

## **Landscape and Visual Appraisal Volume 2**

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## **Landscape and Visual Appraisal**

This document sets out the broad landscape and visual issues relating to the potential/proposed allocation sites.

The landscape assessment work is based on a desk study of each site (including OS map data, aerial photography and designation data), and site visits to confirm the key landscape issues.

The visual assessment work for each site is based on a Theoretical Zone of Visual Influence (TZVI). The TZVI is calculated using a digital terrain model on a 5m grid with a 0.7m vertical accuracy. A proposed development height of 2 storeys (8m) has been used to determine the potential extent of visibility. It is based on topography alone, and does not take into account vegetation, built form, or other features present in the landscape. It is therefore a "first sieve" visual mapping exercise, which allows a simple check of the likely visibility of development at a site.

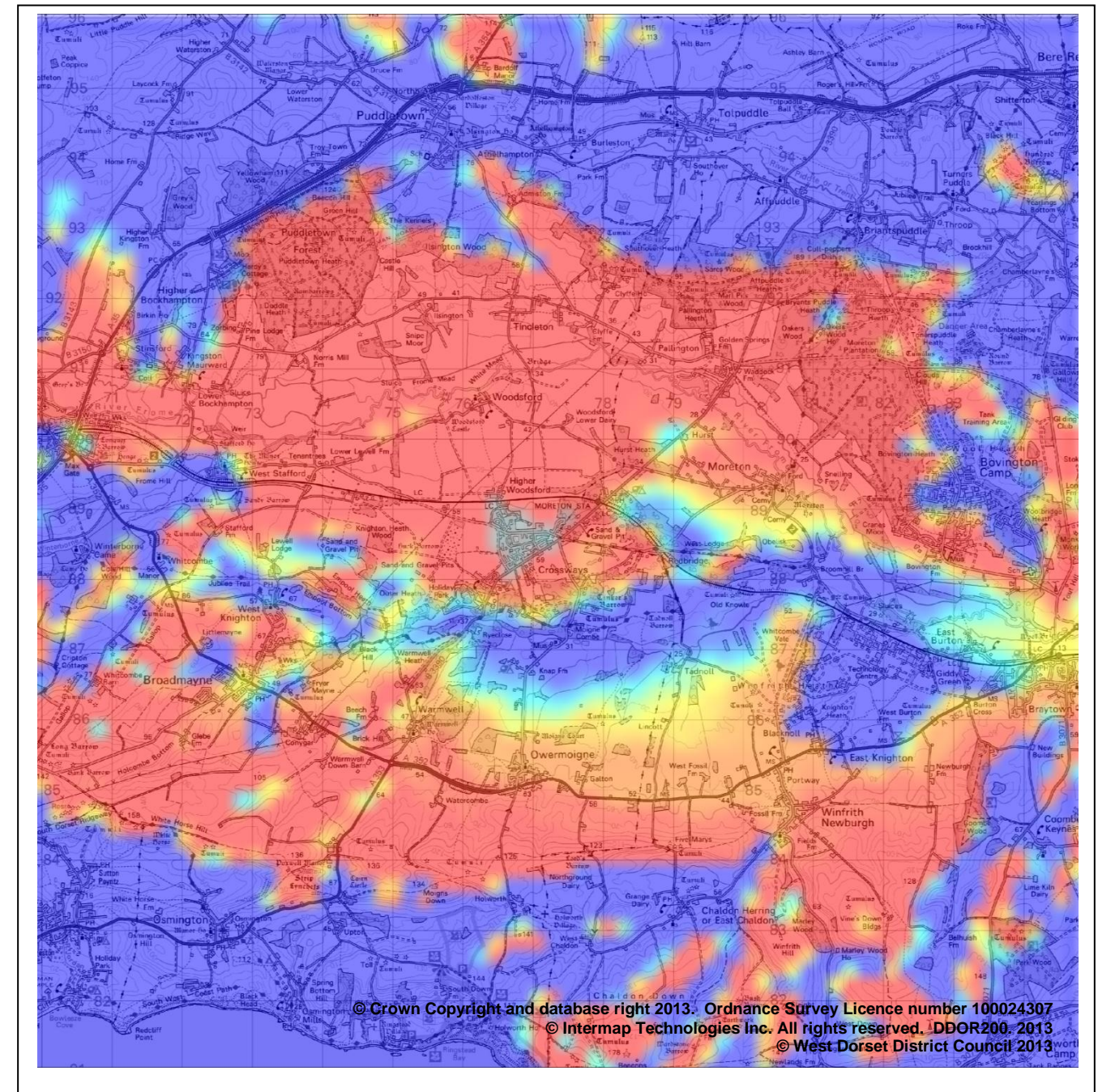
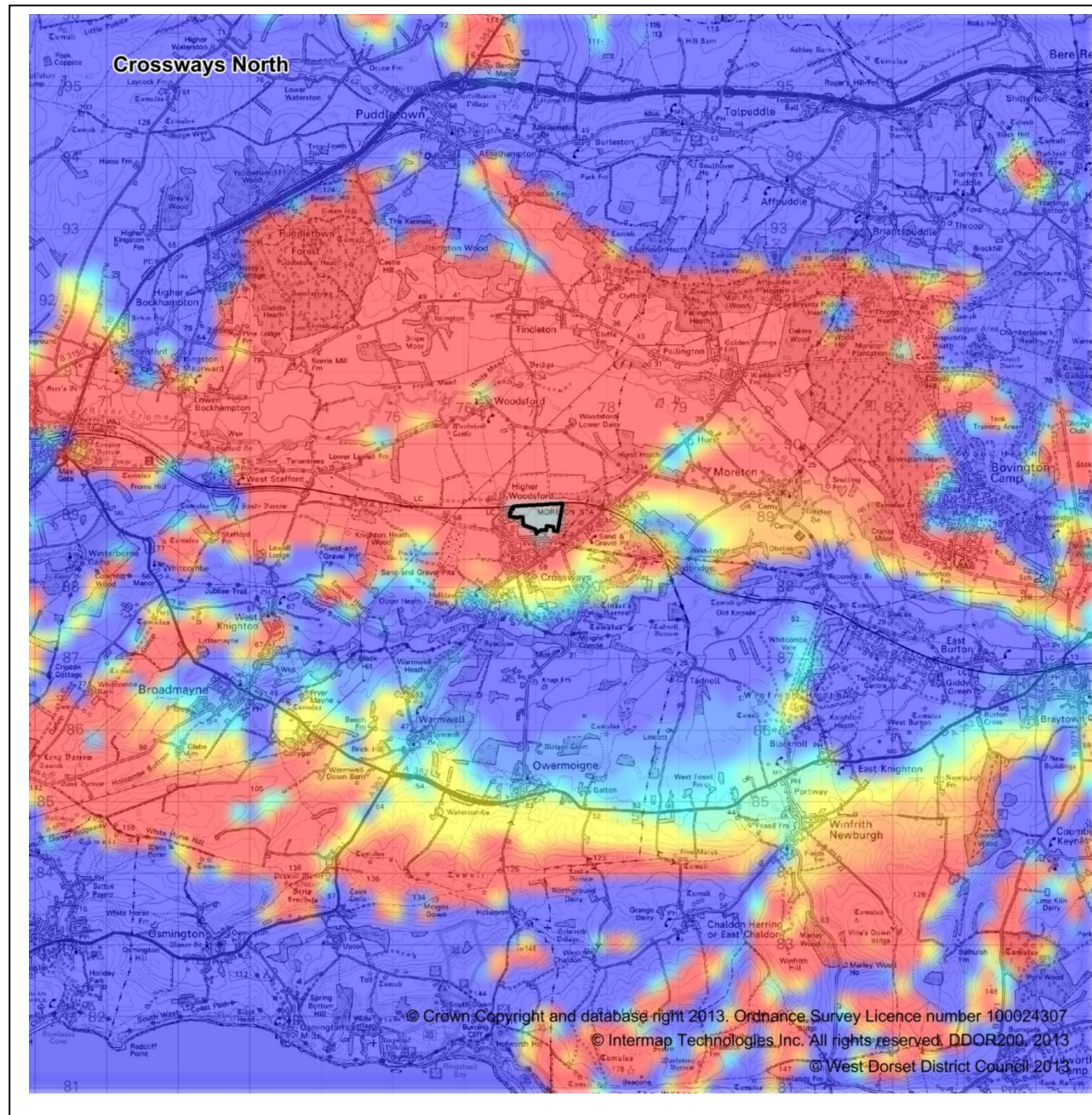
### **Interpretation of TZVIs**

An area of red indicates the area of highest visibility of the assessed site (i.e. the majority of the site will theoretically be visible), reducing through orange, to yellow and light blue, where only a part of the site may be visible. Deep blue indicates areas from which views of the site are not possible. In practice, the areas shown to have views of the site will be significantly reduced by the presence of vegetation and built form in the landscape and townscape setting.

It is important to note that the smaller the site being assessed, the more red is likely to be apparent; based on the fact that it will be easier to see the whole of a small site, rather than seeing the whole of an existing urban area in one view. When considering larger sites therefore, the area shown as potentially having views (red to light blue) of a site is a more important consideration than the actual colour indicated.

**As this is the first stage in assessing the principal impacts of development, detailed Landscape and Visual Impact Assessment work would be required for the future masterplanning of the sites, including determining the provision of strategic planting and areas of open/green space.**





**Key landscape characteristics**

A gently sloping site, comprised of grassland and arable fields enclosed by hedgerows overlooking the Frome Valley to the north. A dense belt of planting borders the adjacent railway to the north, resulting in an enclosed character to the northern edge. The southern area, and in particular the south eastern edge is more elevated, with wider views across the valley.

**Key views of the site and interpretation of TZVIs**

The most significant views are likely to be from the adjacent dwellings, roads and the school, which overlook the site area. Views from the east are well enclosed by existing vegetation. Wider views from within the low-lying Frome Valley would largely be screened by the vegetation associated with the railway line. Rooftops may just be visible set below the existing development at Crossways. Similar views are likely to be available from the opposite side of the Frome Valley, though the more elevated south eastern areas of the site would appear as elevated above the existing development at Crossways to the west. There would be an urban built context to the site in each of these views.

The above TZVIs demonstrate that although views of the site would be available from the surrounding landscape, the site would be seen in close association with the existing urban fabric of Crossways. This visual impact is considered to be less significant than if the site were to be seen in isolation.

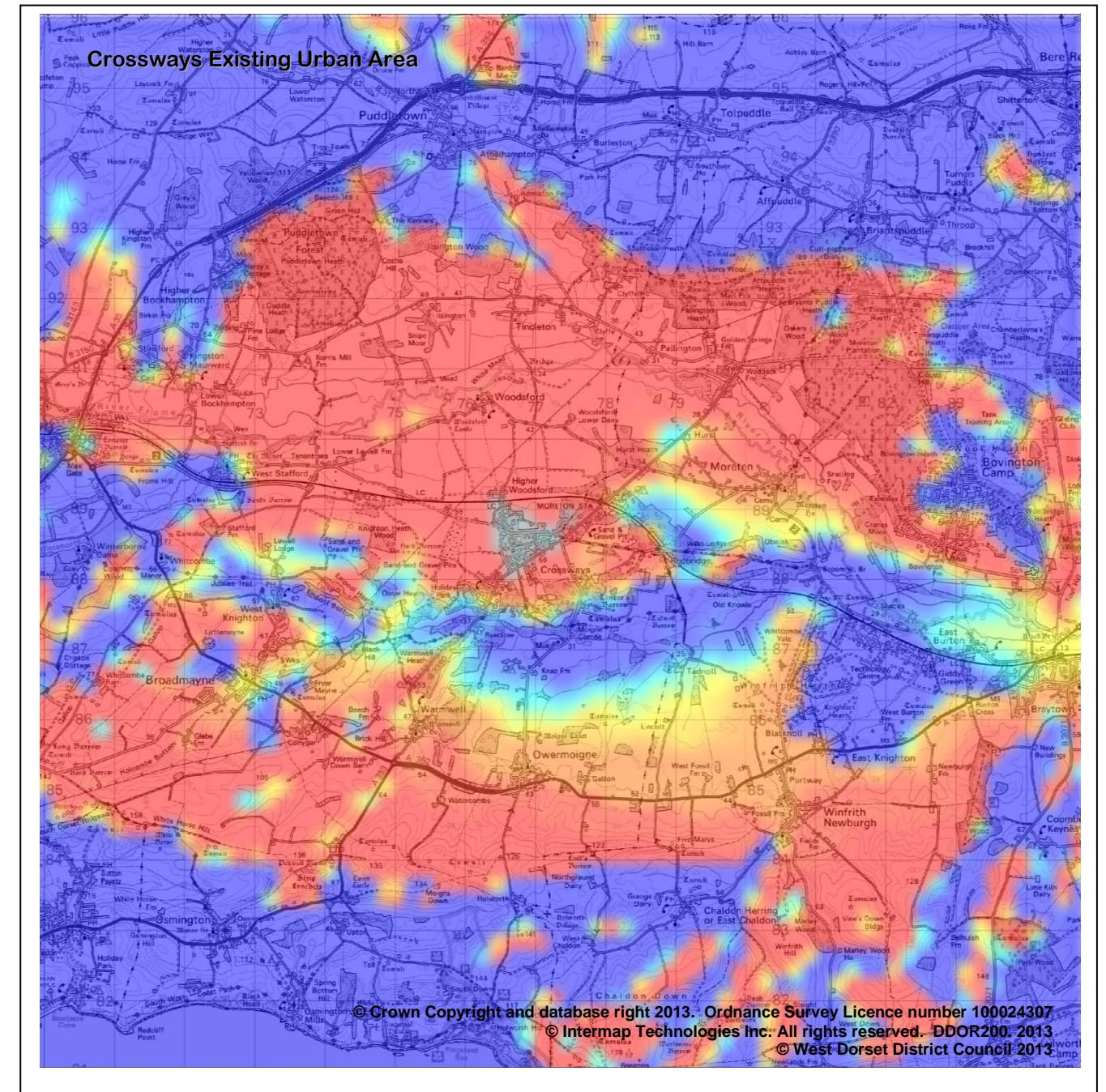
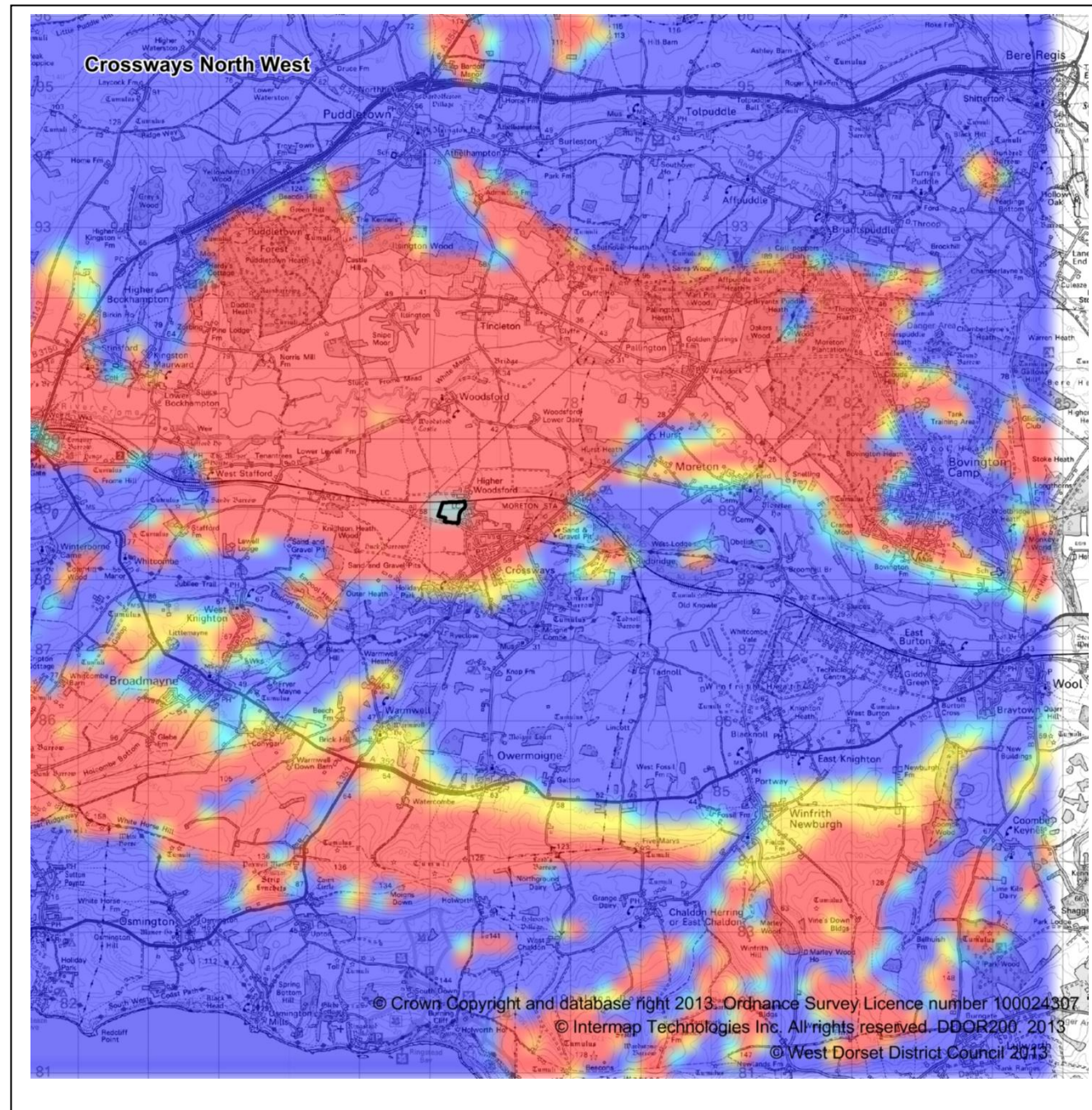
**Conclusion & Suggested Mitigation**

Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the following mitigation measures:

- Avoiding development on the more elevated southern areas within the site would limit the visual impact of the proposals in wider views from the north.
- Early strategic planting would be necessary to soften views from the adjacent dwellings.
- The form and character, including appearance and scale of development should take cues from the adjacent settlement edge, resulting in a well-associated urban extension.
- Retention of the existing buffer planting alongside the railway would be necessary to retain the visual containment of the site in views from the north.

**Land north of Crossways, Crossways**





**Key landscape characteristics**

The site comprises an agricultural field, enclosed by the railway (with intermittent planting), a copse and plantation trees, and existing residential development. The site slopes down gradually to north, gently undulating across the area. There is a local high point/ridge running around the south eastern corner of the site, and the northern portion of the site is quite low-lying with an enclosed character.

**Key views of the site and interpretation of TZVIs**

The most significant views would be locally from the adjacent road and housing area to the east. Other local views would largely be screened by existing vegetation, development, and the local topography. Wider views from within and across the Frome Valley (around Tincleton) would be screened to a degree by the planting alongside the railway, but development on the more elevated southern area of the site would be more conspicuous as an urban extension.

The above TZVIs demonstrate that although views of the site would be available from the surrounding landscape, the site would be seen in close association with the existing urban fabric of Crossways. This visual impact is considered to be less significant than if the site were to be seen in isolation.

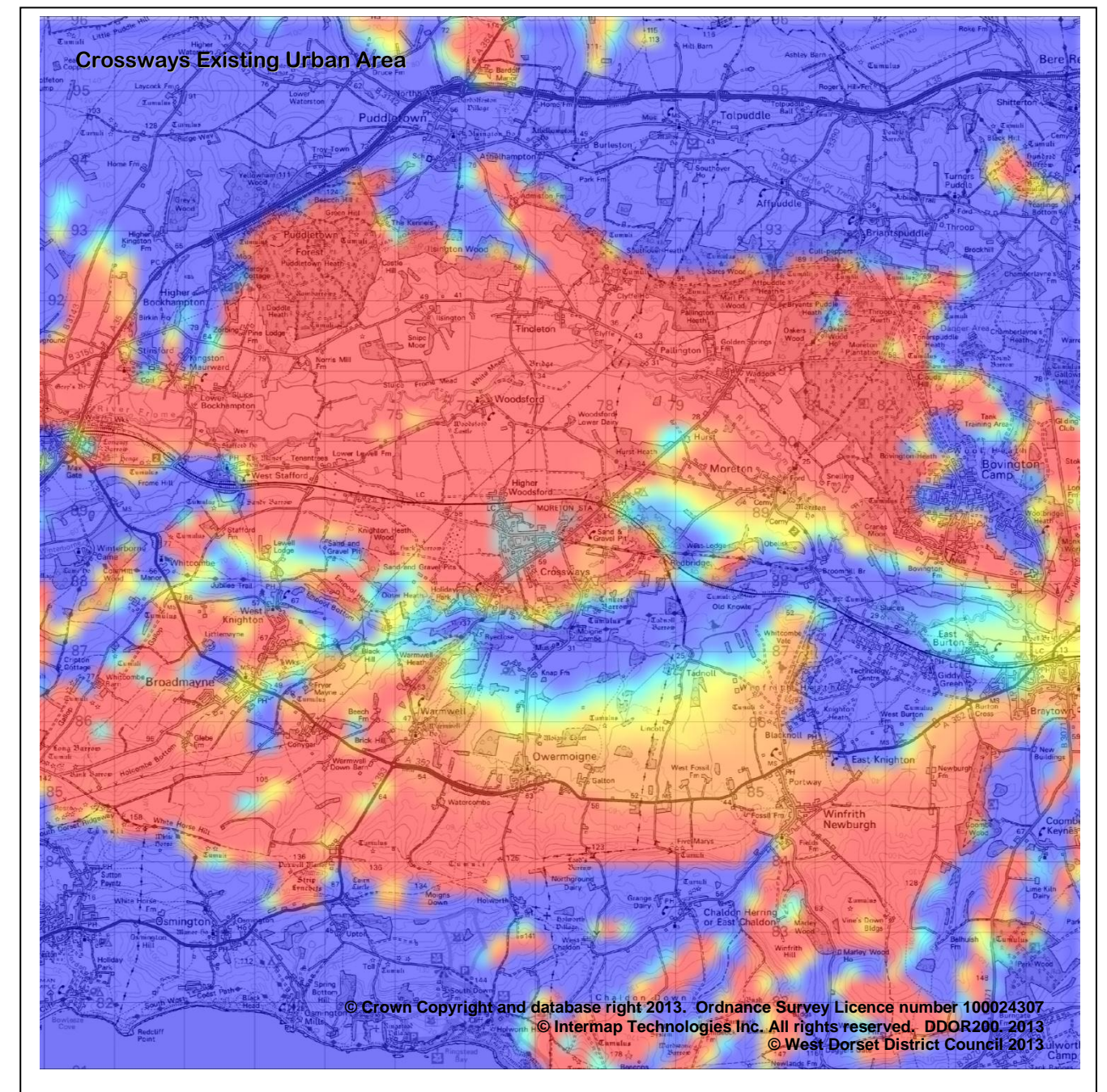
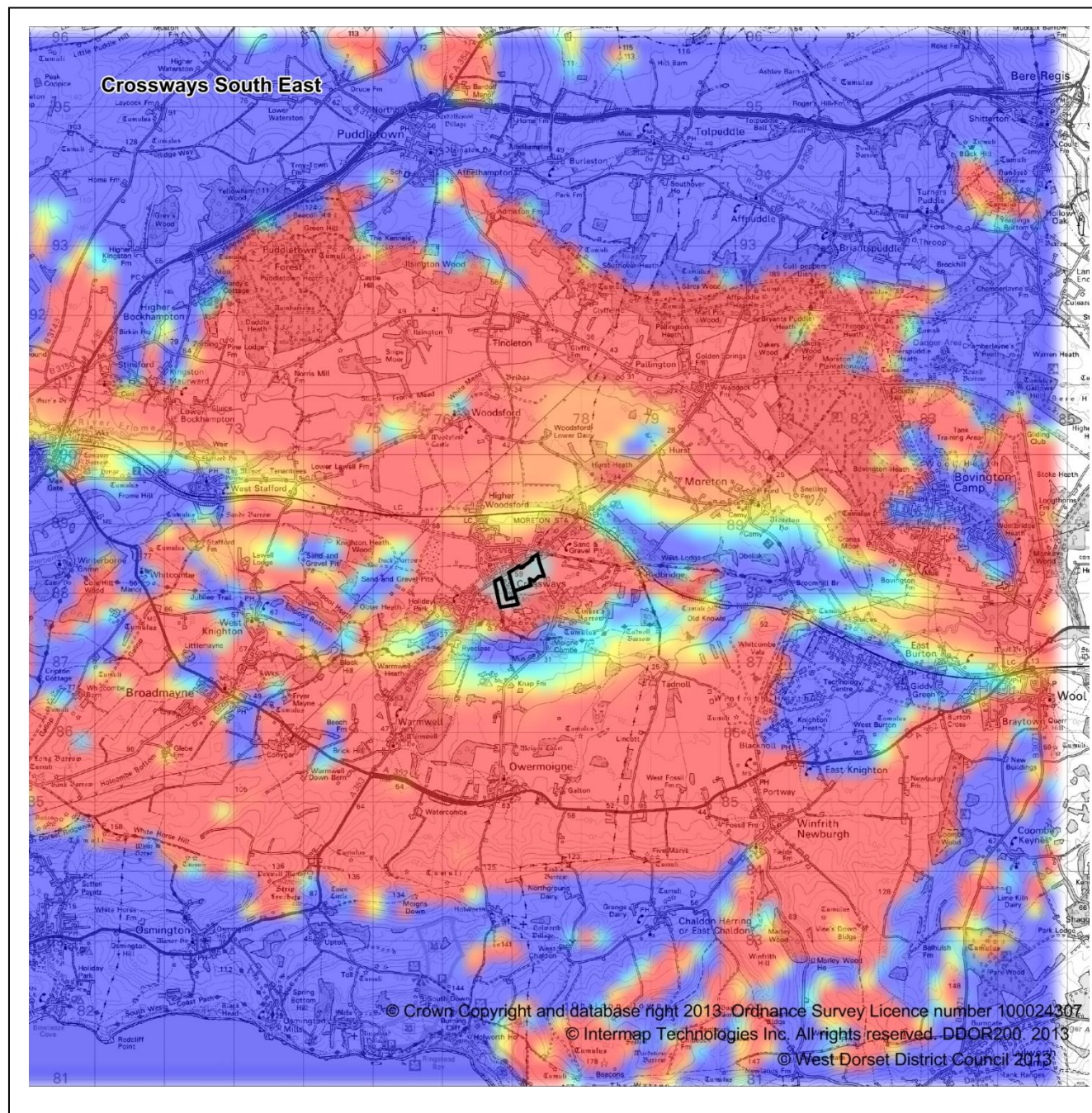
**Conclusion & Suggested Mitigation**

Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the following mitigation measures:

- Avoiding development on the highest ground towards the south and south east of the site would limit the visual impact of the proposals in wider views from the north.
- Early strategic planting strengthening the northern, western, and southern site boundaries would be necessary to successfully integrate development at the site into the built context at Crossways. This would also likely be necessary as noise mitigation from the railway line.
- The form and character, including appearance and scale of development should take cues from the adjacent settlement edge, resulting in a well-associated urban extension.

**Land north west of Crossways, Crossways**





**Key landscape characteristics**

A series of straight-sided agricultural fields bounded by hedgerows and extensive tree planting. The site gently undulates, though is relatively flat and low lying across the whole area. Views out of the site are quickly curtailed by adjacent vegetation and land uses, resulting in an enclosed character.

**Key views of the site and interpretation of TZVIs**

Wider visibility of this site would be substantially contained by the presence of significant vegetation and development at Crossways within a relatively flat landscape. Locally significant views would be available from the adjacent road and rights of way network passing through and adjacent to the site, and dwellings and business uses in close proximity to the site are likely to have views into the area. The northern and eastern road boundaries would form new built frontages, and would require sensitive treatment. A new urban edge would be created in the footpath/bridleway approaches from the south, and this would need to be contained by substantial structural planting, as apparent at the adjacent business park. The elevated landscape to the south would have views over this area, viewing the site alongside existing development at Crossways.

The above TZVIs demonstrate the potential for views of the site from the south (a stretch of land north of Owermoigne) which would view the site without seeing it alongside the existing urban form at Crossways. In practice, views here are quickly curtailed by extensive intervening vegetation, and the site would not be visible in this area. In all other views, the site would be seen in close association with the existing urban fabric of Crossways.

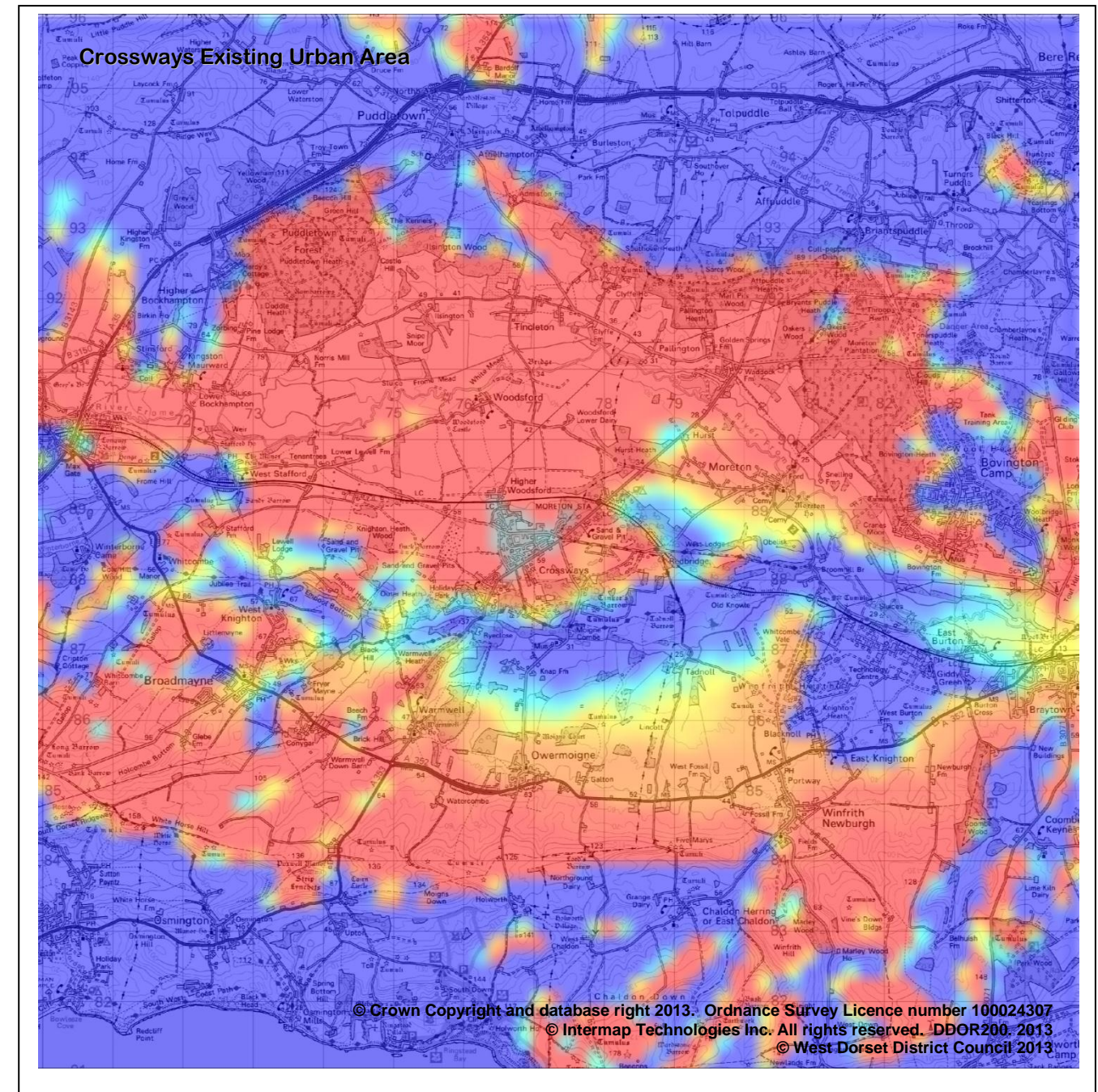
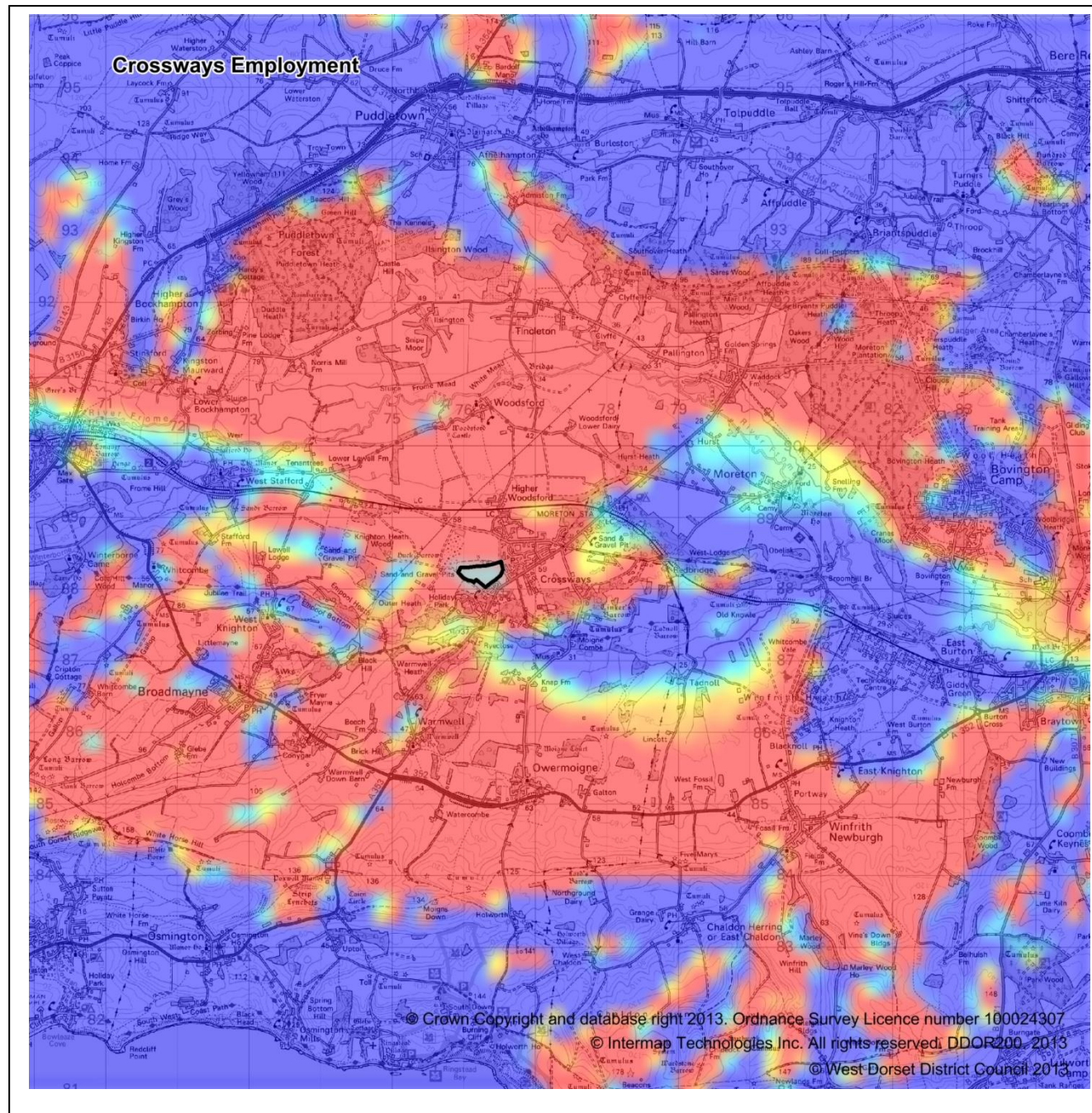
**Conclusion & Suggested Mitigation**

Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the following mitigation measures:

- Early strategic planting within and surrounding the site would be necessary to reduce the local landscape and visual impacts of development. The southern edge would need to be subject to substantial new planting to enclose new development in views from public rights of way to the south, and the northern and eastern road frontages should be softened with planting whilst retaining a positive frontage to the road.
- Planting and open spaces within the site would be necessary to break up the developed appearance of the site in wider elevated views from the south.
- Open areas and green links within the site should be created preserve the character of key public footpath links to the surrounding countryside.
- The form and character, including appearance and scale of development should take cues from the adjacent settlement edge and the heavily wooded landscape to the south, resulting in a well-associated extension to the settlement.

**Land south east of Crossways, Crossways**





**Key landscape characteristics**

The site is comprised of relatively flat agricultural fields, with extensive quarry working to the north and west subject to some restoration. The east and south of the site are primarily bound by roads and residential/holiday accommodation, often with overgrown hedgerow boundaries. The flat area and high tree density results in an enclosed character.

**Key views of the site and interpretation of TZVIs**

Local visibility of the site would be limited to the adjacent roads and dwellings, which afford views into the site, with visibility likely from the brideway passing to the north of the site. Wider views of the site are also likely from the elevated landscape to the south, where the land rises to form a ridgeline south of Owermoigne.

Views from the western brideway approach would perceive a new urban edge to the settlement at Crossways, but other local and wider vantage points would view the development in clear context with the existing settlement.

The above TZVIs demonstrate the potential for views of the site from the south (a stretch of land north of Owermoigne and Warmwell) which would view the site without seeing it alongside the existing urban form at Crossways. In practice, views here are quickly curtailed by extensive intervening vegetation, and the site would not be visible in this area. In all other views, the site would be seen in close association with the existing urban fabric of Crossways.

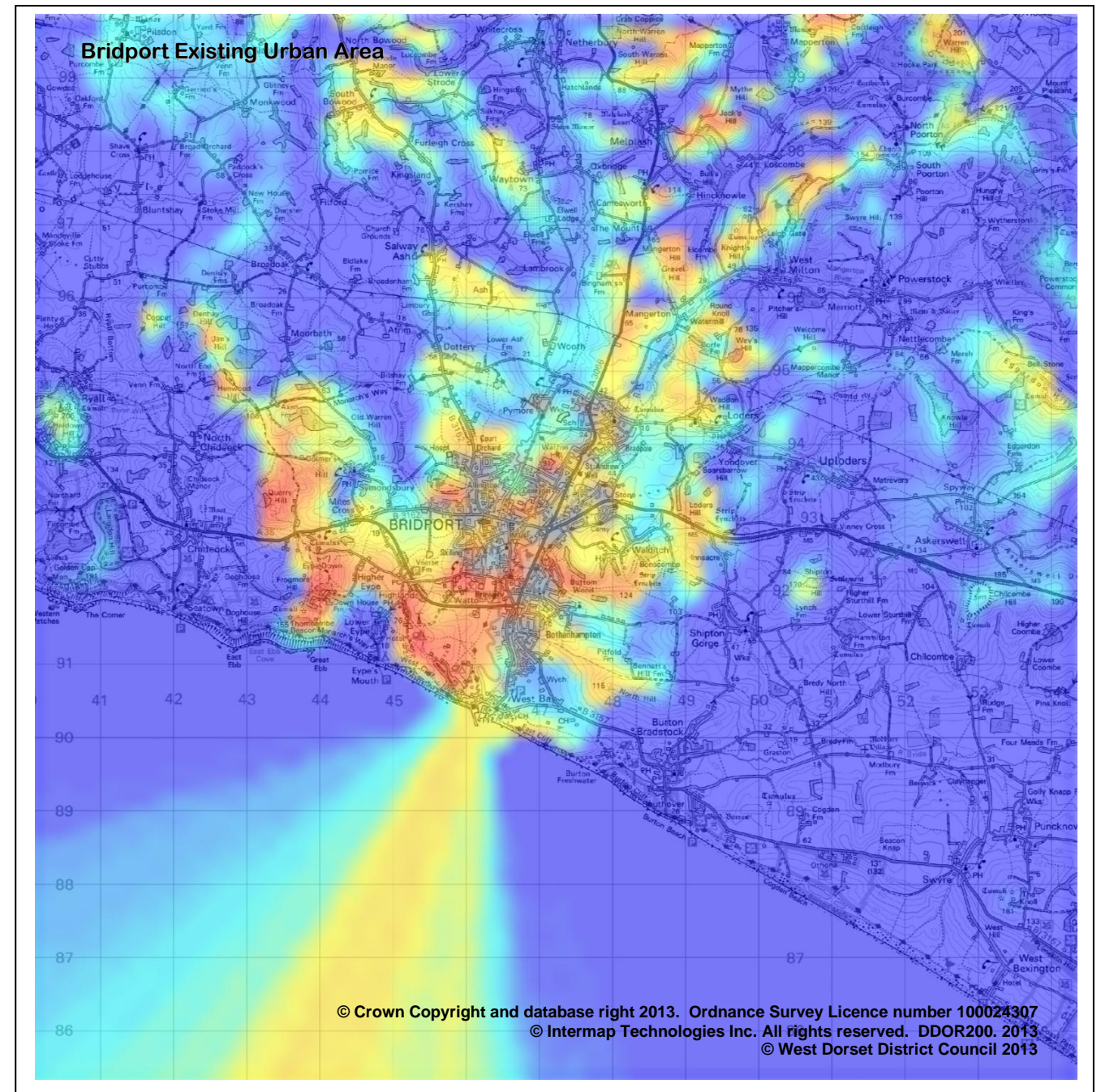
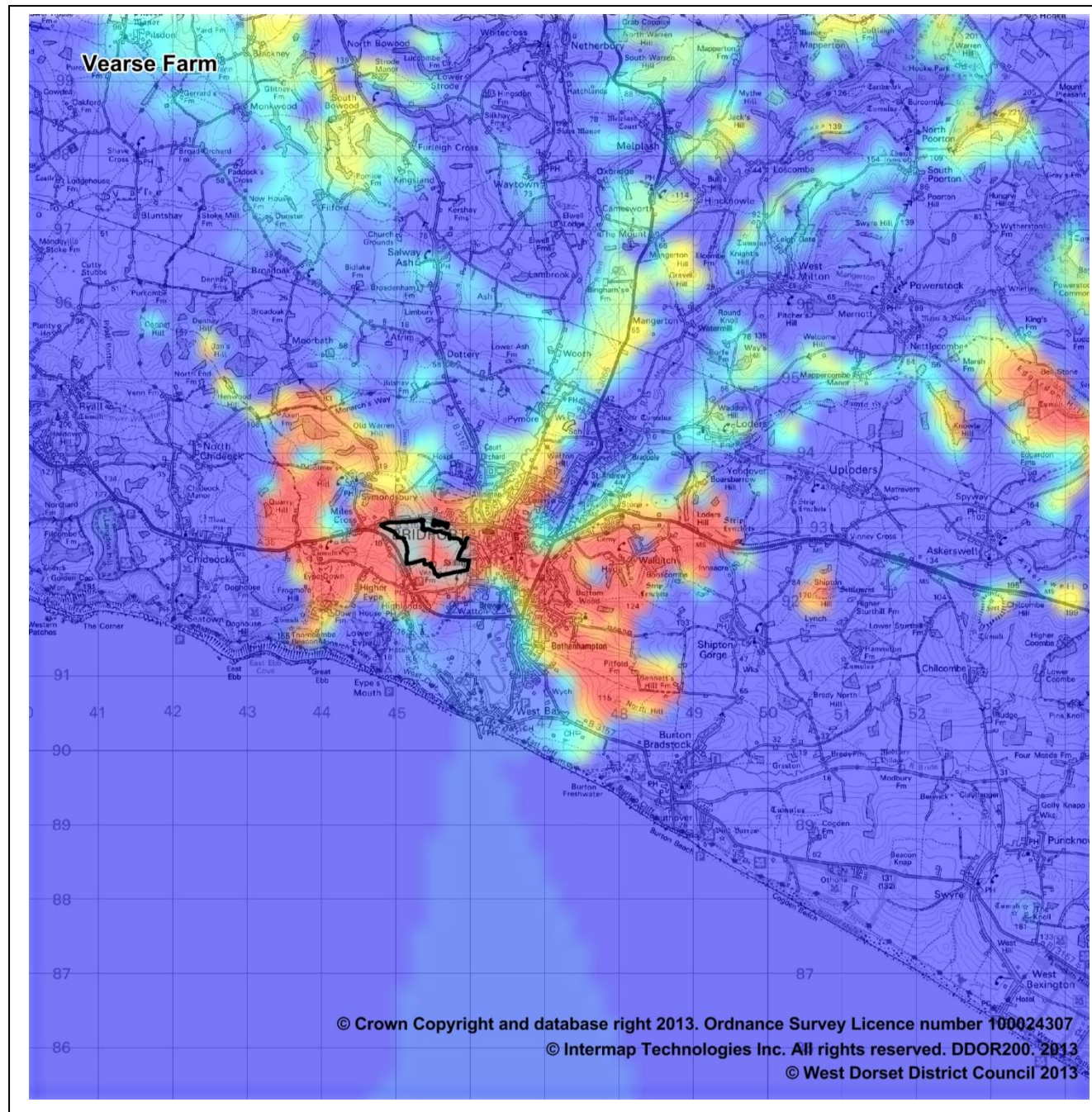
**Conclusion & Suggested Mitigation**

Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the following mitigation measures:

- Early strategic planting within and surrounding the site would be necessary to reduce the local landscape and visual impacts of development. The western corner would need to be subject to substantial new planting to enclose new development in views from the western approach, and the eastern road frontage should be softened with planting whilst retaining a positive frontage to the road.
- Planting and open spaces within the site would be necessary to soften the appearance of the site in wider elevated views from the south.
- The form and character, including appearance and scale of development should take cues from the adjacent settlement edge and the locally wooded and restored quarry landscapes, resulting in a well-associated extension to the settlement.

**Land south west of Crossways, Crossways**





**Key landscape characteristics (site is within the AONB)**

The site is part of an area characterised by small oak, ash and hazel woodlands on rolling valley sides with large arable and grassland fields enclosed by trimmed hedgerows below open hilltops. The urban influence of the settlement edge of Allington and Skilling, and influence of A35 transport corridor impact upon the site. The site rises to the south, and becomes more exposed on this higher ground.

**Key views of the site and interpretation of TZVIs**

Key views of the site are likely to be available from rights of way passing through and adjacent to the site, and high ground on locally characteristic hill tops, notably at Eype Down, Colmer's Hill, Quarry Hill and Allington Hill. Wider views from the high ground to the east, above Walditch and Bothenhampton, and from Shipton Hill and Eggardon Hill are also likely to be available. More localised views from the west and southwest are frequently restricted by existing established vegetation.

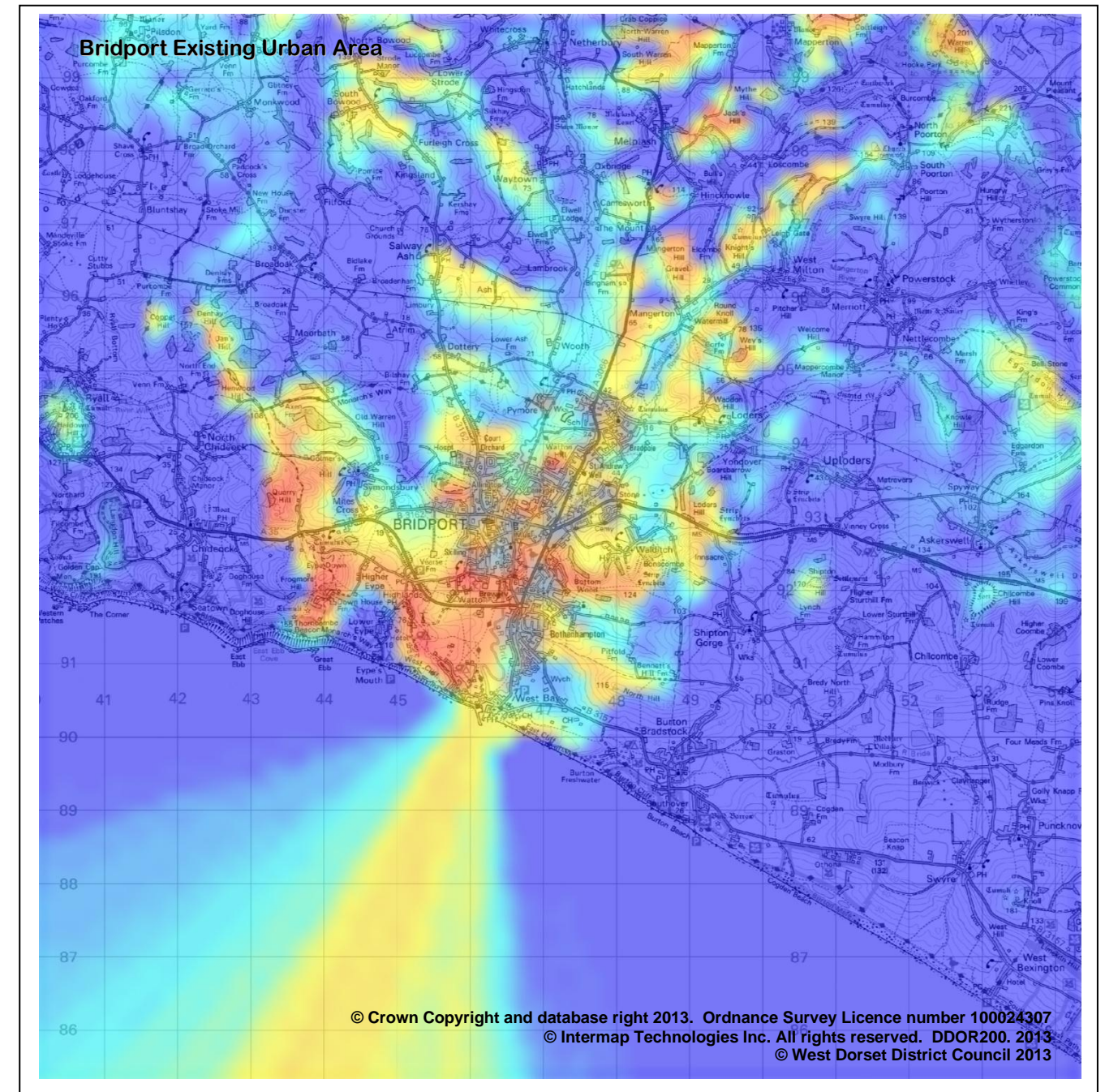
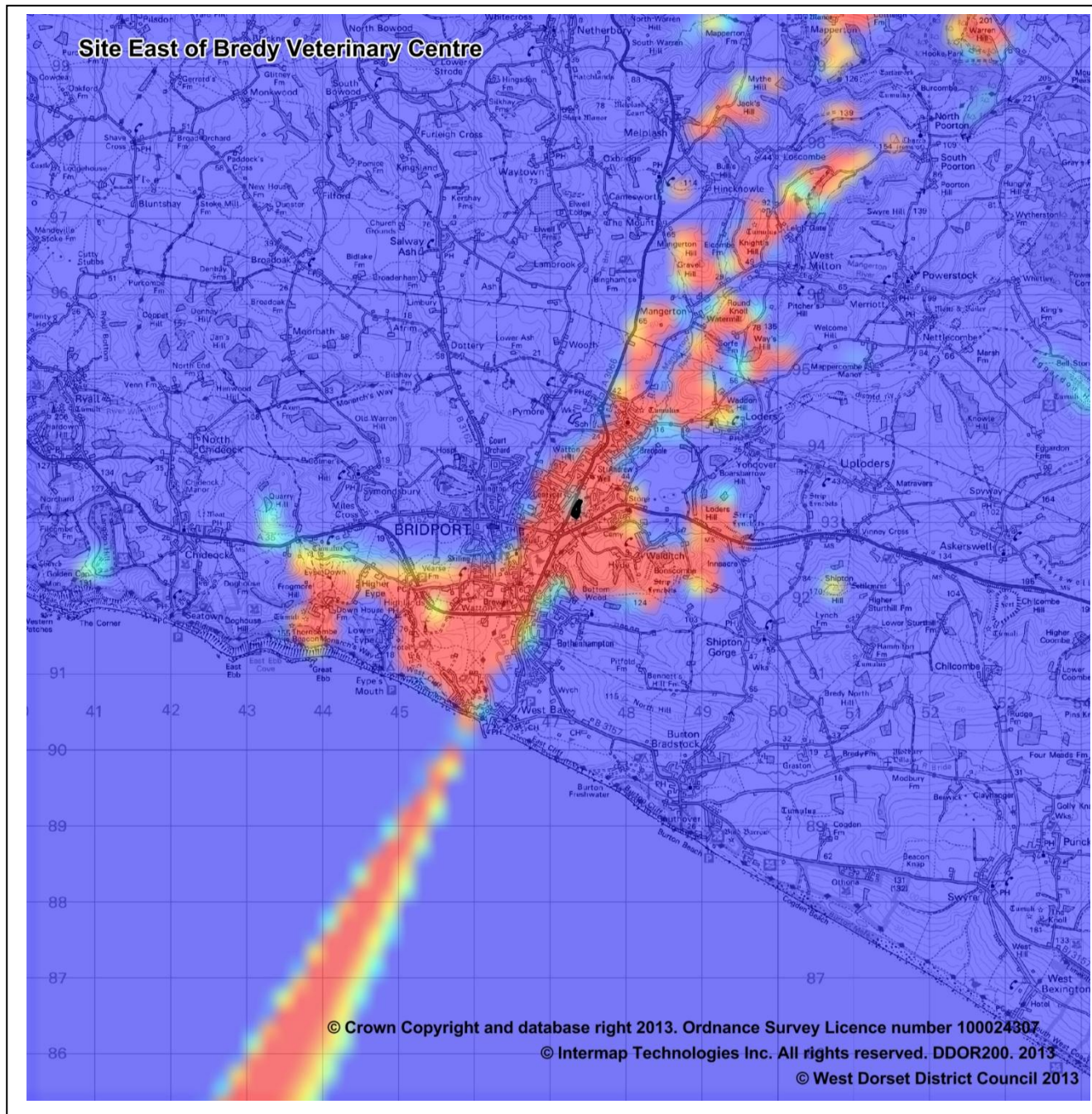
The above TZVIs demonstrate the potential for views from an area directly to the north of the site, which would view the site with only a small built context of development at Allington and Skilling. Design mitigation would need to ensure that the development is respectful of the character and appearance of these areas. In all other views, it is shown that the site is seen in close association with the existing urban fabric of Bridport and is therefore an acceptable location in principle for development.

**Conclusion & Suggested Mitigation**

Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the following mitigation measures:

- Avoiding development on the highest ground towards the south of the site would limit wider visibility, particularly from the sensitive coastal landscape to the south, and the locally sensitive hilltops. This would also maintain the landscape setting of the town.
- Open areas within the site should be created preserve the key public footpath links to the surrounding countryside, and continue the character of green spaces within development.
- Early strategic planting in the elevated southern area, and the western edge would significantly reduce the landscape and visual impacts of development.
- The form and character, including appearance and scale of development should take cues from the adjacent settlement edge and the rural context to the north, resulting in a well-associated urban extension.





**Key landscape characteristics (within the AONB)**

The site forms part of a green link running through into the heart of Bridport along the River Asker. The area is low-lying, and well enclosed by existing mature vegetation and nearby development. A large tree canopy in this area forms an important landscape feature. Jessopp Avenue cuts across the southern portion of the site, and adjacent footpaths form important pedestrian links to open spaces from within Bridport urban area.

**Key views of the site and interpretation of TZVIs**

Adjacent roads (A3066 and Jessopp Avenue) close to the site entrance and passing through the site, and from footpaths passing to the north and east of the site are likely to have the most significant views of the area. Wider views from the elevated landscape above Bothenhampton may have views of the site, though it would be set well within the existing urban area.

The degree to which existing vegetation can be retained and supplemented with new characteristic tree planting would determine significance of impacts on the local character and views. The existing visual quality of the site is relatively poor, and measures should be taken to improve this through any development.

As this is a small site, the TZVI appears predominantly red in comparison to the adjacent mapping for the urban area of Bridport (the whole of the smaller site is more likely to be visible in a view than the whole of Dorchester). However, site would be seen within the existing urban fabric of Bridport, and is therefore not considered to have significant visual impacts.

**Conclusion & Suggested Mitigation**

Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the following mitigation measures:

- Development should retain the visual green link formed by the site, by retaining and supplementing the tree cover to the east of the site. Improvements to the character and appearance of public access around this area would also be encouraged.
- Retention of existing trees on site would be key to preserving the wider setting of the Asker Meadows area, and early strategic planting to the site boundaries would significantly reduce the landscape and visual impacts of development.
- The form and character, including appearance and scale of new development should take cues from the nearby settlement edges to the east and west.

**Land to the east of Bredy Vet Centre, off Jessopp Ave., Bridport**