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County Council**

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Your ref: 18/02362/FULM
My ref: 20980 Fosse Rd
Date: 11th February 2019

Dear Laura,

Planning application reference: 18/02362/FULM

Proposal: Erection of a Mixed use Development comprising petrol filling station, drive throughs, offices and hotel, landscaping, flood attenuation lagoon, associated engineering operations(including flood compensation measures) and Sustainable Drainage System (SUDs) along with associated vehicular and cycle parking and access from Fosse Road and all ancillary works at land opposite 26-44 Fosse Road, Farndon , Newark, Nottinghamshire

Applicant: Harlaxton Estates Limited

1.Introduction

The following comments have been prepared by Helen Jones and Cathy Gillespie of Via East Midlands Limited, acting as a Landscape and Visual Impact consultants to Newark and Sherwood District Council (NSDC). These comments have been formulated on the basis of the submitted information detailed below, as well as a site visit by Cathy Gillespie on 10th February 2019

Via East Midlands (Via) have examined the following information, to make these comments (only information relevant to Landscape and Visual Impact is listed below)

- Landscape and Visual impact Assessment (LVIA)
- LVIA Appendices
- LVAI Appendices
- LVIA photo viewpoints
- LVIA photo viewpoints
- LVIA Figures
- Design and Access Statement
- Planning Support Statement
- Statement of Community Consultation

Proposed site masterplan

- Drawings illustrative view Unit 1
- Drawings illustrative view Unit 2
- Drawings illustrative view Unit 3
- Drawings illustrative view Unit 4



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Drawings illustrative view Unit 5
Drawings illustrative view Unit 6

Via have also revisited the local plan, in particular the Allocations and Development DPD adopted 2013 and the Landscape Character assessment SPD, adopted 2013.

Via have reviewed consented development approved the proximity to the site including the outline approval for development of Land South of Newark, urban extension because of its scale and proximity to the development site. In particular, we have reviewed the proposals for this development near to the A46 and river Devon which are nearest to the proposed development site.

The purpose of the comments

The purpose of these comments is to provide an independent assessment by qualified landscape architects of the applicant's submitted information concerning the landscape and visual impacts of the proposed development and proposed mitigation.

2. Methodology

The following approach has been adopted for this assessment process:

- familiarisation with the site and context in terms landscape, landscape character and visual amenity
- familiarisation with the development proposals
- review of methodology content and scope of LVIA assessment undertaken by the applicant
- consideration of the conclusions reached through the LVIA
- consideration of the acceptability of the proposals in light of the above so far as they impact on landscape and visual amenity.

3. The existing site and the study area

The existing site

The proposed site is located to the south of Newark town centre, on land both adjacent and between the smaller settlement of Farndon and the south western edge of Newark on Trent as it extends along Farndon Road.

The proposed 10.09 site is located on agricultural land. The main development area of the site comprises an agricultural field which fronts and is situated directly opposite residential properties, 26 - 44 Fosse Road, Farndon. The field is triangular in shape and 2.26 hectares in area. Fosse Road forms the north western boundary of the site. The newly dualled A46 forms the eastern site boundary, and directly to the north is the newly created A46 roundabout at the southern edge of the built area of Newark on Trent. To the south are agricultural fields.

To the north-west is an agricultural field and beyond the River Trent with tow path walk and small cluster of cottages on Cree Lane and former windmill. The land comprising the application site and field immediately to the north comprise a narrow undeveloped separation between Newark to the north and Farndon to the South and west.



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The existing site boundaries comprise mixed hedgerow with establishing broad leaved trees along the Fosse Road and mixed hedgerow with small stand of establishing shrub and tree growth on the A46 verge. The boundary with agricultural field to the south is an open ditch.

The study area

Study area determined from a computer modelled ZTV by applicant. An initial study area of up to 5km chosen, and following a site visit the study area was reduced to 2km.

Surrounding properties

The site is directly overlooked by residential properties on Fosse Road immediately adjacent to the site, which except for The Nursery, have little screening tree growth to filter views. Removed by 1 field to the south west Fosseway Farm also directly overlooks the site. There are views from some properties on Crees Lane to the north.

Residential properties on Farndon Road do not have direct views of the site, due either to their orientation or intervening vegetation. However, users of the Lord Ted beer garden immediately to the north of the A46 roundabout do have clear views to the site across the roundabout. The view from Farndon Fields farm to the east, is screened by intermediate vegetation. However, beyond on rising ground there are likely to be clear views of the development from properties on the existing southern edge of Newark on Riverside Road, Peebles Road and Fairway, which have uninterrupted prospect views across the site from some 500m away.

There are more distant views from the village of Hawton of about 1km to 1.5km including from the listed Hawton Church. There are also longer distance views from users of Hawton Lane, particularly where it crosses the A46 on an elevated overbridge and from public rights of way in the Hawton area. The site is visible across open fields from a significant proportion of Hawton Lane to the south due to the open nature of the landscape, although this is a little greater than 1km.

Public Rights of Way and footways

There are multiple rights of way near to the site Farndon Footpath 4 and 5 on Marsh Lane to the north west. Newark Bridleway 1 and 2 along the River Trent.

To the north, the site is visible in part from the footpath No 5 which extends north east from Marsh Lane, although this view is screened in part by dense hedge growth and tree growth around the Nursery. Pedestrian and cyclist users of the promoted segregated cycleway/footway which circumvents the roundabout and connects Fosse Road, Cree Lane and Farndon Road have close and in some part uninterrupted views of the site.

To the east, views from Newark Footpath 22 along the River Devon are screened by intervening vegetation, Averham Footpath 8, Hawton Bridleway 3 and footpath No 2 have distant views of the site. Footpaths to the west and north of the site within Farndon are largely screened by the intervening village with the exception of Farndon footpath 5. Footpath 17 and 11 to the southwest are screened by the A46 overbridge embankment.



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Road users

The site is adjacent and highly visible to road users of the A46 north bound. It lies to the fore of the current extent of perceived boundary of built development to Newark, currently contained by the line of the A46 embankment and urban edge of residential areas to the east. The residential edge of Farndon village is of a lower elevation and more residential in character

The site is highly visible to users of the A46 as they travel south from the elevated crossing of the Trent. There is no intervening tree or shrub growth on the roundabout unlike the depiction in the submitted illustrative views, nor is this likely to be achievable due to the presence of the overhead power line.

There are also longer distance views from users of Hawton Lane, particularly where it crosses the A46 on an elevated overbridge and from public rights of way in the Hawton area. The site is visible across open fields from a significant proportion of Hawton Lane to the south due to the open nature of the landscape, although this is over a distance of greater than 1km.

Heritage considerations

Farndon conservation area lies to the south west of the application site, the nearest point being 1km away. There are several Grade II listed buildings in the conservation area. Averham conservation area is just over 2 km north west of the site. Newark conservation area lies to the north east of the site but is screened by intervening built development.

Farndon Windmill 350m to the northwest is Grade II listed. The Firs 450m to the north is Grade II listed The Grade 1 listed Church of St Mary Magdalene - 2.4 km to the northeast

There are 15 scheduled ancient monuments within a 5km radius of the application area. The nearest to the site is Queens Sconce, 1.2 km to the northeast, Civil War redoubt – 1km to the southeast, Sandhills Sconce, 1.6 km to the north.

Ecological considerations

There are 3 LNRs within 1km of the site; Devon Park Pastures 1 km to the northeast, Farndon Ponds LNR, 1 km to the west, Farndon Willow Holt – 1.3 km to the west. Due to intervening built development, none of these have visual or ecological continuity with the development site

4. The proposed development

The proposed development is illustrated on Drawing No. NWK 17000-BED-SK-A-004 Proposed Site Plan – option 3 dated January 2018. Proposals for the site include areas of commercial,



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leisure and business development together with associated car parking and areas of landscape treatment including boundary screening, natural areas and intervening green space.

The development is described in detail in LVIA p22. Built elements will include a petrol station, 2 separate drive through units, 2 proposed office units up to a maximum height of 18 metres. A three-storey hotel building up to a maximum height of 16.77 metres. Access via a 5.5 metre road.

The majority of the development site area will be either built or consist of hardstanding. Planting is largely around the edge of the site, comprising (existing?) boundary hedgerow with a few scattered trees and woodland edge shrub planting. The boundary between hotel and office block and open field to the south of the development site is largely occupied by open water supplemented by a hedge and some new tree planting. The soft landscape elements within the site are modest in extent comprising small ornamental trees through the areas of car parking and some ornamental shrub planting and small picnic area adjacent to the main vehicular site access.

The built form of the 2 office blocks and hotel is massive in form and in contrast to the scale and style of the adjacent residential development. The design which includes use of full height glazed focal area in the hotel are urban and modern in character, offering little synergy with the immediate surroundings. Although not detailed, it is assumed the hotel, drive-throughs and petrol station will be illuminated, so as to be visible to potential users.

Due to need to raise development above flooding levels, the site level will be approximately 1.5m above existing ground level on the south eastern part of the site, which is where the tallest building will be located, resulting in a ridgeline approximately 18m above existing site level.

5. Landscape Assessment

Methodology

The methodology adopted for the landscape assessment is defined in the LVIA and Appendix B and is appropriate for the development proposed.

Study area defined as using modelled ZVT. **The model was set at 15.5m above existing ground level however, some 2.5 m below eventual height of the higher built elements.** The reduction of study area from 5km to 2km, was introduced following site visit.

Landscape Baseline

The LVIA correctly identifies the National Landscape character described for Trent and Belvoir Vales – NCA 48 and Regional Landscape character described for 'Trent Washlands' regional character area

Local Landscape Character in which the development site lies is described, LPZ TW PZ 12 Farndon Village Farmlands. This is assessed as having low sensitivity

The site lies in close proximity to TW PZ 53 Averham Weir River Meadowlands, sensitivity low - medium, TW PZ 34 Sconce and Devon Park River Meadowlands, medium- high sensitivity and a conserve strategy, ES PZ 06 Bowbridge Lane village Farmlands, and SN PZ 07 Elston Village Farmlands for which sensitivity is not defined.

Physical appraisal of the application site and study area is described in section 4.14 – 4.22. The baseline includes note of the open nature of the site and wider landscape character, with long extensive views. The impact of the A46 on tranquillity and remoteness is noted.

The effective coalesce in perceptual terms of the 2 settlements of Farndon and Newark is noted, in section 4.29 with particular reference to the view afforded from Hawton Lane- A46 overbridge to the south. Whilst this may be the case from this particular view point, **reference is not made to the perception of a break which is experienced by users of the A46, nearer to the site. Here, the separation although tight is still apparent. The distinction between the low rise residential and agricultural built form of Farndon village south of the A46 roundabout contrasts with more urban built form of commercial and larger mass built form comprising business park, care home and commercial pub to the north off Farndon road.**

The view of Newark town church spire, visible from some distance along transport routes along with the impact of the sugar beet factory and power station are noted. The impact of the approved South Urban Extension is noted in terms of the effect of extending the edge of the urban extent southwards from that existing. **It is not noted however that the approved layout proposes a substantial zone of green infrastructure along the Devon, providing a buffer between the residential development on rising ground and agricultural land and A46 to the west.**

Landscape effects.

These are identified in section 6. The development would involve removal some landscape features lengths of hedge line, drainage ditches and immature tree growth. The adverse impact on LPZ TWPZ12 Farndon Village Farmlands is also described. Although this is said to be moderated by the existing impact of adjacent built development particularly to the north and urbanising influence of the dual carriageway.

Mitigating impacts identified in section 7 Mitigation and Landscape Strategy include; function of site as a gateway feature into Newark, retention of some existing peripheral hedges and some buffer planting particularly to the south where associated with open space, retention some visual permeability east –west through the site. It is stated that the development will be read against the backdrop of the main built up area of Newark and Farndon when viewed from the south and east.

The proposals show relatively narrow and insubstantial landscape buffer comprising largely hedge and shrub planting, watercourse and with some intermittent native trees around the site relative to the height and horizontal extent of the built forms. This is particularly the case for the hotel and office blocks, which will be significantly higher, more substantial and urban in character than the residential development immediately adjacent. The maintenance of a skyline just below 18m is still tall relative to the open countryside immediately to the east and to residential properties in Farndon. Even the business development to the north off Farndon Road is significantly lower (c11m) and that is screened by adjacent road bridge embankment and associated tree planting. The impact of internal and external lighting and signage once operational is not identified, although given the amount of glazing in the hotel this would introduce an urbanising influence at night. Apart from the roundabout, the A46 is not lit by street lighting.

Landscape Impact Assessment

Methodology employed in determining significance is outlined in Appendix B, which appears to follow the guidance provided by Guidance for Landscape and Visual Impact Assessment 3rd edition, 2013.

Construction phase impacts identified by the applicant are explored in section 8 and summarised in table 1.

LPZ TW12 Farndon Village Farmlands – low sensitivity, medium magnitude effects considered to be of a minor adverse level of significance i.e. not significant.

LPZ TW 34Sconce and Devon Park River Meadowlands – high sensitivity, effects considered to be of a negligible level of significance due to short term nature and negligible magnitude i.e. not significant

LPZ TW53 – Averham Weir River Meadowlands low sensitivity, effects considered to be of a negligible level of significance i.e. not significant

LPZ SN07 and LPZ ES06 – low/medium sensitivity – effects considered to be of a negligible level of significance i.e. not significant

Application site – low sensitivity - effects considered to be of a moderate adverse level of significance i.e. not significant

Assessment of Operational phase landscape impacts are from 8.9 onwards and summarised in Table 2. All are judged to suffer an adverse long term effect, ranging from moderate adverse for the site, minor adverse for the wider policy zone area, falling to negligible adverse impact for adjacent policy zone areas.

LPZ TW12 Farndon Village Farmlands – low sensitivity, medium falling to low magnitude effects after 15 years considered to be of a minor adverse level of significance i.e. not significant.

LPZ TW 34Sconce and Devon park River Meadowlands – high sensitivity negligible magnitude of impact resulting in a negligible level of significance

LPZ TW53 – Averham Weir River Meadowlands low sensitivity, negligible magnitude of impact resulting in negligible level of significance

LPZ SN07 and LPZ ES06 – low/medium sensitivity, effects considered to be of a negligible level of significance

Application site – low sensitivity, high falling to medium to high magnitude of impact, resulting in a moderate adverse level of significance not significant



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'In general, adverse effects, both during the construction and operational phase, will be localise din extent and generally limited to the site itself and to five surrounding LPZs, of which only the Farndon Village farmlands LPZ will be materially affected by the proposals.'

Despite the height, mass and urban character of the proposed development the magnitude of impact on landscape character is assessed to be of low negligible impact beyond the site itself because the stated backdrop of existing adjacent development. Due to the low sensitivity of the existing site and the assertion that over time magnitude of impact of the application site itself will fall to medium to high level of impact, assessment of landscape effect is judged to be only moderate adverse as screening develops. **We are not convinced of this argument, given that the lack of substantial mitigation to the periphery of the site and the difference in character of the site to the adjacent built development and therefore do not agree with the conclusions in respect landscape impact particularly in respect of the application site itself, LPZ TW12, Farndon Village Farmlands and the nearby LPZ TW 34Sconce and Devon park River Meadowlands.**

The impact of the proposed development on Farndon and the Open break between Newark and Farndon is reviewed in section 8.14 onwards. The argument is made that because of the proximity of commercial and business uses north of the A 46 roundabout, the development will not seem out of place south of the roundabout. This argument ignores the current function of the A46 roundabout and perimeter planting to PA freight premises as a delineating boundary beyond which currently built form is either agricultural or residential in character. We do not therefore agree that the proposals will be seen as uncommon or unexpected. This is particularly the case when viewed from the south and east where the urbanising impact will be out of character with adjacent land use. The open break policy NUA/OB/1 seeks to maintain a break between settlements in order to retain the distinctiveness of character. **The proposed development, which is correctly identified as is being commercial in nature will therefore not only occupy the remaining break between Newark and Farndon, but will introduce a development of commercial nature of imposing form and mass which is out of character to the village of Farndon.**

6. Visual Assessment

Baseline situation

The Landscape and Visual Impact Assessment (LVIA) includes an assessment from 14 viewpoints

Viewpoint 1 - View from Fosse Road looking eastwards towards the application site.

Viewpoint 2 - View from the junction of Fosse Road and Long Lane looking north eastwards towards the application site

Viewpoint 3 - View from A46 dual carriageway (Hawton Lane Bridge) looking north towards the application site

Viewpoint 4 – View from Hawton Lane at the junction with Honeys Lane looking north west towards the application site



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Viewpoint 5 - View from Newark (Hawton) Road outside of All Saints Church looking north westwards towards the application site

Viewpoint 6 - View from Public Right of Way (Hawton Bridleway 3) looking north westwards towards the application area

Viewpoint 7 – View from the layby on Fosse Road approximately 400m north east of the Ad Pontem Roman Fort SAM looking north eastwards to the application site

Viewpoint 8 – View from beside the Trent Valley Way (Averham Footpath 8) south of Averham Church looking south eastwards towards the application site.

Viewpoint 9 – View from the A617 east of Kelham Bridge looking south eastwards towards the application site

Viewpoint 10 – View from Bowbridge Lane looking north west towards the application site

Viewpoint 11 – View from Peebles Road over Riverside Road looking westwards towards the application site

Viewpoint 12 – View from PRoW FP 5 (Farndon Footpath 5) looking eastwards towards the application site

Viewpoint 13 – View from Queens Sconce in Sconce and Devon Park looking south-westwards towards the application site.

Viewpoint 14 – View from Public Open Space and PRoW (Newark Footpath 22) in Sconce and Devon Park looking south-westwards towards the application site.

The viewpoints selected have failed to represent the prominent and unfiltered views from the A46 north or south of the site. Viewpoints also fail to represent views from pedestrian and cyclist users of the footway circumventing the A 46 roundabout, which is a key sustainable transport route into Newark from Farndon.

Also it is not clear how visible the site will be once developed from Farndon Road, where the site forms the visual backstop to extensive tree lined boulevard extending in a straight line along the line of the Foss Way from Newark's historic centre, interrupted only by the unvegetated A46 roundabout.

Generally, the viewpoints also just indicate horizontal extent of development with no indication of height of development relative to the vertical elements in the wider landscape. No photo montages have been submitted.

Visual receptors

The proximity of residential receptors on Fosse Road are correctly identified, along with less direct views from properties on Crees Lane. Residential receptors are identified as having a high sensitivity to the proposed development. Rights of way users are assessed as having medium to high sensitivity. Road users are assessed as having low sensitivity. Given the criteria used in

deriving sensitivity it is suggested that pedestrian and cyclist users of the road network should be equated to those of Rights of Way, rather than vehicular road users. The identification of pedestrian users of Farndon Rd, Crees Lane and Fosseway as visual receptors has been omitted.

Business Commercial and Institutional receptors are identified as having low sensitivity, due to focus on other activity and intervening vegetation, buildings. Whilst this is agreed for business users such as PA freight, this is not agreed for the Lord Ted. Here the beer garden is separated from the development site by the A46 which is somewhat elevated but unvegetated apart for low shrub planting.

Visual assessment summary

Construction phase

Visual impact during construction phase outlined in section 9.4 onwards and is summarised in Table 3 – *Summary of residual landscape effects on visual receptors during the construction phase*

The assessment is divided into residential receptors, users of PRoWs and Public Open Space, Road and Rail receptors, business commercial and institutional receptors. **The pedestrian users of footways adjacent to the road network as discussed above have not been identified as receptors or assessed.**

Major adverse, significant, significance of effect identified for residential receptors in properties on Fosse Road directly opposite the site, south of the site, on and around Crees Lane

Moderate adverse, not significant, significance of effect identified for residential receptors in properties on perimeter of Farndon and southern fringe of Newark.

Moderate adverse, not significant, significance of effect identified for users of PRoWs and POS TVW South of Averham, users of PRoWs in Sconce and Devon Park, and PRoW 19. **However, if pedestrian users of the footway linking Fosse road with Farndon Road had been assessed, it is anticipated the significance of effect would be major adverse for these users.**

Moderate adverse, not significant, significance of effect identified for road users of the A46 between Hawton Road and Fosse Road roundabout, users of Fosse Road north of Fosseway Farm.

All other impacts minor adverse, negligible



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Operational phase

Visual impact in operational phase outlined in section 9.24 onwards and is summarised in Table 4 – *Summary of residual landscape effects on visual receptors during Operation*

The assessment is divided into residential receptors, users of PRowS and Public Open Space, Road and Rail receptors, business commercial and institutional receptors. **Again, the pedestrian users of footways adjacent to the road network as discussed above have not been identified as receptors or assessed.**

Major adverse, significant, significance of effect is identified for residential receptors in properties on Fosse Road directly opposite the site at year 1 and remaining at Year 15 and on and around Crees Lane at year 1 and remaining at Year 15.

Moderate adverse, not significant, significance of effect are identified for residential receptors in properties on perimeter of Farndon and southern fringe of Newark at year 1 and remaining at year 15.

Moderate adverse, not significant, significance of effect is identified for users of PRowS and POS TVW South of Averham, moderate adverse year 1 declining to negligible at year 15, users of PRowS in Sconce and Devon Park, and PRow 19, moderate adverse year 1 declining to minor at year 15. **However if pedestrian users of the footway linking Fosse road with Farndon Road had been assessed, it is anticipated the significant would be major adverse to moderate adverse for these users.**

Moderate adverse, not significant, significance of effect are identified for road users of the A46 between Hawton Road and Fosse Road roundabout, moderate adverse at year 1 declining to minor adverse at Year 15, users of Fosse Road north of Fosseway Farm, moderate adverse at Year 1 and remaining at Year 15

All other impacts minor adverse, negligible

Generally, it is felt that the filtering and screening effect of proposed peripheral landscape mitigation may have been overestimated in the above assessment resulting in an under estimation of magnitude of impact. To help determine if this view is indeed correct, it would be useful if the applicant could provide more detail of the landscape proposals showing actual numbers and density of new planting and clearly identifying what new planting will be undertaken as part of the development and what will be assumed to be maintained as part of the trunk road infrastructure by a 3rd party. It would also be useful to have a series of cross sections and elevations in addition to the illustrative views, which clearly show development site level, height of new buildings, height of actual proposed and retained landscape elements relative to adjacent road infrastructure.

Finally it would be helpful to have some photo montages which would help illustrate the built scale and form of the development from key viewpoints. For other viewpoints it would be useful for the maximum vertical extent of development to be indicated as well as horizontal extent.



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7. LVIA Summary and Conclusions

Via agree that the Landscape and Visual impact assessment has been completed in accordance with the accepted guidance.

The assertion is that the although larger in scale, form and mass than adjacent built development, the proposals will be perceived as an extension of the surrounding development and gateway feature at the southern entrance to Newark. Whilst we agree that the site lies immediately adjacent to built development and that the landscape character of the site and immediate area is already impacted by the A46, **the proposed development will occupy the remaining narrow break between the two settlements. The scale and nature of development is substantially different to that of the adjacent residential village of Farndon.**

In paragraph 10.6 it is stated that the restriction of hotel and business units to below three storeys will reduce impact on the surrounding character areas. **However the illustrations and masterplan proposals show these to 3 storeys high, this is presumably a drafting error.**

Our view is that the development will create an extension of an urban commercial character into the landscape south of Newark, which is designed to be visible and prominent to from the A46. This is contradictory to the view expressed in 10.7:

‘The visual effects of the proposed development would be very limited in the context of the entire LVIA study area. This is due to low lying flat landform and the extent of intervening vegetation and built form surrounding the proposed development.’

We are in agreement with the statement that

‘Several residential receptors located on Fosse Road will be subject to high levels of visual disturbance during the construction phase and operational period’

8. Proposed mitigation

The negative impact of the development of the site could be effectively mitigated by inclusion of substantial landscaped buffer areas, reduction on height of the proposed buildings and adoption of a less overtly commercial style of architecture.

9. Cumulative and sequential impact

Cumulative impact has not been considered in this assessment. In particular the cumulative and sequential impact in relation to the consented southern urban extension and associated link road should be addressed.

10. Summary

Whilst the methodology adopted is appropriate to the development and largely in line with guidance, the following inconsistencies have been identified:

- The decision to adopt a height 2.5m less than the actual proposed development height to model ZVT.
- Omission of A46 south-bound and north-bound users from selected view points
- Omission of consideration of pedestrian and cyclist users of footway linking Farndon Road, Crees Lane and Fosse Road as receptors. These appear to be included neither as Rights of Way receptors nor in road users, which appears to focus on vehicular traffic.

The information submitted to describe the development relies heavily on illustrative birds eye views as well as masterplan and landscape strategy which give a good idea of the proposed built development appearance however they do not help provide context of the site or show how it interacts with the immediate surrounding area. It is therefore suggested that the following are required to better address the magnitude of effect on both landscape character and visual amenity:

- Viewpoints to be amended to show vertical and well as horizontal extent proposed development
- Selected viewpoints to include photo montage of proposed development, to indicate view from south from A46, north from A46 and from Fosse Road.
- Cross sections and elevations east west and north south to be provided which include anticipated height and breadth of landscape at 1 and 15 years.
- Detail to be provided of proposed illumination, ideally with photo montages showing night time impact.
- Landscape proposals plan to show actual numbers and extent of new planting.

On the basis of submitted information, Via is unable to agree with the key assertion that the development will be perceived as contiguous with existing development and that there is no current perception of break between the two settlements. It is accepted that the perception of break is constrained and impacted by the A46. There is also distinction between the low rise residential and agricultural built form of Farndon village south of the A46 roundabout with more urban built form of commercial and larger mass built form north off Farndon Road comprising business park, care home and commercial pub to the.

Despite the height, mass and urban character of the proposed development the magnitude of impact on landscape character is assessed to be of low negligible impact beyond the site itself because the stated backdrop of existing adjacent development. We are not convinced of this argument, given that the apparent lack of substantial mitigation to the periphery of the site and the difference in character of the site to the adjacent built residential development. We therefore do not agree with the conclusions in respect landscape impact particularly in respect of the application site itself, LPZ TW12, Farndon Village Farmlands and the nearby LPZ TW 34Sconce and Devon Park River Meadowlands.

In so far as impact on open break, the argument is made that because of the proximity of commercial and business uses north of the A 46 roundabout, the development will not seem out of



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place south of the roundabout. This argument ignores the current function of the A46 roundabout and perimeter planting to PA freight premises as a delineating boundary beyond which currently built form is either agricultural or residential in character. **We do not therefore agree that the proposals will be seen as uncommon or unexpected.** This is particularly the case when viewed from the south and east where the urbanising impact will be out of character with adjacent land use. The open break policy NUA/OB/1 seeks to maintain a break between settlements in order to retain the distinctiveness of character. The proposed development, which is correctly identified as is being commercial in nature will therefore not only occupy the remaining break between Newark and Farndon, but will introduce a development of commercial nature and imposing form and mass which is out of character to the village of Farndon. Therefore it is at odds with the open break policy as currently expressed.

11. Conclusion

Because of the points identified above Via is unable to support the proposal at this stage, due to the impact on landscape and visual amenity and the departure from the current open break policy.

Yours sincerely

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