Appendix B Figures L1 and L2 - Townscape Analysis
NOTES:
1) Taken from drawing -PL.1815804-Derriford Junction Option C Variation 2 Roundabout Retention.
2) Taken from information sent by Jane Turner - Tree Officer - Plymouth City Council - September 2014.
4) Taken from www.plymouthcitycouncil.gov.uk - September 2014.
5) Taken from www.bing.com - Os Explorer - September 2014.
NOTES:
1) Taken from drawing -PL.1815804-FEA-035 William Prance Road JCN Option H.
2) Taken from information sent by Jane Turner - Tree Officer - Plymouth City Council - September 2014.
4) Taken from www.plymouthcitycouncil.gov.uk - September 2014.
5) Taken from www.bing.com - OS Explorer - September 2014.
Appendix C  Townscape Impacts Worksheet and Appraisal
### Step 3

Changes to the wider area will result from the Derriford development framework, including new movement corridors and development.

### Townscape Character Zones

**Townscape Character Zone A:** Medium
- **Impact:** Slight adverse
- **Reason:** Substitutable No direct townscape effects upon land
- **General Observation:** The A386 is a wide linear highway corridor. Built form adjacent to the corridor is of medium density due to the mix of large scale buildings for commercial (retail, hotel, hospital, offices) and a small area of adjacent residential land use. The adjacent Crownhill Fort is open to the public, although owned by the Landmark Trust.

**Townscape Character Zone B:** Medium
- **Impact:** Neutral
- **Reason:** Substitutable along highway corridor; adjacent Crownhill Fort (SAM) is Not Substitutable
- **General Observation:** This zone comprises attractive roads which include tree or shrub planting or grass verges alongside them, contain some mature trees, and are part of the strong linear highway corridor of the A386, with areas of large scale buildings for commercial (retail, hotel, hospital, offices) and a small area of adjacent residential land use. The adjacent Crownhill Fort is open to the public, although owned by the Landmark Trust.

**Townscape Character Zone C:** Low
- **Impact:** Slight adverse
- **Reason:** Substitutable
- **General Observation:** This zone is dominated by the A386 transport corridor, with traffic, narrow central reservations and grass verges, occasional small individual trees within the central reservation area, and containing a mix of development, infrastructure signals. The perception of this zone is very much one of being in an urban and fast moving major roadway into the city.

### Human Settlement

- **Location:** Adjacent to the large highway corridor, with a strong green and treed character to the transport route, particularly at the Derriford roundabout and A386 southern approach to the roundabout. The highway corridor appears more urban, with a harder appearance, and more associated with a major roadway into the city.

### Summary of Character Zones

- **Regional and Local:** Low
- **Step 2:** Step 4

### Step 4

In the Derriford development framework, including new movement corridors and development.

### Notes

- **Impact:** Slight adverse
- **Reason:** Substitutable
- **General Observation:** The above assessment considers the current scheme proposals which are at an outline stage and without the benefit of survey data. In order to understand the potential adverse effect of the scheme, data on the potential adverse effect was collected at a later stage of the project. Assuming the recommendations for mitigation planting were implemented, the adverse effects of the proposed scheme would be mitigation in the long term.

### Qualitative Comments

- The key qualitative impacts to consider for the scheme include:
  - **Slight adverse effect** in the middle road sections and grass verges, particularly adjacent to the Derriford roundabout.
  - **Moderate adverse effect** in busy areas of high green and treed character.

- The key positive impacts include:
  - **Neutral** for much of the green space and natural areas around the Derriford roundabout.

- The likely mitigation measures include:
  - **Neutral** as the area is already important for green and open space, with little perceived change to the character of the area.

- The likely impacts on the character of the area include:
  - **Slight adverse** for the middle road sections and grass verges, particularly adjacent to the Derriford roundabout.
  - **Moderate adverse** for busy areas of high green and treed character.