: Tall vegetation along the western boundary of the Site. View to the west

1. INTRODUCTION

- 1.1. In April 2025, ISCA Archaeology Limited was commissioned by LANDRA Developments Ltd to undertake a Historic Environment Desk-Based Assessment (HEDBA) in respect to Land at Gerway Farm, Ottery St Mary, Devon (hereafter referred to as 'the Site'). The Site is located in on the southern outskirts of Ottery St Mary and within the parish of same name (Fig. 1).

The Site

- 1.2. The Site comprises three fields located to the north, east and west of Gerway Farm. The largest of these fields are separated in the centre of the Site by a mature north to south hedgebank boundary. The third smaller field is separated from the rest of the Site to the north by the access route to Gerway Farm. To the east, the Site is bound by modern residential development along the route of Gerway Close and the route of Sidmouth Road. To the north, the Site is overlooked by further modern residential development. Beyond the Site boundary to the west, the Site is bounded by woodland within the valley of the River Otter. In total, the Site covers an area of c. 7 hectares. There is a varied topography of the site, the range of which is, the range of which is approximately 45-68m AOD.
- 1.3. The outline application (with all matters reserved except for access from Sidmouth Road) is for 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. (Appendix 4: Current Site Layout).

2. OBJECTIVES AND PROFESSIONAL STANDARDS

- 2.1. The purpose of this HEDBA is to determine, as far as reasonably possible from existing records and observations, an understanding of the historic environment within and surrounding the site in order to:
- provide an assessment of the potential for archaeological remains to survive within the site;
 - assess the likely impacts of previous development on the survival of any archaeological remains;
 - provide a determination of the significance of any heritage assets located within the Site, and any heritage assets beyond the Site boundary, that may potentially be affected by future development proposals;

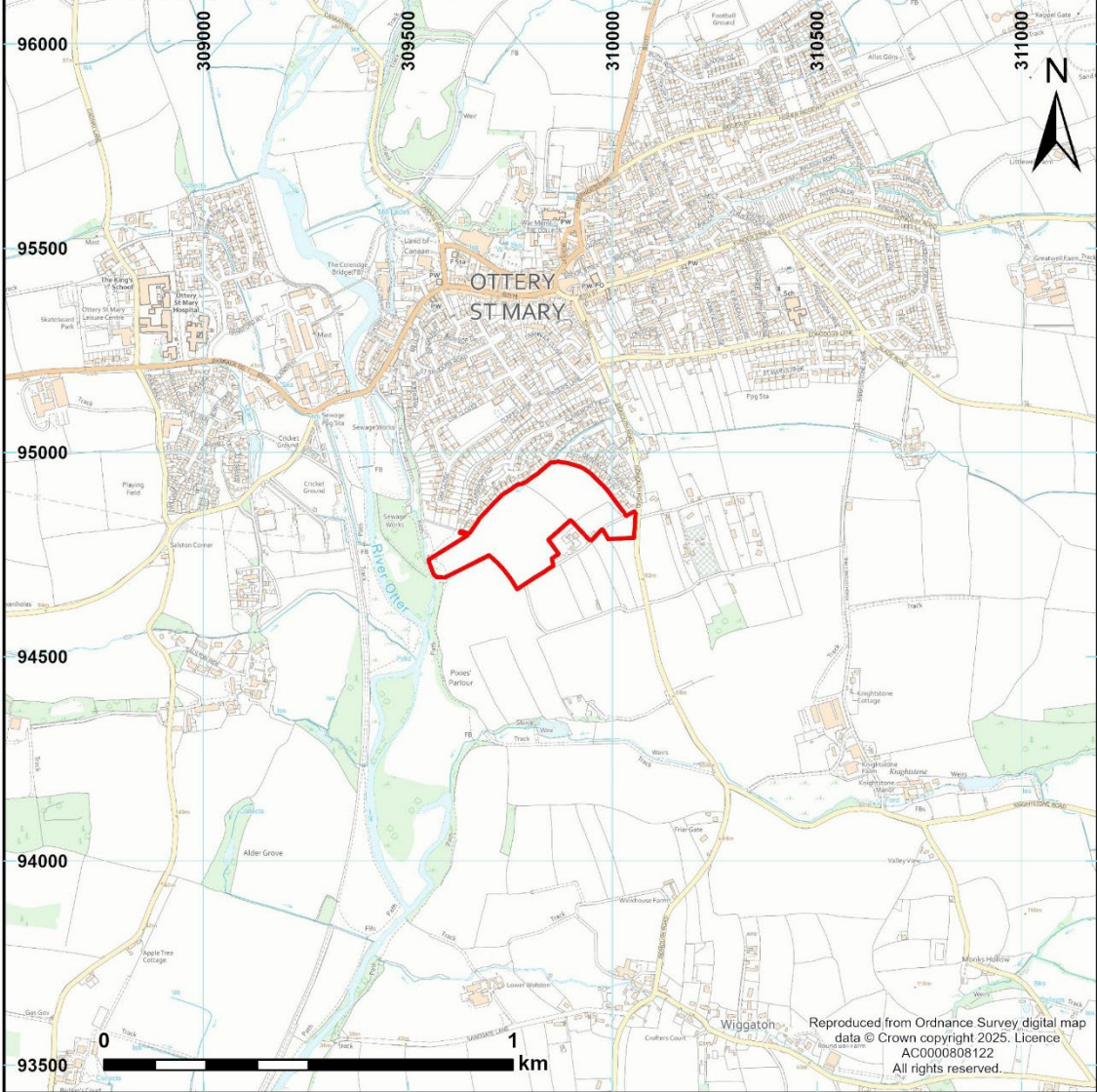
- assess the potential for physical and non-physical impacts from the development of residential units on the surviving archaeological resource and designated heritage assets beyond the Site boundary; and
- provide recommendations to further quantify the nature of the archaeological resources or mitigation aimed at reducing or removing completely any adverse impacts.

2.2. This report has been prepared in accordance with appropriate standards and guidance, including the *Standard and Guidance for Historic Environment Desk-Based Assessment* published by The Chartered Institute for Field Archaeologists (CIfA) in 2014 and most recently updated in 2020. This states that, insofar as they relate to the determination of planning applications, heritage desk-based assessments should:

“...enable reasoned proposals and decisions to be made [as to] whether to mitigate, offset or accept without further intervention [any identified heritage] impact” (CIfA, 2020, 4).

2.3. The Historic Environment *Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment* (Historic England, 2015), further clarifies that a desk-based assessment should:

“...determine, as far as is reasonably possible from existing records, the nature, extent and significance of the historic environment within a specified area, and the impact of the proposed development on the significance of the historic environment, or will identify the need for further evaluation” (Historic England, 2015, 3).




 Site boundary

FIGURE TITLE

Site Location

FIGURE NO.

1

PROJECT TITLE

Gerway Farm, Ottery St Mary,
Devon

Statute, policy, and guidance context

- 2.4. The Site is located within the local authority of East Devon District Council. The Local Plan, ‘*East Devon Local Plan 2013-2031*’, was adopted in January 2016. ‘Policy EN8: Significance of Heritage Assets and their Setting’ of the Local Plan states:

“When considering development proposals, the significance of any heritage assets and their settings, should first be established by the applicant through a proportionate but systematic assessment following East Devon District Council guidance notes for ‘Assessment of Significance’ (and the English Heritage guidance “The Setting Of Heritage Assets”), or any replacement guidance, sufficient to understand the potential impact of the proposal on the significance of the asset. This policy applies to both designated and non-designated heritage assets, including any identified on the East Devon local list” (East Devon District Council, 2016, 173).

- 2.5. Regarding archaeological remains, ‘Policy EN6: Nationally and Locally Important Archaeological Sites’ clarifies that:

“Development that would harm nationally important archaeological remains or their settings, whether scheduled or not, including milestones and parish stones, will not be permitted.

Development that would harm locally important archaeological remains or their settings will only be permitted where the need for the development outweighs the damage to the archaeological interest of the site and its setting. There is a presumption in favour of preservation in situ in the case of nationally and locally important remains. Preservation of locally important remains by record will be required where the need for the development outweighs the need to preserve the remains in situ” (East Devon District Council, 2016, 172).

- 2.6. This HEDBA is also informed by the *Specification for Historic Environment Desk-Based Assessment* produced by the Devon County Council Historic Environment Team (DCC HET) and available through the Devon County Council website. Concerning the archaeological resource, Paragraph 5 states:

“5. The principal objective of the programme shall be to gain an understanding of the archaeological potential of the area under consideration. The results of this work would enable the archaeological potential of the site to be understood and enable one or more of the following:

1. The formulation of a strategy to ensure the recording, preservation or management of the resource;
2. the formulation of a strategy for further investigation, whether or not intrusive, where the character and value of the resource is not sufficiently defined to permit a mitigation strategy or other response to be devised; and
3. the formulation of a proposal for further archaeological investigation within a programme of research” (DCC HET, 2021).

2.7. This assessment has been undertaken within the key statute, policy and guidance context presented in Table 1.1 below. The applicable provisions contained within these statute, policy and guidance documents are referred to, and discussed where relevant, throughout the text.

Statute	Description
Ancient Monuments and Archaeological Areas Act (1979)	Act of Parliament providing for the maintenance of a schedule of archaeological remains of the highest significance, affording them statutory protection.
Planning (Listed Buildings and Conservation Areas) Act (1990)	Act of Parliament placing a duty upon the Local Planning Authority (or, as the case may be, the Secretary of State) to afford due consideration to the preservation of Listed Buildings and their settings (under Section 66(1)), and Conservation Areas (under Section 72(2)), in determining planning applications.
National Heritage Act 1983 (amended 2002)	One of four Acts of Parliament providing for the protection and management of the historic environment, including the establishment of the Historic Monuments and Buildings Commission, now Historic England.
Conservation Principles (Historic England 2008)	Guidance for assessing heritage significance, with reference to contributing heritage values, in particular: <i>evidential</i> (archaeological), <i>historical</i> (illustrative and associative), <i>aesthetic</i> , and <i>communal</i> .
National Planning Policy Framework (2024)	Provides the English Government’s national planning policies and describes how these are expected to be applied within the planning system. Heritage is subject of Chapter 16 (page 59).
National Planning Practice Guidance (updated 2019)	Guidance supporting the National Planning Policy Framework.

Statute	Description
<i>Good Practice Advice in Planning: Note 2 (GPA2): Managing Significance in Decision-Taking in the Historic Environment (Historic England, 2015)</i>	Provides useful information on assessing the significance of heritage assets, using appropriate expertise, historic environment records, recording and furthering understanding, neglect and unauthorised works, marketing and design and distinctiveness.
<i>Good Practice Advice in Planning: Note 3 (GPA3): The Setting of Heritage Assets, Second Edition (Historic England, 2017)</i>	Provides guidance on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes.
<i>East Devon Local Plan 2013-2031</i>	Comprises the local development plan (local plan), as required to be compiled, published and maintained by the local authority, consistent with the requirements of the NPPF (2024). Intended to be the primary planning policy document against which planning proposals within that local authority jurisdiction are assessed. Where the development plan is found to be inadequate, primacy reverts to the NPPF (2024).
<i>Hedgerows Regulations (1997)</i>	Provides protection for 'important' hedgerows within the countryside, controlling their alteration and removal by means of a system of statutory notification.

Table 1.1 - Key statute, policy and guidance

3. METHODOLOGY

- 3.1. This assessment has been informed by a level of information sufficient to understand the archaeological potential of the Site, the significance of identified heritage assets, and any the effects of any potential development. This approach is in accordance with the provisions of the National Planning Policy Framework (NPPF, 2024) and the guidance issued by ClfA (2020). The data has been collected from a wide variety of sources.
- 3.2. Several publicly accessible sources of primary and synthesised information were consulted, including:
- The Devon Historic Environment Record (HER), comprising a database of recorded archaeological sites, find spots, Historic Landscape Characterisation (HLC), archaeological events and aerial photography within the county;
 - Historic manuscripts, surveyed maps, and Ordnance Survey maps obtained online and within the Devon Archives and Local Studies Library;

- Google Earth ‘Wayback Machine’ (Google Earth, 2025) consisting of full colour satellite imagery taken during various seasons and weather conditions from 1999 to the present;
- The National Heritage List for England (NHLE), consisting of current information relating to designated heritage assets, and heritage assets considered to be ‘at risk’;
- The British Geological Survey (BGS) website providing detail of UK geological mapping (bedrock and superficial deposits) and borehole data; and
- National heritage datasets including the Archaeological Data Service (ADS), Heritage Gateway, OASIS, and the National Record of the Historic Environment (NRHE) Excavation Index.

3.3. Sources consulted during the preparation of this assessment are listed in the references section of the report.

3.4. Prior to obtaining data from these sources, an initial analysis was undertaken to identify an appropriate study area. This analysis utilised industry-standard GIS software, and primarily entailed a review of recorded heritage assets in the immediate and wider landscape, using available datasets.

3.5. On this basis, a 1km study area, extending from the Site’s boundary, was considered sufficient to capture the relevant HER data, and provide the necessary context for understanding the Site’s archaeological potential and heritage significance. All spatial data held by the HER – the primary historic data repository – for the land within the study area was requested. These records were analysed and further refined in order to narrow the research focus onto those of relevance to the present assessment. Therefore, only the relevant HER records are utilised in the body of this report. These relevant records are listed in a cross-referenced Gazetteer provided at the end of this report (Appendix 1) and are illustrated on the figures accompanying this document.

3.6. A site visit, which took place in May 2025 in dry weather conditions, was also undertaken as part of this assessment. The primary objectives of the site visit were to assess the Site’s historic landscape context, including its association with any known or potential heritage assets, and to identify any evidence for previous truncation of the on-site stratigraphy. This site visit also enabled the identification of any previously unknown heritage assets within the Site, including an assessment of their nature, condition, significance and potential

susceptibility to impact. The wider landscape was examined, as relevant, from accessible public rights of way.

Aerial photographs provided by Historic England

- 3.7. Relevant historic aerial photograph provided by Historic England were examined as part of this assessment. A single historic aerial photograph was assessed to further the understanding of archaeological potential within the Site and add to the understanding of the surrounding study area. This has been reproduced within this report.

Assessment of heritage significance

- 3.8. The significance of known and potential heritage assets within the Site, and any beyond, which may be affected by the proposed development, has been assessed and described, in accordance with paragraph 207 of the NPPF (2024), the guidance issued by ClfA (2020), *Historic Environment Good Practice Advice in Planning, Note 2* (Historic England, 2015) and *Advice Note 12: Statements of Heritage Significance: Analysing Significance in Heritage Assets* (Historic England, 2019). Determination of significance has been undertaken according to the industry-standard guidance on assessing heritage value provided within *Conservation Principles* (English Heritage, 2008). This approach considers heritage significance to derive from a combination of discrete heritage values, principal amongst which are:

- i) evidential (archaeological) value,
- ii) historic (illustrative and associative) value,
- iii) aesthetic value,
- iv) communal value.

- 3.9. Further detail of this approach, including the detailed definition of those aforementioned values, as set out, and advocated by Historic England, is provided in Appendix 2 of this report.

Assessment of potential development effects (benefit and harm)

- 3.10. The present report sets out, in detail, the ways in which identified susceptible heritage assets might be affected by the proposals as a result of physical effects, i.e., resulting from the direct truncation of archaeological remains.

- 3.11. Identified effects upon heritage assets have been defined within broad ‘level of effect’ categories (Table 2.1 below). These are consistent with key national heritage policy and guidance terminology, particularly that of the NPPF (2024). This has been undertaken in order to improve the intelligibility of the assessment results for purposes of quick and comprehensive reference. These broad determinations of level of effect should be viewed within the context of the qualifying discussions of significance and impact presented in this report.
- 3.12. In relation to non-designated heritage assets, the key applicable policy is paragraph 216 of the NPPF (2024), which states that:
- “The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset [our emphasis].”*
- 3.13. Thus, regarding non-designated heritage assets, this report seeks to identify the significance of the heritage asset(s) which may be affected, and the scale of any harm or loss to that significance.

	Description	Applicable statute & policy
Heritage benefit	The proposals would better enhance or reveal the heritage significance of the heritage asset.	Enhancing or better revealing the significance of a heritage asset is a desirable development outcome in respect of heritage. It is consistent with key policy and guidance, including the NPPF (2024) paragraphs 210 and 219.
No harm	The proposals would preserve the significance of the heritage asset.	Preserving a Listed building and its setting is consistent with s66 of the Planning (Listed Buildings and Conservation Areas) Act (1990). Preserving or enhancing the character or appearance of a Conservation Area is consistent with s72 of the Act. Sustaining the significance of a heritage asset is consistent with paragraph 202 of the NPPF and should be at the core of any material local planning policies in respect of heritage.
Less than substantial harm (lower end)	The proposals would be anticipated to result in a restricted level of harm to the significance of the heritage asset, such that the asset’s contributing heritage values would be largely preserved.	In determining an application, this level of harm should be weighed against the public benefits of the proposals, as per paragraph 214 of the NPPF (2024).

	Description	Applicable statute & policy
Less than substantial harm (upper end)	The proposals would lead to a notable level of harm to the significance of the heritage asset. A reduced, but appreciable, degree of its heritage significance would remain.	<p>Proposals involving change to a Listed building or its setting, or any features of special architectural or historic interest which it possesses or change to the character or appearance of Conservation Areas, must also be considered within the context of Sections 7, 66(1) and 72(2) of the 1990 Act. <i>The provisions of the Act do not apply to the setting of Conservation Areas.</i></p> <p>Proposals with the potential to physically affect a Scheduled Monument (including the ground beneath that monument) will be subject to the provisions of the Ancient Monuments and Archaeological Areas Act (1979); <i>these provisions do not apply to proposals involving changes to the setting of Scheduled Monuments.</i></p> <p>With regard to non-designated heritage assets, the scale of harm or loss should be weighed against the significance of the asset, in accordance with paragraph 216 of the NPPF (2024).</p>
Substantial harm	The proposals would very much reduce the heritage asset's significance or vitiate that significance altogether.	<p>Paragraph 214 of the NPPF (2024) would apply. Sections 7, 66(1) and 72(2) of the Planning (Listed Buildings and Conservation Areas) Act (1990), and the Ancient Monuments and Archaeological Areas Act (1979), may also apply.</p> <p>In relation to non-designated heritage assets, the scale of harm or loss should be weighed against the significance of the asset, in accordance with paragraph 216 of the NPPF (2024).</p>

Table 2.1 - Summary of **level of effect** categories (benefit and harm) referred to in this report in relation to heritage assets, and the applicable statute and policy.

- 3.14. The July 2019 revision of the Planning Practice Guidance (PPG) defines non-designated heritage assets as those identified as such in publicly accessible lists or documents provided by the plan-making body. Where these sources do not specifically define assets as non-designated heritage assets, they will be referred to as heritage assets for the purposes of this report. The assessment of non-designated heritage assets and heritage assets will be equivalent in this report, in-line with industry standards and guidance on assessing significance and impact. They may not, however, carry equivalent weight in planning, as set out within the provisions of the NPPF.

Limitations of the Assessment

- 3.15. This assessment is principally a desk-based study and has utilised secondary information derived from a variety of sources, only some of which have been directly examined for the purpose of this assessment. It has been assumed that this data, as well as that derived from secondary sources, is reasonably accurate. The records held by the HER are not a record of all surviving heritage assets, but a record of the discovery of a wide range of archaeological and historical components of the historic environment. The information held within these repositories is not complete and does not preclude the subsequent discovery of further elements of the historic environment that are, at present, unknown.
- 3.16. A selection of archival material pertaining to the Site and study area was consulted at the Devon Archives and Local Studies Library. There may be other relevant material held by the National Archives, other local repositories, and in private collections, although sufficient information to respond to the scope of this assessment was available in from the resources consulted.
- 3.17. A walkover survey was conducted within the Site, which was undertaken in dry weather conditions. Access was afforded within the Site, although such observations are limited since archaeological remains can survive below-ground with no visible surface indications of their presence. There is an element of uncertainty over the nature, condition, frequency and extent of the potential buried archaeological resource; which may be clarified through intrusive investigation. There was also sufficient access to heritage assets to assess likely impacts upon the significance of the assets due to changes to their setting.

4. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

Landscape Context

- 4.1. The Site is underlain by the bedrock geology of the Helsby Sandstone Formation. This consists of sedimentary bedrock formed between 247.1 and 241.5 million years ago during the Triassic period (British Geological Survey, 2025). Within the west of the Site, superficial deposits of alluvial clays may be present overlying the natural substrate. These deposits are related to periodic flooding of the River Otter and formed between 11.8 thousand years ago and the present during the Quaternary period (British Geological Survey, 2025). The soils of this area are freely draining slightly acid loamy soils with low fertility (Landis, 2025).
- 4.2. Historic Landscape Characterisation (HLC) portrays the bulk of the Site as being within an area of narrow, curving strip-enclosures. These derive from the enclosure of open-field strips with hedgebanks during the later medieval period. The Site is also characterised by the HLC as being subject to 59% boundary loss in the modern period. Outside of the Site boundary, to the west and the east, the study area is characterised by a mix of later medieval strip enclosures and larger, regular enclosures such as ‘barton’ fields laid out between the 15th and 18th century. North of the Site, the HLC also demonstrates the bounds of c. 1900 Ottery St Mary and that the settlement was once surrounded by areas of orchards, parks and gardens. These areas have been subject to development throughout the 20th and 21st century meaning that the town now extends to the northern boundaries of the Site.
























Prehistoric (10,000 BC – AD 43)

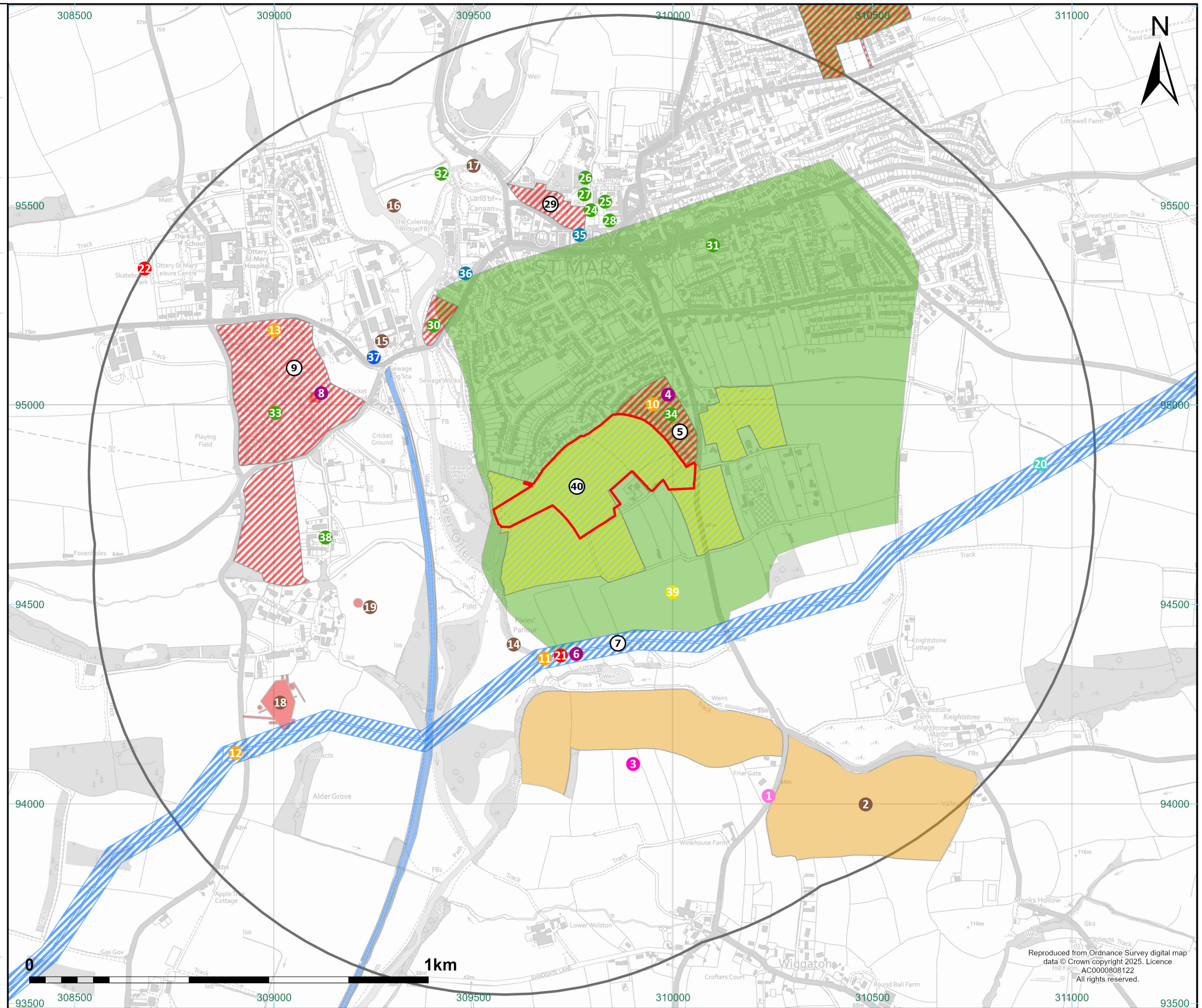
- 4.3. There is currently no evidence within the HER to suggest there was activity within the Site during the prehistoric period.
- 4.4. Despite this, there are a number of HER entries within the study area that suggest activity within the landscape. The oldest of these relate to a Palaeolithic Acheulean hand axe and large crude scraper of reddish chert found during the excavation of a road cutting c. 750m south east of the Site boundary in 1936 (Fig. 2, **1**). This findspot is located a short distance to the west of a fieldwalking exercise conducted in 2015. This fieldwalking identified a multi-period artifact scatter with a number of finds dating to prehistoric periods (Fig. 2, **2**). A flint artifact, known as a tranchet, of likely Mesolithic or Neolithic date was also found c. 525m south of the Site boundary (Fig. 2, **3**).

PROJECT TITLE
Gerway Farm, Ottery St Mary, Devon

FIGURE TITLE
**Non-Designated Heritage Assets
 and Previous Archaeological Work**

FIGURE NO.
2

-  Site boundary
-  Study Area
-  Palaeolithic
-  Mesolithic
-  Neolithic
-  Bronze Age
-  Iron Age
-  Prehistoric
-  Romano-British
-  Early Medieval
-  Medieval
-  Post-medieval
-  Modern
-  Multi-period
-  Undated
-  Prehistoric features
-  Iron Slag and flint scatters
-  Medieval to post-medieval field systems
-  Former Railway
-  Previous archaeological work
-  Previous archaeological evaluation
-  South-West Reinforcement Project
-  Previous geophysical survey









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PROJECT TITLE
Gerway Farm, Ottery St Mary, Devon

FIGURE TITLE
Designated Heritage Assets

FIGURE NO.
3

-  Site boundary
-  Study Area
-  Ottery St Mary Conservation Area
-  Grade I Listed Building
-  Grade II* Listed Building
-  Grade II Listed Building



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- 4.5. A quantity of Neolithic flints were recovered c. 75m north east of the Site boundary in the location of what is now modern development along Gerway Close (Fig. 2, 4). This scatter was found in the same location as an archaeological evaluation undertaken by Cotswold Archaeology in July 2015 (Fig. 2, 5). Despite this, the evaluation identified no features or deposits of archaeological interest during groundworks, and no artefactual material pre-dating the post medieval or modern periods were recovered.
- 4.6. The closest confirmed Neolithic feature recorded by the HER represents a pit excavated c. 225m south of the Site boundary (Fig. 2, 6). This was identified during excavations undertaken as part of a series of archaeological works along the South-West gas pipeline reinforcement project in 2010 (Fig. 2, 7). The feature as a whole contained 57 sherds of Early Neolithic pottery and 56 pieces of worked flint including 15 possible blades. The overall size and form of the pit suggests it was a tree throw in which a considerable amount of cultural material from nearby activities had been deposited. The pot sherds were of six different fabrics and included parts of rims of two carinated bowls, both characteristic of the Early Neolithic in Devon.
- 4.7. A further pit of either Mesolithic or Neolithic origin has been excavated c. 475m north west of the Site boundary on the opposite side of the River Otter (Fig. 2, 8). This shallow, irregular feature was identified during an archaeological evaluation at Island Farm that took place in 2013 (Fig. 2, 9). Twenty pieces of worked flint of Mesolithic or Early Neolithic date was recovered from its single dark grey sandy fill including flakes, cores and blades. This same evaluation also recovered worked flint from ditches with a number of trenches. These ditches were interpreted as potentially representing a prehistoric field system.
- 4.8. Evidence from the HER clearly suggests widespread prehistoric activity close to the valley of the River Otter and its small tributaries within the study area. A total of 27 Mesolithic blades as well as eight blades dating to other prehistoric periods have been recovered in an area known as Pixies Parlour located c. 125m south of the Site boundary in proximity to the banks of the river (Fig. 2, 14).
- 4.9. In the north of the study area, and also within a short distance of the river, a further three findspots relate to the discovery of chert and flint tools of the broad prehistoric period. These represent a small retouched scrapper c. 425m to the north west (Fig. 2, 15); artefacts recovered during topsoil stripping prior to flood defence work in 2003 including a number of struck flints including a large core c. 700m north west of the Site boundary (Fig. 2, 16); and

flints found in a ditch beside a roadside cottage including two blades and one broken blade (Fig. 2, **17**).

- 4.10. Activity from the Bronze Age is also well attested by the HER throughout the study area. Closest to the Site, a rough chert axe shaped like a bronze axe was found within the proximity of what is now Gerway Close in 1946 (Fig. 2, **10**). Further evidence for Bronze Age activity has also been identified along the route of the aforementioned South-West gas pipeline reinforcement project in 2010. This includes a pit containing a sherd of grog-tempered Bronze Age pottery recorded c. 200m south of the Site boundary (Fig. 2, **11**) and an Early Bronze Age cremation burial located c. 800m south west of the Site boundary (Fig. 2, **12**).
- 4.11. A palstave axe head dating to the Bronze Age was recovered from the remains of a medieval house during the archaeological evaluation at Island Farm c. 650m north west of the Site boundary (Fig. 2, **13**).
- 4.12. A series of cropmarks, including a number of linear features suggesting a field system, circular pits and ring ditches have been identified through aerial photography within a field c. 625m to the south west of the Site boundary (Fig. 2, **18**). Given the characteristic ring ditch cropmarks, it is likely that this represents prehistoric settlement activity and with an associated field system. Despite being a short distance from the 2010 South-West Reinforcement Project, these cropmarks have not been investigated archaeologically and it is unclear to which period they date. However, given that the cropmarks are located c. 100m to 200m from a Bronze Age cremation discovered during this project, it is possible that the features have Bronze Age origins. A further ring ditch cropmark of c. 21m diameter has also been identified within the field to the north east c. 350m south west of the Site boundary (Fig. 2, **19**). Given the wide diameter of this ring ditch, it is likely to represent a Bronze Age barrow.
- 4.13. Compared to the other prehistoric periods, there does not appear to be much evidence within the HER to suggest this widespread activity extended into the Iron Age. The only confirmed Iron Age feature recorded by the HER represents a small pit identified during the South-West Reinforcement Project c. 865m east of the Site boundary (Fig. 2, **20**). The pit included six sherds of abraded pottery of which three were identified as Peterborough Ware of the Middle Neolithic. However, subsequent radiocarbon dating placed the pit firmly in the Middle Iron Age, indicating that the Neolithic pottery is residual. The function of the pit is unclear but the contents suggest it was filled with burnt crop-processing waste.

Romano-British (AD 43 – AD 409)

- 4.14. There is currently no evidence within the HER to suggest there was activity within the Site during the Romano-British period.
- 4.15. The closest Romano-British activity was identified along the corridor of the South-West Reinforcement Project c. 225m south of the Site boundary (Fig. 2, **21**). At this location, a pit was recorded lying within the arc of a probable Romano-British enclosure ditch. A 7th century date is possible for the pit based on a radiocarbon date from a charred barley grain, although this could be intrusive in a feature associated with Romano-British occupation.
- 4.16. The only other Romano-British feature recorded within the study area is the findspot of a piece of box-flue tile found c. 1km north west of the Site boundary (Fig. 2, **22**).

Early medieval and medieval (AD 409 – AD 1539)

- 4.17. There is currently no evidence within the HER for archaeological features dating to the early medieval period within the Site or the study area.
- 4.18. The settlement at Ottery St Mary appeared to have developed during the later early medieval period at the junction of five ancient roads, possibly as a direct result of the River Otter being easily fordable in this location. A Manor in Ottery was first mentioned in a charter of AD 963 when King Edgar granted land to Wolfhelm. In 1061 Edward the Confessor granted the whole manor to the church of St Mary in Rouen. The Domesday survey of 1086 records Ottery St Mary at a fairly large settlement by local standards of the time, with 55 villagers and 24 smallholders.
- 4.19. The Grade I Listed Church of St Mary, located c. 600m north of the Site boundary, was first consecrated by Bishop Bronescombe in 1260 and acted as a focal point for the growth of the settlement (Fig. 3, **23**). The church is built in the style of Exeter Cathedral, with two towers above transepts. Bishop Grandison of Exeter procured it by exchange in 1334. In 1337, he founded a college of secular priests, with 40 members in all (East Devon District Council, 1999, 1).
- 4.20. The no longer extant collegiate buildings stood to the south of the church (Fig. 2, **24**). Within the existing graveyard of the church were the cloister, the chapterhouse library and gatehouse. A priory, "Othery Sancti Mariae," was mentioned in a list of monasteries compiled in the 13th century appears to predate the collage and was located nearby.

- 4.21. Although the precise location for a number of the buildings within the medieval collegiate complex is unknown, it has been established that a school founded by Bishop Grandisson, originally for eight choir boys and a master, was also located within this former group of buildings just south of the church (Fig. 2, **25**). The location of the 14th century canons and minister houses (Fig. 2, **26**) and the partially extant wardens house (Fig. 2, **27**) have also been established from a contemporary plan.
- 4.22. Archaeological Monitoring and Recording, that took place in 2017 c. 475m north of the Site boundary and just to the south of the former collegiate complex, recovered a total of 48 sherds of medieval pottery from the topsoil in this location (Fig. 2, **28**). The date of the pottery appears to demonstrate a pattern consisted with what has been established in the written records regarding the development of the collage. They consist of a single sherd of Dorset-type sand-tempered courseware from a flat dish (13th-14th century) and 47 sherds of South Somerset courseware from 1 vessel (late 15th-16th century). A further series of archaeological evaluation trenches and monitoring of geotechnical pits took place in 2011 within land to the west and south west of the church (Fig. 2, **29**). This series of works failed to identify any evidence for medieval features.
- 4.23. Outside of the Collegiate and Church district of the town, Bishop Grandison also appears to have had an influence on the development of the wider settlement in the 14th century. He is known to have erected a further church known as St Saviors in c. 1355 near the bridge of the same name c. 400m north west of the Site boundary (Fig. 2, **30**). The Site, which is now covered by a switch gear factory, was subject to a six-trench archaeological evaluation in 2015, failed to identify archaeology pre-dating a 18th century leat.
- 4.24. A further medieval church, known as St Budeaux, was located c. 475m north east of the Site boundary but is no longer extant due to a fire (Fig. 2, **31**).
- 4.25. To the north of the town and c. 775m north of the Site boundary, a ten-metre section of channel was excavated during works in connection with the flood alleviation scheme. The channel probably represents a former course of a mill leat. Part of a timber revetment along the sides of the channel consisted of a number of vertical stakes and horizontal planking with iron nails surviving (Fig. 2, **32**). This leat was likely associated with the former system of leats and mills that operated on the east bank of the River Otter during the late medieval and post medieval periods and may have fed the medieval and later predecessor to the present Town Mill.

- 4.26. There is not a substantial amount of evidence within the HER for medieval settlement to the west of the River Otter. This is despite a large area of archaeological evaluation having occurred in this location (Fig. 2, 9). The exception to this is the remains of a medieval longhouse (c. AD 1250–1350) that had been destroyed by fire (Mudd et al, 2018). The evidence included the charred remains of timbers and deposits of charcoal and other botanical remains. The identifications and spatial arrangements of this material are used to suggest the materials employed in the construction of the building, together with its contents, which included a variety of crops stored in the chamber (Fig. 2, 33).
- 4.27. To the south of the established medieval settlement, including in the location of the Site, evidence from historic mapping, aerial photography and geophysics demonstrates an extensive former field system comprising series of long narrow fields (Fig. 2). A number of these field boundaries, including a north west to south east hedge bank within the Site, are still extant. Evidence from a geophysical survey that took place within the Site in 2023 identified 22 anomaly groups, of which the majority are linear or slightly curvilinear in form corresponding to this former field system (Substrata, 2023; Fig. 2, 40).
- 4.28. Given that the area of medieval Ottery St Mary has been relatively well established by both the written and archaeological record, as has the layout of the former medieval strip-field system, it is clear that land within the Site formed a part of the agricultural hinterland of the settlement during the medieval period.
- 4.29. Small dispersed farming settlements and bartons appear to have been interlaced within this rural land. The closest of these appears to have been Salston Barton, first recorded as Salveston in 1243, located c. 450m west of the Site boundary (Fig. 2, 38).
- 4.30. To the north west of the Site boundary, in proximity to Gerway Close, the possible site of medieval pottery production is alluded to in the Lay Subsidy of 1332 (Fig. 2, 34). Despite this, the aforementioned archaeological evaluation that occurred in this location prior to development failed to identify any evidence for this (Fig. 2, 5).

Post-medieval and modern (AD 1539 – Present)

- 4.31. St Mary's Church and a small residue of the collegiate property were transferred to a body of four governors by Henry VIII following the Dissolution in 1545, to whom Edward VI added eight assistants in 1552. These assistance and governors are still the legal owners and guardians of the church and churchyard to this day. The remaining property within the

collegiate was re-founded as "The King's New Grammar School" (East Devon District Council, 1999, 1).

- 4.32. The town has long flourished as a market and manufacturing centre. For example, a concentration of 16th to 17th century copper alloy pins and lace-tags found during groundworks for a flood alleviation scheme c. 450m north of the Site boundary likely indicates the former presence of a nearby tailors' shop (Fig. 2, **35**). There is also documentary reference to a tanyard operating in Ottery St Mary from about 1750 until 1866 located c. 500m north of the Site boundary (Fig. 2, **36**). The mill was badly damaged by fire in 1866 and the yard utensils including a bark mill by Huxhams were auctioned.
- 4.33. In similarity to others towns in Devon during this period, the increase in industrial activity amongst timber framed buildings roofed in thatch resulted in great fires occurring in the latter post-medieval period. In the case of Ottery St Mary, much of the medieval and post-medieval town was swept by great fires in 1767 and 1866. As such, much of the Ottery St Mary Conservation Area is made up of a majority of buildings of 19th or early 20th century date (Fig. 3). Nevertheless, the area around the St Mary's Church retains many good examples of Georgian houses (East Devon District Council, 1999, 2).
- 4.34. A railway arrived in the town in 1874, with a station constructed c. 400m north west of the Site boundary near the western banks of the River Otter (Fig. 2, **37**). This line, being located of the London Waterloo to Exeter route and further dividing two miles south to serve Budleigh Salterton and Sidmouth respectively, acted as a catalyst bringing a further period of growth and industrialisation to the town. These lines were closed following the Beeching report of 1963.
- 4.35. Elsewhere within the study area, and outside of the bulk of historic Ottery St Mary, agricultural appears to have remained the primary industry into the modern period.

Undated

- 4.36. Located c. 225m south of the Site boundary, the HER references the location of two groups of small circular crop marks which may suggest the location of pits (Fig. 2, **39**). Sinuous linear marks are present to the east and west of these groups. The HER also states that the heritage of this site is of uncertain significance and the potential for currently unrecorded archaeology is low.

Cartographic Regression

- 4.37. The 1843 Parish of Ottery St Mary Tithe Map demonstrates that the Site was subdivided into a series of 12 fields characteristic of a medieval to post-medieval strip field system (Fig. 4). The accompanying Tithe Apportionment data shows that these fields were under a number of different ownerships and occupiers. Despite this, all of the plots appear to have been under arable cultivation.
- 4.38. There is no evidence from the Tithe of any structures within the Site, and Gerway Farm adjacent to the centre south of the Site boundary, has yet to have been constructed. The medieval to post-medieval strip field system is also very clear in areas surrounding the Site and there appears to have been minimal boundary loss as of 1843.
- 4.39. By the First Edition Ordnance Survey (OS) Maps of 1889, boundary loss within the Site had also been limited, with only an east to west boundary in the west of the Site and a north to south boundary within the west being removed (Fig. 5). Both the Tithe and the First Edition OS Maps display a track or road in a north west to south east direction separating the Site. There is currently no evidence within the Site for the survival of this road/track. As of 1889, the buildings associated with Gerway Farm had still yet to have been constructed.



Figure 4: Extract from the 1843 Parish of Ottery St Mary Tithe Map

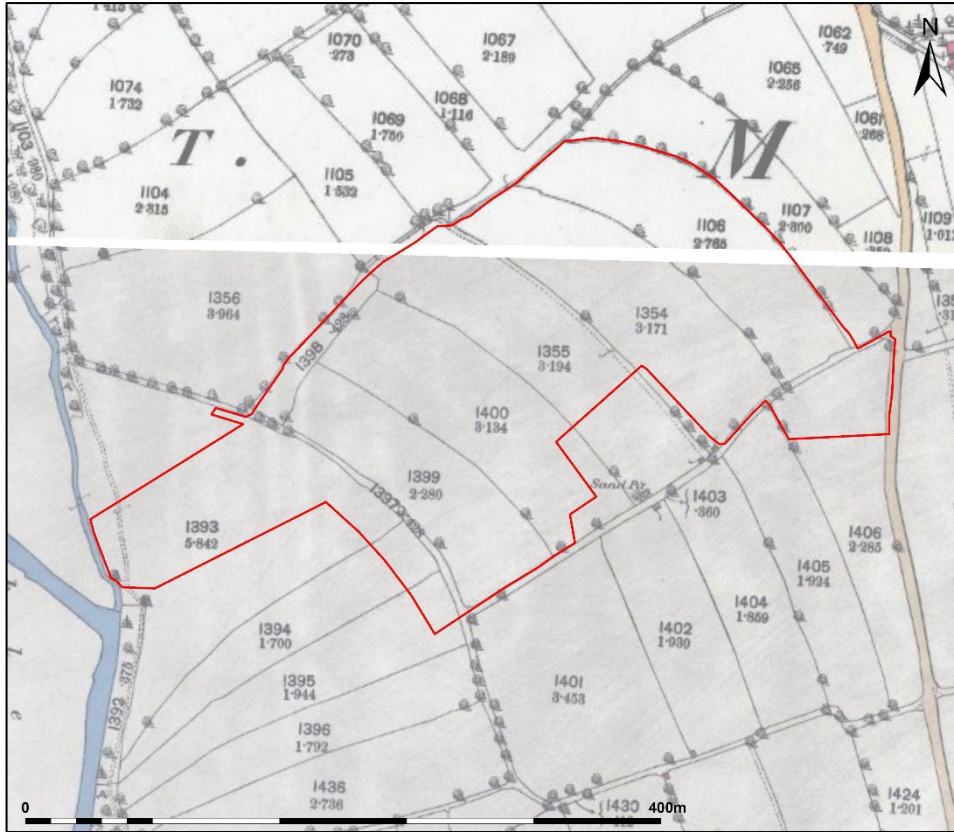


Figure 5: Extracts from the 1889 25-inch to the mile First Edition OS Maps

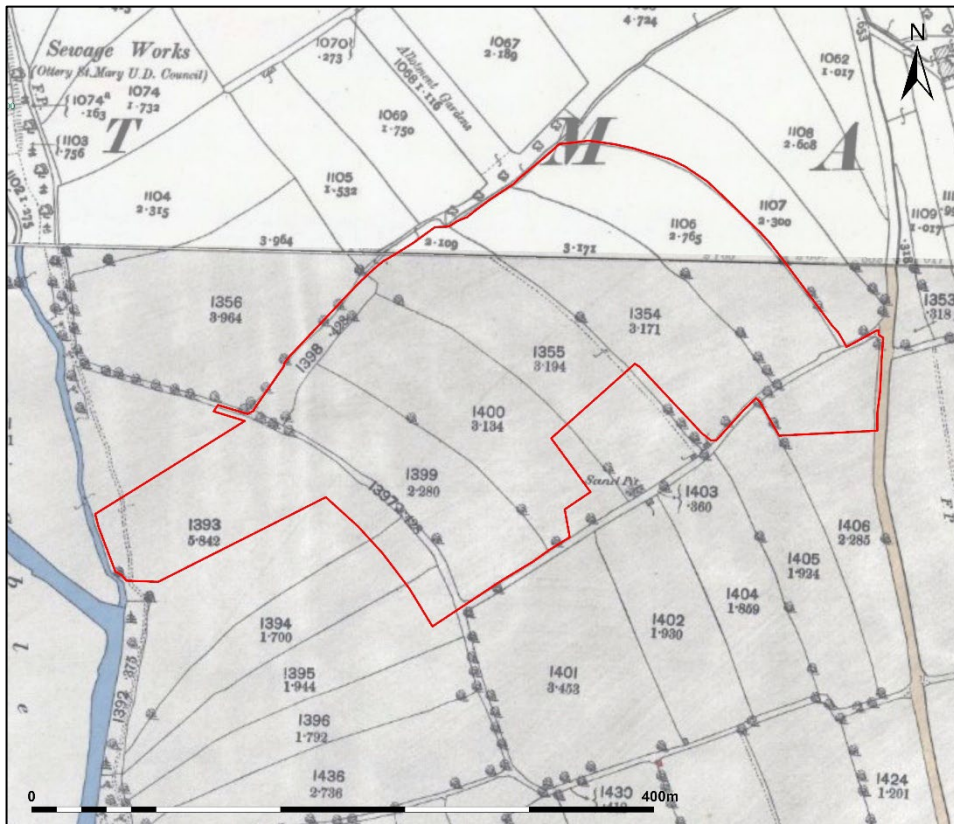


Figure 6: Extracts from the 1905 25-inch to the mile Second Edition OS Maps

4.40.

- 4.41. There appears to have been very few changes that occurred either within the Site or the surrounding area between 1889 and the production of the 1905 Second Edition OS map (Fig. 6). Within this period, no further field boundaries were removed and no buildings were constructed within the Site.
- 4.42. The first visual representation of the buildings associated with Gerway Farm to the south of the Site appears within an aerial photograph taken in 1943 (Fig. 7). This photograph also demonstrates that the layout of the Site remains consistent in the early 20th century and the layout of the medieval to post-medieval strip field system, despite some boundaries loss, is still largely in place. Despite the photograph being very dark and not abundantly clear, there does not appear to be any cropmarks within the Site that would suggest below ground archaeological features other than field boundaries that were removed in the previous century.
- 4.43. The vast majority of field boundaries relating to the layout of the medieval to post-medieval strip field system appear to have been removed post-Second World War through the 20th century. The 1959 and the 1960 OS Maps demonstrate the Site approximately mid-way through this gradual removal (Fig. 8).



Figure 7: Extract from an RAF aerial photograph taken in December 1943 (Historic England; us_7ph_gp_loc118_v_5032)

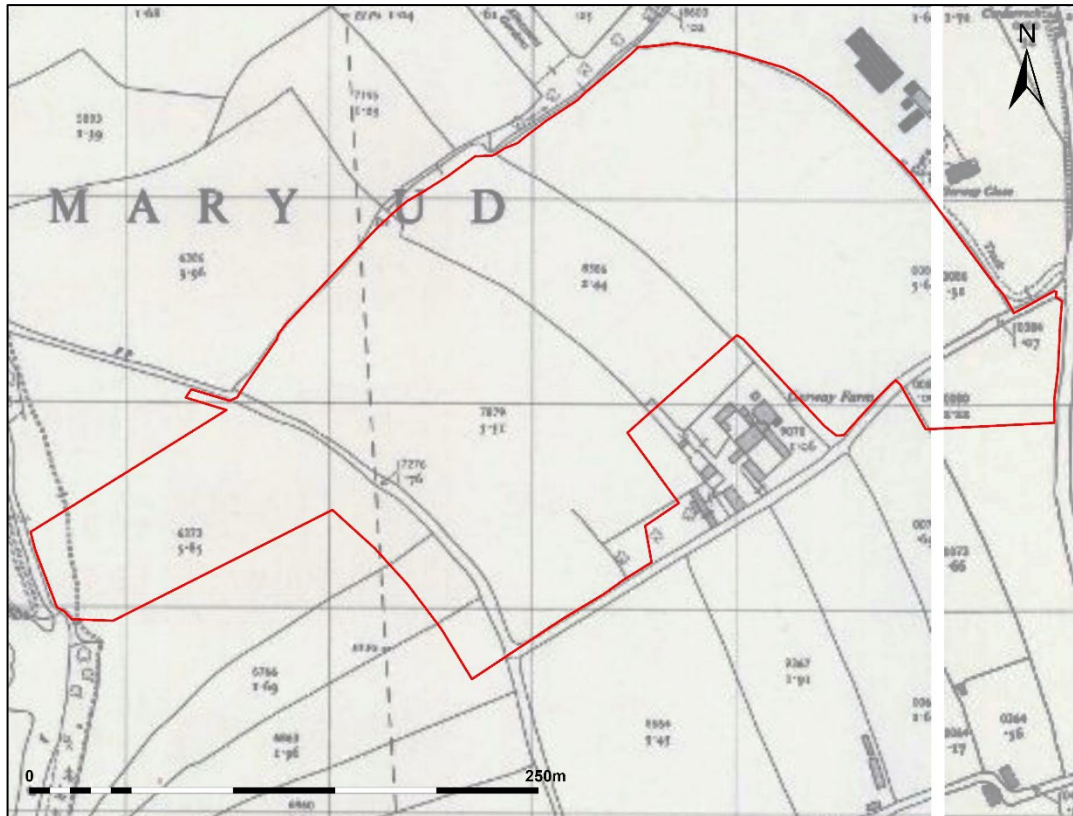


Figure 8: Extracts from the 1959 (west) and 1960 (east) 6-inch to the mile OS Maps

- 4.44. This removal of field boundaries is consistent with the HLC’s reference of 59% boundary loss for the area both within the Site and the immediate surroundings. It is also consistent with the development of mechanical farming in the region, where fields were systematically widened throughout this period.
- 4.45. The 1959 and 1960 OS Maps also display the first set of buildings, which also date to the post-Second World War period, in the location of what is now Gerway Close adjacent to the east of the Site boundary.
- 4.46. Currently within the Site, only a single field boundary, separating the two fields within the larger norther part of the Site, remains. The Site has been fully enclosed to both the north and the east by modern development along Gerway Close and Claremont Field.

5. RESULTS OF ARCHAEOLOGICAL MAGNETOMETER SURVEY (SUBSTRATA, 2023)

Results

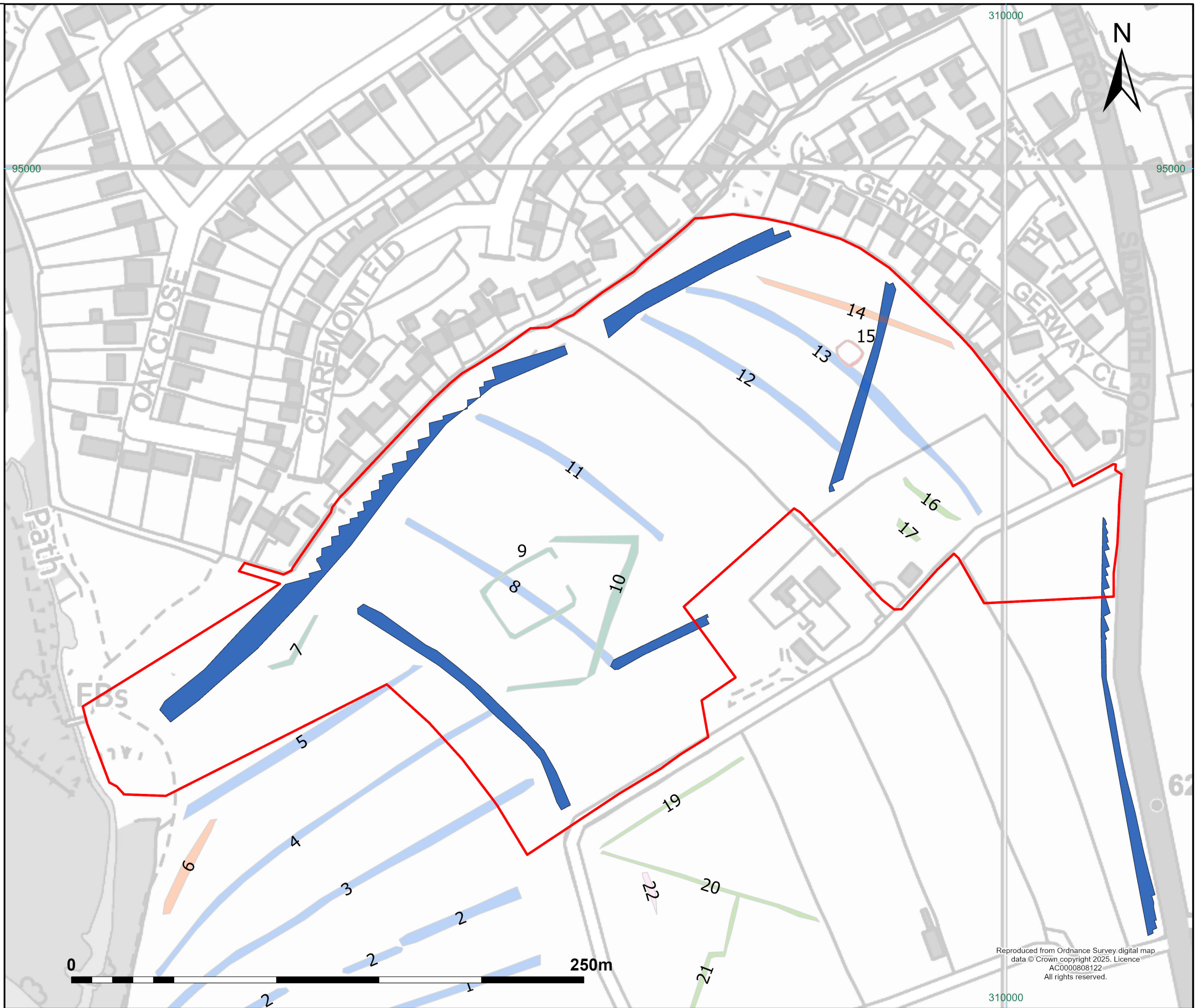
- 5.1. An archaeological magnetometer survey, which was carried out within the Site and within areas outside of the current Site boundary, was carried out in March 2023 (Substrata, 2023). Twenty-seven anomalies were detected, of which 22 are considered to represent potential buried archaeological deposits (Fig. 9). The majority of anomalies detected were curvilinear anomalies, appearing to be entirely consistent with former field boundaries delineating long narrow fields as depicted on the Tithe Map of 1843 (Fig. 4). These former field boundaries are represented by Anomaly Groups 1, 2, 3, 4, 5, 8, 11, 12 and 13 (Fig. 9). The geophysical signature suggests most of these were hedgebanks with flanking ditches (Substrata, 2023, 4-5).
- 5.2. Despite identifying that the below ground anomalies listed above were likely to represent former field boundaries depicted on the Tithe Map, the geophysical survey also identified a number of anomalies with no previous archaeological provenance. These consist of:
- Anomaly Group 6 is possibly a ditch of uncertain function and dating;
 - Anomaly Group 7 is a negative rectilinear anomaly of uncertain interpretation;
 - Anomaly Group 9 is an apparent rectangular enclosure of unknown date. There is possibly an entrance in the middle of the eastern side;
 - Anomaly Group 10 is a subtle rectilinear anomaly possibly a large enclosure or elements of a former field system. The proximity to Group 9 may suggest a similar date;
 - Anomaly Group 15 may be an enclosure of uncertain date. Its closeness to (and possible interference from) a former field boundary and a modern service trench makes identification as a discrete feature tentative;
 - Anomaly Group 14 is possibly a ditch that may have served as a land division role in the past;
 - Anomaly Groups 16 and 17 are possibly former field boundaries as they align with the field system depicted on the tithe map;

PROJECT TITLE
Gerway Farm, Ottery St Mary, Devon

FIGURE TITLE
**Magnetometer Survey
 Results (Substrata, 2023)**

FIGURE NO.
9

- ▬ Site boundary
- ▬ Services_and_modern
- ▬ Former field boundary anomaly (1843 Tithe Map)
- ▬ Likely former field boundary anomaly (pre-dating 1843 Tithe Map)
- ▬ Undated curvilinear enclosure anomaly
- ▬ Undated ditched anomaly
- ▬ Undated rectilinear anomaly
- ▬ Irregular cut anomaly



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- Anomaly Group 18 is possibly a former field boundary as it aligns with the local system and conveniently bisects this field in two;
- Anomaly Group 19 (outside and adjacent to the south of the Site) coincides with a minor terrace on the LIDAR plot, and is aligned on the modern field boundary, which may suggest this is a modern feature, however an archaeological origin is possible;
- Anomaly Groups 20 and 21 (outside and adjacent to the south of the Site) are possibly former field boundaries. Their incongruity with the modern and 19th century field system alignment may suggest they pre-date the latter; and
- Anomaly Group 22 (outside and adjacent to the south of the Site) is possibly an irregular cut feature, which is equally plausibly a natural subsoil feature.

Discussion

- 5.3. The geophysical survey was successful in detecting and locating anomalies of possible and likely archaeological origin. Twenty-seven anomaly groups were detected of which 22 are considered to represent potential buried archaeological deposits, with the remainder thought to be modern (Substrata, 2023, 5).
- 5.4. The present survey confidently detected many of the former field boundaries depicted on the 1843 Tithe Map (Fig. 9). There is also evidence to suggest that a number of linear cut features, which are on a similar alignment to the field system depicted on the Tithe Map belonged to the same field system and had similar medieval or post-medieval origins.
- 5.5. The potential enclosure within the center of the Site, and less defined rectilinear shapes around it (Fig. 9, anomalies 7, 9 and 10), may be evidence of early, possibly prehistoric, activity on the site. The smaller postulated enclosure in the north east of the Site may be of similar antiquity (Fig. 9, anomaly 15).

6. ARCHAEOLOGICAL SIGNIFICANCE AND POTENTIAL EFFECTS

Previous Impacts

- 6.1. Cartographic regression suggest that the agricultural use of the Site has been consistent since at least the 1843 Tithe Map. The medieval layout of Ottery St Mary is fairly well established given that distribution of HER entries dating to the medieval period within the study area and its surrounding strip field system. Taking this into account, as well as the Site's former strip field divisions identified through historic maps and the magnetometer survey, it is highly probable that the Site has been in agricultural use from the medieval period onwards and constituted part of the agricultural hinterland of Ottery St Mary.
- 6.2. The three fields within the Site appear to have been in arable and pastoral use since at least 1843. Therefore, it is likely that all parts of the Site have been repeatedly impacted by mechanical ploughing. Associated pre-existing impacts to potential buried archaeological remains would chiefly have resulted from this practice. Further small-scale modern agricultural practices, including installation of land drains and subsoiling, may also have caused damage to the upper horizons of any potential buried remains situated beneath the topsoil layer.
- 6.3. In summary, the previous impacts to the Site appear to have been restricted to mechanical ploughing and other modern agricultural practices. Any archaeological remains within the Site therefore stand a good chance of being well-preserved.

The significance of known and potential archaeological remains within the Site

- 6.4. This assessment has identified that no designated archaeological remains are located within the Site; no designated archaeological remains will therefore be adversely physically affected by development within the Site. The geophysical survey of the Site revealed that anomalies that are likely to be archaeological in nature are present.
- 6.5. Known and potential archaeological remains identified within the Site comprise:
- Prehistoric archaeological features;
 - Former medieval or post-medieval field boundaries backfilled pre-dating the 1843 Tithe Map;
 - Former field boundaries backfield post-dating the 1843 Tithe Map; and

- The Sites remaining central hedgerow boundary.

6.6. The significance of these assets is discussed further below.

Prehistoric archaeological features

6.7. The resource discussed in Section 4 demonstrates that prehistoric activity within the study area was relatively widespread. This is especially prevalent in areas close to the River Otter. The geophysical survey also suggests that anomalies relating to periods that pre-date the medieval strip field system are present. Anomaly 15, for example, appears to reveal the faint remains of a circular enclosure which might be prehistoric in date (Fig. 9). Anomalies 6, 7, 10 and 14 also demonstrate the possibility of a currently undated field system on a different alignment than that of the medieval to post-medieval strip field system (Fig. 9).

6.8. Should such features be present, they would be of evidential and historic (illustrative) value and thus comprise heritage assets. However, it is unlikely that they would be of such significance as to preclude the development of the Site.

Former medieval or post-medieval field boundaries backfilled pre-dating the 1843 Tithe Map

6.9. The geophysical survey has also identified the presence of Anomaly 16 and 17 within the south east of the Site which appear to represent field boundaries backfilled prior to the 1843 Tithe Map (Fig. 9). These differ from the aforementioned anomalies of prehistoric potential in that they appear on a similar alignment to the medieval to post-medieval strip field system. It is therefore likely that these features represent further divisions in this strip field system and have medieval to post-medieval origins.

6.10. Medieval and later field boundaries as well as plough marks, as well as other ephemeral remains associated with agriculture, would be of relatively limited significance due to the frequency of well-preserved examples throughout the county.

Former field boundaries backfilled post-dating the 1843 Tithe Map

6.11. Comparison between historic mapping and the geophysical survey provides substantial dating evidence for when field boundaries relating to the former medieval to post-medieval strip field system were removed. The majority of the former field boundaries illustrated within the Tithe Map were backfilled during the latter half of the 20th century.

- 6.12. Despite the fact that these field boundaries were originally installed during the medieval or post-medieval period, they were in use in living memory. As such, the remains of these former field boundary displayed are of negligible heritage significance.

The Sites remaining central hedgerow boundary

- 6.13. Any of the Site's hedgerows that may be impacted as part of the development might comprise 'important' hedgerows under the 1997 Hedgerow Regulations. Within the Site, the hedgerows are demonstratable pre-1843 in date and are likely medieval or post-medieval in origin. These comprise non-designated 'heritage assets' of low heritage significance. The Hedgerow Regulations requires that suitable notice is given to East Devon District Council prior to their removal.

Potential development effects

- 6.14. Given the plans for intrusive groundworks within the Site, a proposed development may result in the removal or partial truncation of any potential surviving archaeological features. The previous impacts to the Site appear to have been relatively minor other than modern ploughing, and any archaeological remains of sufficient depth to escape a mechanical plough would stand a good chance of survival. Although at present these are considered to be of unknown significance, the possibility that they may contain important evidential value cannot be discounted.
- 6.15. Any truncation (physical development effects) upon archaeological remains identified within the Site would primarily result from groundworks associated with construction. Such groundworks might include:
- pre-construction impacts associated with ground investigation works;
 - ground reduction and levelling;
 - construction ground works, including excavation of building foundations, service trenches and stripping for roads;
 - excavation of new site drainage channels (including soakaways); and
 - landscaping and planting.

Summary

- 6.16. After analysing the archaeological resource for the study area, this assessment has identified that the Site has potential for archaeological remains ranging from the prehistoric period to the post-medieval period. Given the results of the geophysical survey, the locations of anomalies with the potential for the most heritage significance has been well established (Fig. 9). Such remains would be of varying evidential and historic (illustrative) value, but it is highly unlikely that they would be of such significance that they would preclude development of the Site.
- 6.17. Despite this, negligible benefit would accrue from the archaeological excavation of anomalies identified by the geophysical survey that clearly represent field boundaries of a medieval to post-medieval field system definitively backfilled within the 20th century.
- 6.18. The development impacts would need to be mitigated through a programme of appropriate and proportionate archaeological works to be agreed with East Devon District Council and DCC HET.
- 6.19. The Site's remaining hedgerows might comprise 'important' hedgerows under the 1997 Hedgerow Regulations. These comprise non-designated 'heritage assets' of low heritage significance. The Hedgerow Regulations requires that suitable notice is given to the East Devon District Council prior to removal of such hedgerows.

7. THE SETTING OF HERITAGE ASSETS

7.1. This section considers potential non-physical effects upon the significance of susceptible heritage assets within the Site environs. Non-physical effects are those that derive from changes to the setting of heritage assets as a result of new development. All relevant heritage assets included within the settings assessment are summarised in the Gazetteer in Appendix 1 and shown on Fig. 3. Those assets identified as potentially susceptible to non-physical impact, and thus subject to more detailed assessment, are discussed in greater detail within the remainder of this section.

Step 1: Identification of heritage assets potentially affected

7.2. Step 1 of the Second Edition of Historic England's 2017 *'Good Practice Advice in Planning: Note 3'* (GPA3) is to 'identify which heritage assets and their settings are affected' (see Appendix 1). GPA3 notes that Step 1 should identify the heritage assets which are likely to be affected as a result of any change to their experience, as a result of the development proposal (GPA3, page 9).

7.3. All of the assets within the study area have been assessed using a combination of GIS analysis and field examination considering, among other factors, the surrounding topographic and environmental conditions, built form, vegetation cover, and lines of sight, within the context of the assets' heritage significance.

7.4. The site visit, and study area walkover, identified that there would be no non-physical impact upon the significance of any designated heritage assets, including the Ottery St Mary Conservation Area, as a result of changes to the use and/or appearance of the Site. These unaffected assets comprise;

- 13 Listed Buildings outside of Ottery St Mary Conservation Area; and
- A further 48 Listed Buildings within Ottery St Mary Conservation Area.

Ottery St Mary Conservation Area

7.5. The Ottery St Mary Conservation Area incorporates the historic market and ecclesiastical centre, most of the 19th century suburbs, and a large area of historic landscape to the north and west of the town, including the small hamlet of Dunkirk in a wooded setting just to the northwest of the main urban area.