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ENVIRONMENT & LANDSCAPE
Environmental Statement

**A30/A303 MARSH – HONITON IMPROVEMENT, HONITON EASTERN
BYPASS ENVIRONMENTAL STATEMENT VOL 2 PART A LANDSCAPE
REPORT – JULY UPDATE**



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**JULY 1993
UPDATE**



THE DEPARTMENT OF TRANSPORT
SOUTH WEST CONSTRUCTION PROGRAMME DIVISION

A30/A303 Marsh to Honiton Improvement and A35 Honiton Eastern Bypass

Environmental Statement

Volume 2 Part A

Landscape Report



R/HNQ3/02/1

JULY 1993

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**A30/A303 Marsh to Honiton
Improvement and
A35 Honiton Eastern Bypass**

Landscape Report

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1.0.0 INTRODUCTION

1.1.0 REVISION NOTE

Since the publication of the original Landscape Report in June 1992, this report has been revised to take into consideration comments resulting from the Public Exhibition and a small number of amendments to route alignment and junction arrangements. The revisions are generally of a relatively minor nature and have little effect on the report's findings and recommendations. The main amendments to the scheme are as follows:

- a) Offwell junction: this still takes the form of a T-junction but with single lane dualling replacing the former "ghost" island markings, accompanied by some minor revisions to the adjoining side roads.
- b) An extension of the realignment of the existing trunk road near Northwood Farm House.
- c) A slight alignment of the Valley View Link Road near Aplins' Farm.
- d) A minor adjustment to the alignment near Hayne Pit and Claypits Covert.
- e) Stopgate Cross Junction: a major revision of the layout of the junction accompanied by a realignment of the Newcott Link Road.
- f) The addition of a link road from the UC54 to the existing junction on the Marsh Bypass.

1.2.0 BACKGROUND

This report has been prepared in conjunction with the Environmental Statement (1)* in order to present more detailed information regarding the landscape aspects of the proposed A30/A303 Marsh to Honiton Improvement and A35 Honiton Eastern Bypass. Reference is also made to the archaeological and ecological aspects which have influenced the route planning process.

For the Published Route, additional information is also included regarding the landscape context, impact assessment and landscape proposals. Separate studies have been undertaken to address ecological (2)* and archaeological (3)* aspects within the study area. Where there is an overlap in these studies, (for example, ecologically interesting woodland also deemed to be an important visual screen) the relevant landscape factor is addressed in this report.

* See Appendix 1 for References

1.3.0 **THE CURRENT COMMISSION**

Rendel Palmer and Tritton (RPT), Development and Engineering Consultants were appointed by the DoT in 1984. Subsequently Moxley Jenner and Partners were appointed by RPT as sub-consultant Landscape Architects with the approval of the DoT (SWRO). During the significant period which has elapsed since the inception of this commission a number of changes have occurred with the landscape subconsultants. In 1989 Moxley Jenner and Partners amalgamated with Company of Designers to whom the project was transferred. Unfortunately, later, in January 1992, this group went into receivership and Macgregor Smith Landscape Consultants were subsequently appointed by RPT to continue the development of proposals and this report.

1.4.0 **METHODOLOGY**

Over the study period the various subconsultants have collated and updated an extensive database of landscape factors related to the project. In addition a number of landscape assessments and appraisals have been undertaken which have been subject to thorough analysis in accordance with the guidance provided in the Department of Transport Manual of Environmental Appraisal (4)* including both desk studies and site work.

Initially, a number of Routes were examined within the study area to establish alignments which met both engineering and economic criteria whilst minimising the environmental impacts.

Throughout, liaison has also taken place between the engineers and landscape architects particularly during the development and detail design of the Published Route such that, where possible, the visual and environmental impact have been reduced and, in addition, opportunities have been taken to include proposals which will enhance the countryside as well as protecting and extending existing woodlands and hedgerows.

* See Appendix 1 for References

2.0.0 THE LANDSCAPE OF THE STUDY AREA

2.1.0 THE REGIONAL LANDSCAPE CONTEXT

The Study area lies wholly within the recently designated Blackdown Hills Area of Outstanding Natural Beauty (AONB). Generally the Blackdown Hills are best known for the steep wooded scarp to the north of the area, however to the south the land dips away in a gentle plateau deeply dissected by valleys and combs. This is a landscape where the upland plateaus and ridges are wide open, windswept spaces and in the valleys nestle small settlements surrounded by an intricate pattern of small enclosed fields and high banked hedges. Throughout the study area the valleys are generally heavily wooded on the steeper upland slopes giving way to a more humanised landscape of pasture, hedge and hedgerow trees on the lower valley slopes. The general area of study is illustrated on Plan 1.

2.2.0 CLIMATE

The climate of the area is generally mild - largely due to the moderating effect of the sea. The annual average temperature range is between a high of 14°C and a low of 7°C. The average annual rainfall is 1000 mm and the area rarely experiences heavy snow or ice. The higher ground sometimes experiences snow drifting and is also exposed to occasional mists.

2.3.0 LANDSCAPE CHARACTER AND QUALITY

Whilst the Blackdown Hills AONB is characterised by a variety of landscape types, there are two main landscape types within the study area:

a) ROLLING RIDGELAND

Characterised by straight roads along the ridge tops and fields of improved pasture, the ridges are often surrounded by linear or wedge shaped blocks of mixed woodland on the steeper slopes along their edges. The narrow topography of the ridges, and their rolling character creates the opportunity for views where the near horizon often drops away rapidly to reveal views over trees to distant or neighbouring ridges of similar character. The wooded

remnants surrounding Dumpdon Hill in the Otter Valley are an example of the characteristic change from well managed farming on the plateaus to the woodland occupying the steep sided high ground.

b) THE VALLEYS

The main valleys created by the rivers Otter and Yarty share the same basic features of heavily wooded upper slopes giving way to a more humanised and managed landscape of pasture, hedge and hedgerow trees. Numerous farmsteads nestle into the valley sides and floor connected by narrow winding roads and lanes with hedgerows. Whilst hedges often obscure views, from elevated positions there are opportunities for extensive views over the tranquil pastoral landscape to distant wooded ridges. Upstream, higher up the valleys, the terrain is more undulating and pasture, copses, tree clumps and hedges are the most important landscape elements. Downstream the lower valley sections are broad and flat and here are found the larger farms and main settlement areas along with further evidence of development such as transmission lines, main roads and urban development.

The AONB status of the landscape in this area is a recognition of its high landscape value with much of the upland areas being free from the adverse effect of significant development. The general character of the topography is illustrated on Plan 2.

2.4.0 GEOLOGY AND SOILS

The basic geology of the area consists of mudstones and marls, overlain by considerable thickness of sands and cherts which are in turn capped with a thin layer of clay-with-flints.

At the surface, however, the geology of the area is complicated by the effects of intense periglacial activity which has resulted in extensive potentially unstable solifluction sheets covering the valley sides.

In the vicinity of Marsh a major fault has introduced a wedge of Liassic material of unknown composition. The upper greensand strata generally form an escarpment feature along the line of the Route. Several areas of instability have been identified such as at Claypit's Covert on Reddicks Hill and the coombe at Newcott.

The ridges are generally covered with fine silty loams overlying slowly permeable clay subsoil. The exposed edges of the greensand the soils are relatively poor and slightly acid.

On the valley sides there are patches of well drained loamy soils leading down to fine loams and silts in the valley bottoms which are subject to occasional seasonal waterlogging. The general geology of the study area is illustrated on Plan 3.

2.5.0 DRAINAGE

The two principal rivers in the area are the Otter and the Yarty. They flow from the Blackdown Hills, and are fed by numerous small tributaries from side valleys.

The flood plains are comparatively narrow and the rivers can rise and fall very rapidly in times of flood. In July 1968 the River Otter almost inundated the A30 trunk road at Monkton. Flood waters rose to a level of approximately 106m AOD.

In the main valley, that of the River Otter, the escarpment slopes are generally free from surface watercourses but, due to the geology, numerous springs emerge near the foot of the escarpment, at the interface of the greensand, and together with surface runoff give rise to streams that drain into the River Otter.

A number of these streams have eroded small re-entrant valleys into the lower valley slopes. At Newcott similar seepages and springs occur at relatively high levels in the larger tributary valley that drains north-westwards to the River Otter.

2.6.0 TOPOGRAPHY

The study area lies on the southern part of the Blackdown Hills which extend across the Devon-Somerset border. Today's topography is a direct result of the long term erosion of a large plateau by a number of rivers, in this case particularly the Rivers Otter and Yarty and their tributaries. These rivers rise in the Blackdown Hills to the north and run southwards to the coast producing the topography of steep sided valleys separated by a narrow, relatively flat plateau.

The study area is flanked to the northwest by the valley of the River Otter and to the southeast by the valley of the River Yarty and its tributaries. The existing trunk road rises from an elevation of 110 metres at Honiton in the southwest to an elevation of 260 metres on the plateau, from where it then descends to 130 metres elevation at Marsh in the northeast.

To the east of Honiton - the area of the A35 trunk road - the topography is of a similar nature although in the immediate locale Honiton Hill dominates at an elevation of 230 metres. Immediately to the northeast of Honiton lies a small tributary valley within which a significant railway cutting and tunnel is located. The topography on this part of the valley side is more undulating as it rises to the narrow ridgeline to the northeast. The topography is illustrated on Plan 2.

2.7.0 VEGETATION

Vegetation has been influenced by both topography and historic farming practice. In the valleys farming is generally devoted to grazing with small rectangular fields bounded by predominantly hawthorn hedgerows punctuated by mature oak trees. In the valley bottoms indigenous trees predominate and Willow and Alder line the course of the rivers.

On the higher valley sides there is a transition from hedgerows on the lower slopes through increasing numbers of irregularly shaped copses to linear blocks of woodlands on the steeper inaccessible slopes. Much of this is Oak woodland with

Hazel coppice, although there are pockets of Beech and also mixed woodlands including Sweet Chestnut, Pine and Birch. On the high plateau, hedges are generally flail cut and unusually, are predominantly Beech with occasional hedgerow trees. It is notable that with changes in farming practice much of the woodland has only developed since the early 19th century although the general field pattern has not changed significantly over the intervening period and many of the hedgerows are certainly medieval.

2.8.0 LAND USE

2.8.1 AGRICULTURE

The whole of the study area is devoted to agriculture and forestry and is classified as predominantly Grade 3 and Grade 4 agricultural land with occasional pockets of Grade 2 land. Farm units are generally small with a preponderance towards dairy farming in the valleys and livestock rearing on the plateau. Worthshill Plantation constitutes the largest commercial forest in the study area..

2.8.2 SETTLEMENTS

Honiton is a small town and Marsh a small settlement. Between the two there are a handful of very small settlements/hamlets along the existing Route and valley sides such as at Monkton and Newcott. Honiton has a population of about 7,400 people and local facilities include a shopping centre and street market. Monkton is a small settlement with a population around 200 and is notable as the location for St Mary Magdalene's Church. Newcott on the other hand is a small settlement consisting of a collection of cottages, a cafe and garage. At the end of the proposed route lies Marsh, a small group of cottages originally straddling the A303 trunk road but which have now been by-passed by the road improvement known as the Marsh Diversion.

2.8.3 UTILITIES

The main Exeter to Chickerel 400 kv overhead transmission line traverses the study area immediately to the north of Honiton. In addition there are a number of 11 kv overhead and underground cables within the study area.

A 20 inch diameter high pressure gas transmission main, part of the gas 'Supergrid' traverses the area. British Telecom have advised that major underground and overhead plant exist along the A30 in the vicinity of Otter Vale, where an automatic telephone exchange is located.

2.8.4 FOOTPATHS/PUBLIC RIGHTS OF WAY

There are a relatively small number of footpaths and Rights of Way traversing the study area, they are generally short and mainly follow field boundaries. Of the existing footpaths/Rights of Way only 5 are in close proximity to the route corridor. The foregoing aspects are illustrated on Plan 4.

2.9.0 THE EXISTING TRUNK ROAD CORRIDOR

A30/303

Between Honiton and Marsh the trunk road passes mainly through a rural area, the only developments being the village of Monkton and a small settlement at Newcott. Elsewhere along the Route there are scattered farms and occasional cottages and houses. From the valley bottom to the north of Honiton the A30 trunk road gradually climbs the valley side, in close proximity to a number of properties, to reach the higher plateau. To reach the latter plateau area it passes through mainly woodland to reach a high point of 260 metres at Devonshire Inn where the A30 diverges eastwards to Chard. The trunk road continues as the A303 and from this point starts to descend, cutting across the valley side to a sharp right hand bend at Knightshayne Farm before linking with the Marsh Bypass.

A35

The existing road starts from the edge of Honiton and runs approximately eastwards up a long steep hill towards Mount Pleasant. The area is generally rural as for the A30/A303 however in the immediate environs of Honiton the road passes through a built up area. The existing road includes sections of carriageway with a steep gradient of up to 14% and two severe bends.

3.0.0 THE CAPACITY OF THE LANDSCAPE TO ABSORB ROAD DEVELOPMENT

3.1.0 GENERAL

3.1.1 Essentially a rural area, the nature of the existing landscape does not easily lend itself to the integration of a new trunk road. This is a humanised landscape, small in scale as characterised by the small field pattern divided by hedgerows and copses. With the exception of the existing A30/303 local roads are generally narrow and twisting and are often hidden from view by substantial hedgerows on either side. A new dual carriageway which traverses areas of virgin landscape here is likely to present a contrast of scale. On the other hand, where new proposals are kept close to the existing A30/303 trunk road, the new road is likely to benefit with reduced impact on the wider landscape.

3.1.2 Although there are two distinct landscape types within the study area, the valleys, and the ridges/upland plateaus, the requirement for the road to steeply climb and subsequently descend the ridge/upland plateau landscape between Honiton and Marsh results in 3 main zones which display differing characteristics in their ability to absorb road development without significant impact. These are:-

- a) The valley floors
- b) The ridge/upland plateau
- c) The valley sides - transition zone between 'a' and 'b'

3.2.0 THE VALLEY FLOORS

3.2.1 The valley floors contain watercourses, meadows, hedgerows, trees and copses, all of which contribute to the rich tapestry of this landscape. However the inherent irregularity in the distribution of the vegetation and settlements tends to interrupt views at low and intermediate elevations thereby providing good opportunities to assimilate the road into the landscape. The combination of new and existing planting in this landscape can help visually to break down the linear nature of the road alignments.

- 3.2.2 Where, as in this case, the road alignment follows the line of the valley to the northeast of Honiton and therefore the grain of the landscape, it is potentially less intrusive. In contrast, as at Knightshayne Farm, where the road crosses the valley the resulting embankments required to meet engineering requirements interrupt the natural flow of the landscape.
- 3.2.3 Linking existing and new roads, by grade separated junctions, can create difficulties by introducing the need for embankments which can be alien in a flat landscape. Similarly, woodland planting on such embankments although helping to ameliorate the impact of the road, may be out of character with the surrounding landscape and may serve to emphasise its intrusion.
- 3.2.4 Route alignments along the edge of the valley floor are likely to entail less intrusive earthworks since there is the opportunity to integrate embankments with the valley side and making them appear more natural.
- 3.3.0 THE RIDGE/UPLAND PLATEAU**
- 3.3.1 Although the plateau is elevated and the vegetation/field pattern is much more open there are few locally higher vantage points. Accordingly, although the road would have an impact on the landscape it would not be intrusive in the wider landscape due to the absence of settlements and vantage points.
- 3.3.2 On the plateau impact may be reduced, by following the grain of the landscape, avoiding slopes and hilltops which feature prominently and form the skyline in views from the valleys and by tucking the Route into the landscape in slight cut.
- 3.3.3 The prominent linear woodlands at the top of the valley sides and plateau edge also limit the opportunity for views to the upland plateau and provide good screening and integration opportunities.

- 3.3.4 Straight road alignments at the edge of the plateau, particularly in cutting, can lead to visible notches in the skyline when viewed directly from along the same general line from lower in the valley. However, careful routing of the road entailing curves can help by ensuring that cuttings and embankments intersect with the line of these views as the road sweeps into the distance thereby minimising the adverse effect.
- 3.4.0 **THE VALLEY SIDES - TRANSITION ZONE**
- 3.4.1 In contrast to the valley floors and ridgelines route alignments which necessitate a steep ascent of the valley sides are likely to be more exposed to views from the surrounding landscape and therefore much more visible from settlements and public areas. This can make the task of sensitive assimilation much more difficult.
- 3.4.2 Road alignments with steep inclines, which by necessity cut diagonally across the contours, are in contrast to the grain of the landscape, i.e. they produce features which may be alien with the surrounding landscape characteristics, and are therefore much harder to integrate.
- 3.4.3 In order to create a flat area for the construction of a road, road alignments with steep inclines cutting across the contours will always create a large supporting embankment on the downslope and/or a significant cutting on the upslope. The scale of such earthworks can often make the road significantly intrusive and difficult to integrate.
- 3.4.4 The difficulties imposed by the constructions above, and as in this case, the linearity of the Otter Valley, results in a relatively straight alignment with few opportunities for bends. This can further serve to emphasise the imposition of the road on the landscape.

3.4.5 South of Marsh the problem is different, and the road needs to sweep eastwards to Marsh. Considerable earthworks will be necessary to traverse a tributary valley and achieve a satisfactory angle of descent down the main valley side to Marsh creating a significant area of disturbance and impact.

3.5.0 CONCLUSION

Throughout this landscape, and excluding the existing A30/303 trunk road, a new dual carriageway is likely to be a significant contrast of scale to the existing road network of lanes in this small scale landscape.

From the three zones it is generally easier to absorb road development by careful alignment on the ridge/upland plateau followed by the valley floor. The valley sides (transition zones) in contrast produce many more potential difficulties. In combination with this however, it must be acknowledged that where a new alignment can clearly follow the Route of an existing corridor, impact may be less due to the presence of the existing road.

4.0.0 PLANNING CONTEXT

4.1.0 GENERAL

Both Devon County Council (DCC) and East Devon District Council (EDDC), through a number of adopted planning policies, seek to protect and conserve the environmental quality of the countryside.

These policies are supplemented by designations and policies established by other agencies, such as the Countryside Commission (CC), Department of Environment (DoE), English Nature (EN), English Heritage (EH), Devon Wildlife Trust (DWT) and the National Rivers Authority (NRA).

The major designations relevant to the Route planning within the study area are illustrated on Plan 5 and outlined below.

4.2.0 AREA OF OUTSTANDING NATURAL BEAUTY (AONB)

The study area contains two Areas of Outstanding Natural Beauty. To the south and east of Honiton lies the East Devon Area of AONB, designated in 1963. The remainder of the study area, with a small exception immediately to the north of Honiton, lies within the Blackdown Hills AONB, confirmed in 1991. Although the latter area is a recent designation and has been imposed during the period of the study, it was formerly designated by Devon County Council as an Area of Great Landscape Value and was subject to similar planning policies designed to maintain and enhance the quality of the landscape.

4.3.0 AREA OF GREAT LANDSCAPE VALUE (AGLV)

Immediately to the north of the urban area of Honiton and south of the Blackdown Hills AONB designation lies a small isolated Area of Great Landscape Value centred around Northcote. Although a more localised designation, policies for conservation, enhancement and restrictions on development apply.

4.4.0 **SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)**

There are a number of SSSI's within the general locality, but none within the route corridor.

4.5.0 **FOOTPATHS/PUBLIC RIGHTS OF WAY NETWORK**

Planning policies exist to maintain and develop the Public Rights of Way network, however there are only a small number within the study area.

4.6.0 **LISTED BUILDINGS**

There are 8 listed buildings within the Route corridor which stated planning policies seek to protect. They are:-

A35	Bishops Tower Copper Castle Marwood House
A30/303	St Mary Magdalene's Church - Monkton Glen Eden - Monkton Crinhays Farm The Old Thatch - Marsh Birch Mills - Marsh

None of the above sites are directly affected by the Published Route proposals.

4.7.0 **ECOLOGY**

A number of sites have been identified within the route corridor by Devon Wildlife Trust as having "conservation value" although none are formally designated. Similarly, English Nature survey maps indicate several areas of putative ancient woodlands and unimproved meadow. These areas have no legal standing but are recognised to be of regional importance. Refer to ecological report (2)*.

* See Appendix 1 for References

4.8.0 ARCHAEOLOGY

Areas of archaeological interest and features are protected under the Historic Buildings and Ancient Monuments Act 1953. An archaeological assessment report by Exeter Museums Archaeological Field Unit on behalf of RPT (3)* indicates a significant number of sites along the Route and recommends that a further investigation is carried out before any definite conclusions can be reached as to their value. However, there are no Scheduled Ancient Monuments within the study area.

* See Appendix 1 for References

5.0.0 ALTERNATIVE ROUTES

5.1.0 GENERAL

- 5.1.1 Initially detailed examination was made of the landscape of the existing road and the "visual envelope" on either side of it. The phrase visual envelope is used to describe the countryside on either side of a route likely to be affected by the new road; that is a zone where the road, its traffic and street lighting might cause an intrusion.
- 5.1.2 A new road between Honiton to Marsh faces the same problems as the existing A30/A303. It must climb out of the valley of the River Otter, cross the plateau and then descend again steeply down into the valley of the River Yarty to join the short length of dual carriageway at Marsh. Two other major roads join the A30; the A35 trunk road from Axminster runs into the eastern end of the town of Honiton just short of the end of the existing bypass, and the A303 connects on top of the plateau at Devonshire Inn, where the A30 diverges eastwards to Chard.
- 5.1.3 The study of the countryside (section 2.2) had revealed two distinct types of landscape; the river valleys, intensively farmed, containing most of the development and clearly visible from higher ground, as opposed to the plateau with a smaller population and more open character.
- 5.1.4 The selection of a route for the road naturally divided into three parts. The first part of the road would need to go from the end of the Honiton Bypass up onto the plateau. The second length would be along the plateau to meet the last section descending down to the Marsh Bypass.
- 5.1.5 Locating a route on the central section on the plateau was not likely to present great difficulties. Therefore its location on the plateau would largely be determined after first considering the routes by which the roads would reach the plateau from the valleys below.

- 5.1.6 It was clear that the sections at either end were likely to present considerable problems. In each case the road would need to climb out of the valley up a hillside clearly visible from the surrounding countryside. In addition to the visual problems parts of the hillside on both sides of the ridge contained areas of unstable ground adding to the engineering difficulties.
- 5.1.7 Therefore in order to determine a number of routes for wider consideration it was necessary to consider at each end routes by which the road could reach the plateau in the most unobtrusive and acceptable way.
- 5.1.8 Prior to the Public Consultation held in November 1986, several route corridors were studied for the scheme and a number rejected for environmental and for engineering reasons, the following main alternatives only are illustrated on Plan No. 5
- 5.2.0 HONITON TO THE PLATEAU**
- 5.2.1 To find an unobtrusive location for the first section, the ascent from the Otter Valley up onto the plateau would not in itself have ruled out a location further up the valley to the northeast of the present location of the A303 at Cotleigh Crossing on the plateau. It might be possible to take the new road much further up the valley to make a steep ascent up and over the ridge nearer Stopgate Cross. This was considered at a very early stage but rejected because in addition to considerable extra length of road the new road would have intruded on a considerable length of unspoilt valley. It would also have resulted in a route alignment which would have been significantly separated from the A30 making a connection difficult at some future date.
- 5.2.2 Having decided to reject a point for reaching the plateau further east than Cotleigh Crossing it became clear that three routes to this point from Honiton were worth investigation in detail. These were:

ROUTE 3

- 5.2.3 A route which rose onto the plateau directly east of the present Honiton Bypass. It passed to the south east of Homcleigh Farm and continued along the plateau passing west of Westwood Farm until it joined the existing trunk road corridor at the top of Reddicks Hill. Although there appeared to be considerable merit in landscape terms to route 3, this was tempered by anxiety over the appearance of a major new road climbing the hill, as this would have been very visible from the opposite side of the valley. In addition a number of properties on the hillside would have been adversely affected and there were potential problems integrating the proposed road with the railway cutting and tunnel, a high voltage overhead power line and Otter Valley Park residential area by the end of the bypass.

ROUTE 2

- 5.2.4 A route which climbed gradually up the face of the hillside to the south east of Ottermere passing to the north of Hedgend Barton Farm, then east of Monkton Barton Farm, and west of Westwood Farm, before again joining the existing trunk road at the top of Reddicks Hill. This scheme was rejected primarily because of the adverse visual impact it made on the landscape as it traversed the face of the hill between Ottermere and Westwood Farm, which would have presented considerable difficulties of concealment by new planting. The route would have also traversed long lengths of unstable hillside and would have been further compromised by the separate need to improve the A35.

ROUTE 1

- 5.2.5 A route which basically followed the corridor of the existing trunk road. At its western end it passed between Monkton and the River Otter, then crossed the existing road to pass to the east of Aplin's Farm and finally climbed Reddicks Hill on an alignment to the east of the present trunk road which, like the previous two options, it rejoined at the top of the hill.

This scheme was considered to do the least damage and give the best conditions for concealment and enhancement by good landscape treatment and this route subsequently became the route identified as the Blue route for the Public Consultation.

5.3.0 FROM THE PLATEAU

5.3.1 The third section from the plateau down to Marsh also presented considerable difficulties. The valley of the Yarty is very attractive. Immediately to the south and west of the end of the Marsh diversion (a new length of dual carriageway) a particularly fine and visible side valley cuts into the main plateau. The existing road slopes down from Stopgate Cross to Knightshayne Farm and turns abruptly to the right through ninety degrees, then runs discreetly in woodland down one side of the valley to join the new dual carriageway at Marsh.

5.3.2 The first alternative was to cut across the plateau from Devonshire Inn Farm passing south east of Newcott, gradually descending down the hillside near Yarcombe and continuing along the Yarty valley to Marsh. The visual damage of the road descending the unspoilt hillside would have been considerable and the hillside above Yarcombe presented significant difficulties of soil stability. This alternative was therefore rejected.

5.3.3 Having rejected the alignment traversing the Yarty Valley and in order to eliminate the abrupt turn at Knightshayne Farm and achieve acceptable curves and gradients two further alternatives were considered.

ROUTE 4

5.3.4 A route which cut across Knightshayne Bottom low down in the valley on a high embankment then passed south of Sandy's Cottage, along the northern edge of the Worthill Plantation and then joined the central option just north of Newcott.

Whilst the route had favourable economics it was unacceptable in landscape terms as a high embankment ran completely across the Knightshayne Valley and would have been very intrusive.

This was shown as a rejected route at the Public Consultation.

ROUTE 5

- 5.3.5 A route that kept close to the existing road corridor between Marsh and Knightshayne Farm, crossed the valley on a low embankment just south of the farm and then, after passing to the north west of Stopgate Cross, joined the central option to the east of Newcott. Although slightly longer this route curved more gently and followed the existing A303 down the northern flank of the valley side. This option was the one presented as the Red Route at the Public Consultation.

5.4.0 THE PLATEAU

- 5.4.1 Having studied and reached conclusions on the more difficult sections of the route up and onto the plateau at each end the new road along the plateau from Cotleigh Crossing to Stopgate Cross was considered to present few problems affecting the landscape, apart from the proposed length of road crossing the small depression to the north of Newcott and potentially visible on a new embankment. However it was considered that, with suitable landscape treatment, this feature would have little impact on near or distant views. The alternative of taking the road on a much longer route behind Newcott would have fragmented the farm pattern on the plateau without giving any real advantage.

ROUTE 6

- 5.4.2 On the central sector between the top of Reddicks Hill and to the east of Newcott all options followed the corridor of the present trunk road and the impact was considered to be acceptable. The variations to the road network were mainly on

the treatment of the junctions with the A30 and the various side road and to overcome local difficulties in relationship to the existing buildings around Devonshire Inn Farm. This route option became the one exhibited as the Blue Route at the Public Consultation.

5.5.0 A35 HONITON EASTERN BYPASS

- 5.5.1 The Consultants were asked to consider separately the improvement of the A35 from the top of the plateau at Offwell Junction down to the A30/A303, preferably in a way which would discourage traffic on the A35 from entering into the town of Honiton. Prior to the Public consultation preliminary studies were carried out on several routes for the A35 which climbed the hill to the east of Honiton and also incorporated a realignment of the A30. All these options were deemed to have an unacceptable impact on the landscape, and were not pursued subsequently. The main alternatives which were considered in more detail are described below.

ROUTE 10

- 5.5.2 The original scheme prepared by Devon County Council, and for which Orders had previously been published by the Secretary of State. This commenced at Langford Road Bridge on the Honiton Bypass, incorporated a roundabout at Monkton Road and then passed under the Waterloo/Exeter railway line. Thereafter it ascended in cutting to Springfield Corner where a sharp left hand bend was necessary. The route then ascended Honiton Hill on the existing road line but with extensive earthworks in cutting, and with a sharp right hand bend at the top of the hill. The Consultants concluded that this alignment would have created a considerable landscape intrusion. The widening of the road down the hillside would have resulted in a very extensive cutting face. This face would have been very prominent in the landscape and would have been very difficult to screen with

planting and such a large block of planting would have itself have become a conspicuous feature on the hillside at this point. In addition, a necessary intermediate roundabout would have allowed traffic to turn into Honiton and this road would have left recent housing developments separated from Honiton by a main road. This route was shown as a rejected option at the Public Consultation.

ROUTE 14

- 5.5.3 A route which commenced with a junction to the A30 near Cheney's Farm, just east of the existing Honiton bypass. It ascended the hillside at a uniform gradient, crossing the existing rail tunnel and then passing to the east of Northcote Hill Farm in cutting to a junction at Hutgate Road. Beyond the junction the route connected to the existing A35 at Mount Pleasant.

This route passed through countryside already affected by an overhead power line and a railway. The road alignment fitted comfortably into the landform, passing through a depression in the hillside on Honiton Hill. Through traffic on the A35 would be routed clear of Honiton on a more sympathetic and safer alignment. The tortuous connection to the A30 via a mini-roundabout at the eastern end of the town would be avoided, and the existing road would serve local traffic. This option was subsequently identified as the Green Route for the Public Consultation.

- 5.5.4 After further studies of alternatives it was decided to adopt a line which was a modification of that previously considered for the combined A30/A35/A303. The new A35 is planned as a single carriageway road and its curving line will fit comfortably into a natural hollow on the hillside.

6.0.0 THE PUBLISHED ROUTE

6.1.0 GENERAL

The Published Route was adopted following public consultation in November 1986. In the case of the A30/303 the Route represents the original blue Route and modified red, and for the A35 the modified green Route. Since the adoption of these Routes there have been a number of revisions to junction arrangements and minor adjustments to alignment. (see also paragraph 1.1)

The Published Route along with major planning factors is illustrated on Plan 6.

6.2.0 ROUTE DESCRIPTION

A30/303 Marsh to Honiton.

- 6.2.1 The Published Scheme is 13km long and commences at the eastern end of the Honiton Bypass after which it generally follows a line parallel to the existing A30 and A303 roads as far as Marsh on the Devon/Somerset border. The Route initially follows a generally straight alignment as far as Cheney's Farm where a grade separated interchange with the A35 Honiton Eastern Bypass would be situated incorporating an overbridge. The Route then passes along the River Otter Valley between the river and Monkton on an embankment up to 3 metres high and then over a bridge across the existing road east of the village, passing east of Aplin's Farm.
- 6.2.2 Near Monkton the Route begins to rise out of the Otter Valley, ascending Reddicks Hill at a gradient of 6.5% in a cutting excavated into the escarpment face of the hill, the maximum depth of the cut slope being 10 metres, before flattening out on to the upland plateau.

- 6.2.3 From Cotleigh Crossing to Devonshire Inn Farm, the new Route alignment follows the line of the existing road, more or less at existing ground level, until it rises on a 9m high embankment to bridge over Sandy's Lane, which is located in a small cutting leading to the bridge, immediately before a new roundabout at Devonshire Inn.
- 6.2.4 A new roundabout would be located adjacent to Devonshire Inn Farm linking the new Route with the existing A30. The existing A303 would be diverted to join the A30 at a 'T' junction to the east of the interchange.
- 6.2.5 From Devonshire Inn Farm to Newcott the Route follows near the line of the existing A303, passing immediately to the west of Crinhayes Farm and to the north of Newcott. The section of the Route to a point past Crinhayes Farm would be at existing ground level, followed by short sections of cut and fill adjacent to Newcott, before entering a section of cutting up to 13m in depth at the point where the new alignment crosses the line of the existing A303. A new link road on the south of the Route will provide a link between Newcott and the B3170 at Stopgate Cross.
- 6.2.6 East of Newcott the Route ascends in a cutting to pass south east of Stopgate Cross, where, together with on and off slip roads on both carriageways, a grade separated interchange with the B3170 road would be provided. Beyond this point the alignment descends through a series of curves towards the Yarty Valley, in cutting up to 13 metres deep, passing beneath a bridge for the realigned UC53 side road.
- 6.2.7 Adjacent to Knightshayne Farm the Route then passes through steeply contoured terrain continuing on a curving alignment on embankment up to 8 metres high, as it crosses a small tributary valley, before linking with the existing dual carriageway at Marsh.

A35 HONITON EASTERN BYPASS

- 6.2.8 The Published Scheme is 2.5 km long and consists of a bypass commencing near the base of Otter Valley at the proposed Cheney's Farm Interchange with the A30, climbing Honiton Hill to the east of Tower Cross and linking with the existing A35 on the plateau at Mount Pleasant. The proposed single carriageway road would incorporate a climbing line and extend from Cheney's Farm overbridge on embankment up to 8 metres high and on a curvilinear alignment and gradient of 7.75%, bypassing the existing Axminster Road up Honiton Hill. The road will be on a shallow embankment until it reaches Northcote Hill Road where it changes to cutting in order to pass beneath Hutgate Road.
- 6.2.9 An overbridge will be situated at Hutgate Road, the point of maximum depth of cutting, and from Offwell Junction the bypass would run on a small embankment (up to 1m high) before rejoining the route of the existing A35 at Mount Pleasant, east of the proposed junction at Offwell Road.

7.0.0 LANDSCAPE PROPOSALS

7.1.0 GENERAL

7.1.1 By following the existing route corridor, the preferred route achieves a degree of integration with both landform and landscape features. Landscape measures, entailing principally earthworks and planting, are proposed to augment this integration and further reduce impact on sensitive areas. The mitigation measures proposed acknowledge the input from other specialist consultants such as the ecologist and archaeologist in addition to the requirements of agriculture. The landscape proposals described in this section are illustrated on Plan 8 (sheets 1-5).

7.2.0 LANDSCAPE STRATEGY

7.2.1 Generally landscape proposals along the alignment of the Published Route will reflect and marry in with the existing landform and vegetation type and distribution, the objective being to minimise the impact of the road on the landscape character and quality of the area. Aside from influencing alignment to minimise intrusion the integration of the road is best achieved by appropriate and judicious use of earthworks and planting ensuring that the proposals are consistent and comparable with the existing character of the landscape.

7.2.2 An example of the above principle is illustrated on the upper valley sides where proposed woodland marries in with the characteristic linear woodlands on this part of the Route.

7.2.3 Modifications to normal earthwork slopes are proposed only in areas of greatest sensitivity. Where the existing and new road run in close proximity to one another a combination of earthworks and planting is proposed to minimise the intervisibility between them to avoid conflicts for drivers and the apparent urbanisation in rural areas.

7.2.4 The proposed junctions/interchanges are large in scale and will conflict with the topography and landscape character. In addition, the roundabouts would be illuminated. Accordingly, to achieve a degree of integration with the landscape, earthworks and extensive woodland planting are proposed as considered appropriate to achieve a balance between amelioration and existing character.

7.2.5 Where scenic views from the road can be gained without creating undue impact upon adjacent areas, planting is limited accordingly.

7.2.6 Tree, shrub and grass species which are typical of the locality will be used along the length of the new roads. In addition topsoil and its inherent seedbank will be reused from areas of ecological/flora interest that are lost due to the alignment.

7.2.7 Where possible, and where it would not detract from the integration of the road, opportunities will also be pursued to improve the views and interest for drivers on the new route.

7.3.0 EARTHWORKS

7.3.1 Used mostly in combination with planting to screen sensitive views or buffer properties/settlements in close proximity to the road earthshaping would be used to implement the landscape strategy in the following way. In order to achieve better integration with localised landform, the angle of cuttings and embankments may be amended and/or, where considered necessary, additional land acquired within which better integration can be achieved. Similarly, the rounding of crests and toes on embankments and cuttings will avoid angular profiles, and mounding, where appropriate will help reduce the scale of proposals as well as providing benefits of enclosure and screening.

7.4.0 PLANTING PROPOSALS

7.4.1 Planting proposals would entail new planting of trees, shrubs, grass and ground flora in combination as determined appropriate for particular areas of the route.

Often planting will be used to screen the road from sensitive views or nearby settlements or to reduce the scale and impact of the road upon the landscape. In addition planting will be used to link new planting with the existing fabric of hedgerows and woodland and to provide links to existing habitats and wildlife corridors. Where habitats are lost to the alignment attempts will be made to relocate interesting flora, eg. existing soil complete with its wild flowers seedbank would be set aside for re-use on verges and embankments to help reestablish lost habitats.

7.5.0 LANDSCAPE PROPOSALS FOR THE PUBLISHED ROUTE

A30/A303 HONITON TO MARSH

7.5.1 MONKTON ROAD - CHENEY'S FARM BRIDGE

The road improvement commences at the end of the existing Honiton Bypass to the west of Otter Valley Park. After $\frac{3}{4}$ km the A35 Honiton Eastern Bypass meets the new road at Cheney's Farm Interchange. The two-level junction has a roundabout immediately to the southeast of the new A30 linking the A35 with slip roads to the A30 and Monkton Road. Although the slip road to the northwest of the Trunk Road will be enclosed by existing hedgerows it will be visible in the landscape because it is on embankment, rising above the flat ground of the surrounding river valley. To the northeast where hedgerow screening is absent, extended grading of the embankment will help create a landform which is more in keeping and sympathetic to this part of the landscape.

Due to the scale of the interchange, woodland planting will be placed around the whole junction to reduce its visual impact in such a way that it will not be out of scale with the surrounding woodlands. The planting will link in with existing hedgerows on either side of the new road and appear as a continuous woodland block interspersed with grassy glades when viewed from a distance. For safety reasons the roundabout will be illuminated but the impact of the lighting columns will be ameliorated by the planting.

From the roundabout on the A35 a new link road will connect to Monkton Road on the outskirts of Honiton, passing close to Otter Valley Park. To help screen the park from the effects of traffic, a low mound will be provided from the roundabout screening much of the link road. The mound, in combination with proposed planting and other adjacent areas of land required for landscaping, which would be mounded and planted also, will provide a good visual screen for the adjacent Otter Valley Park. To the east and southeast of the roundabout, significant areas of earthshaping, in combination with planting proposals, will help reduce the scale of the interchange as well as providing screening from properties such as Ottermere to the east.

7.5.2

CHENEY'S FARM BRIDGE - MONKTON

Between the interchange and the church of St Mary Magdalene at Monkton, the new road will run along the edge of the valley floor immediately adjacent to the eastern valley side. This section of the route will be overlooked from surrounding elevated viewpoints to the north and west such as St Cyres Hill and Dumpdon Hill. Although the road would be constructed on embankment, the greater part of the resulting embankment slope on the northern side, between Cheney's Farm to opposite Deans Cottage, would be lost in regrading the slopes to a shallow angle of repose. This regrading may be extended to Ford Cross if the National Rivers Authority are able to confirm there would be no adverse effect on the River Otter flood plain. Save for proposed planting and replacing hedgerows, this area could be returned to agriculture and would appear to form a natural extension of the hillside. This would be further integrated by additional earthworks graded to blend with the existing slope on areas to be acquired for landscaping such as in front of Northwood House Farm and the area to the west of Tovehayne Farm.

Further assimilation into the landscape will be achieved through planting proposals to reflect the existing vegetation. Currently the valley floor is characterised by irregular clumps of trees, and the sloping hillside by rectangular fields and small copses. Therefore to introduce a continuous planting screen on both sides of the road would further emphasise its linearity and impose a contrasting landscape

character. To integrate the road into the local landscape and to detract from its linear character, trees would be planted sporadically as occasional trees and copse planting, with more dense planting in front of the properties. This will enable the properties in Monkton to retain views across the valley and provide an opportunity for views for drivers on the new road. Severed land, such as areas adjacent to Otter View, will create opportunities for copse planting of a size and shape to complement the existing woodlands of the locality. These woodlands will ultimately afford screening and enclosure to the properties.

7.5.3 MONKTON - APLIN'S FARM

From St Mary Magdelene Church the Route will leave the valley floor and climb up the valley side, cutting across undulating land up Reddicks Hill to the plateau landscape. This is a particularly sensitive area of landscape through which the road crosses, as hedgerows will be broken and the rectangular field pattern disrupted. In addition, the requirement for embankments and cuttings for the road will require works which will affect the hillside, particularly around Aplin's Farm. Although constrained by archaeological considerations and the need to maintain views across the valley for properties in Monkton, the incorporation of a shallow mound and selected planting immediately to the north of Glen Eden and Belview will provide screening to those adjacent properties, whilst retaining the opportunity for views across the valley.

The introduction of a junction near Aplin's Farm will result in the loss of a small covert. The junction, which consists of two roundabouts and an underbridge, will be locally visible from Monkton Barton and adjacent footpaths. In the wider landscape it would be overlooked particularly from Hartridge Beacon and Dumpdon Hill to the North. However, both roundabouts would be located within cuttings mitigating their visual impact. It is proposed to shape earth-fill on adjacent land acquired for landscaping, which would also ameliorate the impact on the landscape. Amelioration would be further enhanced by woodland planting on both the cutting and additional land acquired for landscaping, which would

break the mass and linearity of the junction. The proposed planting would integrate with the existing field pattern and vegetation cover in this locality.

7.5.4 APLIN'S FARM - HAYNE PIT

Between Aplin's Farm and Hayne Pit the Route continues to ascend the valley side but at a gentler angle. The new road will be largely in cutting and will therefore be less intrusive from elevated viewpoints. Embankments will be planted to connect with existing severed hedgerows and copses. A small area of Hayne Meadows, which is of interest for its range of grasses, will be lost. However, the topsoil from the affected land and its seed bank will be set aside and re-used on the roadside cutting and embankments to help re-establish the interesting local flora of the meadows, and for this reason the landscape proposals only show grass in this area. Further areas of conservation interest, namely woodland and diverse ground flora, will be effected at Wet Wood and Hayne Pit by the encroachment of areas of cutting and embankment. Much of the woodlands however will be replaced by a greater extent of new planting on the earthworks and on additional land acquired for landscaping. The combination of these planting areas would help reduce the impact of the earthworks, break up the linearity of the new road and help integrate the planting into the wider landscape.

7.5.5 CLAYPITS COVERT

Almost the entire woodland area of Claypits Covert would be lost by the excavation of a significant cutting. However, the resulting scar will be visible in the landscape for only a short period as illustrated by the effect of regeneration on the adjacent woodland recently felled and replanted. In addition, the overall impact of the cutting earthworks will be less obvious due to the steep nature of the existing land. Planting proposals will ameliorate the impact by linking an area of severed woodland to previously unconnected areas of copse and by creating an extension to the linear flow of woodland along the valley side. It will also visually strengthen the ridgeline in the wider landscape.

7.5.6 UNDERDOWN COVERT AND REDDICK'S HILL

Distant views of the road from the Braddicksnapp Hill area will disappear as the road passes Underdown Covert where it will be in cutting on both sides and screened by adjacent woodland. At this point the road continues to the north east of the existing A30 on a generally straight alignment as it gently climbs the ridgeline towards the plateau top. The linearity of the road and the necessary cutting are an imposition on the sloping land at the top of the valley side. To mitigate this effect, woodland would be planted close to the road and on land acquired for landscaping to disguise the road's linearity and to provide structural vegetation links with the woodland of Reddicks Hill.

To the north east of the linear woodlands of Reddicks Hill, near Viney Lane, the road will be at ground level. At this point it will have little visual impact since there will be minimal earthworks, it will be screened from the wider landscape by the existing woodlands, and there are few publicly accessible vantage points on the plateau immediately to the east.

7.5.7 COTLEIGH CROSSING BRIDGE/VINEY LANE LINK

At the proposed Cotleigh Crossing bridge, the area of land required for the Viney Lane link, together with small additional areas, will permit the proposed planting to connect with existing hedgerows. At this point, where the proposed road and a new link road run parallel, the proposed planting will also physically and visually separate the new trunk road with the adjacent link road. This section of road is not visible from the wider landscape since it is screened to the west by the woodlands on Reddicks Hill and the land falls away to the south east precluding views from nearby properties, eg Hugginshayes. Once established the proposed planting would link visually with Rawridge Hill covert, consolidating with several areas of woodland into the local landscape.

7.5.8 REED'S COVERT

The route continues at ground level along the ridgeline, in a direct line past Reed's Covert close to the alignment of the existing road. Only occasional tree planting to complement hedgerow planting will be required to integrate this section of the route into the local landscape.

7.5.9 STOCKLAND HILL ROAD

The route continues at ground level until it approaches Stockland Hill Road where it enters cutting and then switches to embankment as it rises towards Devonshire Farm and bridges over Sandy's Lane. It passes close to the adjacent properties of Avalon, Windwhistle Cottage and Tree Tops. Woodland planting on both the embankment and on land acquired for landscaping would help to screen views of the road from these properties. A link road would be provided linking Stockland Hill Road to Devonshire Inn roundabout. This entails a gentle sweep through cutting until it reaches Devonshire Inn Farm where the link is at ground level. On the eastern margin of the link road the cutting will be regraded to marry in with the existing rising ground and, save for proposed planting the remaining area will be returned to agriculture. Where the side road is close and parallel to the new road, woodland planting is used to reduce the scale of impact and to visually separate the proximity of the roads.

7.5.10 DEVONSHIRE INN FARM

The junction to the immediate north of Devonshire Inn Farm is formed by a roundabout on the ridgeline which sits partly in cutting and partly on fill, within one field unit bounded by the existing A30 and hedgerows. The roundabout, which will link with the existing road network, successfully retains the majority of hedgerows which form a strong visual feature in the open and exposed local landscape of the upland plateau. Due to the scale of the junction woodland planting and earthshaping is proposed to break down the expanse of the junction

and provide a visual link with the surrounding woodland of Bob Sheet's Covert and adjacent copses. Gentle earthshaping on significant areas surrounding the roundabout, particularly to the north, east and south, will reduce the perceived scale of the junction whilst remaining in keeping with the local landform. Small areas of land would be planted to form copses and existing tree belts adjacent to the roundabout would be retained. The visual impact of the lighting to the roundabout would be ameliorated to views from the north and west in part by Bob Sheet's Covert, the new earthshaping, and in time, the copse planting.

7.5.11 CRINHAYS FARM

Beyond the junction at Devonshire Inn Farm the new road diverges from the line of the existing A303 to the east and continues at ground level down the ridge. To integrate the road, the proposed planting would reflect the vegetation pattern of the local landscape, hedges and occasional trees, although due to its proximity more substantial planting will take place on land acquired for landscaping to screen the view from Crinhays Farm.

7.5.12 NORTH NEWCOTT

Beyond Crinhays Farm the road runs along the valley side towards Newcott requiring an embankment on the northern side. The road will be visible in the wider landscape from Knackers Hole Lane and the Cockhays area to the north. Woodland planting proposed on the embankment would ameliorate the effect on these views and would ultimately screen the route. The planting on the embankment and other adjacent areas will provide continuity with the existing woodland around Sandpit Hill.

The new road will also be overlooked in the local landscape from the settlement at Newcott. Occasional tree planting particularly on the southern side of the road verge will reduce the impact of the road on the properties, but still maintain open views across the valley for the residents of Newcott where desirable. To the north

of Newcott the Route will encroach on the eastern edge of Sandpit Hill, an area of conservation value because of the diversity of plant species. Woodland planting however, on the road embankment and on land acquired for landscaping, will replace the lost vegetation and link the existing uncultivated land and hedgerows to help integrate the road into the landscape.

7.5.13 SANDPIT HILL - STOPGATE CROSS

The road would pass to the east of Sandpit Hill on embankment and then into a cutting up to 13 metres deep. Being in cutting, and with its curved alignment, the road would be hidden from views to the wider landscape. Although locally the deep cutting would be intrusive, grading of the cutting to shallower slopes between the overbridge and on and off slip roads will significantly reduce the steep appearance. Substantial woodland planting on the cutting sides and on land to be acquired for landscaping, would also reduce the impact of the cutting and link with the existing woodland on the edge of Sandpit Hill. To the south of the link road, cutting slopes will be graded to blend with existing contours. Planting and earthshaping proposals will mitigate the impact of the road from views on the adjacent public footpath and Shutlands Farm.

7.5.14 STOPGATE CROSS

The new road would continue in cutting, close to the existing alignment through to Stopgate Cross, the site of an interchange and bridge over the road. The scale of the interchange and link road disrupts the local field pattern, and several properties ie Homeview, Eastgate Bungalow and Stopgate Cross Filling Station and Bungalow remain in very close proximity to the link roads. The former property will be screened by localised planting on its eastern margin and the latter two properties will be enclosed by woodland planting.

With the exception of the roundabout, the trunk road and its link roads are in cutting and visual impact in the wider landscape will be small. In addition properties to the west such as Croakham Farm are located on land that is falling away and views from such locations are therefore limited. Regrading the main cutting slopes will ameliorate their visual impact and similarly, grading out of embankment slopes and additional mounding around the roundabout will blend the proposals in with surrounding landform.

To reduce the scale of the interchange, areas of severed land will be acquired and planting utilised to link hedgerows and create a substantial block of woodland. The woodland planting, which would appear on the skyline to the driver, will enclose the roundabout and link with the bridge structure, thereby minimising the development of an intrusive "notch" at the edge of the plateau. New link roads to the north and northeast of the roundabout would be at existing ground level and integrated by continuity of hedgerows.

7.5.15 KNIGHTSHAYNE FARM

The road sweeps eastwards past Rough Lot Copse in a significant cutting up to 13m depth, passing under the realigned UC53 side road. The side road would be on a low embankment and visible from Knightshayne Farm. The new cutting would initially form a marked intrusion into the local landscape. However, the acquisition of land adjacent to Rough Lot Copse and the existing A303 would allow new woodland planting to screen the road and bridge abutments, and integrate with the surrounding irregular arrangement of copses, thereby reducing the visual impact in both the local and wider landscape.

7.5.16 KNIGHTSHAYNE BOTTOM

The road would cross the valley of Knightshayne Bottom and Manning Common on an embankment resulting in the loss of a small area of woodland and meadow identified as of conservation value. The conservation value is due to the diversity

of plant species in the meadows which has been enhanced by the presence of a stream in the minor valley bottom creating a specific hydrological regime. The proposed embankment crosses and severs the tributary valley and would initially be intrusive in the local landscape although much of it would be hidden by the discrete nature of the valley. The surrounding areas of retained woodland will also provide significant screening of the new road. As the maintenance of this woodland cover is of importance to the landscape proposals for the road, these areas will be acquired to allow appropriate management, and to ensure the existing tree cover can become integrated with the proposed planting as it develops. The proposed planting of the sides of the embankment would further mitigate the effect and compensate for the initial loss of existing woodland whilst providing an opportunity to re-establish the integrity of the woodland in time. Opportunity would be taken to remove the ecologically undesirable laurel in the woodland at Knightshayne Bottom and replace it with species more beneficial to the ecology of the woodland. In addition, the engineering design would include measures to ensure that the existing hydrology of the valley is maintained as far as is possible to support the existing habitats.

7.5.17 MARSH FARM - MARSH

The proposed road would continue to descend on embankment passing near to Marsh Farm and linking with the existing Marsh bypass. In the local landscape the Route would be visible from the adjacent properties of Marsh Farm, Birch Mills, The Old Thatch and Fairview. The proposed alignment, and long extent of the embankment, would also intrude upon views up the Knightshayne valley in the wider landscape. The impact would be ameliorated through earthworks and planting.

The embankments would be softened and mounding achieved adjacent to the verges on additional land acquired for landscaping to screen views up the valley from Marsh Farm and down the valley from Fairview. Woodland planting on the

cutting and main embankment slope and on land acquired for landscaping would reduce the visual impact of the road and its earthworks. The resulting irregularly shaped woodlands would integrate well with the field pattern and woodlands in this locality.

Additional earthshaping is proposed against the side of the existing Marsh Bypass embankments to reduce the impact of the steep side slopes on the wider landscape of the Yarty Valley and provide visual separation to the UC54 link road and the trunk road. Significant areas of new planting are proposed on the earthshaping to link with the existing woodland cover of the valley.

THE A35 HONITON EASTERN BYPASS

7.5.18 CHENEY'S FARM - HIGHER NORTHCOTE FARM

From Cheney's Farm Interchange the route would climb, initially in cutting, up the ridge of a bluff onto the valley side and then on an embankment from a point opposite Higher Northcote Farm and into cutting by Northcote Hill Farm. The Route would have minimal impact upon the local topography since the earthworks would be in scale with the naturally steep and undulating landform and that created by the railway cutting and tunnel entrance. In addition the alignment would cause little disruption to the generally irregular field pattern. However, it would be visually intrusive from distant views as it meanders for this initial length on embankment and across the valley side contrary to the direction of the contours. The strong linearity of the road would be ameliorated by its curved alignment, and by earthworks on land acquired for landscaping which would enable the embankments to be reduced and integrated more naturally with the surrounding undulating landform. The earthworks would be concentrated between Higher Northgate Farm and an area above the railway tunnel entrance. In addition, woodland planting would cut out views of the whole length of this section of road. Woodland planting on the triangular areas of land to be acquired for this purpose would also break up the linearity of the road and link the new vegetation with the fabric of existing hedgerows and copses.

7.5.19 **NORTHCOTE HILL ROAD - OFFWELL JUNCTION**

From just south of Northcote Hill Road to Offwell junction the new road would be in cutting, limiting visual intrusion from surrounding properties and distant viewpoints. However, as the road leaves the steep valley side and crosses the relatively flat plateau area it would cut across the more regular fields on the relatively flat top of the plateau, interrupting the existing hedgelines. To reduce its impact, limited tree planting would be used to disguise and integrate the bridge abutments of Hutgate Road Bridge and to provide links with woodland to be planted on severed land acquired for landscaping. Woodland planting would be carried along the tops of cuttings in discontinuous form so as not to emphasise the linearity, but to screen the road from adjacent properties where necessary. The curved alignment combined with the planting proposed above would minimise the likelihood of a "notch" appearing on the skyline seen from viewpoints lower in the valley.

At Offwell Junction the proximity of the road to existing properties will be mitigated by regrading and planting of the land between. In further consideration of the very close proximity of these properties to the edge of the old road, planting proposals would entail the reinstatement of a hedge bank and open area immediately beyond.

7.5.20 **MOUNT PLEASANT/JUNCTION WITH EXISTING A35**

As the new road rejoins the existing road at Mount Pleasant it would pass close to existing properties, although further away than the existing road. The road would interrupt the line of the adjacent regular fields but planting in the remaining field corners will disguise the disruption to the field pattern. Mounding and planting on land acquired for landscaping would screen views from the existing properties and would help to soften the effects of the new junction.

8.0.0 LANDSCAPE IMPACT - VISUAL APPRAISAL

8.1.0 GENERAL

8.1.1 The following assessment of the visual impact of the proposed Route has been compiled from site visits, photographic survey and desktop studies. The assessments of visibility are based primarily on the road at completion of the construction works. However, where the proposed vegetation plays a key role in mitigating the visual impact the benefits of the new planting scheme are incorporated into the assessment.

8.1.2 The visual assessment takes into account not only the proposed roads and their expected traffic but also the junctions, side roads, bridges, embankments and cuttings along with the lighting which may be associated with the new roundabouts.

8.1.3 The general nature of views to the proposed Route are illustrated on Plan No.7. It should be noted that no point within the study area would have a full view of the whole Route. Local and distant views are referred to separately. Local views are defined as those where the new road would become a significant feature within the immediate confines of particular viewpoints, whereas, distant views are those where the proposals would appear as an element within the wider landscape.

8.2.0 THE RIVER OTTER VALLEY

8.2.1 For the first section of the Route east of Honiton the new road would be within the bottom of the River Otter Valley until it passes the village of Monkton, beyond which it climbs the side of the valley up onto the plateau above. The principal views of the road in the landscape would be from the opposite north side of the valley, from areas such as St Cyres Hill, Crook Hill, Dumpdon Hill, Hartridge and Braddicksknapp Hill. However, there are few opportunities to gain full views across the valley from publicly accessible points as the area is generally not well

served with public footpaths, and views are often limited by topography and vegetation. The exception to this is Dumpdon Hill, a Hill Fort owned by The National Trust, located on the ridge to the west of Monkton in the valley.

- 8.2.2 A number of residential properties and farms have open views across the valley to the Route, although the majority of these views would only include short sections of the proposed road set in the context of a much wider view.
- 8.2.3 With the Route following the line of the valley floor to Monkton, the road would generally be absorbed by the irregular distribution of vegetation which would effectively screen the majority of low angle views.
- 8.2.4 Located on the line of the existing road, and in part between the existing road and the River Otter, the new road will appear as a natural extension of the valley floor due to the shallow slope resulting from additional grading of the embankment on the western margin. From a limited number of points on Dumpdon Hill a view down onto the road would be possible, and with the full width of the proposed dual carriageway in view this may appear as an intrusive element within the overall view.
- 8.2.5 The earthworks and lighting of the proposed A35/A303 junction near Cheney's Farm would rise out of the natural topography to accommodate the overbridge linking to the proposed A35. Whilst the existing retained vegetation on the perimeter of the earthworks would provide some screening, extensive new planting is required at this point to reduce the visual impact of the proposals when viewed from local roads and properties to the north and west, Otter Valley Park in the southeast, and the more distant Dumpdon Hill.
- 8.2.6 The local views most affected by the proposals are on the southern side of the Otter Valley obtained mainly from properties alongside the existing road.

Cheney's Farm and Otter Valley Park would have local views of the A35 junction earthworks although the road, slip roads, and bridge structures would be partly screened by bunding and the enclosure provided by earthshaping and planting. Existing views across the valley, particularly from Otter Valley Park and Ottermere, will be partly obscured by the proposals.

- 8.2.7 Between Honiton and Monkton some 10 properties would be less than 100 metres from the road. These properties include Ottermere, Wylam Farm, Northwood House Farm, Dean's Cottage, Pugh's Farm, Glen Eden, Belview and the properties at Otter View. These are all situated alongside the existing road and would either be level with or higher than the new road. The majority would have some form of a view down onto the construction or associated earthworks. In this location, where space permits, additional land would be acquired for planting to screen the road from the properties and to reduce the increased impact created by the proximity of the existing A30. This would entail a reduction in the potential for uninterrupted views across the valley from several of the properties.
- 8.2.8 At Deans Cottage a view would be available down onto the old road with the new dual carriageway immediately adjacent. Individual trees are proposed at this point which in time would help separate the expanse of construction.
- 8.2.9 Between Monkton and Reddicks Hill the new road climbs the valley to the south side and above the line of the existing road. Cutting across the contours of this transition zone the Route is more exposed to views from settlements and public areas lower in the surrounding valley and on elevated positions on the opposite side of the Otter Valley. The presence of cuttings and embankments would contrast with the landscape and regular field pattern of the area and would be intrusive until the proposed new vegetation had become established. The view points from where this impact would be most apparent are the farm houses and other dwellings below Dumpdon Lane on the opposite side of the Otter Valley, along with the public vantage point of Dumpdon Hill itself.

8.2.10 Provision for local traffic requires an underpass and junctions on the old road near Aplin's Farm the associated minor roads being in cuttings. The extent of earthworks is significantly greater than that required for the new road alone. This disruption to the natural contours would require planting to mitigate its impact from views in the wider landscape, and locally, from the adjoining footpath.

8.2.11 At Claypits Covert the requirement for a large cut slope would have a significant visual impact on the distant views across the valley, particularly as it would entail the clearance of almost the entire covert, with the exception of a narrow band at the higher elevation. However, this is seen as a relatively short-term effect since with re-planting, the continuity of woodland along the scarp slopes would in time be restored.

8.3.0 VINEY LANE - DEVONSHIRE INN, THE PLATEAU AREA

8.3.1 On reaching the plateau area the Route of the proposed road would have little impact on the wider landscape. Views of the road from the north are screened by the extensive cover of woodlands which run along the edge of the plateau on the upper slope of the valley side. From the south and the lower valley area the road would be screened by the landform of the plateau which has only a shallow gradient falling away from the road. This aspect combined with the general absence of footpaths and residential properties results in the road having little significant impact in this area.

8.3.2 The new road bridges over Sandy's Lane and is constructed on embankment as it passes through this point. The road and embankment will have a considerable impact on properties in close proximity, ie. Tree Tops, Avalon and Windwhistle Cottage. Although already influenced by the existing road the new road would be intrusive and would curtail local views.

8.4.0 DEVONSHIRE INN

- 8.4.1 Devonshire Inn Farm would be exposed to a direct view of the dual carriageway and the proposed diversion of the existing minor roads. This visual impact would be mitigated in time by planting between the two roadways. A roundabout is proposed to link the upgraded A303 with the A30 road to Chard, this is located on the top edge of the Otter Valley between areas of existing woodland. The new roundabout is enclosed by mounding and planting, and is likely to be discernable only by reference to traffic movement, which would be visible from a few elevated viewpoints across the valley, as it is at present. Lighting on the roundabout would increase the visibility of this junction at night.

8.5.0 CRINHAYES FARM - NEWCOTT

- 8.5.1 Northeast of Devonshire Inn the Route descends into a side valley of the Otter Valley between Crinhayes Farm and Sand Pit Hill. This section would be visible in the distant views from Beacon Hill across the main river valley.

The road would be constructed on sidelong ground with an embankment on the lowerside and cutting on the upper side. Although there may be views from the most elevated viewpoints around Tiphays Farm, Minons Hill, Moonhayes and Cockhayes the earthworks would merge with the existing steep slopes with minimal conflict.

- 8.5.2 The new road would pass close to the rear of Crinhayes Farm although the farm buildings screen the road at its closest point. From the properties in the hamlet of Newcott the local view would change. Those properties which have a view would be looking down onto the new road and the full expanse of both carriageways. In mitigation, this would be one element low within an expansive view across the Otter Valley and the traffic will be further from the properties, and thus, less intrusive. Rather than screen the road by swathes of new planting it is proposed to plant sporadic trees alongside the road to break up the expanse of construction visible without obscuring the open views across the valley below.

- 8.5.3 Locally Crinhayes Farm, Newcott Cottage, North Newcott, Woodside and Newcott Farm would have open views along the cutting through Sandpit Hill. In time however planting within the road boundaries, and on additional land acquired for landscape works, would considerably reduce the opportunity for views as well as reducing the impact of the cutting slopes.

8.6.0 STOPGATE CROSS - MARSH

- 8.6.1 Beyond Sandpit Hill the Route cuts across the plateau to Stopgate Cross before descending a side valley of the Yarty Valley to Marsh. The junctions with the existing side roads, and on/off slip roads, entail a significant land take at Stopgate Cross. However, with the exception of the overbridge and small roundabout, which benefits from adjacent earthshaping, the new road is in cutting and the visual impact of these works would be minimal. There are few opportunities to view this point from an equal elevation, and Crookham Farm nearby to the east is located lower on the valley slope. Situated immediately adjacent to the western slip road, Homeview will be exposed to glimpsed views from the slip road and main carriageway until adjacent planting provides a screen. Similarly, Stopgate Cross Filling Station and Bungalow, and Eastgate Bungalow will be enclosed by immediately adjacent road proposals, however earthshaping, and in time planting, will significantly reduce this impact. Lighting on the roundabout would be visible at night from locations in the Otter and Yarty Valleys.

- 8.6.2 The descent to Marsh would inevitably have a significant visual impact as the Route has to cross the upper portion of a side valley of the River Yarty on embankments and through existing woodland.

The hamlet of Howley and the properties and lanes surrounding it on the hillside opposite have a direct view into the valley and the road will be clearly visible. In addition the clearance of the existing tree cover from parts of the valley would

be a dramatic change in the short term although the long term impact would be reduced by extensive new planting. The existing wooded character would allow the proposed embankments to be heavily planted without detriment to the existing pattern of woodland and pasture.

- 8.6.3 To join the end of the Marsh Bypass the new Route requires an embankment on the hillside above the two listed buildings of Birch Mills and the Old Thatch. The new embankment and road would be a significant intrusion in the views from these dwellings until the proposed planting becomes established on the embankments. Grading of the slopes between the Route and the UC54 link road, in combination with significant areas of planting, would significantly reduce the visual impact locally and link with the irregular pattern of woodland in the area.

8.7.0 THE A35 HONITON EASTERN BYPASS

- 8.7.1 The link to the A35 from the new road climbs the southern side of the Otter Valley from the Cheney's Farm junction to Hutgate Road, beyond which it follows the shallower gradients of the plateau above the valley. For the ascent to the plateau the new road would be clearly visible to a large number of viewpoints on the north side of the valley opposite, from Dumpdon Hill around to Crook Hill near Honiton. The majority of these views are from private dwellings and farms.

The opportunities for views from public areas are limited to glimpsed views from gateways on the lanes, a footpath from Hill House to Lower Wick and Dumpdon Hill. Whilst locally the new junction would intrude on the foreground to views from Otter Valley park, earthshaping and, in time, the proposed planting surrounding the junction will significantly ameliorate this effect. Limited views of the higher sections of the road's ascent would be visible from houses on the edge of Honiton in the vicinity of the existing A35 entrance to the town, although these will be relatively distant.

- 8.7.2 The visual intrusion caused by the new road would be less significant than such an exposed position may suggest. The scale of earthworks in both embankments and cuttings marries in with the undulating nature of the terrain. In addition, grading of the main areas of embankment to follow local gradients, particularly on the north facing embankment, will integrate the road with its immediate surroundings. The curving alignment will ensure that landform and planting intersect with general views, thereby allowing views only to sections of the road. This is particularly relevant in a situation where a wet reflective road surface could exacerbate the impact of the road in many distant views.
- 8.7.3 The proposed Route skirts an area of the valley side with a localised strong cover of hedgerow trees and small woodlands. The benefit of this is that the road can be heavily planted without affecting the overall character of the landscape and although generally visible early on, in time planting would significantly ameliorate the road's impact.
- 8.7.4 Beyond Otter Valley Park the affect on local views around the new road would be limited. Three properties, Middle Northcote Farm, Northcote Hill Farm and The Bungalow would have views across the spur valley to the most significant areas of embankment on the ascent. The traffic and the earthworks would be intrusive in views until the proposed planting is established.
- 8.7.5 On reaching the plateau area the road would be effectively screened by the cutting and the visual impact minimal. the overbridge at Hutgate Road in combination with planting and the curving alignment would present a visible 'notch' appearing on the skyline to views from locations lower in the Otter Valley. A view, in the early years, from the first floor of Dumpdon View and Oak View on Northgate Lane into this cutting, may be possible until the planting becomes established.

9.0.0 SUMMARY AND CONCLUSION

9.1.0 SUMMARY

9.1.1 THE LANDSCAPE OF THE STUDY AREA

Predominantly rural, and characterised by a distinctive landscape of ridges and valleys, the existing landscape is both of high quality and attractive, consistent with its recent designation as an AONB. Within this generally formed landscape lie only small, scattered settlements. Along with the characteristic woodland vegetation on the steeper valley sides there are a number of sites of ecological and archaeological interest.

9.1.2 THE EXISTING A30/303/35 CORRIDOR

Traversing a landscape of ridges and valleys the existing A30/303 has to climb from an elevation of 100 metres in the valley at the northeast of Honiton to 260 metres at Devonshire Inn on the ridgeline before subsequently descending into the Yarty Valley to join with the existing Marsh Bypass at Marsh. The existing road is narrow, close to properties and entails a number of severe bends. The A30/303 constitutes an important inter-regional route into the Southwest region and the proposals would improve sub-standard sections to both this road and the A35.

9.1.3 THE CAPACITY OF THE LANDSCAPE TO ABSORB ROAD DEVELOPMENT

The nature of the landscape, its character, scale and topography, dictate its capacity to absorb road development, and analysis shows that whilst the valley bottoms and ridge tops can integrate new road development well, the valley sides, necessitating steep ascents, pose greater problems. Impact can also be generally reduced by proposals which follow closely the line of the existing road.

9.1.4 PLANNING CONTEXT

The proposed road runs through areas which are covered by landscape protection policies. Almost the total length of road, existing and proposed, lie within the Blackdown Hills AONB with a small section located within the East Devon AONB. A number of SSSI's are located within the study area but none are affected by route proposals.

Although not formally designated, a number of areas of conservation value have been identified some of which are traversed by the road. Several listed buildings are located close in proximity to the road. A significant number of archaeological sites have been identified along the route and further investigation will be necessary for their full evaluation.

9.1.5 ALTERNATIVE ROUTES

Many alternative alignments were considered during the route planning process and many were rejected for engineering, environmental and cost reasons. The remaining alternatives were all relatively close to the existing alignment although the proposals for the A35 diverged from this principle in order to tie in with proposals for the A30/A303. The main alternatives displayed greatest variation where the proposed road ascended the valley sides, the area deemed to be visually sensitive. For the Public Consultation the routes identified as having the best balance in engineering and environmental terms were:-

- A30/303 - The Blue and Red routes
- A35 - The Green route

9.1.6 THE PUBLISHED ROUTE

Following Public Consultation and further amendments to improve the alignment and reduce the environmental impact, the Published Route was announced as:-

- A30/303 - The Blue and modified Red route
- A35 - The modified Green route

In general terms the Published Route represented the alignment which follows closely the existing A30/303 and which it is considered strikes the best balance between engineering and environmental factors. This is principally achieved by proposing an alignment which follows the edge of the Otter Valley before climbing the valley side, making use of the natural screening created by the linear woodlands, before levelling out on the plateau. In the absence of settlements and viewpoints on the plateau the road is generally further hidden by its location in cutting until it descends into the Yarty Valley to join the Marsh Bypass.

Note, following the public exhibition in June 1992 the alignment was subject to a number of minor amendments - see paragraph 1.1.

9.1.7 LANDSCAPE PROPOSALS

Extensive landscape proposals would be implemented along the proposed route to assist in the integration of the road with existing landscape forms and features, and to minimise the impact on both the context of local and wider views. Proposals are achieved through a combination of earthshaping and planting of trees, grass, and shrubs, appropriate for the immediate location.

Planting will tie in with existing hedgerows, copses and woodland, and will in time, produce a vegetation structure that is in harmony with the existing vegetation character. Planting, particularly woodland, will over time create a visual barrier to screen the road, junctions and traffic from view. Appropriate indigenous plant species will be used along with length of the road.

9.1.8 LANDSCAPE IMPACT

The impact of the proposed route would be mitigated by its sensitive location particularly in the bottom of the Otter Valley and on the ridgeline/plateau. In the former case, the significant and irregular distribution of vegetation would provide a degree of natural screening, and in the latter, the absence of settlements and viewpoints minimises intrusion. Impact would be greatest where the road ascends and descends the Otter and Yarty Valleys respectively. In the Otter Valley the road and its earthworks would be exposed to elevated viewpoints such as Crooks Hill and Dumpdon Hill, and similarly as the road descends into the Yarty Valley to Marsh it would be visible from Howley and the surrounding area. In both these locations the scale of the road and its earthworks would contrast with the form and scale of the landscape although proposed planting would considerably mitigate this effect in time.

The road passes in close proximity to a number of residential properties and listed buildings however in most cases they are already close to the existing road and earthworks and planting proposals are incorporated to mitigate the impact. The route generally avoids designated conservation areas. However, two areas of local conservation interest are affected at Claypits Covert and Knightshayne Bottom, but the proposals would replace or reinstate these areas to ensure that their visual as well as ecological interest was maintained over time.

The proposed roundabouts would be illuminated, and whilst proposed and existing planting would help obscure the columns, there may be further intrusion from the lights at night until planting matures.

The A35 Honiton Eastern Bypass, although a new construction, will integrate well with the nature of the landform and vegetation as it sweeps in a curve up to Offwell Junction. The curving alignment combined with existing and proposed planting will considerably mitigate its impact from elevated viewpoints in the northwest of the Otter Valley.

9.2.0 CONCLUSION

The conclusion to the report must be considered in the context of the road improvement having been justified along this corridor in strategic and traffic terms. Given this point and the environmental constraints, the preferred line gives the best opportunity for integrating the improved road into the landscape.

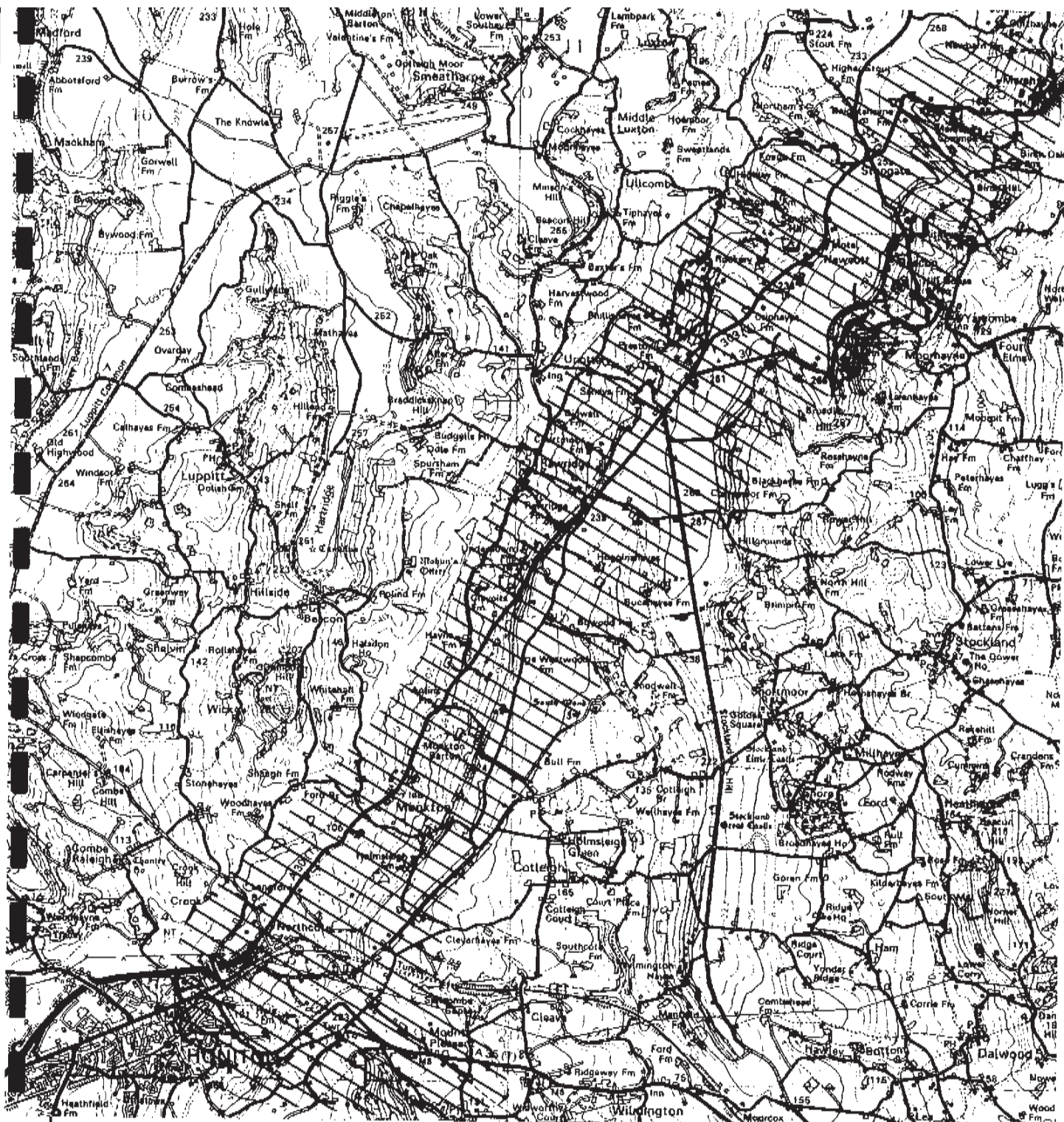
- 9.2.1 Whilst the nature of the landscape and landform pose some significant problems from both the engineering and environmental standpoints, they also provide a number of opportunities to assist the assimilation of the proposed road, and the mitigation of its visual effects.

When mature, the proposed planting will link well with the fabric of the existing landscape and significantly ameliorate the impact of the road on most nearby properties and on local and distant views. In the shorter term, earthmounding will help to reduce the impact of the road in sensitive areas.

It is concluded that the proposed road strikes a satisfactory balance between engineering and environmental factors and that the extensive landscaping proposals will provide a high degree of mitigation and enhancement, and will result in good integration of the road into the surrounding landscape.

APPENDIX 1

1. A30/303 Marsh to Honiton Improvement and A35 Honiton Eastern Bypass ENVIRONMENTAL STATEMENT. Prepared by Rendel Palmer and Tritton 1992.
2. A30/303/35 Marsh to Honiton and Honiton Eastern Bypass ECOLOGICAL APPRAISAL. Produced for RPT by Kings Environmental Services, London, June 1992. Updated June 1993 (Environmental Statement, Volume 2, Part B)
3. A preliminary ARCHAEOLOGICAL REPORT of the preferred route of the A30/303 (Honiton-Marsh) and A35 Honiton Eastern Bypass. Produced by Exeter Museums Archaeological Field Unit. Report No.89 June 1992. Updated June 1993 (Environmental Statement, Volume 2, Part C)
4. Manual of Environmental Appraisal. Department of Transport 1983.
5. The Blackdown Hills Landscape. Countryside Commission publication CCP 258.
6. Design Manual for Roads and Bridges. Department of Transport Dec 1992. (Note reference document only available at time of issue of the revised Landscape Report).



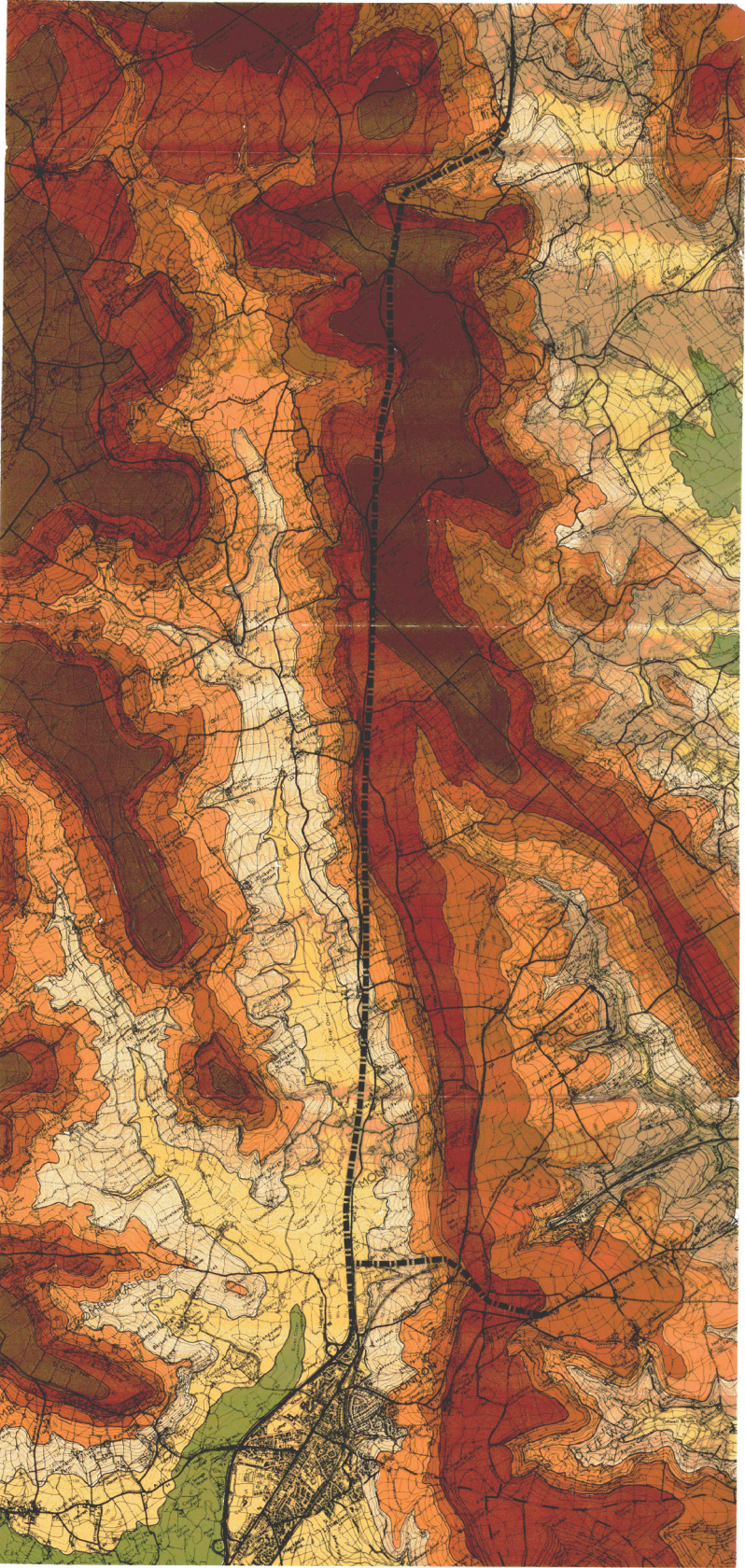
Macgregor Smith
Landscape Consultants
Charlotte House
12 Charlotte Street
Bath BA1 2NE

Rendel, Palmer and Triton
Consulting and Designing Engineers
61 Southwark Street
London
SE1 1SA

Date: June 1992

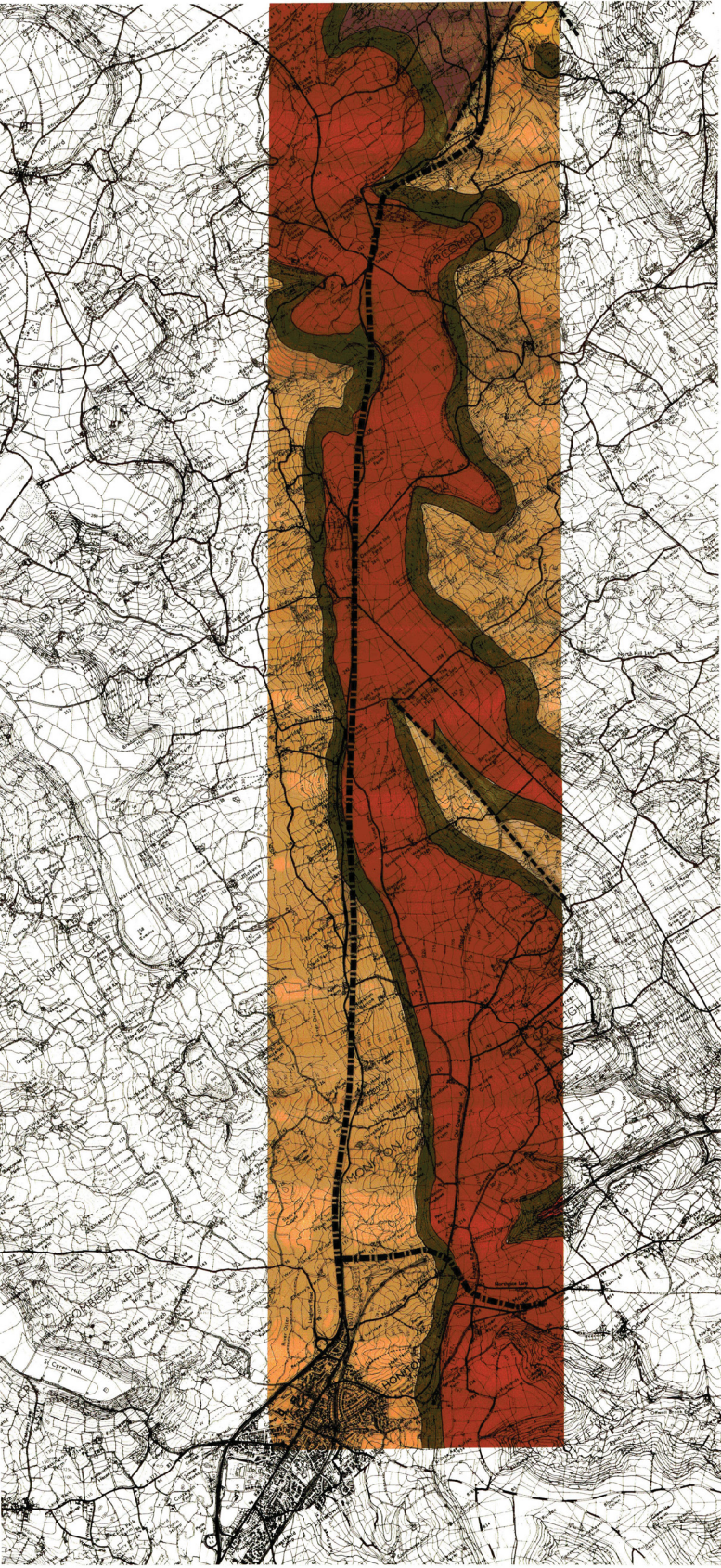
PLAN I THE STUDY AREA










Department of Transport
South West Region

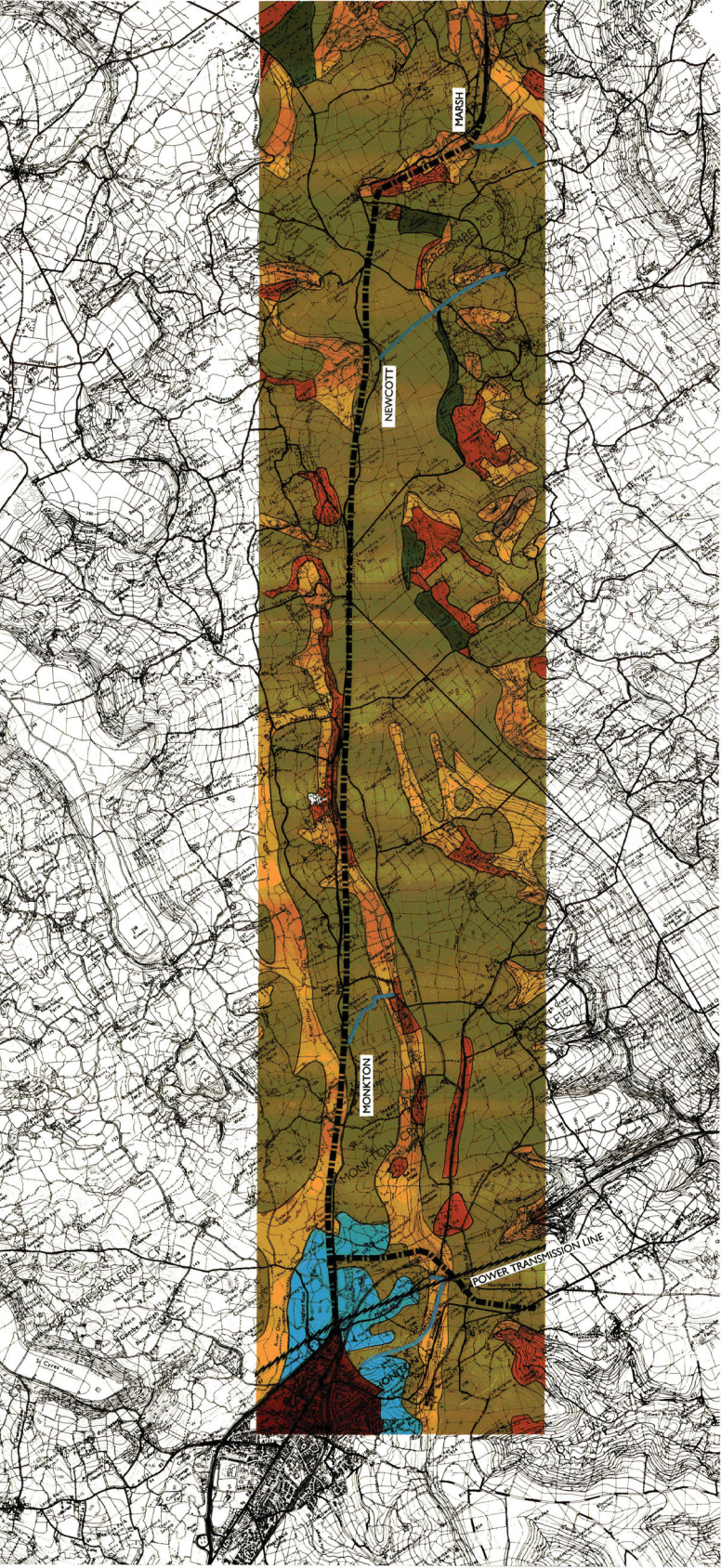


A303/A30 TRUNK ROAD IMPROVEMENT MARSH TO HONITON	
Landscape Report	
TOPOGRAPHY	
Legend	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>
Below 91 m	
91 - 122 m	
122 - 152 m	
152 - 183 m	
183 - 213 m	
213 - 244 m	
Over 244 m	
Published Route	<div><div></div><div></div><div></div></div>
Flaggegar South Charlton House 13 Charlton Street Bath BA1 2HE	Rosell Palmer and Tison Charlton House 61 Southwick Street London SE1 1SA
Date: June 1993	Scale: 1:25,000
PLAN 2	
Department of Transport South West Region	

A303/A30 TRUNK ROAD IMPROVEMENT MARSH TO HONITON	
Landscape Report	
GEOLOGY	
Legend	
EOCENE/RECENT Clay with flints	
CRETACEOUS Upper Greensand	
Gault	
JURASSIC Lower Lias	
TRIASSIC and PERMIAN Rhaetic Beds	
Mercia Mudstone (Keuper Marl)	
Alluvial and Valley Gravel Deposits not shown	
Fault	
NOTE: Drawing based on 1:50,000 scale Geological Maps by the British Geological Survey	
Published Route	
Pieringer South Geological Consultants Charlotte House 12 Charlotte Street Bath BA1 2HE	
Rusell Palmer and Trisco Geological Engineering 61 Southwell Street London SE1 1SA	
Date: June 1992	Scale: 1:25,000
PLAN 3	
Department of Transport South West Region	



A303/A30 TRUNK ROAD IMPROVEMENT MARSH TO HONITON	
Landscape Report	
LAND CLASSIFICATION	
Legend	
AGRICULTURAL LAND / UNITS	
Grade 2	
Grade 3	
Grade 4	
Grade 5	
NON AGRICULTURAL LAND	
Urban use	
Primary Non Agricultural Use	
Forestry Commission	
Footpaths/Rights of Way	
Published Route	
Macgregor Smith Landscape Consultants 12 Charltons Street Bath BA1 2NE	
Rendel Palmer and Triton Consulting and Designing Engineers 120 Park Street London SE1 1SA	
Date: June 1992	Scale: 1:25,000
PLAN 4	
Department of Transport South West Region	



A303/A30 TRUNK ROAD IMPROVEMENT
MARSH TO HONITON

Landscape Report

ALTERNATIVE ROUTES

Legend

Blackdown Hills - Area of
Outstanding Natural Beauty

East Devon - Area of
Outstanding Natural Beauty

Area of Great Landscape Value

Area of Nature Conservation Value

Listed Buildings

Tree Preservation Orders

Footpaths/Rights of Way

Alternative Routes

Published Route

Mr George Smith
Landscape Consultants
41 Southdown Street
Bath BA1 7NE
SSE 15A

Rosalee Pinner and Titon
Consulting and Designing Engineers
41 Southdown Street
Bath BA1 7NE
SSE 15A

Date: June 1992

Scale: 1:25,000

PLAN 5

Department of Transport
South West Region

The map displays a topographic view of the area between Marsh and Honiton. A dashed line indicates the proposed route for the A303/A30 Trunk Road Improvement. Numbered markers (1-10) are placed along this route. The map is overlaid with a color-coded grid representing different landscape values: Blackdown Hills (Area of Outstanding Natural Beauty) in light orange, East Devon (Area of Outstanding Natural Beauty) in medium orange, Area of Great Landscape Value in dark orange, and Area of Nature Conservation Value in green. Other features include listed buildings (black dots), tree preservation orders (black outlines), footpaths/rights of way (thin black lines), alternative routes (dashed lines), and published routes (solid lines). The map also shows the locations of Honiton and Boveham, and includes a legend for the various landscape features.

A303/A30 TRUNK ROAD IMPROVEMENT
MARSH TO HONITON

Landscape Report

PUBLISHED ROUTE

Legend

Blackdown Hills - Area of Outstanding Natural Beauty

East Devon - Area of Outstanding Natural Beauty

Area of Great Landscape Value

Area of Nature Conservation Value

Listed Buildings

Tree Preservation Orders

Footpaths/Rights of Way

Published Route

Mr George Smith
Landscape Consultants
Charlotte House
14 Southdown Street
Bath BA1 2HE

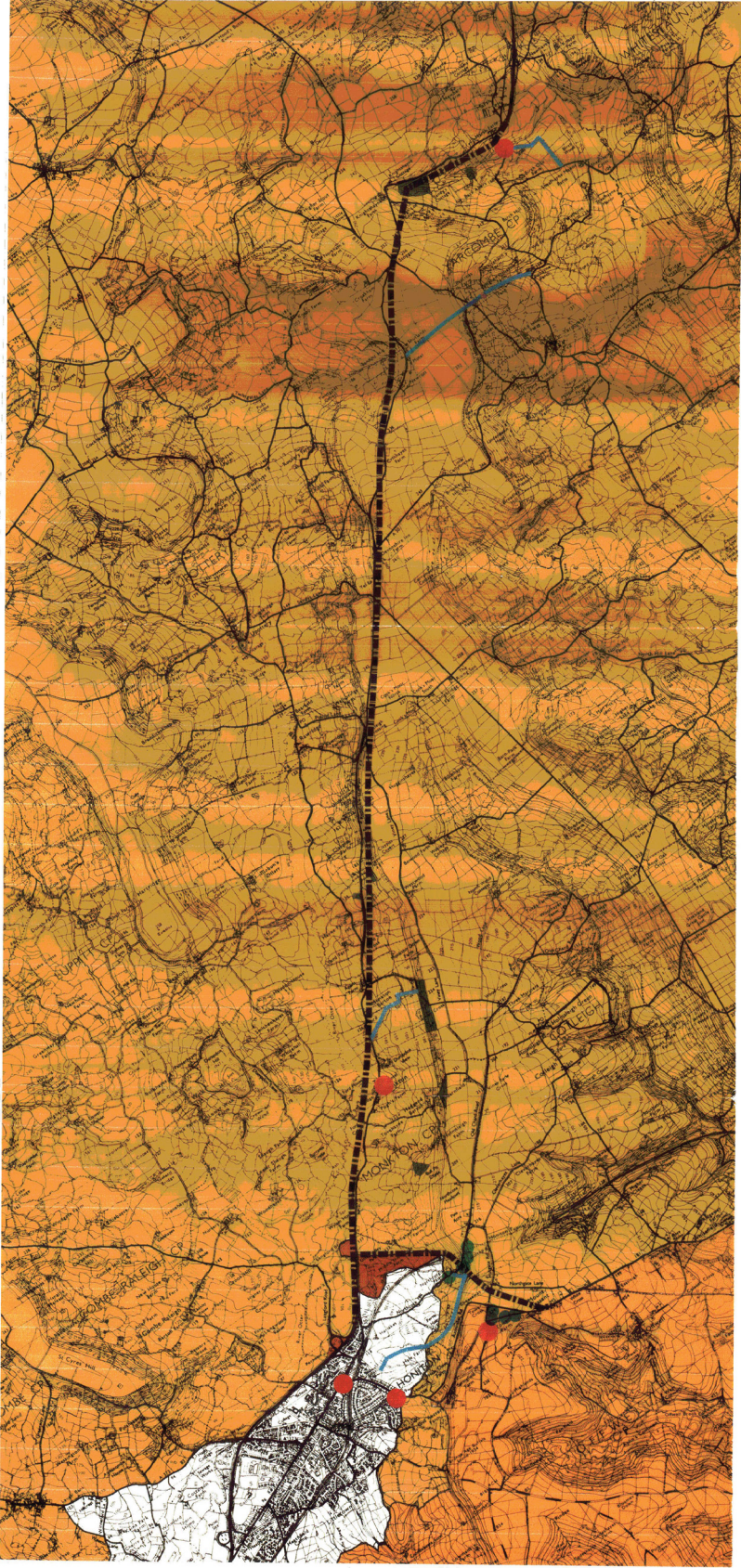
Rosalee Palmer and Tishon
Consulting and Designing Engineers
41 Southdown Street
Bath BA1 2HE

Date: June 1992

Scale: 1:25,000

PLAN 6

Department of Transport
South West Region



A302/A30 TRUNK ROAD IMPROVEMENT
MARSH TO HONITON

Landscape Report

VISUAL APPRAISAL

Legend

Area of Potential Views of the
proposed road

Power transmission line - existing
intrusive element in the landscape

Principal Public Viewpoints

1

2

3

4

5

Dumpton Hill view to Cheney's Farm
Junction and A35 link
Dumpton Hill view to Apkins Farm
and Claypits covert
Beacon Hill view to Devonshire Inn
Farm
Beacon Hill view to Newcott and Sand
Pit Hill
Howley view to crossing of
Knights Hayne Bottom
Published Route

Placemaster South
Planning Consultants
12 Chalk Lane
Bath BA1 1NE

Russett Palmer and Triton
Planning Consultants
41 Southpark Street
London
SE1 1EA

Date: June 1992

Scale: 1:25,000

PLAN 7

Department of Transport
South West Region

The map displays a topographic representation of the Dumpton Hill area, characterized by brown contour lines indicating elevation. A prominent road, the A302/A30 Trunk Road, runs vertically through the center of the map. To the left of the road, the Dumpton Hill National Trust is marked. Several specific viewpoints are identified with numbered blue circles and arrows: 1. Dumpton Hill view to Cheney's Farm; 2. Junction and A35 link; 3. Dumpton Hill view to Apkins Farm and Claypits covert; 4. Beacon Hill view to Devonshire Inn Farm; 5. Beacon Hill view to Newcott and Sand Pit Hill. A black line representing the 'Published Route' is shown at the bottom of the map. A legend in the bottom right corner explains the symbols used, including the area of potential views, existing power transmission lines, and the principal public viewpoints. A scale bar and north arrow are also present.

A303/A30 TRUNK ROAD IMPROVEMENT MARSH TO HONITON

Landscape Report

LANDSCAPE PROPOSALS

Legend

Existing Woodland and Hegderows



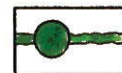
Proposed earth shaping area



Proposed areas of new planting



Proposed new Hedgerow
and Hedgebanks



Boundary of land to be retained
by the Department



Boundary of land to be regraded
and returned to agriculture



Macgregor Smith
Landscape Consultants
Charlotte House
12 Charlotte Street
Bath BA1 2NE

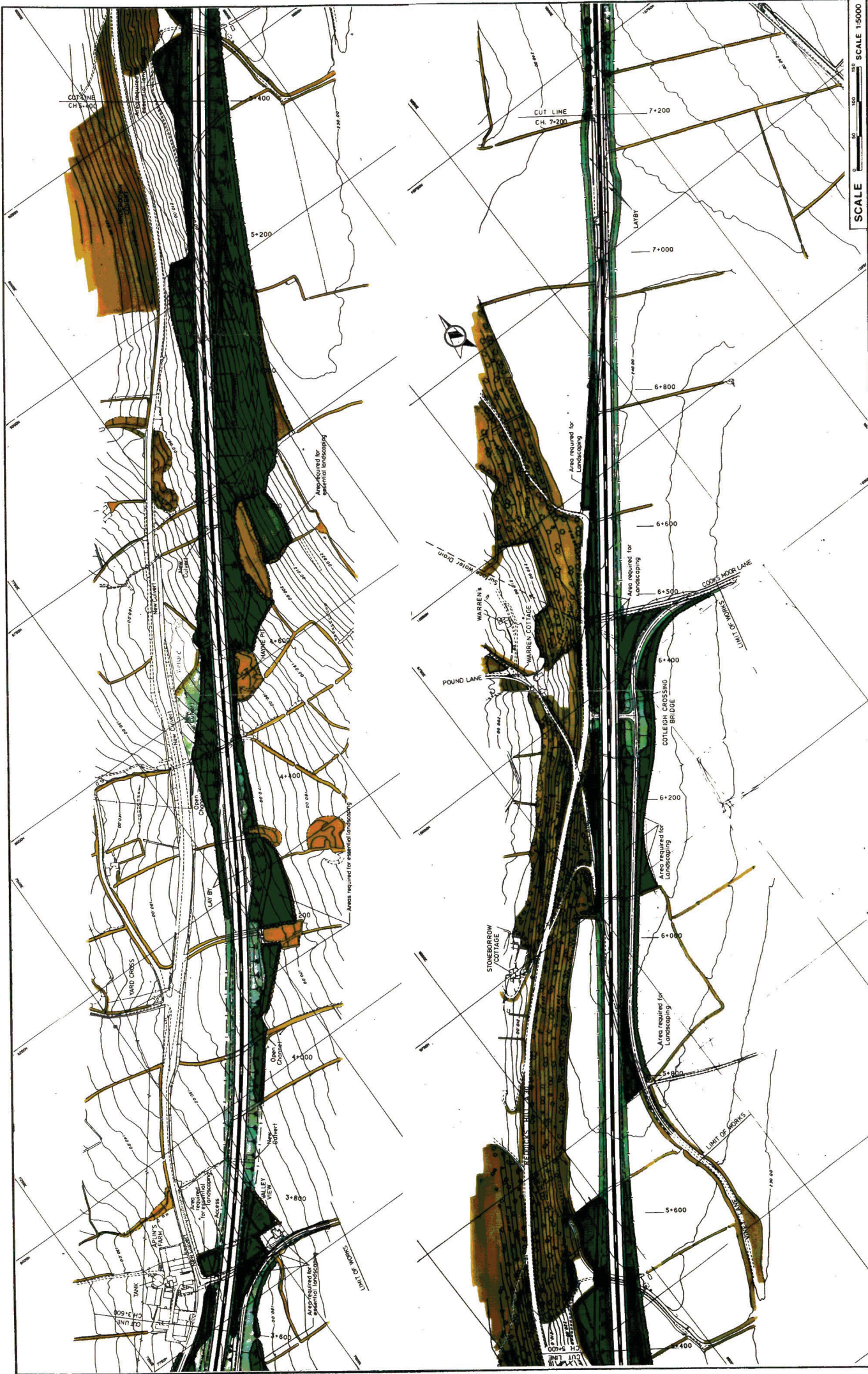
Rendel Palmer & Triton
Consulting Engineer
61 Southwark Street
London SE1 1SA

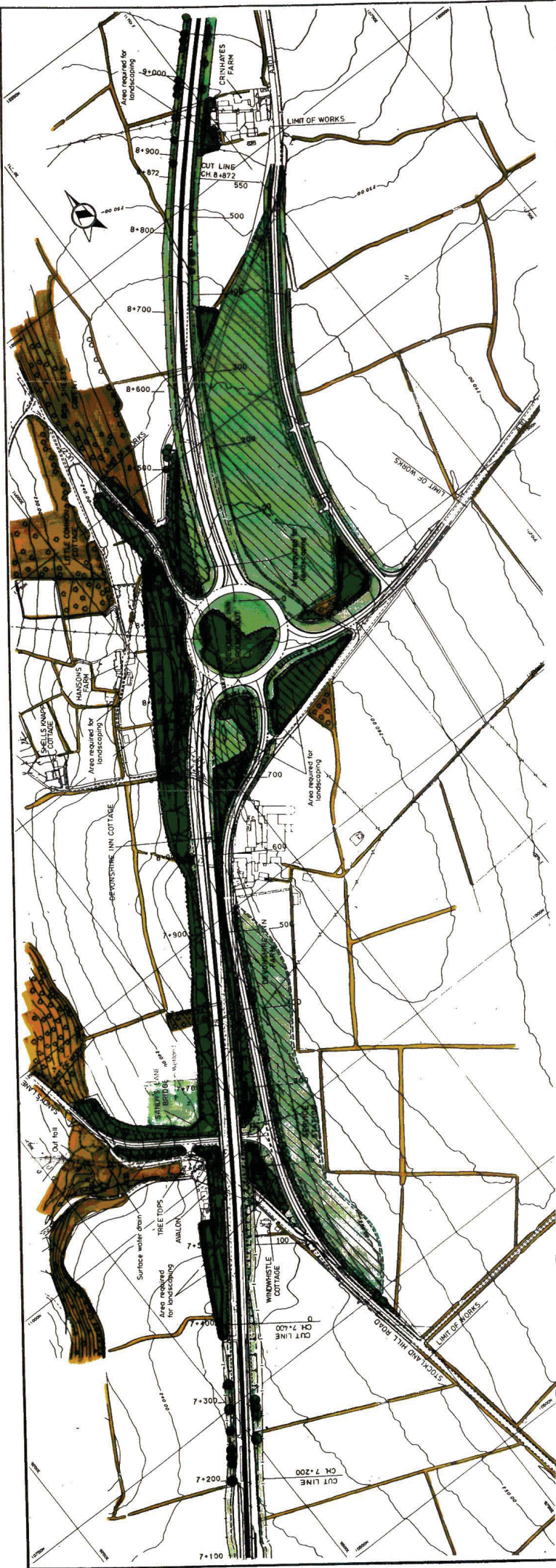
Date: July 1993

Scale: 1:5,000

PLAN 8 (sheets 1 - 5)

Department of Transport
South West Region





SCALE

SCALE 1:5000


RENDEL PALMER & TRITTON
DEVELOPMENT & ENGINEERING CONSULTANTS
61 SOUTHWARK STREET
LONDON SE1 1SA

TEL: 071 928 8999	TEL: 071 928 8999	DATE: JULY 1993
FAX: 071 928 8566		SHEET: 4
PLAN 8		

**A30 / A303
MARSH TO HONITON IMPROVEMENT
& A35 HONITON EASTERN BYPASS**

LANDSCAPE PROPOSALS

MACGREGOR SMITH
LANDSCAPE SUB-CONSULTANTS
CHARLOTTE HOUSE
12 CHARLOTTE STREET
BATH BA1 2NE



THE DEPARTMENT
OF TRANSPORT

SOUTH WEST CONSTRUCTION PROGRAMME DIVISION
TOLLGATE HOUSE, HOLLTON STREET,

BRISTOL BS2 9DJ



<p>SCALE 1:5000</p> <p>0 50 100 150</p>	<p>RENDEL PALMER & TRITTON DEVELOPMENT & ENGINEERING CONSULTANTS 81 SOUTHMARK STREET LONDON SE1 1SA TEL: 071 925 8889 FAX: 071 925 8446</p>	<p>PLAN 8 SHEET: 5 DATE: JULY 1993</p>
	<p>A30/A303 MARSH TO HONITON IMPROVEMENT & A35 HONITON EASTERN BYPASS</p>	
	<p>LANDSCAPE PROPOSALS</p>	
	<p>MACGREGOR SMITH LANDSCAPE SUB-CONSULTANTS CHARLOTTE HOUSE 12 CHARLOTTE STREET BATH BA1 2NE</p>	
<p>THE DEPARTMENT OF TRANSPORT SOUTH WEST CONSTRUCTION PROGRAMME DIVISION TOLLGATE HOUSE, HOULTON STREET, BRISTOL BS2 9DU</p>		