

Infrastructure implications: New roundabout required to facilitate access. Lack of secondary or primary education provision.

Landscape sensitivity - summary of findings: Medium sensitivity- The site is semi-rural with some far reaching views. The eastern field closest to the urban area is less remote and less sensitive to change than the fields further west. If the eastern section of the site was developed, tree planting/landscaping in northern edge would help soften boundary edge with the countryside. Similarly, screening of site in the south and east would slightly reduce impact upon AONB. The access roundabout suggested by DCC is likely to be a visually dominant feature. Several mature trees warrant specific protection.

Impact on historic environment - summary of findings: Minor - Limited change to elements that contribute to the significance of assets and their setting, where harm is minimal. Any allocation should include a requirement for archaeological assessment as historic use suggests there is potential subterranean archaeology.

Ecological impact - summary of findings: Minor adverse effect predicted (not significant)

Accessibility assessment: The eastern section of the site is within 1600m of all facilities except a train station. The western end of the site is only within 1600m of a bus stop, secondary school, employment site, play area, hospital/medical centre and Church

Other known site constraints: Site is relatively level, would lose Grade 3 agricultural land. No significant issues relating to flood risk, water quality, minerals or waste. Site lies within the settlement containment policy area in the neighbourhood plan, intended to prevent coalescence with West Hill.

Site opportunities: Development of the eastern field only, adjacent to existing development, would reduce landscape impact. Redevelopment of agricultural buildings for employment use would increase settlement self-containment. Planting of a woodland belt beyond the agricultural buildings would reflect local landscape character, define the settlement extent, reduce visual impact and increase biodiversity and wildlife corridors between important habitat.

Amended Maximum Yield following discounted areas on site: 70 dwellings and 1.25ha of employment land

Brief summary of the key positives and negatives of the site: Positives- The site is well located in terms of accessibility and is adjacent existing built form on two sides. It is of low or medium ecological, heritage and landscape importance. Negatives- Visual impact increases and the importance of the site in settlement containment terms, as you move west through the site.

Should the site be allocated? Yes

Reason(s) for allocating or not allocating: The scale of development on this site would help deliver the district-wide housing requirement in a manner that is consistent with the spatial strategy. Good access to facilities, provision of employment within the site, medium landscape and low ecological sensitivity, subject to DCC Highways agreeing a suitable access and an archaeological assessment being undertaken. The site is well located in terms of accessibility and this section of the site relates well to the existing adjacent built form, however careful design is needed to ensure it does not appear obtrusive in distant views. Suggest that 5.1ha is allocated for mixed use, of which at least 1.25ha is for employment use

Appendix 2.

Site Selection – interim findings at Tier One and Tier Two settlements

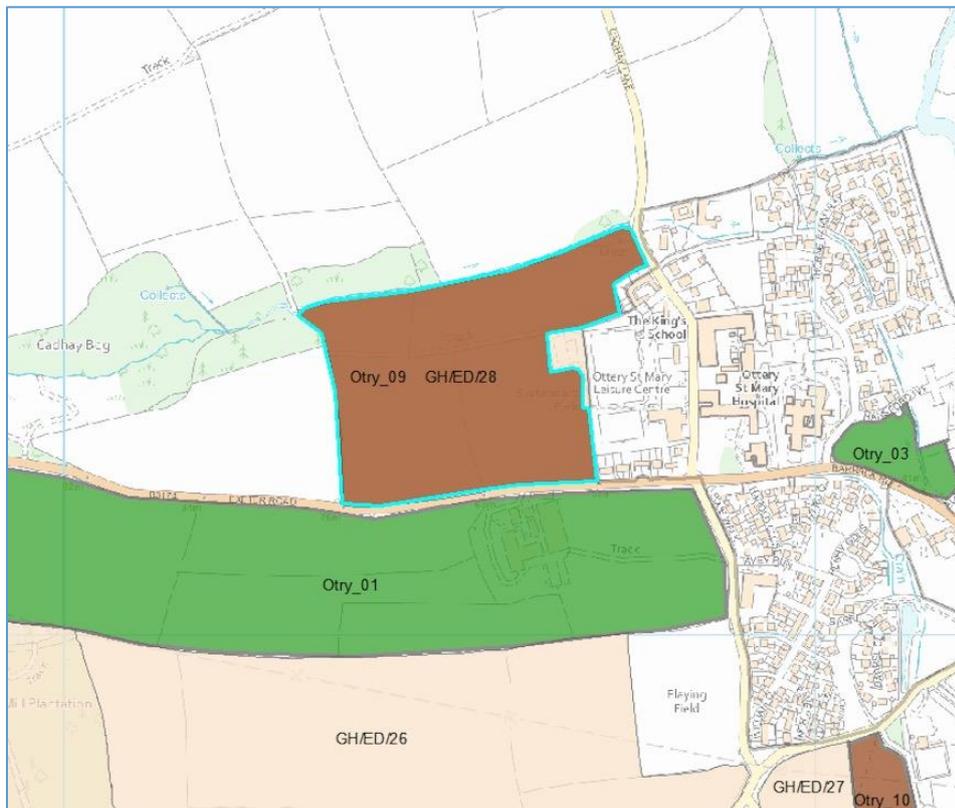
Site Detail:

Settlement: Ottery St Mary

Site reference number: Otry_09

Site Address: Land at Thorne Farm, Exeter Road, Ottery St Mary, EX11 1QZ

Map of site:



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Site Area: 10.3

Site Assessment Summary:

Infrastructure implications: New roundabout required to facilitate access. Lack of secondary or primary education provision.

Landscape sensitivity - summary of findings: Medium sensitivity- The sensitivity varies across the site and increases significantly to the centre and north of the site where the land slopes and development would be visible in far reaching views. Any new residential development should be restricted to the south east corner of the site. Visual impact will be significantly increased if DCC require a roundabout access. The development boundaries should be landscaped with a hedge of native species and a strip of woodland to soften the transition between the urban area and surrounding countryside. Several mature trees warrant specific protection.

Impact on historic environment - summary of findings: Minor - Limited change to elements that contribute to the significance of assets and their setting, where harm is minimal.

Ecological impact - summary of findings: Significant moderate adverse effect predicted- Site is adjacent to a County Wildlife Site and ancient woodland.

Accessibility assessment: The site is within 1600m of all facilities except a train station. The primary school is slightly beyond the 1600m limit (although this depends where in the site it is measured from)

Other known site constraints: Site slopes quite steeply in parts, development would lose Grade 3 agricultural land. A section along the northern boundary of the site is liable to flood, No significant issues relating to water quality, minerals or waste. The easternmost section of the site is allocated in the current local plan for community/education use and in the Neighbourhood Plan for a school site. Previous major application for 150 houses, a new primary school and a roundabout was refused interalia on landscape impact grounds

Site opportunities: Some development on the eastern section of the site could be acceptable in landscape and heritage terms.

Amended Maximum Yield following discounted areas on site: 90 dwellings

Brief summary of the key positives and negatives of the site: Positives- The site is well located in terms of accessibility and is adjacent existing built form on one side.

It is of low heritage importance. Negatives- Site is visible in the landscape from a considerable distance and is significant in terms of its ecological value. Visual impact and ecological importance increase very significantly as you move west through the site.

Should the site be allocated? Yes

Reason(s) for allocating or not allocating: The scale of development on this site would help deliver the district-wide housing requirement in a manner that is consistent with the spatial strategy. Reasonably good access to facilities, though there could be adverse landscape and ecological impacts. A reduced yield at this site is suggested in allocation.

Appendix 2.

Site Selection – interim findings at Tier One and Tier Two settlements

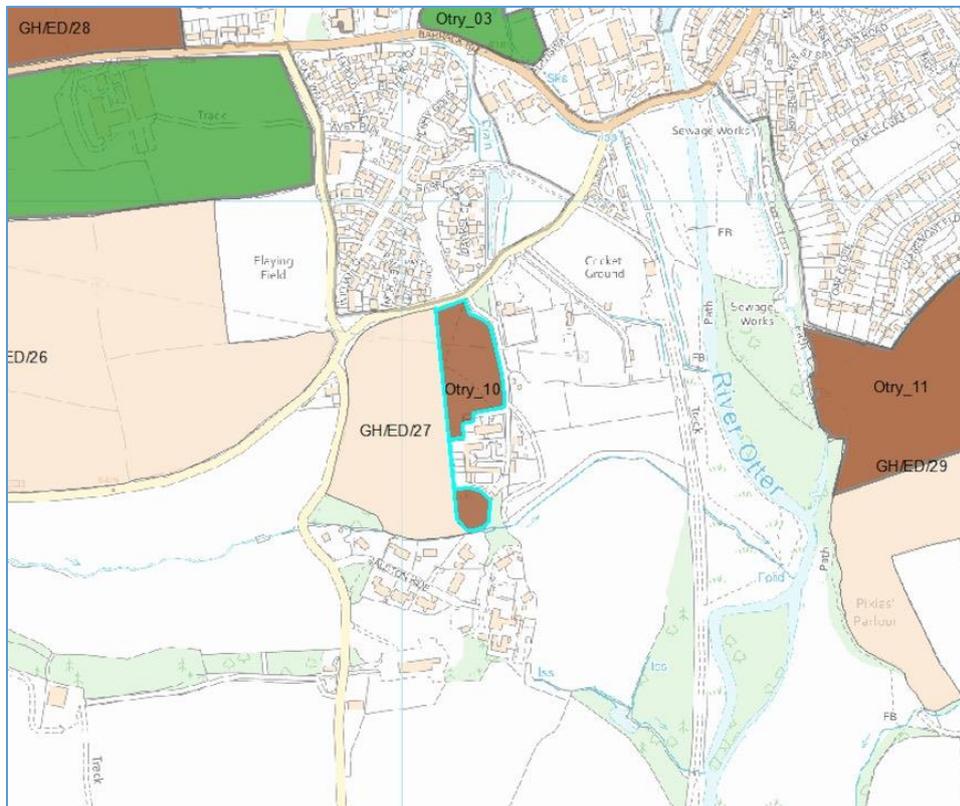
Site Detail:

Settlement: Ottery St Mary

Site reference number: Otry_10

Site Address: Land to North and South of Salston Barton, Ottery St Mary, EX11 1RG

Map of site:



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Site Area: 1.36

Site Assessment Summary:

Infrastructure implications: Lack of secondary or primary education provision. New access will require loss of hedgerow. Opportunity to underground overhead cables. Footpath should be retained.

Landscape sensitivity - summary of findings: Medium- The southern section of the site is discounted due to flooding. The whole site is enclosed with a remote, rural character despite the proximity of new housing. If the northern section of the site is to be developed, the existing hedgerows and protected trees should be retained, with a minimal section removed for access. Tree planting to the western slope of the site would help to break up development when viewed from the lane, and open space should be provided along the footpath to ensure that it retains a (semi)rural character. Overhead wires on site should be undergrounded.

Impact on historic environment - summary of findings: Low heritage impact predicted but further assessment required. Nearby and former land use suggests there may be subterranean archaeology present.

Ecological impact - summary of findings: Minor adverse effect predicted (not significant). Several mature TPO'd trees warrant specific protection.

Accessibility assessment: The site is within 1600m of all facilities except a train station.

Other known site constraints: The southern section, and a band along the eastern boundary, of the site is liable to flood, the western side is sloping and the site is bisected by overhead power lines and a public footpath. Protected trees in the hedgerow will require root protection

Site opportunities: There is an opportunity to underground the overhead power lines and create a public footpath and cyclepath through the site.

Amended Maximum Yield following discounted areas on site: 20

Brief summary of the key positives and negatives of the site: The site is reasonably well located adjacent and opposite development on the periphery of the town. It is accessible to most facilities. Cycle/footpaths would be required along Strawberry Lane but also within the site. It performs well in landscape, ecology and

heritage terms and a reduced density of development would enable existing trees and hedgerows to be retained and additional planting to take place.

Should the site be allocated? Yes

Reason(s) for allocating or not allocating: The site is reasonably well located adjacent and opposite development on the periphery of the town. It is accessible to most facilities. Cycle/footpaths would be required along Strawberry Lane but also within the site. It is a discrete, enclosed site (although it could be combined with the adjoining site) and performs well in landscape, ecology and heritage terms and a reduced density of development would enable existing trees and hedgerows to be retained and additional planting to take place.

Appendix 2.

Site Selection – interim findings at Tier One and Tier Two settlements

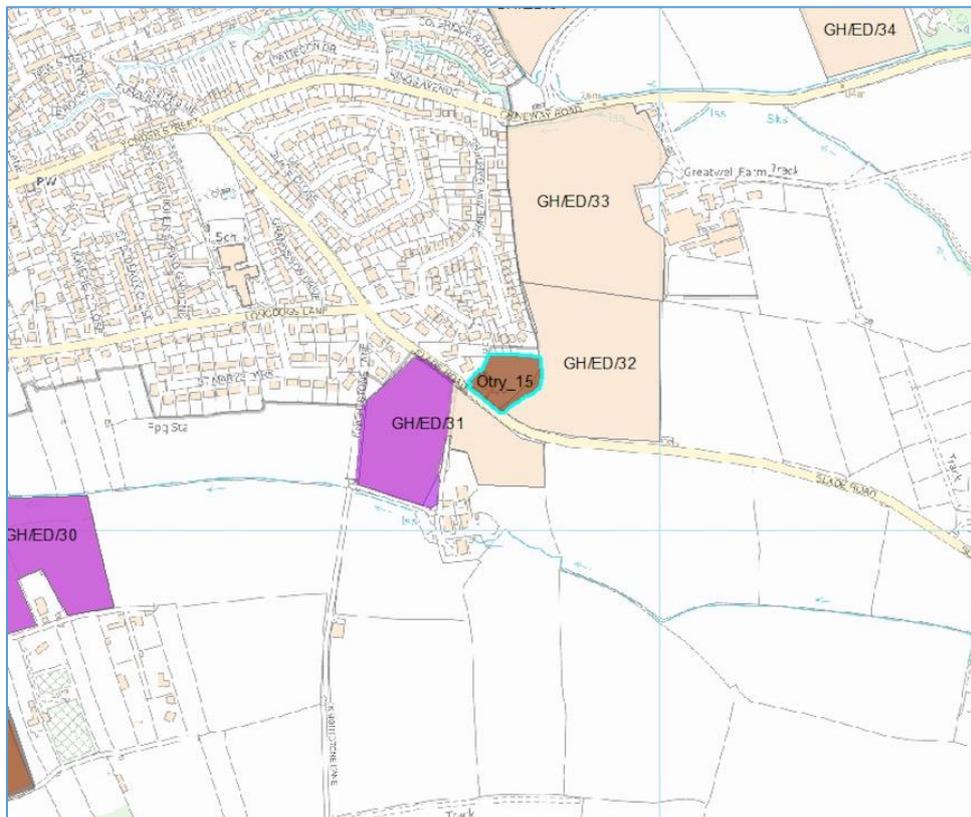
Site Detail:

Settlement: Ottery St Mary

Site reference number: Otry_15

Site Address: Land at Bylands, Slade Road, Ottery St Mary, EX11 1QN

Map of site:



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Site Area: 0.52

Site Assessment Summary:

Infrastructure implications: Lack of secondary or primary education provision. New access will require loss of some hedgerow.

Landscape sensitivity - summary of findings: Low- Residential garden site not visible in public views or from a distance. Low overall impact. If the site was to be developed, access should be from the existing gateway (albeit widened to achieve visibility) to the southern boundary and hedgerow reinstated on this boundary as far as possible. Development should avoid the rootzones of the mature Elm and Oak trees in the hedgerows to the north and east.

Impact on historic environment - summary of findings: Minor - Limited change to elements that contribute to the significance of assets and their setting, where harm is minimal.

Ecological impact - summary of findings: Minor adverse effect predicted (not significant)

Accessibility assessment: The site is within 1600m of all facilities except a train station, the secondary school and hospital.

Other known site constraints: Site is a level garden site. No significant issues relating to flood risk, water quality, minerals or waste. Some mature trees bound the site.

Site opportunities: Opportunity to provide a section of footpath along the front of the site and potentially along the front of the adjoining property (owned by same owner)

Amended Maximum Yield following discounted areas on site: 8

Brief summary of the key positives and negatives of the site: Positives- Site is an existing garden with minimal landscape, ecology or heritage impact. Negatives- increased traffic on narrow country lane, loss of hedgerow to facilitate access

Should the site be allocated? Yes

Reason(s) for allocating or not allocating: Site is an existing garden with minimal landscape, ecology or heritage impact.

Appendix 2.

Site Selection – interim findings at Tier One and Tier Two settlements

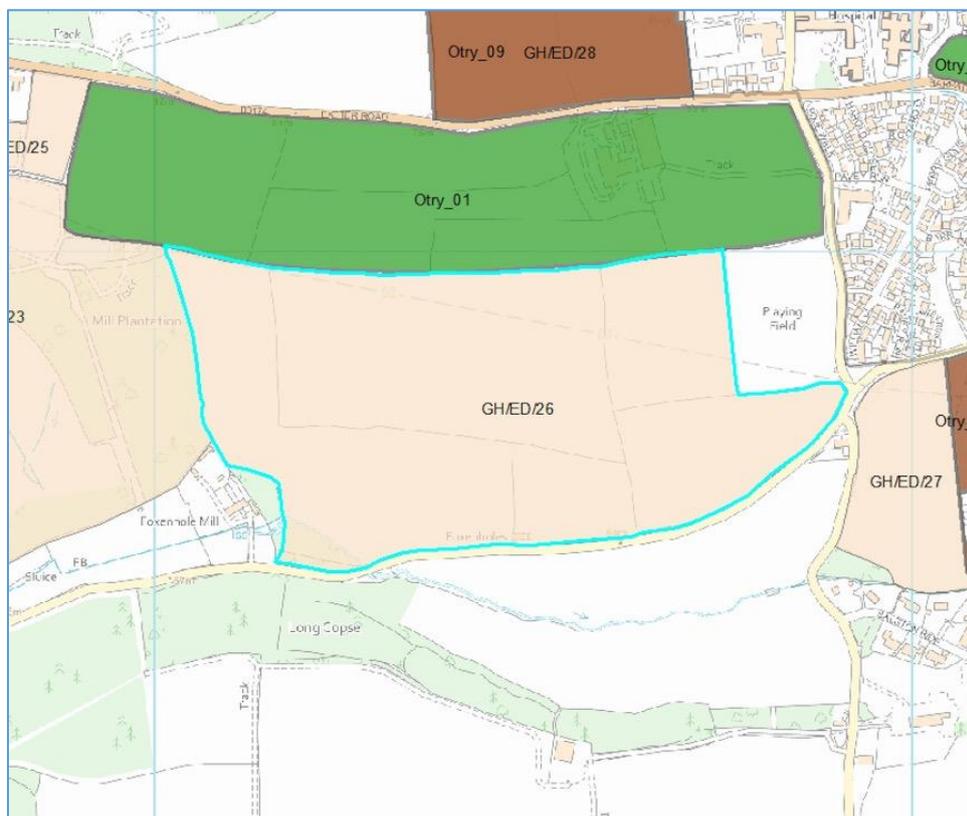
Site Detail:

Settlement: Ottery St Mary

Site reference number: GH/ED/26

Site Address: Land west of Cadhay Lane, Ottery St Mary

Map of site:



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Site Area: 26.53

Site Assessment Summary:

Infrastructure implications: Lack of secondary or primary education provision. Current access is via a number of field gates on West Hill Road, a C-class road heading from Ottery St Mary towards West Hill. However, in most cases, the site is elevated a number of metres above the level of the road and as such considerable engineering works would likely be required to achieve a suitable access. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 4.6km from Whimple train station (though not easily accessible from this location). The main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 across the front of the site. Pedestrian/cycle movement into Ottery St Mary would need to be greatly improved. There are no existing footpaths along West Hill/Strawberry Lane linking the site in to town. However, it might be possible to link in to new footpaths being developed within the Bovis housing development directly to the east of the site.

Landscape sensitivity - summary of findings: Significant impact on the local landscape due to the rural character of the site and its visibility in short and long range views. The site is located outside but reasonably near (approximately 2.9km) to the East Devon AONB. There would be significant intervisibility with the East Hill Strips within the AONB, due to the site's location on the slopes of a prominent ridge on the opposite side of the valley. The site may also be visible from Belbury Castle hillfort. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PRoWs in the wider landscape context, which may offer views of the site. Requires further visual assessment.

Impact on historic environment - summary of findings: Moderate - Change affecting the special character of assets, where elements which contribute to their significance and their setting are harmed. The site is approximately 50m north-east of the Grade II Listed Foxenhole Mills, 380m north of the Grade II Listed Salston Manor Hotel, 170m north-east of the Grade II Listed Salston Lodge and 440m north of another Grade II Listed Lodge at the entrance to the hotel, with which there would likely be fairly significant intervisibility impacting upon the setting and significance of these assets. The site is approximately 710m south-west of the Ottery St Mary Conservation Area which contains numerous Listed Buildings, including the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and others. There would be significant intervisibility as the site rises up from the valley floor and the site would generally act as a gateway to the historic town. As such the site would need to be designed to a high quality and likely limited to lower slopes to avoid detrimental impact. A number of prehistoric enclosures and ditches exist in the vicinity of this site and there have been numerous pieces of glass, pottery and artifacts dating from prehistory to medieval. An archaeological assessment should be undertaken prior to any development of the site.

Ecological impact - summary of findings: Minor adverse effect predicted (not significant)

Accessibility assessment: The site is within 1600m of all facilities except a train station

Other known site constraints: The site, which is Grade 3 agricultural land, slopes to the east and to the south and is fairly steep in places. This is particularly so in the southern portion of the site, where c.6.34ha would not be suitable for development on the grounds of being too steep or detached from the remainder of the site by this steep land and floodplain. The northern part of the site is crossed by high voltage powerlines (0.78ha of which is not integral to the site). The site is located within the settlement containment policy area in the Neighbourhood Plan

Site opportunities: Opportunity to provide a significant length of foot and cyclepaths, bus route could be extended to cover the site. The overhead power lines may be able to be undergrounded

Amended Maximum Yield following discounted areas on site: 200

Brief summary of the key positives and negatives of the site: Positives- Could provide links to wider countryside and within walking distance of most facilities (if a new path is provided). Negatives- Site is a significant greenfield site which would extend into open countryside. It has high ecological and heritage sensitivities and development would be visible from a considerable distance

Should the site be allocated? No

Reason(s) for allocating or not allocating: Site is a significant greenfield site which would extend into open countryside. It has high ecological and heritage sensitivities and development would be visible from a considerable distance

Appendix 2.

Site Selection – interim findings at Tier One and Tier Two settlements

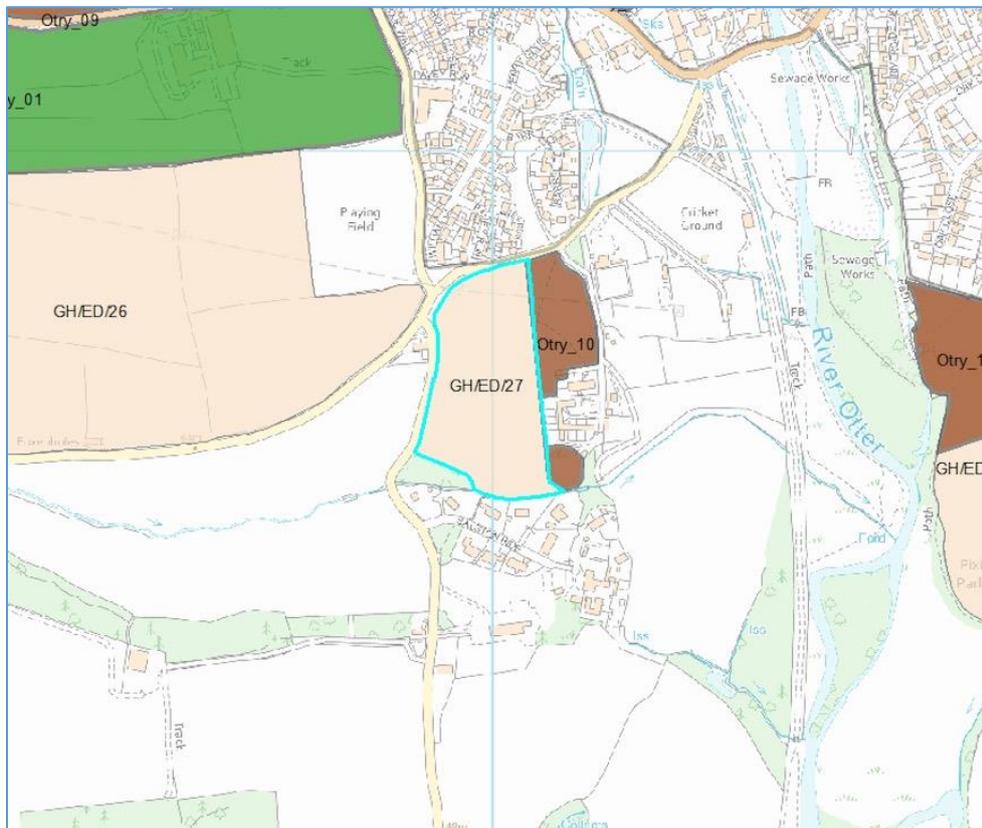
Site Detail:

Settlement: Ottery St Mary

Site reference number: GH/ED/27

Site Address: Land south of Strawberry Lane, Ottery St Mary

Map of site:



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Site Area: 3.87

Site Assessment Summary:

Infrastructure implications: Lack of secondary or primary education provision. Current access is via a field gate on a minor C-class road heading from Ottery St Mary towards Fluxton and the Salston Manor Hotel. It may also be possible to achieve an access from Strawberry Lane on the north side of the site. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 5.1km from Whimble train station (though not easily accessible from this location). The main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 across the front of the site. Pedestrian/cycle movement into Ottery St Mary would need to be greatly improved. There are no existing footpaths along Strawberry Lane linking the site in to town. However, it might be possible to link in to new footpaths being developed within the Bovis housing development directly to the north of the site. A public right of way crosses the site.

Landscape sensitivity - summary of findings: The site is located outside but reasonably near (approximately 2.7km) to the East Devon AONB. There would be significant intervisibility with the East Hill Strips within the AONB, due to the site's location on the slopes of a prominent ridge on the opposite side of the valley. The site may also be visible from Belbury Castle hillfort. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PRowS in the wider landscape context, which may offer views of the site.

Impact on historic environment - summary of findings: Minor - Limited change to elements that contribute to the significance of assets and their setting, where harm is minimal. A number of prehistoric enclosures and ditches exist in the vicinity of this site. Archaeological surveys at the nearby Island Farm housing site uncovered numerous finds and historic land uses in the vicinity. However this is not expected to be a significant constraint. Conservation: The historic (though not Listed and now converted) Salston Barton lies immediately to the east of the site, on a lower level of land. The site is also approximately 160m north of the Grade II Listed Salston Manor Hotel, 50m north-east of the Grade II Listed Salston Lodge and 195m north of another Grade II Listed Lodge at the entrance to the hotel. Intervisibility is limited due to existing development and woodland, but development of the site may impact upon the setting and significance of these assets.

Ecological impact - summary of findings: Minor adverse effect predicted (not significant)

Accessibility assessment: The site is within 1600m of all facilities except a train station

Other known site constraints: The site, which is Grade 3 agricultural land, slopes to the east and is bisected by a public footpath. The southern section of the site is liable to flood.

Site opportunities: There is an opportunity to create a public footpath and cyclepath through the site.

Amended Maximum Yield following discounted areas on site: 60

Brief summary of the key positives and negatives of the site: Positives: good access to community services, facilities and (limited) employment opportunities. Medium landscape sensitivity, adjacent to new development. Minor ecological impact. Negatives: flood risk. Heritage impact and does feel semi-rural.

Should the site be allocated? Yes

Reason(s) for allocating or not allocating: The site is on the periphery of the settlement and has a semi-rural character. It could be considered to round off this part of the town. Tree planting is required to reduce visual impact

Appendix 2.

Site Selection – interim findings at Tier One and Tier Two settlements

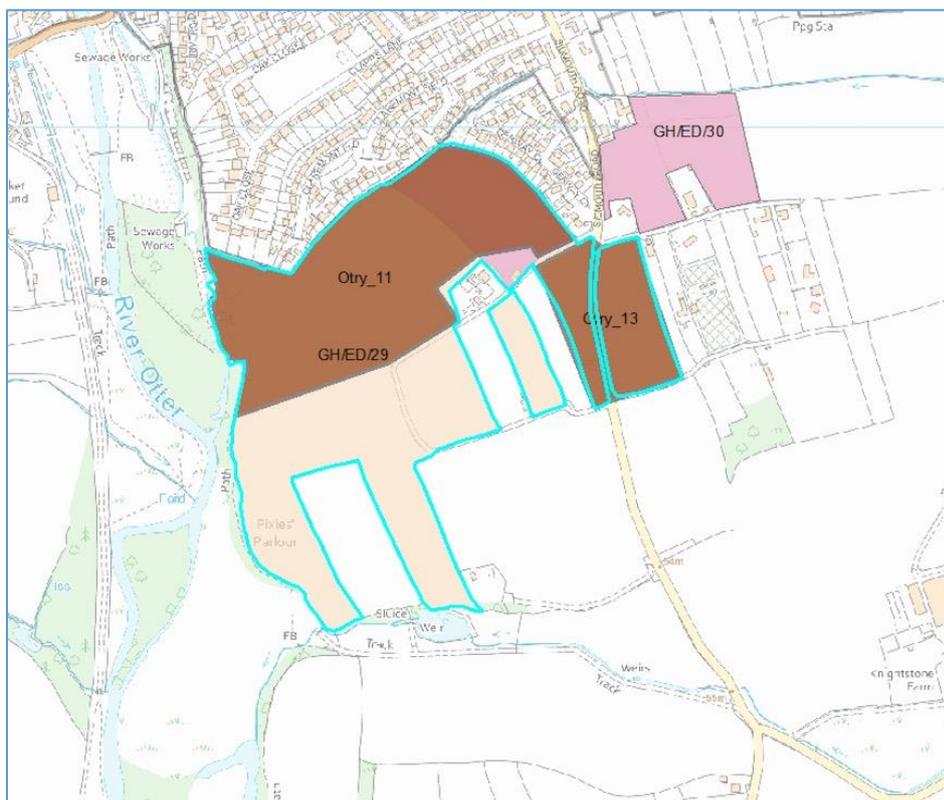
Site Detail:

Settlement: Ottery St Mary

Site reference number: GH/ED/29

Site Address: Gerway Farm, Ottery St Mary

Map of site:



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Site Area: 19.32

Site Assessment Summary:

Infrastructure implications: Lack of secondary or primary education provision. Current access is via Sidmouth Road. The site could potentially also be accessed via Claremount Field to the north subject to construction of a short bridge or other means of crossing the flood plain and overcoming the levels difference. Sidmouth Road at this point is a reasonably wide C-class road, potentially capable of accommodating additional development and associated movements in itself. However, the road narrows significantly towards Sidmouth to the south and access into and through Ottery is constrained by narrow roads and a single route through the town centre. Further investigation may be required to determine if more significant highways improvements (bypass/distributor road) might be necessary. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 4.6km from Feniton train station (though not easily accessible from this location). The site itself is served by a once-weekly bus service linking Sidmouth-Ottery-Feniton-Honiton-Taunton. Ottery St Mary is well connected by bus. Regular services run to Axminster, Honiton, Sidmouth, Cranbrook, Exeter Airport and Exeter amongst other places, with buses stopping in the town centre (approx. 640m from the centre of the site). Pedestrian/cycle movement into Ottery St Mary would need to be greatly improved.

Landscape sensitivity - summary of findings: The site is located outside but reasonably near (approx. 1.6km) to the East Devon AONB. It is a large, irregularly shaped and sloping site, so landscape sensitivity varies across it. There would be significant intervisibility with the AONB. As the site is located on the valley floor it would be visible from prominent ridges on each side of the valley. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PRoWs crossing the site and in the wider landscape area, which may offer views of the site.

Impact on historic environment - summary of findings: A number of neolithic and Roman pits have been identified within the site, as well as medieval and post-medieval artefact finds. In addition to this, the site is within a large area to the south of Ottery St Mary known to contain historic field systems. Requires further evaluation.

Ecological impact - summary of findings: Minor adverse effect predicted (not significant)

Accessibility assessment: The site is within 1600m of all facilities except a train station

Other known site constraints: The site is irregularly shaped and comprises grade 2 and 3 agricultural land. 0.71ha is within floodzone 3, around 1.12 ha of the site (a relatively small corridor towards the north, west and south edges) is within floodzone 2 or divided from the rest of the site by effective floodplain. A small area of surface water flood risk also crosses the site. Potential access to Claremont Field would need to cross a band of floodplain. The HSE major hazard pipeline runs through the southern edge of the site and the consultation zone extends to cover approximately 4.2ha of the site (approx. 0.35ha of which is also floodplain). Electricity wires cross the site and would need to be undergrounded.

Site opportunities: Opportunity to link Gerway Close and Claremont Field by footpath/cyclepath and to plant a band of trees to lessen visual impact of new and existing housing when viewed from the south

Amended Maximum Yield following discounted areas on site: 200

Brief summary of the key positives and negatives of the site: Positives- site is close to existing facilities and will be seen against a backdrop of existing development, opportunity to plant a band of trees to screen this site and other recent development. Negatives- Highway access is difficult to achieve and the capacity of Claremont Field is limited (assuming this access would be acceptable to take some traffic) landscape concerns, high heritage sensitivity

Should the site be allocated? Potential 2nd choice allocation on part of the site.

Reason(s) for allocating or not allocating: Site is a significant greenfield site, parts of which are very constrained. It is very sensitive in heritage terms and visible in long range views. Part of the site, surrounded on two sides by existing development, is less sensitive and it may be possible to develop it, subject to a satisfactory highway access, without diminishing the historic field enclosure pattern. Highway and archaeological assessment is required. Opportunity to introduce tree planting to screen this and existing development

Appendix 2.

Site Selection – interim findings at Tier One and Tier Two settlements

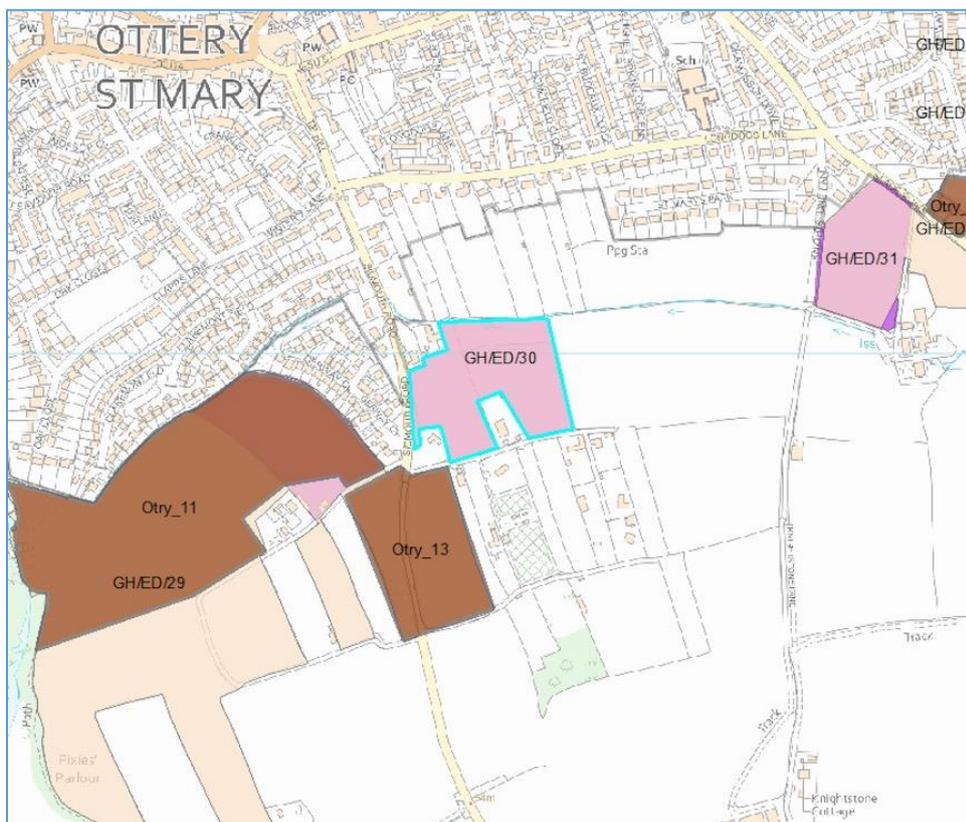
Site Detail:

Settlement: Ottery St Mary

Site reference number: GH/ED/30

Site Address: Sidmouth Road J/W Gerway Lane, Ottery St Mary

Map of site:



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Site Area: 2.72

Site Assessment Summary:

Infrastructure implications: Lack of secondary or primary education provision. Current access is via Gerway Lane which is not much more than a track serving nine houses off Sidmouth Road. Gerway Lane would not be suitable as it currently stands and would require improvements to visibility splays at the junction with Sidmouth Road, as well as potentially requiring widening. Alternatively, access could be secured directly off Sidmouth Road. However, this would likely require considerable highway engineering to widen Sidmouth Road and address the difference in height with the site, which is elevated from the road. Sidmouth Road at this point is a reasonably wide C-class road potentially capable of accommodating additional development and associated movements in itself. However, the road narrows significantly towards Sidmouth to the south and access into and through Ottery is constrained by narrow roads and a single route through the town centre. Further investigation may be required as to whether more significant highways improvements (bypass/distributor road) are necessary. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 4.4km from Feniton train station (though not easily accessible from this location). The site itself is served by a once-weekly service linking Sidmouth-Ottery-Feniton-Honiton-Taunton, but Ottery St Mary as a town is well connected by regular routes linking to Axminster, Honiton, Sidmouth, Cranbrook, Exeter Airport and Exeter amongst other places. All of these locations are accessible from buses stopping in the town centre (approx. 490m from the centre of the site). Pedestrian/cycle movement into Ottery St Mary would need to be greatly improved.

Landscape sensitivity - summary of findings: The site is located outside but reasonably near (approx. 1.6km) to the East Devon AONB. There would be intervisibility with the AONB. However, the site may be seen in the context of the town and, due to its westerly slope away from the AONB and intervening vegetation, visibility may be more limited than sites on the opposite side of the valley. The site may also be visible from Belbury Castle hillfort on the opposite side of the valley. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PRoWs in the wider landscape context, which may offer views of the site.

Impact on historic environment - summary of findings: A number of neolithic and Roman pits have been identified in the vicinity, as well as medieval and post-medieval artefact finds. In addition to this, the site is within a large area to the south of Ottery St Mary known to contain historic field systems.

Ecological impact - summary of findings: Minor adverse effect predicted (not significant)

Accessibility assessment: The site is within 1600m of all facilities except a train station

Other known site constraints: Part of the site is liable to flood. Site is Grade 2 agricultural land. Not possible to meet highway standards re road width and pedestrian pathway. Two previous major planning applications refused on, inter alia, landscape, highway safety, pedestrian access, flooding and loss of agricultural land.

Site opportunities: Limited opportunity to provide a footpath, however highways are concerned that this will not meet their width requirements

Amended Maximum Yield following discounted areas on site: 47

Brief summary of the key positives and negatives of the site: Positives- site is close to existing facilities and will be seen against a backdrop of existing development Negatives- Highway access is difficult (impossible?) to achieve, previous reasons for refusal still stand, landscape concerns, high heritage sensitivity

Should the site be allocated? No

Reason(s) for allocating or not allocating: Greenfield site which relates well to the built up area, highly sensitive in heritage terms, unable to achieve satisfactory access and pavement

Appendix 2.

Site Selection – interim findings at Tier One and Tier Two settlements

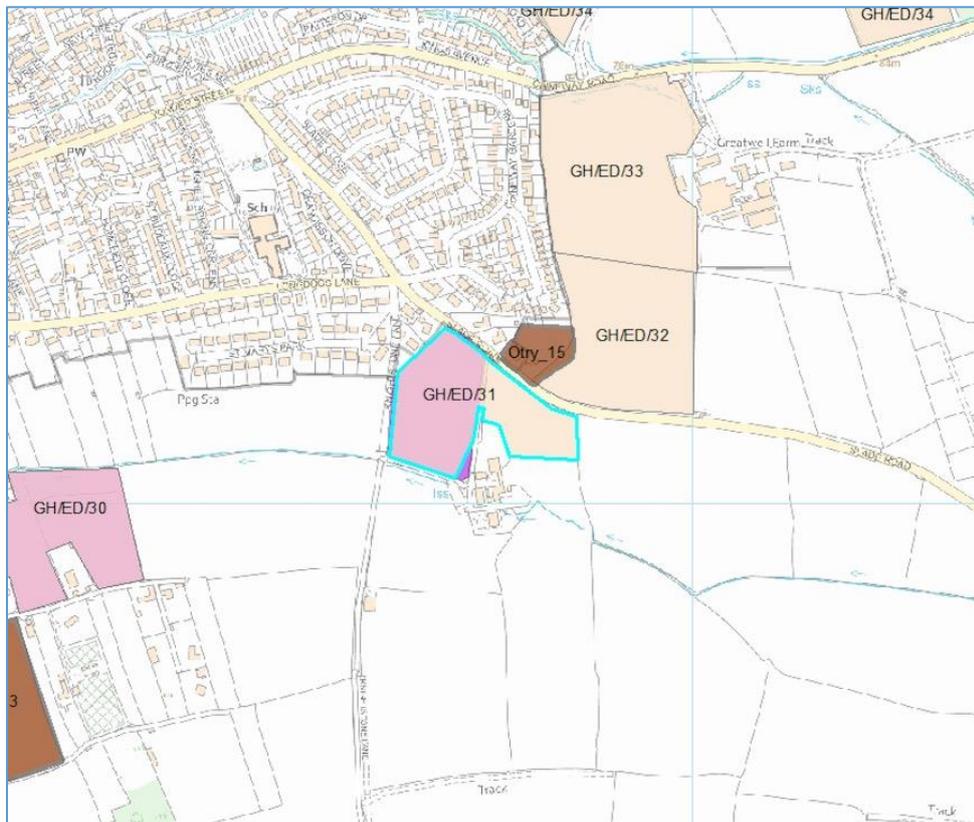
Site Detail:

Settlement: Ottery St Mary

Site reference number: GH/ED/31

Site Address: Slade Farm, Ottery St Mary

Map of site:



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Site Area: 2.7

Site Assessment Summary:

Infrastructure implications: Lack of secondary or primary education provision. Current access is via Slade Road which is a narrow lane not suitable for accommodating additional development and associated movements. In addition to this, access into and through the town is constrained by narrow roads and a single route through the town centre. Further investigation may be required as to whether more significant highways improvements (bypass/distributor road) are necessary. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 4.4km from Feniton train station (though not easily accessible from this location). The site itself is not currently served by any bus routes, but Ottery St Mary is well connected with regular routes to Axminster, Honiton, Sidmouth, Cranbrook, Exeter Airport and Exeter amongst other places. The majority of these locations are accessible from buses stopping on North Street (approx. 860m from the centre of the site). Pedestrian/cycle movement into Ottery St Mary from this location is poor and would need to be greatly improved. However, the width of roads on this side of town would make it very difficult to achieve safe pedestrian access.

Landscape sensitivity - summary of findings: The site is located outside but reasonably near (approx. 1.1km) to the East Devon AONB. There would be significant intervisibility with the AONB, Conservation Area and also Belbury Castle hillfort on the opposite side of the valley. The site is bound by multiple hedgerows and trees, some of which may be of landscape importance. There is some potential for the site to be seen in the context of the town and due to its westerly slope away from the AONB and intervening vegetation. There are various PRowS in the wider landscape, which may offer views of the site.

Impact on historic environment - summary of findings: Archaeological surveys carried out for the nearby Butts Road site identified pits associated with activity dating back to the Neolithic period, tree throws, linear ditch field boundaries and medieval and post-medieval artefacts. It is likely that surveys of this site would return similar finds. The site is adjacent to a large area to the south of Ottery St Mary known to contain historic field systems, though this site is not thought to have been part of this.

Ecological impact - summary of findings: Minor adverse effect predicted (not significant)

Accessibility assessment: The site is within 1600m of all facilities except a train station, the secondary school and hospital.

Other known site constraints: Site is a sloping agricultural field , grade 2 and 3 agricultural land. Electricity cables will need to be undergrounded. Site has a history of previously refused major development planning applications and an appeal decision which cites, inter alia, landscape, loss of high quality agricultural land, impact on character.

Site opportunities: Opportunity to upgrade the adjoining bridleway and provide footpath/cyclepath link

Amended Maximum Yield following discounted areas on site: 48

Brief summary of the key positives and negatives of the site: Positives- Site is close to existing facilities with minimal ecology or heritage impact and could provide a cyclepath/footpath link. Negatives- increased traffic on narrow country lane, loss of hedgerow to facilitate access, landscape impact

Should the site be allocated? No

Reason(s) for allocating or not allocating: Site is a greenfield site which would extend into open countryside. Development would be visible from a considerable distance. Concerns regarding insufficient highway capacity

Appendix 2.

Site Selection – interim findings at Tier One and Tier Two settlements

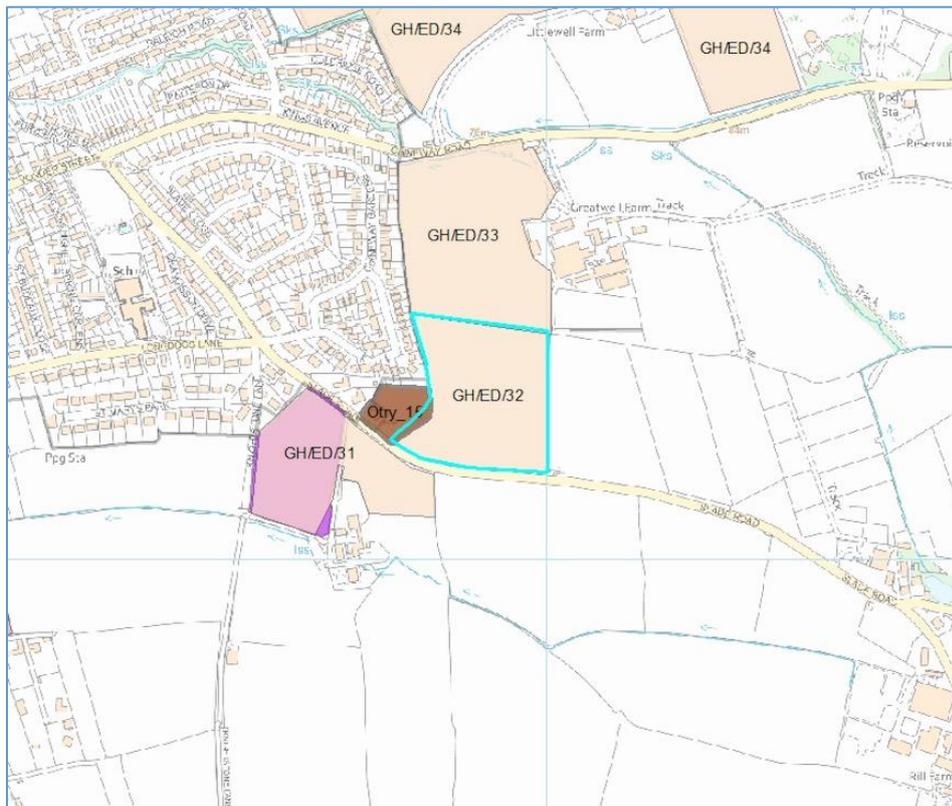
Site Detail:

Settlement: Ottery St Mary

Site reference number: GH/ED/32

Site Address: Church Path Field, land east of Chineway Gardens, Ottery St Mary

Map of site:



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Site Area: 3.38

Site Assessment Summary:

Infrastructure implications: Lack of secondary or primary education provision. Current access is via Slade Road which is a narrow lane not suitable for accommodating additional development and associated movements. In addition to this, access into and through the town is constrained by narrow roads and a single route through the town centre. Further investigation may be required as to whether more significant highways improvements (bypass/distributor road) are necessary. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 4.3km from Feniton train station (though not easily accessible from this location). The site itself is not currently served by any bus routes, but Ottery St Mary is well connected by regular services to Axminster, Honiton, Sidmouth, Cranbrook, Exeter Airport and Exeter amongst other places. The majority of these locations are accessible from buses stopping on North Street (approximately 1km from the centre of the site). Pedestrian/cycle movement into Ottery St Mary from this location is poor and would need to be greatly improved. However, the width of roads on this side of the town would make it very difficult to achieve safe pedestrian access.

Landscape sensitivity - summary of findings: The site is located outside but reasonably near (approximately 1.0km) to the East Devon AONB. There would be significant intervisibility with the AONB, Conservation Area and also Belbury Castle hillfort on the opposite side of the valley. The site is bounded by multiple hedgerows and trees, some of which may be of landscape importance. There is some potential for the site to be seen in the context of the town and due to its westerly slope away from the AONB and intervening vegetation. There are various PRowWs in the wider area, which may offer views of the site.

Impact on historic environment - summary of findings: Archaeological surveys carried out for the nearby Butts Road site identified pits associated with activity dating back to the Neolithic period, tree throws, linear ditch field boundaries and medieval and post-medieval artefacts. It is likely that surveys of this site would return similar finds.

Ecological impact - summary of findings: Minor adverse effect predicted (not significant)

Accessibility assessment: The site is within 1600m of all facilities except a train station, the secondary school and hospital.

Other known site constraints: Site is a sloping agricultural field with no known constraints although the safeguarding area for the high pressure gas pipeline touches the southeast corner of the field. Grade 2 and 3 agricultural land.

Site opportunities: There is an opportunity to provide a footpath along the front of the site and, if it were developed with the adjoining field, a chance to link Chineway Road and Slade Road by footpath and cycleway

Amended Maximum Yield following discounted areas on site: 61

Brief summary of the key positives and negatives of the site: Positives- Close to facilities, potential to provide links to Chineway Road if adjoining field were to be developed Negatives- Insufficient road capacity, extends development into open countryside, visible in long range views

Should the site be allocated? No

Reason(s) for allocating or not allocating: Site is a greenfield site which would extend into open countryside. Development would be visible from a considerable distance. Concerns regarding insufficient highway capacity

Appendix 2.

Site Selection – interim findings at Tier One and Tier Two settlements

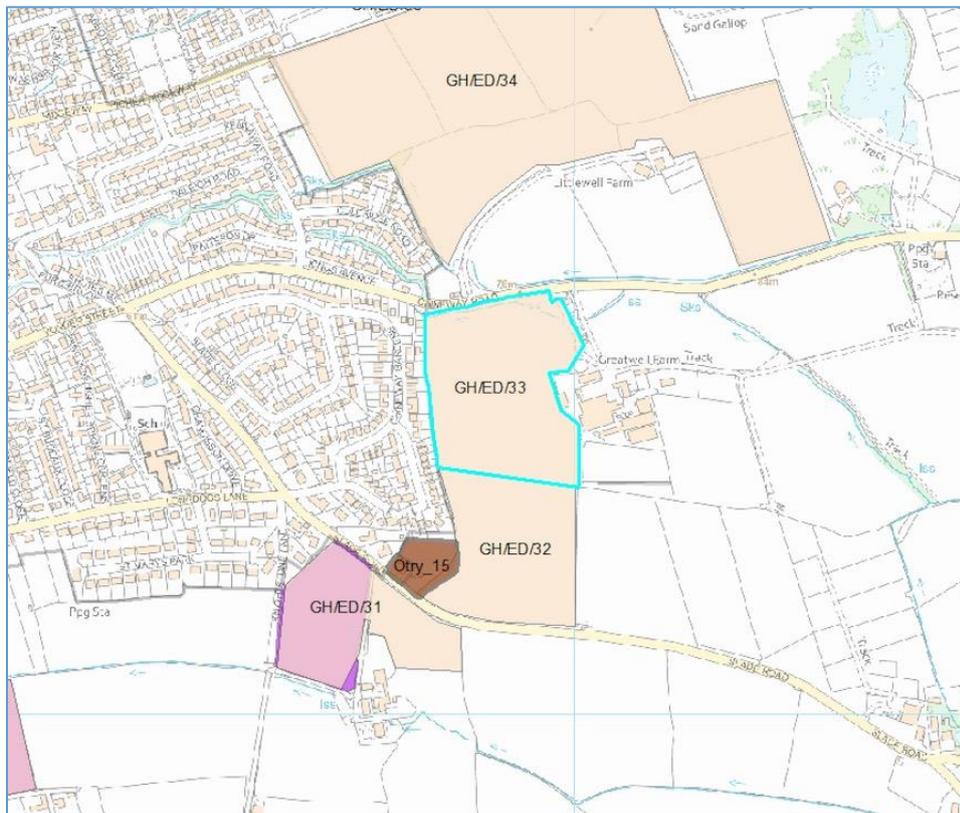
Site Detail:

Settlement: Ottery St Mary

Site reference number: GH/ED/33

Site Address: Land adjacent Great Well Farm, Ottery St Mary

Map of site:



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Site Area: 4.43

Site Assessment Summary:

Infrastructure implications: Lack of secondary or primary education provision. Current access is via Chineway Road, which is relatively narrow for the traffic already using it and not suitable for accommodating strategic levels of development and associated movements. In addition to this, access into and through the town is constrained by narrow roads and a single route through the town centre. Further investigation may be required as to whether more significant highways improvements (bypass/distributor road) are necessary. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 4.1km from Feniton train station (though not easily accessible from this location). The site itself is not currently served by any bus routes, but Ottery St Mary is well connected with regular services to Axminster, Honiton, Sidmouth, Cranbrook, Exeter Airport and Exeter amongst other places. The majority of these locations are accessible from buses stopping on North Street (c.1km from the centre of the site). Pedestrian/cycle movement into Ottery St Mary from this location is poor and would need to be greatly improved. However, the width of roads on this side of the town would make it very difficult to achieve safe pedestrian access.

Landscape sensitivity - summary of findings: The site is located outside but reasonably near (approximately 1.1km) to the East Devon AONB. There would be significant intervisibility with the AONB, Conservation Area and also Belbury Castle hillfort on the opposite side of the valley. The site is bound by multiple hedgerows and trees, some of which may be of landscape importance. There is some potential for the site to be seen in the context of the town and due to its westerly slope away from the AONB and intervening vegetation. There are various PRowS in the wider area which may offer views of the site.

Impact on historic environment - summary of findings: Archaeological surveys carried out for the nearby Butts Road site identified pits associated with activity dating back to the Neolithic period, tree throws, linear ditch field boundaries and medieval and post-medieval artefacts. It is likely that surveys of this site would return similar finds.

Ecological impact - summary of findings: Minor adverse effect predicted (not significant)

Accessibility assessment: The site is within 1600m of all facilities except a train station, the secondary school and hospital.

Other known site constraints: Site is a sloping agricultural field with no known constraints. Grade 2 agricultural land. Chineway Road is subject to surface water flooding and that may affect a very small area of the north of the site

Site opportunities: There is an opportunity to provide a footpath along the front of the site and, if it were developed with the adjoining field, a chance to link Chineway Road and Slade Road by footpath and cycleway

Amended Maximum Yield following discounted areas on site: 80

Brief summary of the key positives and negatives of the site: Positives- Close to facilities, potential to provide links to Slade Road if adjoining field were to be developed Negatives- Insufficient road capacity, extends development into open countryside, visible in long range views

Should the site be allocated? No

Reason(s) for allocating or not allocating: Site is a greenfield site which would extend into open countryside. Development would be visible from a considerable distance. Concerns regarding insufficient highway capacity

Appendix 2.

Site Selection – interim findings at Tier One and Tier Two settlements

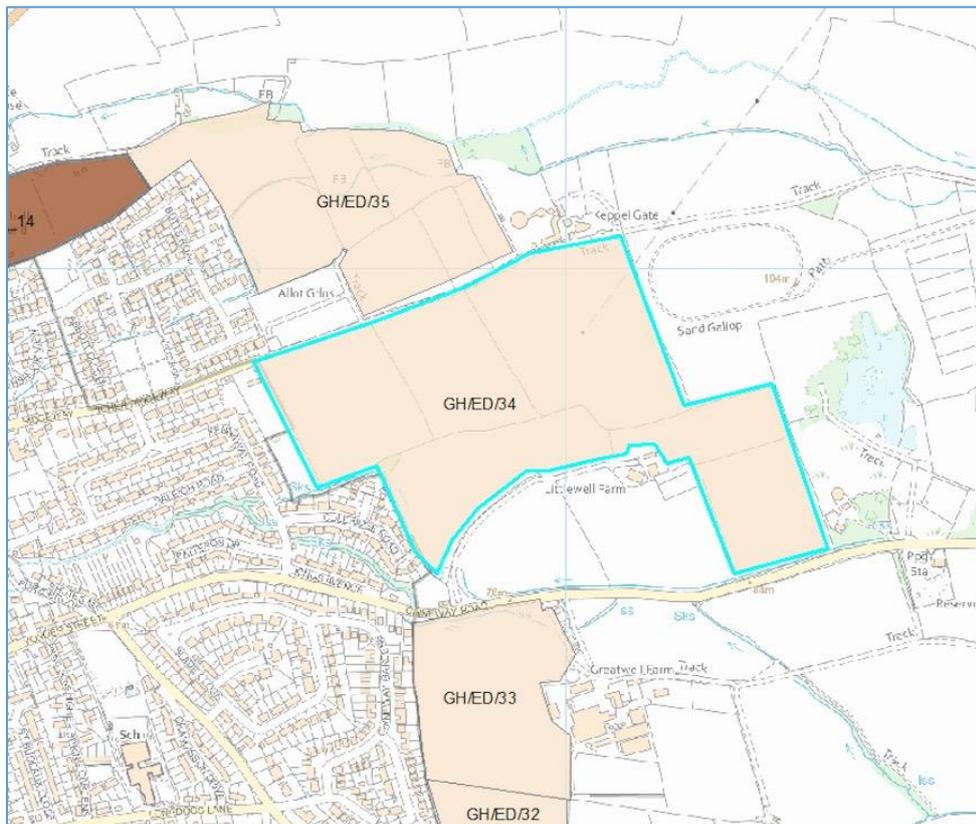
Site Detail:

Settlement: Ottery St Mary

Site reference number: GH/ED/34

Site Address: Land at Littlewell, Ottery St Mary

Map of site:



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Site Area: 16.04

Site Assessment Summary:

Infrastructure implications: Lack of secondary or primary education provision. Current access is via an unsuitable dirt track extending beyond the surfaced road of Higher Ridgeway. The site could only be developed if the road were extended and widened along this track (which is unlikely to be possible), or if access were taken via Chineway Road to the south of the site. However, access onto Chineway Road would require removal of a species-rich hedgebank and mature trees. In either case, access into and through the town is constrained by narrow roads and a single route through the town centre. Further investigation may be required as to whether more significant highways improvements (bypass/distributor road) might be necessary. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 3.8km from Feniton train station (though not easily accessible from this location). The site is not currently served by any bus routes, but Ottery St Mary as a town is well connected by regular services to Axminster, Honiton, Sidmouth, Cranbrook, Exeter Airport and Exeter amongst other places. The majority of these locations are accessible from buses stopping on North Street (approximately 915m from the centre of the site). Pedestrian/cycle movement into Ottery St Mary is poor and particularly constrained and would need to be greatly improved.

Landscape sensitivity - summary of findings: Site is outside but reasonably near (c.920m) to the East Devon AONB. There would be significant intervisibility with the AONB. The site would also likely be visible from Belbury Castle hillfort on the opposite side of the valley. Development of the land closer to the edge of Ottery St Mary would have Medium-High sensitivity, as it may be seen in the context of the town and, due to its westerly slope away from the AONB and intervening vegetation, visibility may be more limited than the higher eastern slopes or sites on the opposite side of the valley. Site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PRoWs in the wider landscape context which may offer views of the site.

Impact on historic environment - summary of findings: Minor - Limited change to elements that contribute to the significance of assets and their setting, where harm is minimal. Archaeological surveys carried out for the nearby Butts Road site identified pits associated with activity dating back to the Neolithic period, tree throws, linear ditch field boundaries and medieval and post-medieval artefacts. Some potential for surveys of this site to return similar finds.

Ecological impact - summary of findings: Minor adverse effect predicted (not significant)

Accessibility assessment: The site is within 1600m of all facilities except a train station, the secondary school and hospital.

Other known site constraints: Overhead power lines running north to south. Grade 2 and 3 agricultural land. Adjoins former waste tip.

Site opportunities: There is an opportunity to link Higher Ridgeway to Chineway Road by pedestrian and cycle paths.

Amended Maximum Yield following discounted areas on site: 289

Brief summary of the key positives and negatives of the site: Positives- Close to facilities, potential to provide links between Chineway Road and Higher Ridgeway
Negatives- Insufficient road capacity, extends development into open countryside, visible in long range views, not possible to provide continuous pavement between site and built up area

Should the site be allocated? No

Reason(s) for allocating or not allocating: Site is a greenfield site which would extend into open countryside. Development would be visible from a considerable distance. Concerns regarding insufficient highway capacity, distance between access and the town and inability to provide a safe pavement

Appendix 2.

Site Selection – interim findings at Tier One and Tier Two settlements

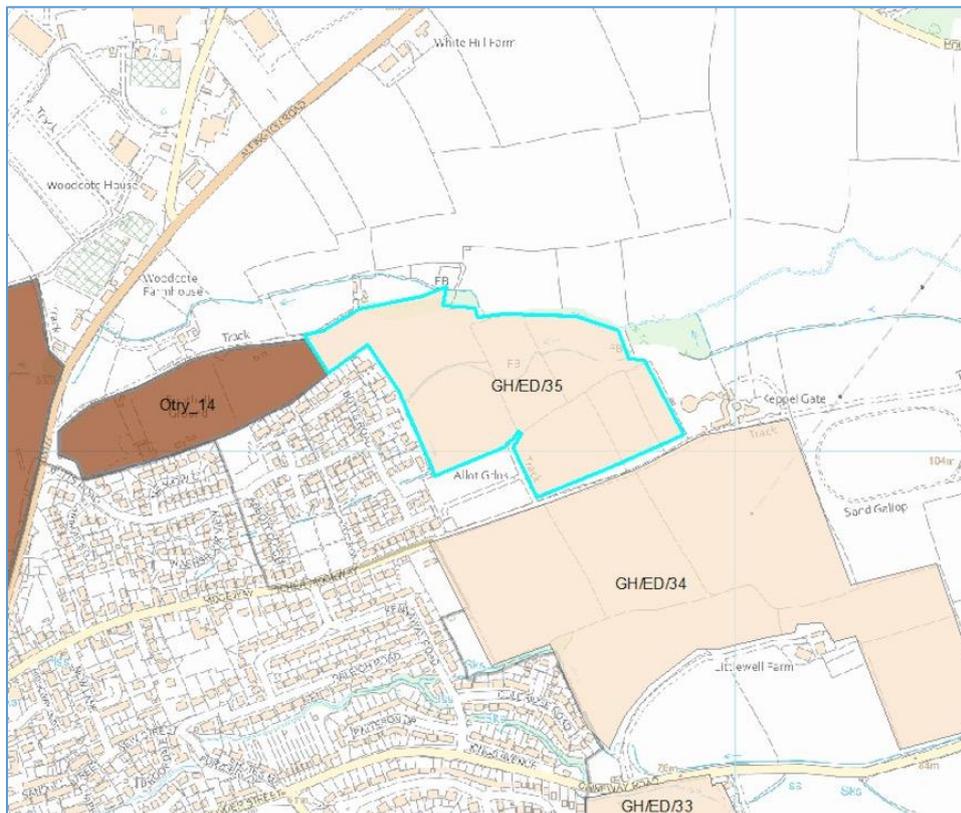
Site Detail:

Settlement: Ottery St Mary

Site reference number: GH/ED/35

Site Address: Land at Ridgeway, Ottery St Mary

Map of site:



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Site Area: 7.56

Site Assessment Summary:

Infrastructure implications: Lack of secondary or primary education provision. Current access is via an unsuitable dirt track extending beyond the surfaced road of Higher Ridgeway. The site could only be developed if the road were extended and widened along this track (which is unlikely to be possible), or if access were taken via the "Butts Road" development which adjoins the site to the west. However, in either case, access into and through the town is constrained by narrow roads and a single route through the town centre. Further investigation may be required as to whether more significant highways improvements (bypass/distributor road) are necessary. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 3.5km from Feniton train station (though not easily accessible from this location). The site is not currently served by any bus routes, but Ottery St Mary is well connected with regular services to Axminster, Honiton, Sidmouth, Cranbrook, Exeter Airport and Exeter amongst other places. The majority of these locations are accessible from buses stopping on North Street (approximately 800m from the centre of the site). Pedestrian/cycle movement into Ottery St Mary is poor and particularly constrained and would need to be greatly improved.

Landscape sensitivity - summary of findings: Medium-High sensitivity. The site is located outside but reasonably near (approximately 1.5km) to the East Devon AONB. There would be intervisibility with the AONB. However, the site may be seen in the context of the town and, due to its westerly slope away from the AONB and intervening vegetation, visibility may be more limited than sites on the opposite side of the valley. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PRowS in the wider landscape context which offer views of the site.

Impact on historic environment - summary of findings: Archaeological surveys carried out for the adjacent Butts Road site identified pits associated with activity dating back to the Neolithic period, tree throws, linear ditch field boundaries and medieval and post-medieval artefacts. It is likely that surveys of this site would return similar finds.

Ecological impact - summary of findings: Minor adverse effect predicted (not significant)

Accessibility assessment: The site is within 1600m of all facilities except a train station, the secondary school and hospital.

Other known site constraints: A small section of the site is liable to flood. Site is Grade 2 agricultural land. Access, which appears to be via an unmade public right of way, is a very significant constraint

Site opportunities:

Amended Maximum Yield following discounted areas on site:

Brief summary of the key positives and negatives of the site: Positives- adjoins existing built form and low heritage and ecological value. Negatives- The site is prominent in long range views and has no 'made' vehicular access suitable for new residential development

Should the site be allocated? No

Reason(s) for allocating or not allocating: Site is accessed over an unmade public right of way