



**A380 South Devon Link Road Kingskerswell Bypass**

**Public Inquiries**

**Proof of Evidence**

**Landscape, Townscape and Visual**

**Volume 3: Appendices 1 - Text**

by

**Rosalyn Guard BSc, MA, CMLI**

**June 2009**



This Proof of Evidence is presented in the following documents:

Volume 1	Summary	DCC/SUM/6
Volume 2	Proof Text	DCC/P/6
Volume 3	Appendices 1 - Text	DCC/A1/6
Volume 4	Appendices 2 - Figures	DCC/A2/6

<b>CONTENTS</b>	<b>Page</b>
<b>APPENDIX LA 1</b>	<b>1</b>
Methodology	
<b>APPENDIX LA 2</b>	<b>13</b>
CPRE Definitions of Tranquillity and Tranquillity Map of Devon	
<b>APPENDIX LA 3</b>	<b>17</b>
Landscape and Townscape Character Areas Baseline Evaluations	
<b>APPENDIX LA 4</b>	<b>19</b>
Property Visual Effects Schedule	
<b>APPENDIX LA 5</b>	<b>41</b>
Visual Effects on Settings of Scheduled Monuments and Listed Buildings and Structures	
<b>APPENDIX LA 6</b>	<b>43</b>
Visual and Tranquillity Effects on Public Rights of Way	
<b>APPENDIX LA 7</b>	<b>45</b>
Visual and Tranquillity Effects on Public Recreation Areas and Open Spaces	
<b>APPENDIX LA 8</b>	<b>47</b>
WebTAG: Background to Worksheet 4.6	
<b>APPENDIX LA 9</b>	<b>53</b>
Correspondence with Objector 37	

## APPENDIX LA 1

### ASSESSMENT METHODOLOGIES

#### LANDSCAPE ASSESSMENT

**Table LA 1: Landscape Quality Criteria**

The definitions incorporate the value placed on landscape by society, which is formalised in planning designations.

	<b>Definition</b>
<b>Highest Quality</b>	Areas and/or features, which have a particularly high value, by nature of their condition, high scenic qualities, strong characteristics such as pattern and landcover, cultural associations, and/or relative position and amenity including level of tranquillity. These are likely to be, but not necessarily, within a National Park or Area of Outstanding Natural Beauty, Registered Park and Garden or within a World Heritage Site.
<b>Very Attractive</b>	Areas and/or features, which are considered to be of high value by virtue of their positive characteristics such as pattern and landcover, sense of place or local or cultural associations and level of tranquillity. These areas will be of regional or local importance and are likely to be, but not necessarily, designated by the planning authority as being of landscape value
<b>Good</b>	Landscapes and/or features, which retain a positive character such as pattern or landcover and a sense of place or local or cultural associations and a degree of tranquillity. These areas are unlikely to be designated for their landscape value
<b>Ordinary</b>	Landscapes in fair to poor condition, which have undergone change to the extent that they no longer have a distinctive local character such as pattern and/or landcover, or particular aesthetic quality, or they lack cultural associations or tranquillity.
<b>Poor</b>	Degraded landscapes and/or features in poor condition whose distinctive character and aesthetic quality has been seriously damaged.

**Table LA 2: Landscape Capacity Criteria**

DMRB suggests that Capacity should be *'based on its vulnerability to degradation through the introduction of new features or the loss of existing components'*. The points considered for capacity assessment are presented below.

	<b>Definition</b>
<b>Greatest Capacity</b>	Where a scheme could be fitted into the landform, would not necessitate extensive earthworks or loss of rare or important elements or features and would not result in a fundamental change of character.
<b>Medium Capacity</b>	Where a scheme would require some earthworks which could not be blended into the natural landform, would involve some loss of rare or important elements or features and change of character.
<b>Least Capacity</b>	Where a scheme would require major earthworks which could not be blended into the natural landform, would necessitate considerable loss of rare or important elements or features and would result in a fundamental change of character.

**Table LA 3: Landscape Effects Significance Criteria**

In order to establish the significance of the overall effects I referred to the scale shown in the table below, based upon the methodology found in TAG (CD 4.45) Unit 3.3.7, which has been developed and used in other major highway schemes. This table gives examples of definitions (which include references to landscape quality, capacity and magnitude of impact) but these definitions do not cover all of the factors which can affect significance so the table has been used as a guide. The selection of the appropriate Category of significance has involved professional judgement, assessing the predicted magnitude of impact in the light of the existing quality and capacity of the affected landscape.

Score	Comment
<b>Large beneficial (positive) effect</b>	Very few if any investment proposals are likely to merit this score.
<b>Moderate beneficial (positive) effect</b>	<p>The proposals provide an opportunity to enhance the landscape because:</p> <ul style="list-style-type: none"> <li>• they fit very well with the scale, landform and pattern of the landscape.</li> <li>• there is potential, through mitigation, to enable the restoration of characteristic features, partially lost or diminished as the result of changes resulting from intensive farming or inappropriate development.</li> <li>• they will enable a sense of place and scale to be restored through well-designed planting and mitigation measures, that is, characteristic features are enhanced through the use of local materials and species used to fit the proposal into the landscape.</li> <li>• they enable some sense of quality to be restored or enhanced through beneficial landscaping and sensitive design in a landscape which is not of any formally recognised quality.</li> <li>• they further government objectives to regenerate degraded countryside.</li> </ul>
<b>Slight beneficial (positive) effect</b>	<p>The proposals:</p> <ul style="list-style-type: none"> <li>• fit well with the scale, landform and pattern of the landscape.</li> <li>• incorporate measures for mitigation to ensure they will blend in well with the surrounding landscape.</li> <li>• will enable some sense of place and scale to be restored through well-designed planting and mitigation measures.</li> <li>• maintain or enhance existing landscape character in an area which is not a designated landscape, nor vulnerable to change.</li> <li>• avoid conflict with government policy towards protection of the countryside.</li> </ul> <p style="text-align: right;">(cont.,)</p>

<p><b>Neutral effect</b></p>	<p>The proposals are well designed to:</p> <ul style="list-style-type: none"> <li>• complement the scale, landform and pattern of the landscape.</li> <li>• incorporate measures for mitigation to ensure that the scheme will blend in well with surrounding landscape features and landscape elements.</li> <li>• avoid being visually intrusive nor have an adverse effect on the current level of tranquillity of the landscape through which the route passes.</li> <li>• maintain existing landscape character in an area which is not a designated landscape, that is, neither national or local high quality, nor is it vulnerable to change.</li> <li>• avoid conflict with government policy towards protection of the countryside.</li> </ul>
<p><b>Slight adverse (negative) effect</b></p>	<p>The proposals:</p> <ul style="list-style-type: none"> <li>• do not quite fit the landform and scale of the landscape.</li> <li>• although not very visually intrusive, will impact on certain views into and across the area.</li> <li>• cannot be completely mitigated for because of the nature of the proposal itself or the character of the landscape through which it passes.</li> <li>• affect an area of recognised landscape quality.</li> <li>• conflict with local authority policies for protecting the local character of the countryside.</li> </ul>
<p><b>Moderate adverse (negative) effect</b></p>	<p>The proposals are:</p> <ul style="list-style-type: none"> <li>• out of scale with the landscape, or at odds with the local pattern and landform.</li> <li>• are visually intrusive and will adversely impact on the landscape.</li> <li>• not possible to fully mitigate for, that is, mitigation will not prevent the scheme from scarring the landscape in the longer term as some features of interest will be partly destroyed or their setting reduced or removed.</li> <li>• will have an adverse impact on a landscape of recognised quality or on vulnerable and important characteristic features or elements.</li> <li>• in conflict with local and national policies to protect open land and nationally recognised countryside as set out in PPG7 and PPG2.</li> </ul>

<p><b>Large adverse (negative) effect</b></p>	<p>The proposals are very damaging to the landscape in that they:</p> <ul style="list-style-type: none"> <li>• are at considerable variance with the landform, scale and pattern of the landscape.</li> <li>• are visually intrusive and would disrupt fine and valued views of the area.</li> <li>• are likely to degrade, diminish or even destroy the integrity of a range of characteristic features and elements and their setting.</li> <li>• will be substantially damaging to a high quality or highly vulnerable landscape, causing it to change and be (cont..) considerably diminished in quality.</li> <li>• cannot be adequately mitigated for.</li> <li>• are in serious conflict with government policy for the protection of nationally recognised countryside as set out in PPG7.</li> </ul>
<p><b>Very Large adverse (negative) effect</b></p>	<p>The proposals would result in exceptionally severe adverse impacts on the landscape because they:</p> <ul style="list-style-type: none"> <li>• are at complete variance with the landform, scale and pattern of the landscape.</li> <li>• are highly visual and extremely intrusive, destroying fine and valued views both into and across the area.</li> <li>• would irrevocably damage or degrade, badly diminish or even destroy the integrity of characteristic features and elements and their setting.</li> <li>• would cause a very high quality or highly vulnerable landscape to be irrevocably changed and its quality very considerably diminished</li> <li>• could not be mitigated for, that is, there are no measures that would protect or replace the loss of a nationally important landscape.</li> <li>• cannot be reconciled with government policy for the protection of nationally recognised countryside as set out in PPG7.</li> </ul>

## TOWNSCAPE ASSESSMENT

**Table LA 4: Townscape Quality Criteria**

	<b>Definition</b>
<b>Highest Quality</b>	Areas which have a particularly high value, by nature of their condition, strong characteristics, cultural associations and amenity. These are likely to be, but not necessarily, within a World Heritage Site or a Conservation Area of nationally noted importance.
<b>Very Attractive</b>	Areas which are considered to be of high value by virtue of their positive characteristics, sense of place or local or cultural associations. These areas will be of regional or local importance and are likely to be, but not necessarily, designated by the planning authority as Conservation Areas.
<b>Good</b>	Areas which retain a positive character and a sense of place and/or are of local interest or have local cultural associations. These areas are unlikely to be designated for their landscape or townscape value
<b>Ordinary</b>	Areas which have undergone change to the extent that their distinctive local character or particular aesthetic quality has been eroded or they lack cultural associations. Townscapes of a 'countrywide' type (usually 20th C) that lack local distinctiveness
<b>Poor</b>	Degraded areas in poor condition whose distinctive character and aesthetic quality has been seriously damaged, lacking in local character or aesthetic merit.

**Table LA 5: Townscape Capacity Criteria**

	<b>Definition</b>
<b>Greatest Capacity</b>	The size and period of the buildings are in keeping with a proposed road and its structures and there are low levels of pedestrian activity. A new road would not necessitate extensive loss of rare or important elements or features and would not result in a fundamental change of character.
<b>Medium Capacity</b>	A new road would involve some loss of rare or important elements or features of the settlement and change of character of the townscape.
<b>Least Capacity</b>	The small scale and age of the buildings is such that the townscape character would be compromised by a proposed road and its structures and there are moderate or high levels of pedestrian activity. A new road would necessitate considerable loss of rare or important elements or features of the settlement and would result in a fundamental change of townscape character.

**Table LA 6: Townscape Effects Significance Criteria**

The table below gives examples of definitions (which include references to townscape quality, magnitude of impact and capacity) but these definitions do not cover all of the factors which can affect significance, so the table has been used as a guide. The selection of the appropriate Category of significance has involved professional judgement, assessing the predicted magnitude of impact in the light of the existing quality and capacity of the affected townscape.

Score	Comment
<p><b>Large beneficial (positive) effect</b></p>	<p>The proposals provide an opportunity to enhance the townscape because:</p> <ul style="list-style-type: none"> <li>• they enhance the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape;</li> <li>• they enable the restoration of the characteristic features of the townscape, partially lost or diminished as the result of changes resulting from inappropriate development</li> <li>• they enable a sense of place and scale to be restored through well-designed mitigation measures, that is, characteristic features are enhanced through the use of local materials to fit the proposal into the townscape</li> <li>• they enhance the character of the townscape through beneficial and sensitive design in a townscape which is not of any formally recognised quality</li> <li>• they facilitate government objectives to regenerate degraded urban areas</li> </ul>
<p><b>Moderate beneficial (positive) effect</b></p>	<p>The proposals provide an opportunity to enhance the townscape because:</p> <ul style="list-style-type: none"> <li>• they fit very well with the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape;</li> <li>• there is potential, through mitigation, to enable the restoration of characteristic features, partially lost or diminished as the result of changes resulting from inappropriate development</li> <li>• they will enable a sense of place and scale to be restored through well-designed mitigation measures, that is, characteristic features are enhanced through the use of local materials to fit the proposal into the townscape</li> <li>• they enable some sense of quality to be restored or enhanced through beneficial and sensitive design in a townscape which is not of any formally recognised quality</li> <li>• they further government objectives to regenerate degraded urban areas (cont.,)</li> </ul>

<p><b>Slight beneficial (positive) effect</b></p>	<p>The proposals:</p> <ul style="list-style-type: none"> <li>• fit well with the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape</li> <li>• incorporate measures for mitigation to ensure they will blend in well with the surrounding townscape</li> <li>• will enable some sense of place and scale to be restored through well-designed mitigation measures</li> <li>• maintain or enhance existing townscape character in an area which is not designated for the quality of its townscape, nor vulnerable to change</li> <li>• avoid conflict with government policy of enhancing urban environments</li> </ul>
<p><b>Neutral effect</b></p>	<p>The proposals are well designed to:</p> <ul style="list-style-type: none"> <li>• complement the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape</li> <li>• incorporate measures for mitigation to ensure that the scheme will blend in well with surrounding townscape features and elements</li> <li>• avoid being visually intrusive nor have an adverse effect on the current level of tranquillity (where these exist) of the townscape through which the route passes</li> <li>• maintain existing townscape character in an area which is not a designated townscape, that is, neither national or local high quality, nor is it vulnerable to change</li> <li>• avoid conflict with government policy towards enhancing urban environments.</li> </ul>
<p><b>Slight adverse (negative) effect</b></p>	<p>The proposals:</p> <ul style="list-style-type: none"> <li>• do not quite fit the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape</li> <li>• although not very visually intrusive, will impact on certain views into and across the area.</li> <li>• cannot be completely mitigated for because of the nature of the proposal itself or the character of the townscape through which it passes</li> <li>• affect an area of recognised townscape quality.</li> <li>• conflict with local authority policies for enhancing urban environments. (cont.,)</li> </ul>

<p><b>Moderate adverse (negative) effect</b></p>	<p>The proposals are:</p> <ul style="list-style-type: none"> <li>• out of scale or at odds with the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape</li> <li>• are visually intrusive and will adversely impact on the townscape</li> <li>• not possible to fully mitigate for, that is, mitigation will not prevent the scheme from scarring the townscape in the longer term, as some features of interest will be partly destroyed or their setting reduced or removed</li> <li>• will have an adverse impact on a townscape of recognised quality or on vulnerable and important characteristic features or elements</li> <li>• in conflict with local and national policies to enhance the urban environment.</li> </ul>
<p><b>Large adverse (negative) effect</b></p>	<p>The proposals are very damaging to the townscape in that they:</p> <ul style="list-style-type: none"> <li>• are at considerable variance with layout, mix, scale, appearance, human interaction and cultural aspects of the townscape</li> <li>• are visually intrusive and would disrupt fine and valued views of the area</li> <li>• are likely to degrade, diminish or even destroy the integrity of a range of characteristic features and elements and their setting</li> <li>• will be substantially damaging to a high quality or highly vulnerable townscape, causing it to change and be considerably diminished in quality</li> <li>• cannot be adequately mitigated for</li> <li>• are in serious conflict with government policy for the enhancement of the urban environment</li> </ul>

## **VISUAL IMPACT ASSESSMENT**

**Table LA 7: Sensitivity of visual receptors criteria**

	<b>Definition</b>
<b>High</b>	Residents views from principal living room windows and users of public rights of way, i.e. walkers, cyclists and riders whose recreation is linked directly to enjoyment of rural views. Both of these groups are exposed to the view for a considerable length of time.
<b>Moderate</b>	Residents' views from upper windows (usually bedrooms), tourists using roads or railways, whose views are transient, visitors using commercial recreation facilities such as amusement parks
<b>Low</b>	Residents' views from small side windows, people at their workplace, school, commuters and those engaged in formal sports such as ball games or racing

**Table LA 8: Significance of Visual Effects Criteria**

Three categories are given in DMRB (CD 4.33) for describing either adverse or beneficial visual impacts: 'Substantial', 'Moderate', 'Slight'. Together with the neutral effect category, 'No change', this comprises a 7-point scale. The scale of significance of adverse effects follows, combining the sensitivity of receptors with magnitude of impacts, within which the DMRB (CD 4.33) definitions of impact are italicised.

	<b>Definition</b>
<b>Substantial Adverse</b>	These effects would arise <i>where the scheme would cause a significant deterioration in the existing view</i> enjoyed by highly sensitive receptors, e.g. people in residential or landscape-related recreational situations. For example, if an existing open and largely undeveloped view, experienced from a well-used footpath or the living room of a house, is replaced by a view that is dominated by a large development with no screening, this would represent a substantial adverse visual effect.
<b>Moderate Adverse</b>	These effects would occur where the scheme <i>would cause a noticeable deterioration in the existing view</i> . This can occur in a variety of situations, for example, (a) a noticeable deterioration experienced by moderately sensitive receptors (e.g. most road users on major routes), b) a slight deterioration in the existing view enjoyed by highly sensitive receptors, or c) a significant deterioration in the existing view experienced by relatively insensitive receptors (e.g. people at work). Moderate adverse effects would occur, for example, where new development would be seen by residents or recreational walkers but is proposed in an already developed area or would occupy a large part of the view but would be seen through a partial screen.
<b>Slight Adverse</b>	These effects would occur where <i>the scheme would cause a barely perceptible deterioration in the existing view</i> for any receptors, e.g. development which would occupy a small area of the overall view or would be largely screened by trees and hedges
<b>No change</b>	<i>No discernible deterioration in the existing view</i> This assessment can apply if the components of the view would change, but the quality of the view is assessed as remaining the same.

I considered that beneficial effects would occur if heavy traffic flows including HGVs are removed from a view. Since all potential beneficial visual effects for this scheme are similar in nature, degrees of benefit were not assessed.

## **APPENDIX LA 2**

### **CPRE DEFINITION OF TRANQUILLITY AND TRANQUILLITY MAP OF DEVON**

THE FOLLOWING IS TAKEN FROM THE CAMPAIGN TO PROTECT RURAL ENGLAND'S WEBSITE:

#### **Our tranquillity map explained**

Our new tranquillity measurement tool enabled us to produce a detailed map of England revealing the likelihood someone would experience tranquillity in any locality.

CPRE commissioned researchers to create a highly detailed national tranquillity map based on a new measurement approach. The researchers – from Northumbria University's Centre for Environmental and Spatial Analysis and Participatory Evaluation and Appraisal in Newcastle upon Tyne and Newcastle University's Landscape Research Group, in collaboration with Bluespace Environments, Durham – had carried out a detailed pilot study of tranquillity in the North East in 2004 and a follow-up study in the Chilterns a year later. CPRE's national project has developed and extended this work. It has two main parts. Firstly, the researchers used a nationwide survey to test what tranquillity means to people and their perceptions of what factors were most likely to add to and to detract from their sense of experiencing tranquillity when they visited the countryside. Secondly, using a Geographical Information Systems (GIS) model, they associated the survey information with a range of national datasets and took account of topography to create a map showing how likely each locality was to make people feel tranquil.

### **What tranquillity is – the top 10 survey responses**

1. Seeing a natural landscape
2. Hearing birdsong
3. Hearing peace and quiet
4. Seeing natural looking woodland
5. Seeing the stars at night
6. Seeing streams
7. Seeing the sea
8. Hearing natural sounds
9. Hearing wildlife
10. Hearing running water

### **What tranquillity is not – the top 10 survey responses**

1. Hearing constant noise from cars, lorries and/or motorbikes
2. Seeing lots of people
3. Seeing urban development
4. Seeing overhead light pollution
5. Hearing lots of people
6. Seeing low flying aircraft
7. Hearing low flying aircraft
8. Seeing power lines
9. Seeing towns and cities
10. Seeing roads

The tranquillity map is made up of many layers of information based on what people say adds to and detracts from tranquillity, weighted according to how important those factors are and taking into account the country's topography. If you could peel away the layers, you would see maps which show the positive or negative impact on tranquillity of:

- a natural landscape, including woodland
- rivers, streams, lakes and the sea
- birds and other wildlife
- wide open spaces
- cars, motorbikes, trains and aircraft– and roads and railways
- light pollution
- towns, cities and villages
- large numbers of people
- pylons, power lines, masts and wind turbines.

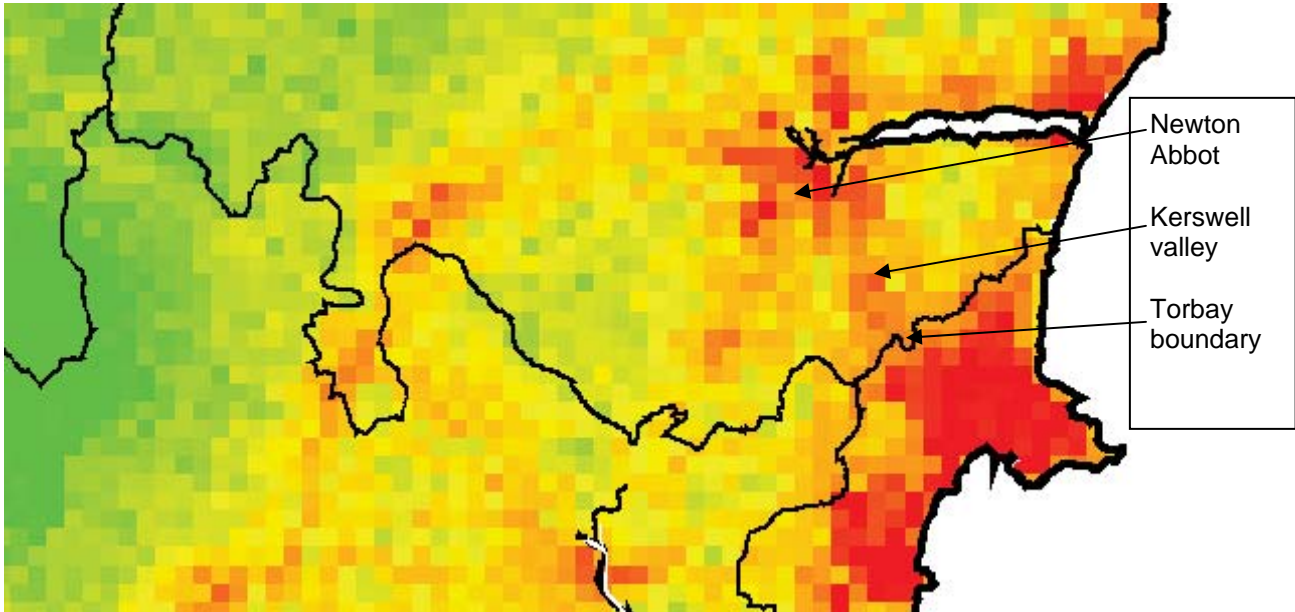
### **No two squares the same**

Each 500m by 500m square of England has been given a tranquillity score, based on 44 different factors which add to or detract from people's feelings of tranquillity. These scores have been colour coded – darkest green for those places most likely to make people feel tranquil, brightest red for those least likely. But squares that are the same colour and have the same score may differ markedly in the different 'components' of tranquillity – both positive and negative – which determine their overall score.

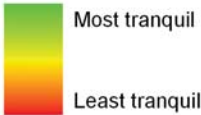
### **A national view**

This map doesn't show us where on the spectrum one reaches a tranquil area or at which level there's zero tranquillity. Such a threshold point would be arbitrary. Of course, the deepest green areas are places where we are most likely to experience tranquillity, but in a heavily built-up area, a nearby spot of 'medium' tranquillity will be highly valuable to people – and in need of protecting or enhancing.

**EXCERPT FROM CPRE TRANQUILLITY MAP OF DEVON (not to scale)**



Reproduced courtesy of the  
Campaign to Protect Rural England.  
Revised edition 2007.



Crown copyright. All rights reserved.  
The Countryside Agency 2006. 100018881.

## APPENDIX LA 3

### LANDSCAPE AND TOWNSCAPE CHARACTER AREAS BASELINE EVALUATIONS

**Table LA 9: LANDSCAPE CHARACTER AREAS**

**Baseline landscape evaluations**

<b>Landscape Character Area (LCA)</b>	<b>Landscape Quality</b>	<b>Landscape Capacity</b> (in terms of highway development)
<b>1A</b> Aller Valley LCA	Poor Moderate level of trees in hedges and along stream but area degraded by multiple detractors; industrial estates, housing estates, quarries, A380, railway and pylon lines.	Greatest Level valley floor topography. Existing infrastructure corridor reduces landscape sensitivity.
<b>1B</b> Kerswell Valley LCA	Ordinary Majority of LCA dominated by residential development but framed by woodlands and upper flanks have strong landform character.	Medium Remaining undeveloped land comprises steep, open valley flanks that would require major earthworks at odds with landform, but LCA already compromised by modern housing estates.
<b>1C</b> Edginswell Valley LCA	Good Strong hedges bounding early field pattern, well-treed, slightly degraded by A380, railway and influence of modern development.	Medium Gentler slopes would require more modest earthworks to accommodate a road. Existing tree cover would offer some screening.
<b>2</b> Western Farmland LCA	Good Strong field pattern and extensive woodland but slightly degraded by quarries, pylons and some suburban housing.	Least Highway would probably require major earthworks at odds with landform and loss of woodland.
<b>3</b> Breccia Hills LCA	Very attractive Historic, enclosed, tranquil pastoral landscape with strong sense of place, largely secluded from 20 <sup>th</sup> C development.	Least Very steep valleys that would require major earthworks /structures at odds with landform, potential loss of historic cultural landscape features and loss of tranquillity.

**Table LA 10: TOWNSCAPE CHARACTER AREAS**

**Baseline townscape evaluations**

<b>Townscape Character Area (TCA)</b>	<b>Townscape Quality</b>	<b>Townscape Capacity (in terms of highway development)</b>
<b>NEWTON ABBOT</b>		
<b>A1</b> Buckland/ Milborough TCA	Ordinary 20 <sup>th</sup> C residential estates, cul-de-sac patterns, no local character or cultural assets and few large trees within housing.	Medium Small-scale buildings, sloping site, moderate level of pedestrian activity.
<b>A2</b>  Aller Brook TCA	Poor Large scale, mainly sheet- clad buildings and extensive car parking on rectilinear layout. No cultural assets.	Greatest Scale of buildings in keeping with highway and HGVs, little street life, open density.
<b>A3</b> Forde/ Wolborough TCA	Good 19 <sup>th</sup> C residential, with some local character and large trees and large Grade I building.	Least Medium scale buildings, complex layout on hilly site, cultural value, moderate pedestrian activity.
<b>A4</b> Keyberry TCA	Ordinary Mixed 19 <sup>th</sup> / 20 <sup>th</sup> C housing and industrial with no local character or cultural assets.	Medium Small-scale buildings, sloping site, moderate level of pedestrian activity.
<b>KINGSKERSWELL</b>		
<b>B1</b> Old Kingskerswell TCA	Very attractive Residential, mixed periods with some local character, Grade II* church and Scheduled ruins.	Least Small-scale buildings, complex layout on hilly site, cultural value, high level of pedestrian activity.
<b>B2</b> New Kingskerswell TCA	Ordinary 20 <sup>th</sup> C residential estates, cul-de-sac patterns, no local character or cultural assets and few large trees.	Medium Small-scale buildings, sloping site, moderate level of pedestrian activity.
<b>TORQUAY</b>		
<b>C</b> Torquay fringe TCA	Ordinary 20 <sup>th</sup> C residential estates, cul-de-sac patterns, no local character or cultural assets and few large trees.	Medium Small-scale buildings, sloping site, moderate level of pedestrian activity.

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	

**KEY TO SCHEDULE:**

**SB** = Substantial adverse visual effect   **M** = Moderate adverse visual effect   **SL** = Slight adverse visual effect   **NC** = No change  
**B** = Beneficial visual effect

<b>Buckland, Newton Abbot</b>																
1	103 & 105 Gilbert Road 2 Storey Residential 500m				X											No views south from houses. Possible view of flyover from front path only.
2	Mayflower Centre Community centre 500m			1				1						1		View south down Park from side windows. Possible view of vehicles on Penn Inn flyover above/through immature trees on embankment.
3	29-49 (odd only) Sandringham Road Bungalows 400m				X											Potential oblique views of vehicles on flyover from back gardens only. Nos 51+ no views due to different orientation.
4	1-27 (odd only) Sandringham Road 2 storey Residential				X											No views due to orientation, landform and vegetation.
5	77-87 (odd only) Queensway Road 2 Storey Residential				X											No views due to vegetation and garages.
6	57-75 (odd only) Queensway 2 storey residential 130m				X											No change in views from back windows. Potential oblique views to flyover from back gardens largely screened by vegetation.
7	30-45 (even only) + 53 & 55 Queensway 2 storey residential 150m				X											No change in views directly out of front windows. Possible oblique views to flyover over houses from front gardens.
8	7-14 Penn Inn Close 2 storey residential 75m		7					7						7 in W		Some have glimpsed traffic through trees on embankment. Views of low flyover approach roads from front through trees. Insufficient space to increase tree density.
9	3-6 Penn Inn Close 2 storey residential 55m	4						4						4 in W		Glimpsed traffic through trees on embankment. Views up to higher flyover approach roads from front, over/through trees. No gable windows at No. 3. Insufficient space to increase tree density. Probably No Change in Year 15 Summer.

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	
10	Alexandra House 3 storey flats 80m	12				12					12					Direct views of flyover at same level from top floor flats (Nos 8-13) and from some 2nd floor (14-19) over conifers and roofs. None from lower floors.
11	Queensway House 3 storey flats 75m	12				12					12					Views of Penn Inn flyover at same level, from all flats with west-facing windows. No. of flats not clear.
12	Reynell Villa 2 storey residential 65m	1				1					1					Views of Penn Inn flyover at same level, from side and front windows, both storeys, which will block distant views of Dartmoor.
13	Elmwood, Shaldon Road No. 2 Queensway 2 storey semi-detached 130m		2				2					2				Views over Penn Inn junction from 2 <sup>nd</sup> storey windows. Ground floor windows screened by garden vegetation. Offsite trees in garden could reduce Year 15 effect.
14	Woodrising, Arradon & Montana, Shaldon Road 4-12 (even) Queensway 1, 2 Buckland Brake 155m				X											No views of Penn Inn due to garden vegetation, other houses or lack of facing windows.
15	Oakbank & Coombe Lodge, Shaldon Road 2 storey residential 200m			2			2					2				Views high over flyover from 2 <sup>nd</sup> storey windows – distant views unaffected. Ground floor windows screened by garden vegetation
16	3 Buckland Brake 230m			1			1					1				Small upper gable window. Views over Penn Inn junction from front garden and others in row.
17	4 Buckland Brake (bungalow + understorey), 3 Oakland Road (bungalow) 230m		2				2					2				Views over flyover from principal front windows, distant views beyond unaffected.
18	12, 14 Buckland Brake 2 storey residential 250m			2			2					2				View over flyover from upper and side windows, distant views beyond unaffected..
19	5 (bungalow), 7, 9 (2 storey) Oakland Road 200m			3			3					3				Views over flyover from upper and side windows, distant views beyond unaffected..
<b>Milber, Newton Abbot</b>																
20	The Church of Jesus Christ of Latter-Day Saints 1&2 storey church 85m				X											All west windows frosted glass. View of flyover from entrance and car park only.

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	
21	New bungalow, by Church car park / 70m	1				1					1					View of flyover and approaches from windows and glazed doors on two elevations.
22	Pineway House, St Marychurch Road 2 storey residential 120m	1				1					1					Views of Penn Inn Flyover from all front windows. Garden provides some screening from ground floor windows which could be enhanced in Year 15 by offsite planting.
23	Torrington House, Shaldon Road 2/3 storey residential 170m	1				1					1					Flyover would occupy view from front windows. Ground floor windows partially screened by garden. Effects could be reduced in Year 15 by offsite planting in garden.
24	Kimberley St Marychurch Road 2 storey residential 195m			1				1					1			Views of Penn Inn Flyover from two small 2 <sup>nd</sup> storey windows.
25	2-20 (even) St Marychurch Road 2 storey residential 130m			10				10					10			Oblique views from side of bay windows and front gardens. Window views could be reduced in Year 15 by offsite planting in garden.
26	2-8 (even) Pinewood Road 2 storey residential 110m			4				4					4			Views of flyover over rooftops from 2 <sup>nd</sup> storey front windows.
27	1, 3, Darlo, 5 – 11 ( odd) Pinewood Road 2 storey residential / 75m			7				7					7			Views of flyover mainly from upper back windows.
28	Wywurree (bungalow), 1-7 Penn House (flats), Belfield, Rosecroft, 1+2 Birchwood Court, Addison Road. 2 storey res. /35m	12				12					12					Existing views to Sainsbury's trees across road. Flyover approach roads will dominate views from front windows.
29	1-10 (all numbers) Addison Road 2 storey residential /35m	10				10							10			Existing views over top of traffic to trees west of A380. All trees will be lost, leaving open view to store and flyover approach. Proposed shrub screen with trees where space permits.
30	11-32 (all numbers) Addison Road 2 storey residential /35m	22						22							22	Existing views, some partly screened by trees, over top of traffic to trees west of A380. Trees will be lost, leaving open view to valley. Proposed shrub screen with some trees.

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	

31	St Lukes's Church, Laburnum Road / 70m			1					1					1		Views from high level porch windows and path/grounds only, open to A380.
32a	27-29 St Lukes Road, bungalows, 35-40m	2				2					2					Front windows open to A380 traffic below. Proposed wall lower than windows, so will not screen traffic or obscure views. Gantry would restrict views north.
32b	25 St Lukes Road, bungalow, 35-40m	1						1			1					Front windows open to A380 traffic below. Proposed wall lower than windows, so will not screen traffic or obscure views. Gantry would affect view north.
32c	23 St Lukes Road, bungalow, 35-40m	1						1			1					As above
32d	17-21 St Lukes Road, bungalows + chalet bungalow, 35-40m	3						3						3		Front windows open to A380 traffic below. Proposed wall lower than windows, so will not screen traffic or obscure views.
32e	1,3,11,13,15 St Lukes Road, bungalows + chalet bungalows, 35-40m															Existing A380 traffic partly screened by deciduous vegetation in gardens that would be removed but replanted.
32f	5,7,9 St Lukes Road, bungalows + chalet bungalows, 35-40m	3				3								3		Existing A380 traffic completely screened by evergreen garden hedge that would be removed but replanted.
33	1 Aller Brake Road, Bungalow, 35m	1							1					1		No.1 open view to A380, No. 2 evergreen screen.
33a	2 Aller Brake Road, Bungalow, 35m	1				1								1		No.1 open view to A380, No. 2 evergreen screen.
34	4-14(evens) + 20 Aller Park Road, bungalows + chalet bungalows, 35-55m	7						7						7		All front windows open to A380 at present. Proposed wall not expected to screen traffic or obscure valley views.
34a	16,18,22,34 Aller Park Road, bungalows + chalet bungalows, 35-55m	4					4							4		Deciduous or partial screen to existing A380 would be removed but replanted.
34b	2, 24-32, 36-42 (evens) Aller Park Road, bungalows + chalet bungalows, 35-55m	10				10								10		Evergreen screen to existing A380 would be removed but replanted.

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	

<b>Penn Inn, Newton Abbot</b>																
35	Brunel Way Industrial Units				X											No change in views of A380
36	Forde House 2 storey historic house (Listed)				X											No change in views from house due to the trees in gardens.
37	Teignbridge Council Offices, 2 storey Forde House				X											No change in views due to dense tree screen on embankment and along Aller Brook.
38	Pen Inn 2 storey Public House / 60m		1				1						1			Oblique views of flyover from front windows and direct views from side windows and garden. Roundabout dominates existing view. Possible tree screen would reduce impact.
<b>Wolborough, Forde Park &amp; Keyberry Park, Newton Abbot</b>																
39	Sainsbury Foodstore & Filling Station Keyberry Road / 20m			1			1						1			Views of Penn Inn Flyover from parking area and filling station. Low sensitivity receptors.
40	Mc Donalds 1 storey Restaurant /95m			1			1						1			Views of Penn Inn Flyover from entrance window and picnic tables in car park. Low sensitivity.
41	1-5 inclusive Keyberry Mill 2 storey residential / 200m			5			5						5			Views of Penn Inn Flyover from back 2 <sup>nd</sup> storey windows over railway embankment.
42	6-10 inclusive Keyberry Mill 2 storey residential / 250m		5				5							5		Views down Torquay Road from back windows and gardens. Loss of trees screening traffic at present.
43	2,12,14, 16,16a Keyberry Road, 2 storey res. 185m – 250m		5				5						5			2, view to Penn Inn junction from front windows, partly masked by tree, 12-16,16a, views to junction from front windows, over car park.
43a	4-10, (evens) 18, 20 Keyberry Road, 2 storey res. 185m – 250m			6			6						6			4-10, views from upper windows over overgrown hedge and trees, 18-20 oriented so views of junction oblique and partly masked by trees.
44	110-130 (evens) A381 Torquay Road 200-350m			11			11						11			Oblique views of Penn Inn flyover from side of bay windows on both storeys.
45	4 & 6, Tindal House, 20			5			5						5			Open views of Penn Inn Flyover from upper

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	
	& 22, Keyberry Park 2 + 3 storey res & institutional / 300m															storey back or side windows.
46	7 Forde Park, Manor House, Charlcote House 3 storey, 320m			3				3					3			Views across Penn Inn Flyover from upper storey back windows.
47	Scattered houses in Forde Park up to Wolborough ridge, + South Road, College Rd. 600m -1km				X											Panoramic views over Penn Inn junction from back windows. Number and ownerships difficult to determine. No significant change in nature of views with traffic movement below.
48	12 & 13 West Mount 2 storey residential, 320m			2				2					2			Views of Penn Inn junction from 2 <sup>nd</sup> storey windows at back
49	6,7,8 West Mount 1.5 storey residential 250m			3				3					3			Views to Torquay Road from rear dormer windows through trees (and flyover from front gardens).
50	15-29 (odd only) St Michaels Road Bungalows / 260m		8					8					8			Views of Torquay Road from back including conservatories/ picture windows. Existing traffic screened by trees.
51	31-33 (odd only) St Michaels Road 2 storey residential / 290m			2				2					2			Views of Torquay Road from upper side window / to Aller Cross from upper windows.
52	Decoy County Primary School, St Michaels Rd 320m			1				1					1			Views from side windows of traffic on Torquay Road, through trees. Lower sensitivity.
53	2-12 (odds) Deerpark Rd 2 storey res., 350m			6				6					6			Views to Torquay Rd from upper rear windows. Not possible to establish precise numbers.
54	Decoy Industrial Estate + Laundry, Kkwell. Road 380m - 480m			2				2					2			Possible office views to Torquay Road. Low sensitivity.
55	Langford Bridge House & Langford Bridge Farm, 2 storey residential 400m	2				2							2			Views of Torquay Road, Aller Roundabout & Aller Cross from front & side windows.
56	The Priory, res. 3 storey + tower, 1 km			1				1					1			Glimpsed views of Aller Cross from upper windows through vegetation.
<b>Kingskerswell (west of railway)</b>																

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	
57	Trees Old Newton Road 2 storey residential / 75m		1			1							1			View of hill to west from 2 <sup>nd</sup> storey windows through trees. View to Aller from gable window and obliquely from rear windows.
58	Woodlands Old Newton Road 2 storey residential			1					1					1		Potential views of cutting from 2 <sup>nd</sup> storey front windows appear to be blocked by Torbay palms. Side windows facing west too low for views out.
59	High View Old Newton Road 2 storey residential / 60m		1					1						1		Views of cutting hillside from side windows and conservatory at back.
60	Kyance Old Newton Road 2 storey residential / 75m			1				1						1		Oblique views of cutting hillside from 2 <sup>nd</sup> storey windows
61	Three Corners Old Newton Road 2 storey residential 100m			1				1						1		Enclosed by conifers to north but oblique views of cutting hillside from 2 <sup>nd</sup> storey windows and side windows
62	Woodfield Old Newton Road 2 storey residential 120m			1				1						1		Possible oblique view of cutting hillside from front windows, but largely screened by Three Corners and garden trees and hedges.
63	7 Church End Road 2-storey residential				X											No View (no windows facing proposals)
63a	Whitpot Mill, 2-storey residential				X											Secluded by landform and hedges.
64	Streborjopp Foredown Lane Bungalow / 165m			1				1						1		Possible view up to cutting hillside from front windows, partly blocked by hedge.
65	Selby Cottage & Cherrydene Foredown Lane residential				X											No view (landform and garden vegetation block view)
66	Foredown Farmhouse Foredown Lane 1/2 storey res. / 80m		1					1						1		Oblique views over farm buildings of cutting from back window on ground floor. Possible view up to Maddacombe overbridge from front through trees.
67	Foredown House Foredown Lane 2 storey res. / 90m		1					1						1		Views of cutting from a 2 <sup>nd</sup> storey window and possible views in between garden vegetation from ground floor windows.

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	

68	No. 1 Church End Road 2 storey res. / 135m			1				1						1		Views of cutting through trees from 2 <sup>nd</sup> storey windows
69	No. 6 Church End Road 2 storey res. / 280m	1						1						1		View up to cutting hillside from all front windows, through young trees.
70	No. 4 Church End Road 2 storey res. / 265m			1				1						1		View of cutting hillside from side windows (one frosted) and garden.
71	No. 8 Brook Cottage Church End Road 2.5 storey res. / 260m			1				1						1		View up to cutting hillside from three side windows.
72	Parish Centre Single storey Church End Road / 260m			1				1						1		View up to cutting hillside from 2 windows facing road, through trees.
73	St. Mary's Church 220m					X										No views from building. <i>Effect on churchyard noted under Listed Buildings.</i>
74	Rock House Maddacombe Road 2 storey res. / 70m	1						1						1		View of car park to rear masked by trees. Would be replaced by cutting and overbridge. Trees will be replaced but not complete winter screen.
75	No. 7 Greenhill Road (Holt) 2 storey res. / 150m		1					1						1		Oblique views of cutting hillside through trees from 2 <sup>nd</sup> storey front and side windows and partial view of Greenhill embankment valley from upper rear windows, past No. 5 and over trees.
76	No. 5 Greenhill Road 2 storey res. / 60m		1					1						1		View of valley from side windows, embankment would be close to garden.
77	Havensbrook, Greenhill Rd, 2 storey res.					X										No Views due to garden vegetation
78	The Forde Greenhill Rd 130m					X										No apparent view, as far as can be established from road.
79	No. 8 Greenhill Road 2 storey res. / 90m	1						1						1		Views up valley from windows on 2 storeys on 2 elevations and balcony, would be replaced by Greenhill embankment and rock cutting.
80	Greenhill Orchard, No 6, Greenhill Road 2 storey res. / 100m	1						1						1		Views up valley from front windows, some over garden vegetation, would be replaced by Greenhill embankment.

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	
81	Estaro & Chamossaire 2 storey res. / 115m	2				2						2				Open view of Greenhill embankment from both storey front windows, loss of long valley views
82	No. 1 & No. 2 Greenhill Gardens 2 storey res. / 105m	2				2						2				Open view of Greenhill embankment from both storey windows, loss of long valley views
83	No. 6 Greenhill Gardens 2.5 storey res. / 130m		1				1						1			Possible view into Yon St. cutting from upper windows.
84	No. 9 Greenhill Gardens 2 storey res. / 120m	1				1						1				View into cutting & embankment from front windows. Garden vegetation partially blocks views from ground floor.
85	No. 10 Greenhill Gardens 2 storey residential / 120m		1				1						1			Partial view into cutting & to embankment from 2 <sup>nd</sup> storey front windows through tree. Garden hedge screens ground floor and garden.
86	No. 2 Torhill Cottage Greenhill Road 2 storey 80m	1				1							1			View of Yon St. cutting through vegetation from front 2 <sup>nd</sup> storey windows. View from ground floor due to temporary hedge removal,
87	No. 1 Weston Cottage Greenhill Road 2 storey 60m			1				1						1		View of Yon St /Edginswell valley from 2 <sup>nd</sup> storey back and 1 small side window, through vegetation. Garden enclosed by vegetation.
88	No. 33 Weston House Yon Street, 3 storey res. 200m	1					1							1		Long views to Churchway Lane valley/ Edginswell valley from one 2 <sup>nd</sup> & one 3 <sup>rd</sup> storey side window. View west opened by tree removal
89	United Reformed Church, Yon Street / 20m				X											No views from building (1 curtained gable window). <i>Setting /car park, see Listed buildings</i>
90	Pen-y-Craig House  The Tors, 3 storey res. 300m	1				1							1			Open view down onto Kerswell Down from all windows on long elevation and conservatory; view onto Maddacombe Rd cutting + overbridge
91	High Gables 2 storey on The Tors 320m			1				1						1		Views onto Maddacombe Rd from small side windows, partly through trees; potential views down into cutting.
92	Endean Priors 2 storey on The Tors 350m		1					1						1		Views, through trees/over roofs, onto Maddacombe Rd from side & front 2 <sup>nd</sup> storey windows; potential views down into cutting.
93	Summerhill, & Penrallt House, 2 & 3 storey on The Tors 400m		2					2						2		Views onto Maddacombe Rd from 2 <sup>nd</sup> storey windows and possible long views of Edginswell valley from conservatory.

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments	
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B		
94	The Wold 2 storey on The Tors 400m	1				1								1			Views of Kerswell Down from front windows, Churchway Lane valley from side windows + possibly Edginswell valley.
95	Ravensbourne, Westridge, Tree Tops, Rocktor, Spindledown, Lynton, bungalows/1.5 storey, The Tors, 300m	6				6								6			Views down onto Kerswell Down from principal windows. Predicted views into /across cuttings. (neighbouring Nessacrag appears to have no views)
96	Rivendell & Juniper House, The Tors 2 storey residential 165m	2				2								2			Views down onto Churchway Lane road from back windows and conservatory, would look down onto traffic.
<b>Huxnor Road, Gourders Lane &amp; Edginswell Lane, Kingskerswell</b>																	
97	1 Huxnor Road residential bungalow 50m	1				1								1			Long view down valley from 2 picture windows, between vegetation. (No. 3 no views due to landform and garden vegetation)
98	Homestead, Edginswell Lane, bungalow, 50m	1				1								1			Views down into cutting from front windows. Future screen of woodland on mound. ('Freeway' next door enclosed by conifers)
99	St Michaels, Edginswell Lane 1.5 storey res. 70m	1				1								1			Long views down cutting from principal windows. Neighbouring 'Berrybank' no views due to garden vegetation
100	Westhaven, Edginswell Lane 2 storey res. / 75m	1				1								1			Long views down Edginswell valley from principal windows, would look down cutting.
101	1, 5 & 6 Haley Park Edginswell Road / 120m	3				3								3			Long views down Edginswell valley from all front windows, would look along cutting.
102	2 Haley Park Edginswell Road / 115m			1					1							1	Oblique view of cutting from front balcony.
103	3 & 4 Haley Park Edginswell Road / 135m				X												No views due to orientation and hedge on Edginswell Road, except from front gardens.
104	2 Edginswell Lane 2 storey res. / 100m		1						1							1	View down to cutting from gable end windows and porch. (No views from No. 4 due to vegetation on Edginswell Lane)
105	23 & 21 Gourders Lane. Bungalows / 160m				X												No views due to vegetation.
106	Cleveland House, 1 Edginswell Lane 2 storey res. / 135m	1				1								1			Views down along cutting from elevated position from side & back windows including conservatory

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	
107	6 & 8 Edginswell Lane residential / 200m				X											No views due to vegetation
108	10, 12 & 18 Edginswell Lane 2 storey res. / 210m		3				3						3			Views down along cutting to Ring Rd from front upper windows (no. 10 through trees), hedges blocking lower windows.
109	14 & 16 Edginswell Lane Bungalows / 260m				X											Unlikely to have views of road. Set back from lane & sightline over garden hedge appears to be above valley floor.
110	22 & 24 Edginswell Lane 1.5-2.5 storey res / 300m			2			2						2			Filtered views of valley through garden vegetation from upper windows. Cutting may be below line of sight.
111	4 no. 1.5-2 storey residences on Gourders Lane (13-15?)			4			4						4			Possible views down into Yon St cutting / overbridge from upper windows.
112	6 Whilborough Road bungalow		1				1						1			View into Maddacombe cutting notch from picture windows through garden vegetation.
113	4 Whilborough Road Bungalow / 650m	1				1							1			Open view of Maddacombe cutting notch from back windows and conservatory.
114	Longlands House Whilborough Road 2 storey res. / 800m		1				1						1			Possible view south to Ring Road junction from back.
115	13, 15 & 17 Whilborough Road Bungalow & 2 storey houses / 800m		3				3						3			Probable views south to Ring Road junction from rear windows.
116	1,5,7,9,11, 11a Whilborough Road 2 storey res. / 700m		6				6						6			Views of Maddacombe cutting notch from 2 <sup>nd</sup> storey windows & possibly south over Ring Road junction
117	3 Whilborough Road 2 storey res. / 90m				X											No apparent views - blocked by houses & garden vegetation
118	2 -10 (evens) Huxnor Road, 2 storey res. 80-150m		5				5						5			Views to hedge which would be removed to reveal Yon Street overbridge and cutting from back 2 <sup>nd</sup> storey windows. Hedge replaced.
119	32,34,36 Huxley Vale 2 storey res. / 120m			3			3						3			Views to Kerswell Down from upper back windows through/over hedges. Filtered views of Greenhill Road embankment.
120	28 & 30 Huxley Vale 2 storey res. / 270m				X											No view due to no facing windows or vegetation blocking view.
121	Little Cuthill Edginswell Lane Bungalow / 215m				X											No views due to hedges and barns at Diplea (Diplea thought to be non-residential)

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments	
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B		
122	Stokeleigh Farmhouse Edginswell Lane 2 storey res. / 205m	1				1								1			Views down into and along cutting from all back windows.
123	Five Acres Edginswell Lane, res. bungalow	1				1								1			Views down into and along cutting from all back windows.
124	Little Mead Edginswell Lane, residential				X												No views due to intervening vegetation and park homes
125	Ganders Residential Park, Edginswell Lane 170m	2					2							2			2 park homes have direct views south over hedge to embankment.
125a	Ganders Residential Park, Edginswell Lane 170m			2				2						2			2 park homes have oblique views from minor window or porch.
126	Home Park & Applegarth Edginswell Lane Bungalows / 220m			2				2						2			Possibly oblique views over hedges of road on embankment from front bay or gable windows
127	Odicknoll Farmhouse 2 storey res. / 215m			1				1						1			Views of road on embankment from 2 <sup>nd</sup> storey front windows, from which existing road seen.
128	Odicknoll Cottage 2-storey res. / 280m			1				1						1			Views of embankment from gable windows of Cottage, through hedges. <i>(No views from Springfield Barn due to lack of facing windows)</i>
<b>Kingskerswell: East of railway and west of Torquay Road</b>																	
129	Barn Owl Inn Aller Road 2 storey public house 200m(80m from embnkt)	1				1								1			View of Aller valley from entrance and side windows and some picnic tables would be blocked +dominated by embankment. Principal windows and beer garden on south side.
130	Beaver Craft Ltd Aller Road 2 storey industrial			1				1						1			View from ground floor windows would be affected by embankment.
131	Supa roofing Centre Aller Road				X												View out from yard only.
132	Closed business premises, Aller Road			1				1						1			View out to hedge between buildings from front window.
133	Aller Orchard Bungalow / 70m	1				1					1						Embankments will dominate property. Views from side windows.

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	
134	5 no. 2 storey houses along Aller Road / 1km			5				5						5		No views of Aller junction due to vegetation along Aller Road or other buildings but views over roofs towards Kerswell Down from upper rear windows / balcony.
135	Lyn Grove Court Flats – 300m	5				5								5		Full view of Aller valley from upper storey windows, apparently affecting 5 of the 14 flats
136	3 Moor Park Road, 2 storey res. / 350m			1				1						1		View of Kerswell Down to Aller Cross from upper side windows, partly screened by conifers
137	8 ,9 & 10 Moor Park Road 2 storey res./ 800m		3					3						3		Views of Kerswell Down from front or back windows over vegetation.
138	12 & 14 Moor Park Road 2 storey res. / 250m			2				2						2		Views of Aller Cross /Elmsleigh from 2 <sup>nd</sup> storey back windows over / through vegetation
139	18 Moor Park Road 2 storey res. / 270m			1				1						1		Oblique views of Kerswell Down from front and Aller Cross from upper side windows
140	20-27 inclusive Primrose Way 2 storey res. / 340m	8				8								8		Views of Kerswell Down and Aller junction from both storey back windows.
141	2-4, 12-24 even Lyn Grove. Bungalows 420m			7				7						7		Partial views of Kerswell Down to Aller junction in between garden vegetation. Some views may be blocked by industrial units.
142	37,38 Lyn Grove Bungalows / 570m			2				2						2		Narrow view of hillside to west down Meadow Close. Views from front gardens only of others.
143	39 + 41 Meadow Close Bungalows /380m			2				2						2		Narrow views of hillside to west between vegetation
144	15 The Roundway Bungalow / 500m			1				1						1		View of hillside to west from side windows down Boundary Close.
145	2-6 (evens) Midway 1.5 + 2 storey res. 460m			3				3						3		Partial views of hillside to west from upper back windows
146	12,14, 19, 24-32 evens, 29-43 odds, Boundary Close, bungalows /400m			16				16						16		Partial views of hillside to west from front or back windows through and over garden and Aller Brook vegetation
147	Millstone, Tor View, Kensington, Sunny House + neighbour (2 storey res), Moorland View, Borassola, Monte Rosa, Melrose (bungalows) Coles Lane 630m			9				9						9		Partial views of hillside to west and some to Aller junction over and in between houses

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	
148	3,4, 17-23 odds, 41-51 odds, Carswell. 2 storey, /maisonettes/ 408m			12			12						12		Partial views of hillside to west from back or side windows in between vegetation and houses	
149	19-31 (odd) 2 storey Torquay/Newton Road 670m		7				7						7		Views from Aller junction to Kerswell Down from both storey back windows. Traffic on existing road screened by garden vegetation.	
150	9 -17 (odd) bungalows (except 150a note below) Torquay/Newton Road 680m			4					4					4	Partial views of hillside to west from back windows, between roofs. Would benefit from reduced traffic at front.	
150a	2 no.(different bungalows) between 9-17, Torquay Road, 680m				1			1					1		No.9 has no views to west and one would not benefit from reduced traffic at front, because already screened by conifer hedge.	
151	1-9 (odds)Newton Road, 4,5 Jury's Corner Close 2-storey res.				7				7					7	No potential views to proposed road but visual benefits from reduced traffic on existing A380	
152	8,10,12,14 , 21-31 odd + 27A Avenue Road 1.5 / 2 storey res. / 620m			11			11						11		Partial views of hillside to west in between and over houses. 10 screened by tree and hedge.	
153	17-18, 25-26,56, 57,58 Woodland Avenue Bungalows / 600m			7			7						7		Partial views of hillside to west in between and over rooftops.	
154	Merridale + 59 Woodland Avenue 2 storey res. / 690m			2			2						2		Views of hillside to west and to Aller Junction in between and over houses from upper front/side windows.	
155	15-25 odd, Park Road Bungalows / 500m		6				6						6		Open views of hillside to west from back windows	
156	38, 55 Park Road 500m			2			2						2		Sliver of view of hillside to west in between and over rooftops	
157	73,74,78,79 bungalows 1-13, 17,19 odds (2 storey) Coles Lane 400m			13			13						13		Glimpsed views of hillside to west in between and over houses, from upper rear or side windows of houses.	
158	Park Inn 2 storey Public House Coles Lane 450m			1			1						1		Glimpsed views of hillside to west from upper rear windows. Car park hedged.	
159	80 Coles Lane, 35, 36, 37 Brook Haven Close Bungalows / 380m	4					4						4		Open views of hillside to west from principal front windows	
160	1 Brookedor	1					1						1		Views up to hillside to west from side and rear	

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	
	2 storey res. / 380m															windows
161	1-9 odd Brook Orchard / 300m		5					5						5		Views up to hillside to west from back windows, filtered through trees
162	1-2 Dobbin Arch s storey res. / 390m	2				2								2		Open views of hillside to west at same level, from all front windows
163	3-4 Dobbin Arch Bungalows / 340m			2				2						2		Views up to hillside to west from back windows, through trees
164	Brookhurst, Dobbin Arch Bungalow / 360m		1					1						1		View of hillside to west from main window over roofs and through trees.
165	Roseland ,17 School Rd 2 storey res. / 430m	1				1								1		Open views of hillside to west from all rear windows at similar level to cutting.
166	11,13 School Road 2 storey res. / 450m			2				2						2		Narrow views of hillside to west from 2 <sup>nd</sup> storey back windows, partly through trees.
167	1-5 odd, Kings View, Garth Cottage, Bessmount House and Kings View (bungalow) Pound Lane / 370m		6					6						6		Views of hillside to west from back or side windows.
168	7-11 odd (2-storey), Avilion, The Vicarage, (bungalows) Pound Lane & Kitty Hay Cottage (2- storey), Rose Hill / 370m	6				6								6		Open views to hillside to west at similar level to cutting from several principal windows, on both storeys where applicable.
169	2-12 , even Fore Street 2 storey res. / 600m			6				6						6		Views down onto Edginswell valley from 2 <sup>nd</sup> storey windows over rooftops
170	Meadow View, The Villa, (2 storey res) Treetops (bungalow), Daccabridge Road / 500m	3				3								3		Open views down onto Edginswell valley from principal windows.
171	3,7/9 (one property),11- 29 odds, Daccabridge Road 2 storey res, 550m			12				12						12		Views down onto Edginswell valley from 2 <sup>nd</sup> storey rear windows over rooftops. (Nos. over 31 at lower level on hill)
171a	1 King's Court, Daccabridge Road bungalow			1				1						1		Possible views of construction traffic from side windows. (Other properties may be affected but contractor's access arrangements unknown.)
171b	47, 49 Daccabridge Road, 2 storey res. 10m from drain channel	2				2					2					Substantial effect due to anticipated car parking replacing garden in front view. Would be No change if parking provided elsewhere.
171c	53 Daccabridge Road															To be demolished.

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	
172	1 + 2 Marguerite Way 2 storey res. / 600m			2				2					2			Views down into Edgingswell valley from side windows. From both storeys of No. 1
173	3-18 Marguerite Way Bungalows / 550m			16				16					16			Views of Yon street and Edgingswell cutting from glazed entrance porches or rear extension windows only. Restricted views from properties lower on hill.
174	1-11 odds, Weavers Way 2 storey res. / 410m			6				6					6			Views to Edgingswell cutting from back windows, over / through trees. Screened by false cutting.
175	15,17,19 odds, Weavers Way, Bungalows		3					3					3			Open views from rear windows to Edgingswell cutting. Nos 21-33 views more oblique and largely secluded by garden vegetation.
176	38-44, evens + Fairview Cottage, Fore Street / 550m			5				5					5			Views over Edgingswell valley from 2 <sup>nd</sup> storey back windows
177	1-3 The Drive 2 storey resid. / 500m	3						3					3			Views from Kerswell Down to Edgingswell valley from principal windows on both storeys
178	10, 11, 12, 28, 30, 32 38 Water Lane, 2 storey res. 500m	7						7					7			Open views down to Edgingswell valley from principal windows or balcony. Overview may not be fully screened by Year 15 but some benefit from reduced traffic on existing A380.
179	Methodist Church, Water Lane	1						1					1			Open view to Edgingswell valley from picture windows of public room (?) at rear. No visual benefit from traffic reduction.
180	2/4 (one property, 6,8, 14-24, evens, Water Lane, 2-storey			9				9					9			Views into Edgingswell valley from upper rear windows, some between vegetation and houses. Some benefit from reduction of traffic on existing A380.
181	18, 19, 20 Waterdale Farm / 510m			3				3					3			Views into Edgingswell valley from upper back windows
182	9,10 Sunnyside Road Bungalows / 400m			2				2					2			Views of Edgingswell valley over hedges and partly through trees
183	2-14 (evens)Torquay Road, flats over shops, 1-8 Manor Court, 4 flats face west 470m		11					11					11			Views of Yon Street and Edgingswell Lane, some blocked by trees. From public vantage points it is difficult to ascertain which have views. Benefits from reduced traffic on Torquay Road.

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	
184	5-7 (houses) 8,9 (1.5 storey) 12,12a, 17 bungalows, Manor Drive 370m			8				8						8		Slivers of view to Edginswell valley between / over roofs and trees.
185	46,47, 52-55 inclusive Manor Drive, bungalows 210m		6				6							6		Views of Edginswell valley from back windows through/over vegetation along railway, which would be lost to drainage channel.
186	56-66 (no No.64) Manor Drive, bungalows 210m		10				10							10		Views of Edginswell valley from back windows little vegetation screen
187	8-12 (inclusive) Manor Gardens Bungalows / 170m				X											No views due to railway embankment and vegetation along Aller Brook
188	14 Manor Gardens bungalow / 190m		1				1							1		View to Edginswell valley fields.
189	6,7,8 Roundmoors Close 2 storey res. / 130m		3				3						3			Views into false cutting through trees along Aller Brook in winter, from upper rear windows.
190	17, 20-27, 30-34 (inc.) Stadium Drive, 2 storey res. / 110m		14				14						14			Views into false cutting through trees along Aller Brook in winter, from upper rear windows.
191	1,2, 18 Stadium Drive, 15 Roundmoors Close 2 storey res. / 110m			4			4							4		Slivers of view to false cutting from upper windows, between houses.
<b>Kingskerswell - East of Torquay Road</b>																
192	Hacombe Farm House 930m	1				1							1			Overview from Aller Cross to Kerswell Down from front windows
193	Harpins Brake Cottage 1.5 storey res. / 680m	1				1							1			Probable clear view across Aller valley to Dartmoor from front windows; view down onto junction.
194	1,2,3,4 Harpins Court 2 storey flats / 1km		4				4						4			Views from front windows to western hillside, partly screened by trees.
195	6,8,10 Harpins Court 2 storey flats / 1km		3				3						3			Partial views from front windows, framed by trees, to Aller junction.
196	1-12 (inc) Lyndhurst Close bungalows / 750m			12					12					12		Narrow views from Aller Cross to Kerswell Down, over traffic on A380 and roofs / trees. Reduced traffic will be beneficial.

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments			
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B				
197	13-25 (inc) Lyndhurst Close bungalows / 780m	13				13									13				Open, panoramic views from Aller Cross to Kerswell Down from front picture windows
198	21-29 odd, 26,28,30 Lyndhurst Ave 2 storey res. / 900m	8				8									8				Open, panoramic views of Aller Cross to Kerswell Down and Dartmoor from all front windows
199	10,12,14,17,19 Lyndhurst Ave 1 - 1.5 storey res. / 780m			5				5							5				Views to Aller from front windows over roofs or to Kerswell Down from side windows
200	16-22 (evens) Lyndhurst Ave. 1 - 1.5 storey /850m	4				4									4				Open views over Aller from front windows.
201	1,2, 5-21 (odds) 14-20 (evens) Priory Avenue 2 storey res. / 720m			15				15							15				Glimpsed views to Aller from front or back upper windows and to Kerswell Down from a few minor side windows
202	23 & 27 Priory Avenue 2 storey res. / 890m	2				2									2				Open views of Aller Cross to Kerswell Down from front windows of both storeys
203	2, 6, 8,10 Furzedown Rd			4				4							4				Narrow views to Kerswell Down from front or side windows
204	2,4,16,18 Vale Road 2 storey residential 3,5,7,9 Vale Road bungalows			8				8							8				Possible views to Kerswell Down from upper front of 2-storey and back of bungalows, over roofs and vegetation.
205	6,8,10 Willake Road 2 storey residential			3				3							3				View to Kerswell Down from upper front windows
206	10-22 (evens) Torquay Road 1 and 2- storey res.			7						7							7		Elevated above A380, views from front windows to Kerswell Down, between roofs. Benefits from reduced traffic on Torquay Road.
207	38,40, 37-57 odd (11), 70-84 evens (8) Bushmead Avenue 1.5 + 2 storey res. /880m			21				21							21				Views of Kerswell Down between roofs and trees, from front or back 2 <sup>nd</sup> storey and some 1 <sup>st</sup> floor windows
208	17-20 Kingston Close 2 storey res. / 870m			4				4							4				Views to Yon Street and Edginswell Lane from 2 <sup>nd</sup> storey back windows over trees / between roofs
209	1,3, 15,17, 27-33 odd (4), 2-24 (12) even, 34,36 Bushmead Avenue 1.5 + 2 storey res. /900m			22				22							22				Views of Kerswell Down from front or back 2 <sup>nd</sup> storey and some 1 <sup>st</sup> storey windows, between other houses.
210	7 + 22-31 inc. Richmond Hill, 1.5 storey res./980m			11				11							11				Views to Kerswell Down from back 2 <sup>nd</sup> storey windows

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	
211	2,4 Kerswell Lane 2 storey res. / 980m			2				2						2		Oblique views to Kerswell Down from upper front and possibly to Aller Cross from side windows of No.2. (marginal)
212	5-17 odd Coffinswell Lane 1.5 storey / 980m			6				6						6		Views to Kerswell Down from rear dormer windows
213	5-10 inc Cresswell Close + 22 Princess Road 2 storey res. / 860m			7				7						7		Views to Kerswell Down from back 2 <sup>nd</sup> storey windows
214	9-16 Princess Road 2 storey res. / 880m			8				8						8		Glimpsed views over roofs down onto Edginswell Lane from back 2 <sup>nd</sup> storey windows
215	1-12 Westhill Terrace 2 storey res. / 820m		12					12						12		Some views to Kerswell Down from both storey front windows.
216	The Sloop 2 storey Public House / 770m			1				1						1		Views of Kerswell Down from terrace and of the Down to Edginswell Lane from 2 <sup>nd</sup> storey windows.
217	3 (bungalow), Sedgewell, Fluder Hill, 2+ 4 Fluder Orchard / 660m			4				4						4		Views of western valley side from side windows and balcony
218	7, 9 & 11 Fluder Hill bungalows / 650m			3				3						3		Glimpsed views down on Edginswell Valley through trees/between houses from front windows
219	17 & 23 Fluder Hill 660m			2				2						2		Views to Edginswell Valley and Yannon Lane from front and side windows between and over other houses.
220	2a, Kingsleigh, 6-20 even (8) Fluder Hill 2 storey res. / 630m	10						10						10		Open views down onto Edginswell Lane from both storey back windows
221	25, 26, 27 Fluder Hill 2 storey res. / 660m			3				3						3		Possibly views of Edginswell Valley over and between houses opposite, from front windows
222	1-6 Fluder Rise 1 and 1.5 storey residential / 750m		6					6						6		Views down over either Edginswell Lane or Kerswell Common to Aller, over houses on Fluder Hill from principal windows, parts through trees
223	5, 7,9,13,15 2 storey residential. 11 bungalow, Fluder Crescent / 1.4km	6						6						6		Open panoramic views down over Kerswell Down to Aller from rear principal windows.
224	17,19 Fluder Crescent Bungalows				X											No apparent views of proposed route due to orientation.

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	
225	21 (2 storey ) & Mimosa Fluder Crescent / 800m			2				2					2			Views of Edginswell Valley from Yannon Street to Ganders Park but road line probably largely below line of sight
226	24 Fluder Hill 2 storey res. / 1.1km	1				1							1			View down over Kerswell Common to Yannon Street from front windows + conservatory
227	Stevenstone & Tall Trees Fluder Hill Bungalows / 850m			2				2					2			Views down to Edginswell Valley from Yannon St to Ganders Park from front windows over garden hedges, but road line In valley floor may be below or almost below line of sight.
228	Fluder House, Fluder Hill 2.5 storey res. / 870m			1				1					1			Views of Edginswell Valley from Yannon St to Ganders Park from 2 <sup>nd</sup> storey side windows and of Torquay Ring Road from dormer windows.
229	50, 52, 58-76 (evens), Chianti, Kittiver, Fore Street 2 storey 600m			14				14					14			Views of Edginswell Valley from 2 <sup>nd</sup> storey back windows
230	1 & 5 Torquay Road + 56 Fore St Bungalows / 520m		3					3					3			Views of Edginswell Valey from front windows, over roofs. Existing road below retaining wall and below line of sight so no benefits.
231	1 + 6 Claremont Ave bungalows 520m				2					2					2	Traffic on existing A380 dominates views.
232	2 + 3 Claremont Ave bungalows 520m			2				2					2			Views over roofs from Kerswell Common to Edginswell Valley from bay windows.
233	3-21 odd (10), 2-16 even (8) Southey Street, 540m			18				18					18			Glimpsed views of Edginswell Valley from front or back windows between other houses in Kingskerswell
234	1,2,35,16 Southey Crescent, bungs. 440m				4					4					4	Traffic on existing A380 dominates views.
235	11-22 (odds) bungs,13 (chalet bung.), 27,29 (2- storey) Southey Crescent 440m			9				9					9			Views from front windows, some between roofs, to Kerswell Down.
236	1 Southey Drive, Bungalow / 400m			1						1					1	View of traffic on A380 from side window, possible view of Edginswell valley between houses.
237	9 Southey Drive, Bungalow / 400m			1				1					1			View of Edginswell valley from front windows between houses.

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments	
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B		
238	2-10 (evens) Mount Pleasant Close, 1 & 1.5 storey residential			5					5					5			Views to Edginswell between roofs and trees, 8 + 10 have clearer views
239	3 + 5 Mount Pleasant Close, 1 & 1.5 storey residential		2						2					2			Possible oblique views into south end of Maddacombe cutting and over Edginswell. (No.1 enclosed by vegetation and roofs)
240 + 240a	1-14 Mount Pleasant Road 1 & 1.5 storey res. 500m		7						7					7			Panoramic views from Kerswell Common to Ganders Park, from front windows, about half from dormers, where ground floor views blocked by vegetation across the road.
241	25-51 odds Southey Lane 1 & 2 storey res. 420m			14					14					14			Narrow views of Edginswell Valley in between other houses, from front windows
242	18 -50 (evens) Southey Lane 1 & 2 storey res. 360m			17					17					17			Short sections of road in cutting visible from back windows in between other houses in Kingskerswell
243	7 Caroline Close Bungalow / 470m			1					1					1			Possible view of top of Edginswell cutting, above other houses, from front windows
244	9-21 (odds) + Thornbrook, Torquay Rd				7					7						7	No predicted views of Scheme but benefits from reduced traffic.
245	Hare & Hounds PH + The Old Halfway House, Torquay Road				2					2						2	No predicted views of Scheme but benefits from reduced traffic.
246	Coventry Farm Industrial Estate / 130m			1						1						1	Partial views of road on embankment in winter but hedge on A380 would screen views in summer. Benefit from reduced traffic on Torquay Rd.
247	Coventry Cottage 2 storey residential 120m			1						1						1	Partial views of road on embankment in winter but hedge on A380 would screen views in summer. Benefit from reduced traffic on Torquay Rd.
248	Kerswell Gardens Machine Hire & Sales 180m				X												2 <sup>nd</sup> storey window not oriented towards route and views out from Sales Area at ground level screened by landform.
249	Filling station on A380			1						1						1	Views over Edginswell valley from edge of forecourt but not sensitive receptors
250	16-58 (evens) Torquay Road, 2 storey res.				22					22						22	No predicted views of Scheme but benefits from reduced traffic.

Ref. on Fig LA 11	Name, type of property + distance from centreline	Construction				Year 1 Winter					Year 15 Summer + Winter					Comments
		SB	M	SL	NC	SB	M	SL	NC	B	SB	M	SL	NC	B	

	<b>Torquay</b>																
251	Edginswell Hall & Barn and other houses on the edge of Barton / 150m+				X												Ring Rd traffic in foreground of existing views. Junction would be visible but little change in quality of views. Difficult to enumerate and no change in quality of views.
	<b>Coffinswell</b>																
252	Blue Hills, Connybears House, Ashland Hall, Peppercorns, house under construction. 1.5km	6				6							6				Panoramic view to Kingskerswell valley framed by Beer's Brook valley sides, Dartmoor on horizon. Scheme would occupy centre field, traffic visible from above in Year 1. Gainsborough House apparently no view west.
	<b>TOTALS</b>	248	174	533	45*	186	168	562	14	70	45	48	266	571	70		

\* These totals are for properties that would be unaffected during construction but would benefit from reduced traffic flows on the existing A380. They are enumerated for the construction phase totals only in order to check that total numbers in the table balance.

**KEY TO SCHEDULE:**

**SB** = Substantial adverse visual effect    **M** = Moderate adverse visual effect    **SL** = Slight adverse visual effect    **NC** = No change  
**B** = Beneficial visual effect

The majority of this assessment was undertaken in March/April 2004, with later checks carried out in September 2004 and 2009

**Appendix LA 5 Visual effects on settings of Scheduled Monuments and Listed Buildings and Structures** (see Figures LA 11 a-d)

Fig. LA11 no.	Location, Name and Grade	Dist. from Centre	Effect in Construct'n Phase	Effect in Winter, Year 1	Effect in Winter, Year 15	Descriptive comments
	<b>Newton Abbot</b>					
31	St Lukes's Church, Laburnum Road Grade II	70 m	Slight adverse	No change	No change	Prominent landmark in views from settlement across valley. Grounds partially open to existing A380 and no tranquillity. Planting would screen existing road from grounds but retain landmark status.
36	Forde House 3 storey historic house, Grade I	170 m	No change	No change	No change	Existing A380 does not affect setting, which has already lost tranquillity. Grounds enclosed by trees that would screen building from Penn Inn Flyover.
	<b>Kingskerswell</b>					
63a	Whitpot Mill		No change	No change	No change	Secluded from proposed cutting by landform and dense hedges to the west.
66	Foredown Farmhouse Grade II	80 m	Substantial adverse	Moderate adverse	Slight adverse	Substantial change to landform within which building is nestled and new at-grade overbridge on lane above. Severance of farmhouse from much of related landholding. Little traffic intrusion.
73	St. Mary's Church Grade II* + 4 Grade II tombs	220 m	Substantial adverse	Moderate adverse	Slight adverse	Views of cutting and Maddacombe overbridge from most of churchyard setting. Use of hillside above for crosses at Easter, as adjunct to church service, affects related cultural use of setting. Little traffic intrusion.
By 73	Manor House ruins, Grade II Listed Building (also SM)	170 m	Substantial adverse	Moderate adverse	Slight adverse	Substantial change to landform above but line of sight will reduce effects for visitors. Little traffic intrusion.
74	Rock House Maddacombe Road Grade II	70 m	Substantial adverse	Substantial adverse	Moderate adverse	Substantial change to hillside and loss of woodland immediately adjacent to rear garden, within visual envelope. Replacement tree planting along rear boundary would replicate existing garden setting by Year 15 but residual loss of tranquillity and Maddacombe Road overbridge would affect context.
86	Torhill Cottage, No. 2 Greenhill Road Grade II	80 m	Substantial adverse	Moderate adverse	Slight adverse	Rural setting to west, modern housing to north and east. Scheme would traverse rural setting and reduce tranquillity. Planted false cuttings would restore rural appearance in time.
89	United Reformed Church, Yon Street Grade II	20 m	Substantial adverse	Substantial adverse	Moderate adverse	On busy lane with car park enclosed by hedge. Cutting would take part of car park and new Yon Street overbridge would be adjacent. Mitigation hedge around car park will restore visual setting but loss of rural setting + residual loss of tranquillity.
129	Barn Owl Inn Grade II	200m	Substantial adverse	Substantial adverse	Slight adverse	At edge of valley floor and Kingskerswell village, adjacent business units and modern housing, intervisible with A380. Foot of nearest side road embankment would be 90m distant. Long- term loss of relationship to open valley setting.

Fig. LA11 no.	Location, Name and Grade	Dist. from Centre	Effect in Construct'n Phase	Effect in Winter, Year 1	Effect in Winter, Year 15	Descriptive comments
	Dobbin Arch Railway Bridge	270m	Slight adverse	Slight adverse	No change	Northern bridge: Hillside above village visible from bridge but structure is part of transport infrastructure so less sensitive to highway development.
	Rosehill Railway Bridge	350 m	Slight adverse	Slight adverse	No change	Southern bridge: Hillside above village visible from bridge but structure is part of transport infrastructure so less sensitive to highway development.
	Daccabridge		Slight adverse	No change	No change	Original setting already substantially adversely affected by railway and modern housing. Drainage channel to be constructed 15m from bridge will not noticeably degrade setting further.
	<b>Scheduled Monuments</b>					
By 73	Manor House ruins, (also Listed Building)	170 m	Substantial adverse	Moderate adverse	Slight adverse	Substantial change to landform above but line of sight will reduce effects for visitors. Little traffic intrusion.
	Kerswell Down Bronze Age Field system Scheduled Monument	20m	Slight adverse	Slight adverse	Slight adverse	Nearest point approx, 20m from cutting, but extends over 750m to west. Covered by woodland that both secludes and obscures the earthworks. Adverse effects on setting due in part to loss of tranquillity.

The majority of this assessment was undertaken in March/April 2004, with later checks carried out in September 2004

**Appendix LA 6 - Visual and tranquillity effects on Public Rights of Way** (see Figures LA 1 and LA 12 a+b)

Ref. No.	Location	Distance from Centreline	Effect in Construction Phase	Effect in Winter, Year 1	Effect in Winter, Year 15	Descriptive comments
	<b>Newton Abbot</b>					
FP 40	Through Milber Woods	180 m	No change	No change	No change	No views due to topography and tree cover.
FP 37	Alongside Aller Brook	50 m	Slight adverse	Slight adverse	Slight adverse	Also parallel cycleway, to be incorporated into National Cycle Network Route 2 . No views due to highway planting, except approx. 100m at end.
FP 45	Through Sainsbury Car Park	20 m	Slight adverse	Slight adverse	Slight adverse	Views of Penn Inn flyover. High level of use but users not considered sensitive.
FP 27	Within Forde/Keyberry	250 m	No change	No change	No change	No views due to housing
FP 1	South-east of Decoy Country Park	650 m	Slight adverse	Slight adverse	No change	Views over Aller valley over approx. 200m by Decoy Park wood when hedge has been cut, and from more distant fields when northbound.
FP 2	South of Decoy Country Park	1.1 km	No change	No change	No change	Views blocked by flanking woodland and tall hedge
FP 4	Through Decoy Country Park	500 m	No change	No change	No change	No views due to topography and tree cover
B 8	By Haccombe Farm	700 m	Slight adverse	Slight adverse	No change	Possible glimpsed views for horseriders over short length.
B18	Between Aller Quarries	350 m	No change	No change	No change	No views as route through woodland.
	<b>Abbotskerswell</b>					
FP 3	From Grange Road	2.2km	Slight adverse	No change	No change	Existing A380 traffic and excavated quarry face beyond are visible in notch view down valley, so nature of view would be little changed.
BW 8	South of village	2.0km	Slight adverse	No change	No change	As above.
	<b>Coffinswell</b>					
FP 2	Below Connybear Brake	1.5 km	Moderate adverse	Moderate adverse	Slight adverse	Quarry and landfill in existing view but little traffic. Traffic would be clearly visible from elevated viewpoint in Year 1 and partly seen in Year 15.
FP 3	West of Connybear Brake	1.5 km	Slight adverse	Slight adverse	No change	Quarry and landfill prominent in existing narrow view of scheme corridor, but no traffic.

Ref. No.	Location	Distance from Centreline	Effect in Construction Phase	Effect in Winter, Year 1	Effect in Winter, Year 15	Descriptive comments
	<b>Kingskerswell</b>					
	Kerswell Lane, N. lane between K/kerswell and Coffinswell	1.2 km	Substantial adverse	Moderate adverse	No change	Full view to Kerswell Down hillside for most of descent to edge of village when hedgebanks have been clipped. (Clipped hedge height higher in 2009 than 2004, so some reduction in extent of view)
	Church Way, S. lane between K/kerswell and Coffinswell (on the John Musgrave Heritage Trail since March 2006)*	1.2 km	Moderate adverse	Slight adverse	No change	View to Edginswell Lane from top of hill, full view from corner only. At lower level by copse, glimpses through trees to Maddacombe Road in winter.
FP1, 2,3,4, 5,+19	Short links within village	450 – 650m	No change	No change	No change	Generally no views due to topography or enclosing housing. Possible glimpse from FP2 but not considered sensitive as this is a shortcut, not a recreational path. No significant effects.
	Churchway Lane, to N. Whilborough (on the John Musgrave Heritage Trail since March 2006)*	0 m	Substantial adverse	Substantial adverse	Slight adverse	Proposed diversion to join Huxnor Road. Average use 54 people per day over 2 days August Bank holiday 2003. Visual effect over short length (but loss of relative tranquillity over greater distance).
	Permissive path to Kerswell Common	400m	Substantial adverse	Substantial adverse	Slight adverse	View across valley to Yon Street, where the Yon Street cutting and bridge would be central in the view. Relative tranquillity also lost.
FP 36/ 262	A380 to Edginswell Lane	0 m	Substantial adverse	Substantial adverse	Moderate adverse	Proposed path diversion under embankment. Usage light: average use 7 people per day over 2 days August Bank holiday 2003. Low existing tranquillity due to Torbay Ring Road.

The majority of this assessment was undertaken in March/April 2004, with later checks carried out in September 2004. The substantially affected routes have been revisited in 2009.

\* In March 2006 the South Devon branch of the Ramblers' Association created a 35 mile walking trail around the Torbay hinterland, in memory of a past Chairman, John Musgrave. The guide booklet describes features to visit en route, including St Mary's Church, Kingskerswell, and Kerswell Downs.

**Appendix LA 7 Visual and tranquillity effects on Public Recreation Areas and Open Spaces** (see Figures LA 12 a+b)

Location, Name and Grade	Distance from Centreline	Effect in Construction Phase	Effect in Winter, Year 1	Effect in Summer + Winter, Year 15	Descriptive comments
<b>Newton Abbot</b>					
Sandringham Park	30 m	Slight adverse	Slight adverse	Slight adverse	A380 largely screened by existing trees on A380 embankment which would also screen Penn Inn flyover. Existing screen will increase over time.
Forde Park	380 m	No change	No change	No change	No views
Decoy Country Park	480 m	No change	No change	No change	No views
Allotments, Bladon Close	410 m	Moderate adverse	Moderate adverse	No change	Traffic on the existing A380 is glimpsed through roadside trees from the Bladon Close Allotments and there are open views south to Aller.
<b>Kingskerswell</b>					
Parish Centre Park	250 m	Moderate adverse	Slight adverse	No change	Maddacombe Road hillside is visible, but the benches face the railway.
Kerswell Common and exchange Common land	0 m	Substantial adverse	Moderate adverse	Slight adverse	No views from within wooded Common (but tranquillity would be lost). Car park would be lost, but reinstated with visually intrusive access cutting. Average use of car park over two August Bank holidays 2003, 43 people per day
Woodland Trust wood, by Churchway Lane	70 m	Substantial adverse	Substantial adverse	Slight adverse	Views out to east and south from path around woodland boundary and no options to re-route due to steep terrain. No visual effects in Year 15 (but loss of tranquillity).
Playing fields by railway	270 m	Substantial adverse	Slight adverse	No change	Views of valley side below Edginswell Lane but low sensitivity use. Traffic would be concealed in cutting and planting would restore character of views towards the highway. Construction of off-line drainage channel alongside children's play area would cause substantial visual impact but would have little effect when completed.

The majority of this assessment was undertaken in March/April 2004, with later checks carried out in September 2004 and 2009

A380 South Devon Link Road  
(Kingskerswell Bypass)

Public Inquiries  
Roselyn Guard

**DCC/A1/6**  
**Landscape, Townscape & Visual**  
**Appendix LA7**

## **APPENDIX LA8**

### **WEBTAG: BACKGROUND TO LANDSCAPE WORKSHEET 4.6**

#### **1 Methodology**

- 1.1 TAG (CD 4.45) effectively presents two routes to reaching an overall assessment score for both Landscape and Townscape. One is the consideration of the impact scores in column 7 of Worksheet 4.6 for all five 'Features' and of Worksheet 4.7 for all eight 'Features' and the other is 'Table 1 – Definitions of Overall Assessment Scores' for each topic.
- 1.2 There is not a clear link between these two processes in the written guidance but both were taken into account in reaching the assessment scores for the Published Scheme, as described below.

#### **2 A380 Kingskerswell Bypass Landscape Worksheet 4.6**

- 2.1 My reasons for scoring the Scheme as slight adverse are set out below
- 2.2 Firstly the impact scores in column 7 of the worksheet for all five 'Features', taking the extensive mitigation earthworks and planting into account, were assessed as 'Slight adverse'. In particular this was the assessment for the impact on landscape character, which is stated in TAG 3.3.7 (CD 4.45) para. 1.2.15 to be 'an important pointer for the overall assessment, as this should best indicate how well the proposal will fit with the landscape'.

**Appendix LA 8**

- 2.3 This point is also key because it reflects both the scale and type of the predicted impacts and the overall character and importance of the receptor landscape (the two key aspects of environmental assessment).
- 2.4 The impact on character was assessed as slight adverse because the existing Kerswell valley character is highly influenced by development, with transport corridors and infrastructure detractors and, presumably for these reasons, the majority has been excluded from the nearby AGLV. An additional transport route would fit in with this existing character. The majority of the route is aligned with the grain of the valley landform (in contrast to the discarded alternative eastern route that would have cut at high level across side spurs and valleys) and lends itself to effective mitigation. The extensive proposed woodland planting would both fit with and enhance the existing character of the western valley side.
- 2.5 The other consideration is TAG 3.3.7 Table 2, 'Definitions of Overall Assessment Scores' (CD 4.45). The scheme, like many others, complies with some aspects of the 'slight' and 'moderate' adverse impact scores but does not clearly fit within either of them.
- 2.6 Taking the proposed scheme mitigation into account, when the planting is well established, we considered that the following criteria are valid.
- *do not quite fit the landform and scale of the landscape.*

**Appendix LA 8**

- *although not very visually intrusive, will impact on certain views into and across the area.*
- *cannot be completely mitigated for because of the nature of the proposal itself or the character of the landscape through which it passes.*
- *affect an area of recognised landscape quality (the 400m band of AGLV)*

2.7 TAG Paragraph 1.2.18 states that: ‘The nature of the impact (after construction of the proposal and maturation of mitigation measures) for each point on the scale is set out below, with statements reflecting the appraisal process described in this guidance. These statements are for guidance in determining impacts. For a proposal to qualify for a particular score, most of the statements relating to that score must apply.’ Our experience in consultations with HA and Countryside Agency/Natural England has been that rather than simply counting the number of points, the subjective points concerned with the nature of impacts have to be considered in relation to those dealing with the nature of the receptor landscape. The points dealing with nationally recognised countryside (i.e. covered by national designations) generally carry particular weight. This is demonstrated in the instances below.

**Appendix LA 8**

2.8 It is our understanding that whilst the majority of highways projects are perceived as having large or moderate impacts by those most directly affected by them, the purpose of the AST score is to reflect the relative impact of the scheme in comparison with other similar size schemes across the country.

**3 Example scores for other major schemes**

3.1 Example AST Landscape scores which we have assessed for major schemes in recent years are given below as comparators.

3.2 **A38 Dobwalls bypass:** 3km dual carriageway scheme including a 15m high railway overbridge embankment across the head of a valley and 8m high embankments/11m deep cuttings in a previously undeveloped side valley, abutting an AGLV. Overall score: Slight adverse. This score was first assessed by Mott Macdonald at Stage 2 and subsequently endorsed by Environs Partnership at Stage 3.

3.3 **A354 Dorchester-Weymouth Relief Road:** 7.4km scheme with approx. 3.4km through an AONB, with cuttings up to 17.7m deep and embankments up to 23m high, within the AONB. Overall score: Moderate adverse. This score was agreed with the Countryside Agency/Natural England. Although much of the scheme was through a nationally designated landscape it was not scored large adverse

**Appendix LA 8**

principally because the route is through an area already affected by existing road and rail corridors.

- 3.4 **A358 Ilminster – M5 Taunton:** Approximately 13km scheme through undesignated landscapes, including an 18m cutting through a ridge. Score took into account the location of the cutting, which was on the edge of the landscape character area influenced by Taunton fringes, just beyond a ribbon development satellite village. Overall score: Slight adverse. Score agreed with the Countryside Agency and HA regional staff.
- 3.5 **A303 Ilminster - Honiton:** Approximately 24km scheme with 17km through Blackdown Hills AONB, including major cuttings/embankments through ridges and across valleys and approximately 3km sidelong cutting along outer scarp. Overall score: Very large adverse. Score agreed with the Countryside Agency and HA regional staff (Halcrow score for this scheme at A303 strategic overview stage was Large adverse).

A380 South Devon Link Road  
(Kingskerswell Bypass)

Public Inquiries  
Rosalyn Guard

**DCC/A1/6**  
**Landscape, Townscape and Visual**

**Appendix LA 8**

## **APPENDIX LA9**

### **CORRESPONDENCE WITH OBJECTOR 37**

**Three items of correspondence and accompanying drawings follow.**

#### **1. Letter from Devon CC dated 1 December 2008**

On the following page is a letter from Devon County Council to Mr Bright's MP dated 1 December 2008. Drawing no. HEX 43444A/SKC/489 that accompanied the letter is reproduced as Figure LA 32 in Volume 4 of my Evidence.

The version of Drawing no. HEX 43444A/SKC/489 that accompanied the letter was revised with additional dimensions information and re-sent to the Objector with a letter from Michael Smith on 27 May 2007. The latest drawing only is included in Volume 4, to avoid repetition.

Ref 88

Environment, Economy & Culture

Richard Younger-Ross, M.P.,  
House of Commons,  
London,  
SW1A 0AA

Lucombe House  
County Hall  
Topsham Road  
EX2 4QW

17570

03 DEC 2008

TUEYB444A

FILE REF.	
ACTION BY	

Tel: 01392 382149  
Email: [environment@devon.gov.uk](mailto:environment@devon.gov.uk)  
Fax: 01392 382135  
Your ref: KA/BRIGHT.020313  
Our ref: EC. A/COM (6392)

1st December 2008

Dear

**Mr P Bright, Chamossaire, Greenhill Road, Kingskerswell  
A380 South Devon Link Road**

I refer to your letter dated 13<sup>th</sup> November 2008 enclosing correspondence from Mr Bright.

Recognising that perhaps Mr Bright has not understood the changes we have made to the height of the screening land opposite his property, I can confirm the height of this bund has been increased from 2m above the proposed road to 3m above the road surface.

This increase in height was made as a direct consequence of feedback and concern raised by local residents, including Mr Bright, at the public consultation held in Spring 2002. This increase in height was incorporated into the scheme plan submitted for planning permission in November 2004 and included into the scheme footprint shown on the landscape mitigation design drawing, Figure 8.9e contained in the Environmental Statement. However, the cross section relating to this area, Section E – E<sup>1</sup> – chainage 4300m shown on Figure 8.10c of the Environmental Statement did not reflect this, incorrectly showing the bund height at 2m.

In order to clarify the scheme proposals as they affect Mr Bright I enclose a copy of drawing no. HEX 43444A/SKC/489 which includes a cross section demonstrating how the screening bund performs in relation to Mr Bright's property.

Yours sincerely,

**Edward Chorlton  
Deputy Chief Executive & Executive Director of Environment, Economy and Culture**

cc: *Chief Executive  
Director of Environment, Economy and Culture  
Originator: Paul Ewings/David Whitton  
County Councillor Phil Cook  
County Councillor Gordon Hook*

Textphone 0845 1551020 SMS Text 0777 3333 231  
[www.devon.gov.uk](http://www.devon.gov.uk)

Environment, Economy & Culture Director: Edward Chorlton

## 2. Email from Mr P Bright to PB dated 16 March 2009

**From:** Reel Value [mailto:enquiries@reelvalue.co.uk]  
**Sent:** 16 March 2009 15:56  
**To:** Kingdom, Ruby  
**Cc:** yrossr@parliament.uk  
**Subject:** Ref Kingskerswell Bypass

F.A.O. M. Smith. Parsons Brinckerhoff.

Your Ref CPO/43444A/-

Dear Mr Smith,

Thank you for your letter dated 10th March concerning the Bypass CPO objections.

You will recall my concerns were raised directly and via my MP that the cuttings adjacent to my property were insufficient for adequate noise and visual mitigation?

I accept that it appears you have increased the height of the embankments, however the drawings do not appear to have ever been updated to show this. That led to some confusion along the way as the 'footprint' of the cuttings should have been significantly larger to facilitate the increased height.

Are you able to supply such amended drawings to show the changes?

I feel the land adjacent to houses along Greenhill Road & Greenhill gardens would be best served if all that strip of land were purchased and used for planting. Indeed my MP previously said to me he would oppose use of that land for infill housing and so I will copy his office in and ask these matters be considered before issuing the purchase orders?

Yours sincerely - P. Bright

**3. Letter from Michael Smith to Mr Bright dated 27 May 2009**

The drawings HEX 43444A/SKC/489 and HEX 43444A/SKC/1066 that accompanied the letter are reproduced as Figures LA 32 and LA 33 in Volume 4 of my Evidence. The revised drawing HEX 43444A/SKC/489 in Volume 4 has been amended to more accurately reflect the height of his property, since it was sent to Mr Bright.

Mr P G Bright  
Chamossaire  
Greenhill Road  
Kingskerswell  
Devon  
TQ12 5DT

27 May 2009

Our Ref: CPO/43444A/-

Dear Mr P G Bright,

**THE DEVON COUNTY COUNCIL A380 SOUTH DEVON LINK ROAD (KINGSKERSWELL BYPASS)  
COMPULSORY PURCHASE ORDER 2008 AND  
THE DEVON COUNTY COUNCIL (A380 SOUTH DEVON LINK ROAD (KINGSKERSWELL BYPASS)  
CLASSIFIED ROAD) (SIDE ROADS) ORDER 2008**

Your email dated 16 March 2009 and follow up email dated 12 May requested drawings detailing the increased scheme 'footprint' adjacent to Greenhill Road.

Therefore please find enclosed the following:-

- Drawing HEX43444A/SKC/1066
- Marked up copy of drawing HEX43444A/SKC/489 (drawing previously issued to Richard Younger-Ross MP on 1 December 2008).

Drawing HEX43444A/SKC/1066 details the cross section at Chainage 4300 displayed at the public consultation exhibition in February and March 2002 and cross section E-E – Chainage 4300m (part of Figure 8.10c) published in the Environmental Statement 2004. On cross section E-E the correct profile/cross section for the scheme detailed on Figure 8.9e of the Environmental Statement is superimposed to illustrate that the false cutting on the Greenhill Road side of cross section E-E was incorrectly shown at 2m above the carriageway. This again confirms the details of the correspondence to Richard Younger-Ross MP dated 1 December 2008.

Drawing HEX43444A/SKC/1066 also shows the increased false cutting height above the carriageway i.e. 2m to 3m+. This led to an increase in landtake from the edge of the southbound carriageway of 3m (29m Public Consultation cross section to 32m Environmental Statement Figure 8.9e). In order to minimise the landtake increase the slope of the east side of the false cutting was increased from 1 in 3 to 1 in 2. For record purposes only, a 1 in 3 side slope false cutting is also shown on 'section E-E'. To summarise, the increased footprint has been achieved by increasing the landtake by 3m without compromising other mitigation measures e.g. width of planting.

The net effect is that an additional strip of land 3m wide has been taken to increase the height of the false cutting above the carriageway. To complete your records, the 32m dimension (edge of southbound carriageway to the eastern toe of the false cutting) has been marked up on the enclosed copy of HEX43444A/SKC/489.

We would be grateful to know if this information answers your query.

Yours sincerely,  
**Parsons Brinckerhoff**



**MICHAEL SMITH**  
Technical Director