Lower Otter Restoration Project

Design and Access Statement

Report: ENVIMSW002045-CH2-000-000-RP-Z-0005

Rev: 3

September 2020

We are the Environment Agency. We protect and improve the environment and make it a better place for people and wildlife.

We operate at the place where environmental change has its greatest impact on people's lives. We reduce the risks to people and properties from flooding; make sure there is enough water for people and wildlife; protect and improve air, land and water quality and apply the environmental standards within which industry can operate.

Acting to reduce climate change and helping people and wildlife adapt to its consequences are at the heart of all that we do.

We cannot do this alone. We work closely with a wide range of partners including government, business, local authorities, other agencies, civil society groups and the communities we serve.

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Quality Assurance

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Author	Lynne Bonsall, Jacobs

Approvals

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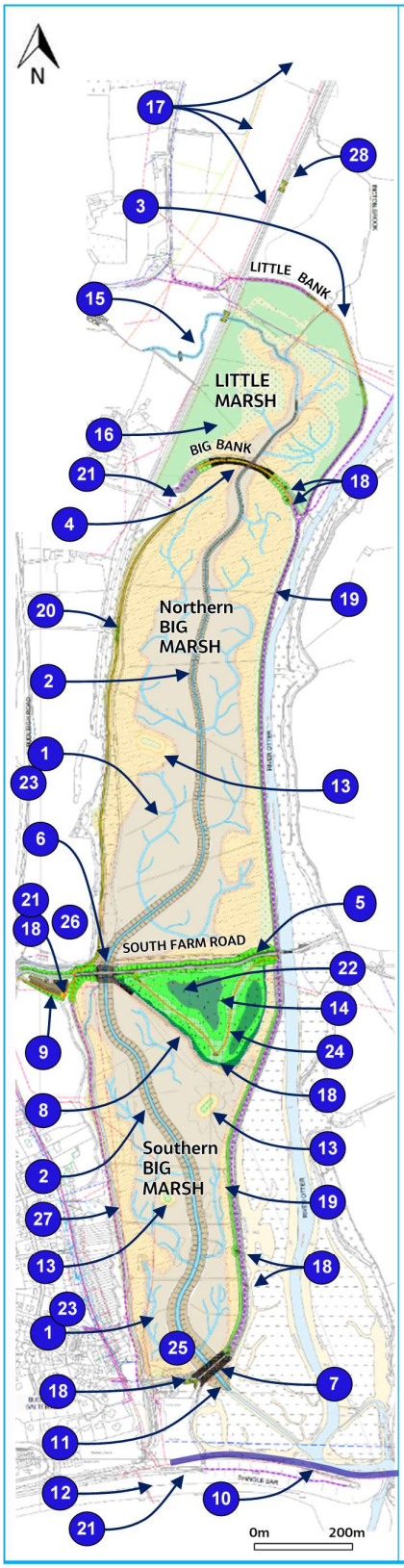
1. Introduction

1.1. Project Overview

The Lower Otter Restoration Project (LORP) will restore the historic floodplain of the River Otter to a condition similar to that found prior to the construction of the 19th century embankments alongside the river and within the floodplain. It will retain most of the embankments and create breaches in Little Bank, Big Bank and the River Otter embankment to allow water from the River Otter and Otter Estuary to inundate the site, creating intertidal saltmarsh and mudflats. South Farm Road will be raised, and the existing Budleigh Salterton Cricket Club moved off site to another location. Development of the new Budleigh Salterton Cricket Club has been approved by successful determination of a separate planning application (reference 19/1521/MFUL) due to a need to progress the cricket pitch sooner than the rest of the LORP. The Scheme includes the elements shown in Figure 1.1.



1: Historic floodplain allowed to tidally inundate; leading to the creation of a total of approximately 55ha of intertidal habitat (consisting of 28ha mudflats, 27ha transitional marsh and saltmarsh).

2: Creation of a central tidal creek channel approximately 2km in length through the historic floodplain, from the new 70m wide breach up into Little Marsh. Connection to further secondary creek channels (totalling approximately 6km in length). Borrow pits and scrapes will be located at the ends of selected secondary tidal creeks.

3: Reconnection of the historic floodplain to the River Otter by creating a 200m wide breach through the existing embankment known as Little Bank and provide an improved lower level path across the breach.

4: Reconnection of the historic floodplain by creating a 170m wide breach through the existing embankment known as Big Bank and provide an improved lower level path across the breach.

5: Removal of a 380m length of the existing South Farm Road highway in the floodplain and replacement with a highway section south of the existing, raised approximately 2.5m higher on an earth embankment.

6: Creation of a new 30m span highway bridge, to allow the new tidal creek channel to pass beneath and extend to the north.

7: Creation of a 70m wide breach through the existing embankment, allowing the historic floodplain to tidally inundate. A new 70m span 2.5m width footbridge over the main breach, carrying the South West Coast footpath.

8: Removal of a small section of the existing landfill site in the far west corner, to allow construction of the new South Farm Road highway bridge. Installation of additional edge protection and capping to the landfill site.

9: Creation of new parking area; with space for up to 30 vehicles. New footpath links and information hub.

10: Existing SWW CSO pipe will be diverted by others (separate planning application). The estuary spit and mouth area will be allowed to evolve naturally. The existing lower path on the rear of the Shingle Bar will be removed.

11: A short length of the existing estuary approach channel to be increased in size; to allow transition to the new intertidal areas.

12: Operation and maintenance of existing beach outfall to be reviewed.

13: Creation of three high tide bird sanctuary islands.

14: Planting of new grassland and woodland habitat (approx. 3ha) on the historic landfill site, and the installation of a new section of footpath.

15: Existing Budleigh Brook to be realigned into a more natural form and location; reconnecting to the floodplain. Includes new culvert openings.

16: Existing Budleigh Brook aqueduct to be removed.

17: Planting of new and improved habitats; by infilling gaps of existing hedgerows, new hedgerow sections, new vegetation and woodland.

18: Installation of seven (one existing) public viewing areas or structures.

19: Planting of improved habitats by infilling gaps of existing hedgerows beside the footpath; also acting as screening.

20: Existing footpath to be improved and raised in height, to increase public safety adjacent to tidal water and provide farm access.

21: Installation public information and warning signage; to inform of likely changing environment and risks.

22: Diversion of the existing overhead power lines, which run west to east, underground through the new highway embankment

23: Removal of groups of existing trees/woodland, scattered trees and lengths of hedgerow in the floodplain area.

24: Diversion of existing footpath running to south of landfill onto the landfill.

25 & 26: Relocation of Budleigh Salterton Cricket Club (25) to new site (26) (separate planning application).

27: Diversion by others of power line that lies along the western boundary of the site, south of South Farm Road, underground in a raised embankment (separate planning application).

28: Flood relief culvert through disused railway embankment.

Figure 1.1 Scheme Overview

1.2. Purpose of this Statement

This Design and Access Statement has been prepared by Jacobs UK Ltd on behalf of the Environment Agency in support of a full planning application submitted to East Devon District Council (EDDC) for the Lower Otter Restoration Project (LORP).

The EDDC National and Local Validation Requirements (Local List) states that Design and Access Statements are required for all planning applications for major development.

1.3. Guidance

This Design and Access Statement has been prepared in line with the following guidance relevant to the scheme:

- Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 sets out the legal requirement of a Design and Access Statement.
- Planning Practice Guidance: Making an Application, Paragraphs 29-31.
- Design and Access Statement: How to write, read and use them. Commission for Architecture and Built Environment, 2007.

1.4. Structure of this Statement

This Design and Access Statement addresses each above ground structure associated with the scheme in terms of:

- Site context.
- Design principles and concepts applied to the development.
- Access.

2. Site Context

The site lies within the historic floodplain of the River Otter Estuary within the Lower River Otter valley in Devon, centred at ordnance survey grid reference SY073830 as shown in Figure 2.1.

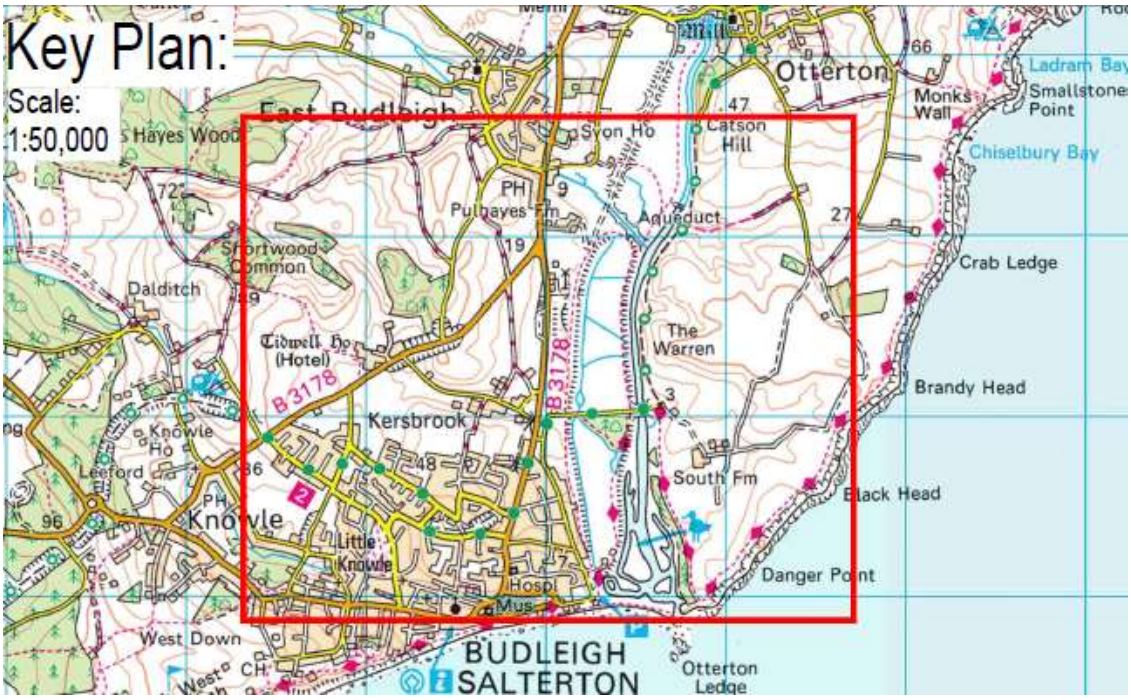


Figure 2.1 Location of LORP

The site lies directly south west of Otterton, directly east of Budleigh Salterton and approximately 6km east of the Exe Estuary. The entire site is located within the East Devon Area of Outstanding Natural Beauty (AONB) while the Otter estuary along with the cliffs of Otterton Point, are nationally important sites for geology/ancient geography and biodiversity and are designated as a Site of Special Scientific Interest (SSSI). The Otter Estuary SSSI contains a range of intertidal habitats including saltmarsh and tidal creeks.

The estuary has been modified by humans for hundreds of years and historically it has been much larger than its current size. In the early 19th century embankments were built, enclosing about three-quarters of the original extent of the estuary, and turning intertidal mudflat and saltmarsh into freshwater agricultural land. A network of freshwater drains crosses the site and a trunk drain lies along the western boundary. At the mouth of the estuary is a shingle bar which lies within the Dorset and East Devon Coast World Heritage Site.

The estuary and marshes support a wide variety of breeding and wintering bird species, including waders and wildfowl, and form part of a network of important feeding sites which includes the Axe Estuary (to the east) and the Exe Estuary (to the west).

South Farm Road bisects the site in an east west direction. To the south of South Farm Road lies a historic landfill. An overhead electricity line crosses the landfill on an east to west alignment. Another overhead electricity line runs north-south along the western edge of the floodplain. Lime Kiln car park lies to the south west of the site.

A network of public footpaths provide access to much of the site, with one of Devon's most popular footpaths running along the riverside embankment forming part of the South West Coast Path (SWCP).

For ease of reference the scheme can be divided into six main areas as shown in Figure 2.2 below (the full drawing Scheme Orientation Plan ENVIMSW002045-CH2-000-000-DR-LP-0003 is included as part of this planning application). Figures 2.3 to 2.7 show the site as existing.

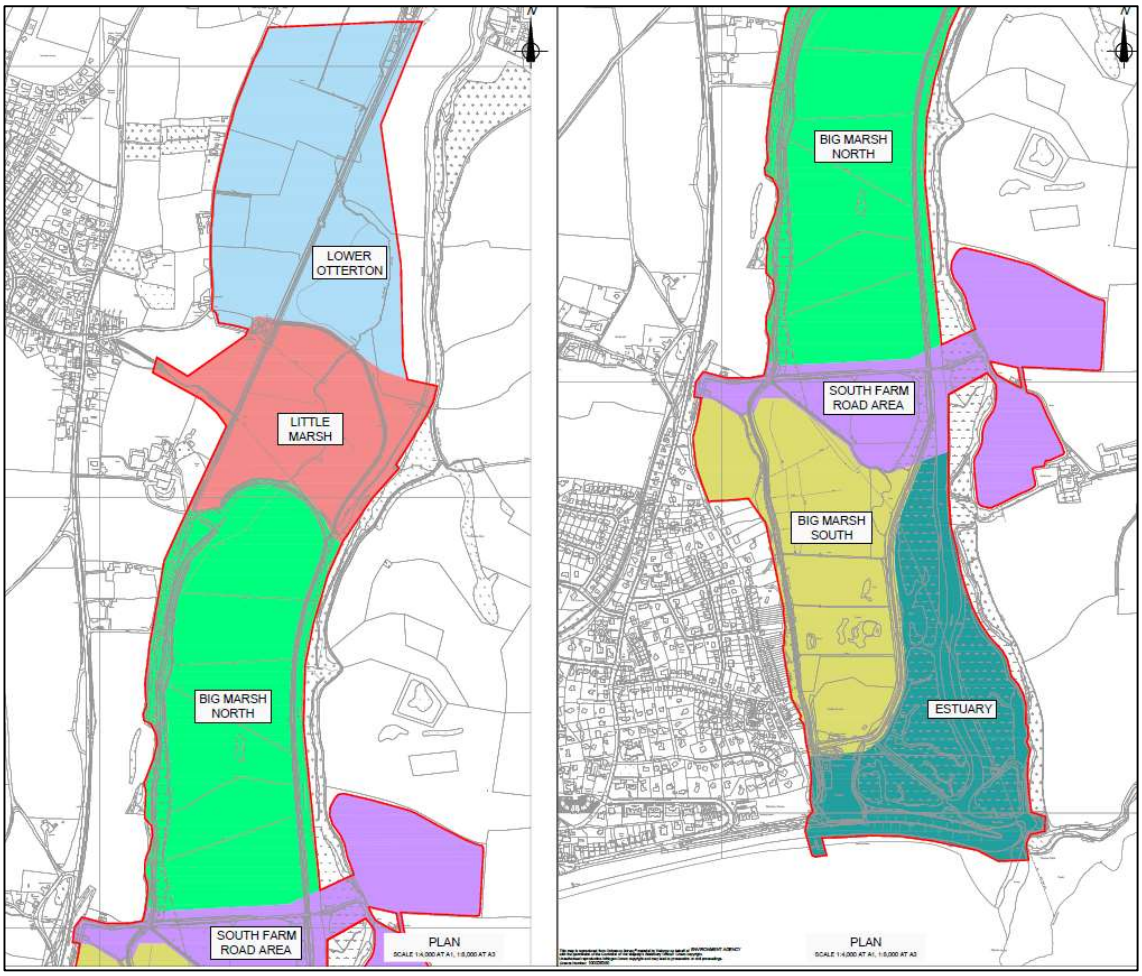


Figure 2.2 Main areas of LORP

Figure 2.3 View looking south across Little Marsh

Figure 2.4 View looking west across Big Marsh North

Figure 2.5 View looking westward along South Farm Road with floodplain visible to right

Figure 2.6 View looking west across Big Marsh South

Figure 2.7 Easterly view across the estuary from shingle bar near mouth of the river

3. Design Principles and Concepts Applied to the Development

3.1. Design Overview

3.1.1 General

The Scheme will help to restore the historic floodplain of the River Otter to a condition similar to that previously found prior to the construction of the riverside and floodplain embankments. The Scheme will retain most of the existing embankments but provide breaches in Little Bank, Big Bank and the River Otter embankment to allow water from the River Otter and Otter Estuary to inundate the site, leading to the establishment of intertidal saltmarsh (27ha) and mudflat (28ha). Figures 3.1 to 3.5 show artist's impressions of the proposed scheme.

The Scheme will introduce far greater volumes of tidal water through the existing estuary and mouth area, similar to historic tidal flows that occurred prior to significant man-made intervention. It is expected that these higher tidal flows will see erosional change through natural processes at the estuary mouth, Shingle Spit and inner estuary areas. Existing channels are likely to deepen and widen over an initial, rapid, short-term period, followed by a gradual evolution to a new equilibrium state. These changes are considered a positive restoration of the estuary in the long-term. Natural England and the Jurassic Coast Trust were consulted throughout the design development with the aim of helping to reduce impacts and increase benefits to the estuary. Concerns about the direct impacts to the SSSI and WHS were raised and there was a preference to see the lower estuary respond naturally to change and move away from intervention in the lower estuary. Consequently, the design was changed to minimise modification of the lower estuary except in the immediate vicinity of the southern breach.

The existing low lying South Farm Road will be realigned and raised on a new earth embankment. The existing telecom and electric 11KV overhead services in the vicinity will be diverted underground through the new embankment, removing them from future tidal habitat areas and making them less of a visual intrusion than the existing arrangement. The new highway will be a substantial enhancement over the existing, with safer road space for vehicles, formal footways and footpaths away from traffic for pedestrians, and a segregated parking area away from traffic. The raised highway level will provide a far more resilient route for the public even during extreme flood events.

The Scheme construction will consist of various large-scale earthworks activities, with the majority of excavations creating the new tidal creek network. Wherever possible the scheme design has sought to re-use site won material for other new elements. In particular the new South Farm Road embankment will re-use a significant proportion of site won material, with remaining material used for landfill cover, raised path sections, bird islands and strengthening of existing banks. This cut/fill balance of earthworks has been integral to the design, to limit the need for imported fill, and reduce disruption to the local area.

On balance, the Scheme is likely to have an overall beneficial effect on the landscape of the lower Otter valley, and its enjoyment by people, by virtue of the fact

that the hydrological, geomorphological and ecological conditions of the currently reclaimed estuarine and intertidal landscape will be restored to a more natural state. Throughout the project options appraisal and design development, numerous organisations, stakeholder groups, residents and landowners were consulted. This process has directly influenced design decisions and project direction. The full details of this can be found in the Environmental Statement (ES) Chapter 2.

Figure 3.1 Artist's impression view looking south from Little Bank

Figure 3.2 Artist's impression view looking north from adjacent to Lime Kiln play area – low tide

Figure 3.3 Artist's impression view looking north from adjacent to Lime Kiln play area – high tide

Figure 3.4 Artist's impression view looking south east across Big Marsh South

Figure 3.5 Artist's impression view looking north from White Bridge

It is however acknowledged that there is potential for the Scheme to give rise to some adverse impacts on landscape character and visual amenity. These adverse impacts will arise principally from the need to provide supporting infrastructure to the Scheme in the form of new pedestrian and highway bridges, raised vehicular access route, a car park and associated vehicular barriers and other safety features. Erosion control measures and site management features such as fencing will also introduce further discordant elements into this ostensibly natural landscape. As discussed in Chapter 11 of the Environmental Statement, where the Scheme is predicted to give rise to significant adverse landscape or visual impacts, mitigation measures are proposed in order to avoid, reduce, remedy or compensate for these impacts.

Mitigation measures have been developed iteratively throughout the design process as far as possible with the aim of minimising adverse impacts and maximising beneficial impacts. As such, the design of the Scheme has been developed to accord with pre-existing natural topographical and geomorphological conditions so that it aligns with the natural form, profile and natural hydrological functioning of the valley floor and estuary. The main tidal creek channel, for example, has where possible been designed to follow historic paleo-channels in the lowest parts of the floodplain on a sinuous naturalistic alignment, and the proposed high tide bird islands have been located on areas of naturally higher ground. The size and appearance of the new tidal channels have been designed to match existing channels in the estuary. Existing field drains in the floodplain will be filled in, to allow a more natural creek system to operate.

The proposed extent and distribution of restored mudflats and saltmarsh is intended to align with the existing conditions in the estuary and the northern extent of the intertidal area has been set in accordance with the natural limit of tidal waters. The alignment of the design with existing observable natural conditions will help integrate the main elements of the Scheme into the receiving landscape, enhance the character of the lower Otter valley and assist to mitigate the adverse impacts arising from the artificial and built elements of the Scheme.

The restoration of intertidal conditions within the valley will largely prevent tree and shrub growth below highest astronomical tide (HAT) level due to increases in salinity levels in the soil. Whilst terrestrial vegetation located below HAT level will therefore be permanently removed, it is likely that tree and scrub vegetation will survive on the areas of higher elevation (above HAT level) around the edge of the floodplain, including on the upper slopes of the flood embankment to the west of the River Otter. Some of this vegetation will need to be cut to 0.3m high as part of the dormouse

mitigation works but it will not be clear felled and uprooted. This will provide an opportunity for this vegetation to regrow where salinity levels remain low enough to be conductive to growth and will mitigate against any potentially unnecessary vegetation removal.

The retention of public access and recreational activity within the lower Otter valley is an important objective of the Scheme, and this requires the retention of most of the riverside embankment on the west bank of the River Otter, and the construction of the new pedestrian footbridge to maintain access along the SWCP and other public footpaths. The retention of pedestrian and vehicular access along South Farm Road is also necessary, with construction of a new raised embankment and highway bridge. The new car park is required to cater for existing visitors who currently informally park along verges on the existing South Farm Road and a small area within the SSSI. The new car park is also an enhancement to the area for future safe use and segregated parking. New viewing areas are proposed to enable views over the restored intertidal habitat and associated bird population. Visitor and dog management features in the form of fencing and hedgerow infilling are also required in some locations. These elements have the potential to give rise to adverse landscape and visual impacts and have been subject to mitigation measures as discussed in the sections of this document below.

The full details of project consultation regarding the proposed option can be seen in the ES Chapter 2, and full details of design decisions and justifications can be seen in ES Chapter 3.

3.1.2 Pedestrian bridge over main breach

The height of the sides of the pedestrian bridge (from bridge soffit to top of parapet) has been minimised and the look of the bridge kept clean and minimalistic to reduce visual intrusion as far as is possible without compromising its structural stability. Exposed elements (the deck sides and parapet) will be constructed of fibre reinforced polymer with a visual appearance and texture of weathered timber. In elevation, the vertical height of the bridge deck from soffit to top of the 1.4m high parapet will be 2.2m. The bridge deck will be surfaced in a slip resistant sand coloured resin bound surface to complement the existing gravel surfaces on the adjacent sections of footpath. The sides of the approach and exit ramps will be seeded with species-rich or amenity grass seed mix (subject to confirmation of soil fertility levels) and native screen planting established to the west of the bridge to reduce its visibility in views from the west. The Devon County Council (DCC) Highways and Footpaths teams were consulted at various stages of the design development. As this structure will be adopted by DCC, their input and requirements have been implemented wherever possible.

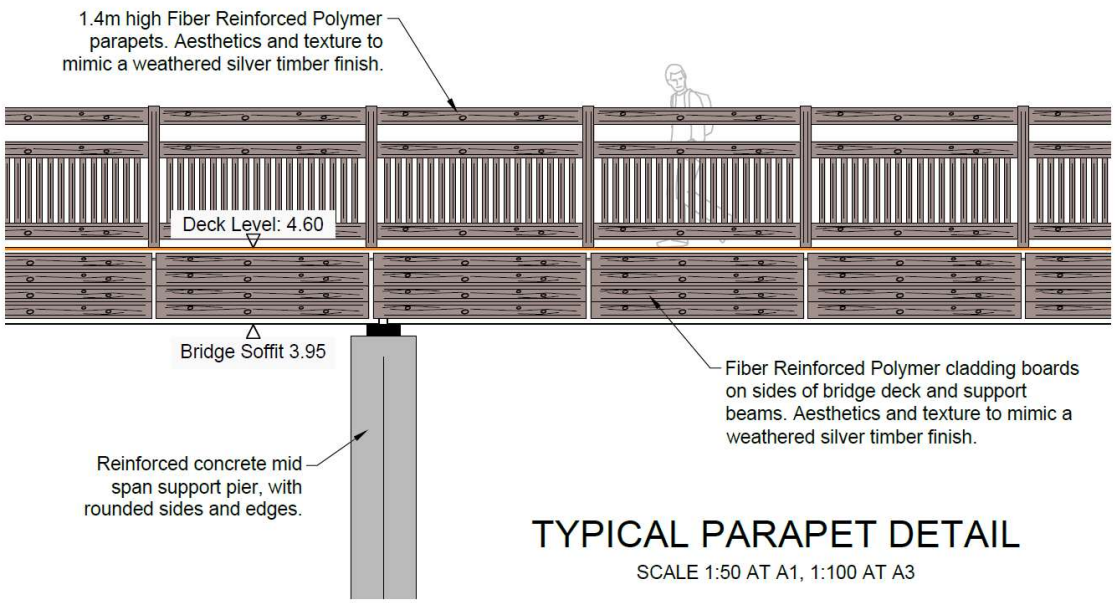


Figure 3.6. Pedestrian footbridge parapet detail.

3.1.3 Elevated section of South Farm Road

The new, elevated section of South Farm Road will be located on the historic landfill site on the southern side of the existing road. This is to avoid the land allocated as future intertidal habitat and reduce the footprint size of the bank. This will minimise negative impacts and better integrate with the already higher ground levels on the landfill. The side slopes of the new embankment will be of a maximum gradient of 1 in 4 and will be seeded and planted with native hedgerow on the upper northern side of the new highway. This will screen the traffic on the road from South Farm Cottages and assist with integrating the embankment into the landscape as part of the landfill with its proposed woodland planting. Highway standards preclude the use of timber cladding on the proposed highway bridge, however proposed planting on the adjacent embankment slopes and the landfill site will reduce its visibility within the wider landscape. Vehicle restraint barriers are required along the northern side of the new highway, due to the fall risk into tidal water. However, timber clad restraint barriers have been specified for the majority of the lengths, to be more sympathetic to the surrounding landscape. The Devon County Council (DCC) Highways and planning teams were consulted at various stages of the design development. As the highway and bridge will be adopted by DCC, their input and requirements have been implemented wherever possible.

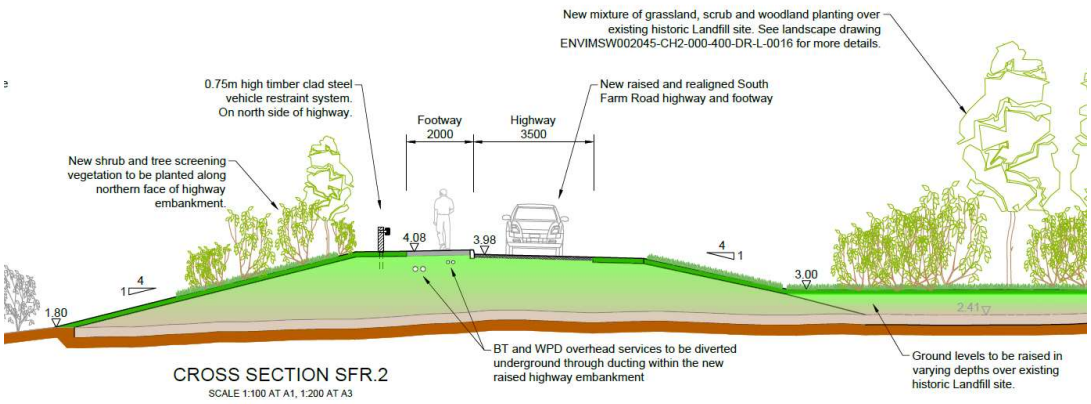


Figure 3.7 Cross section showing proposed screening of South Farm Road.

3.1.4 Car park west of South Farm Road

Locating the new car park at the western end of South Farm Road will assist with minimising its visibility within the wider valley as it is offset to one side of the valley floor. The parking area will provide equivalent space to the existing informal verges used. The parking area will be far safer to use with segregated pedestrians, footpaths and the main highway. Furthermore, it will be screened from the west and south by rising topography and existing woodland (part of which is due to be removed), from the north by South Farm Cottages and associated vegetation, and from the east by the landfill site and proposed woodland planting. Additional native species tree and shrub planting is proposed around the car park to further assist its landscape integration and visual screening. Project partner Clinton Devon Estates (CDE), East Devon District Council and DCC have all been consulted on the car park design, its intended operation and integration into the wider area. The visitor management group (overseen by CDE) have been involved in developing the designs and providing guidance.

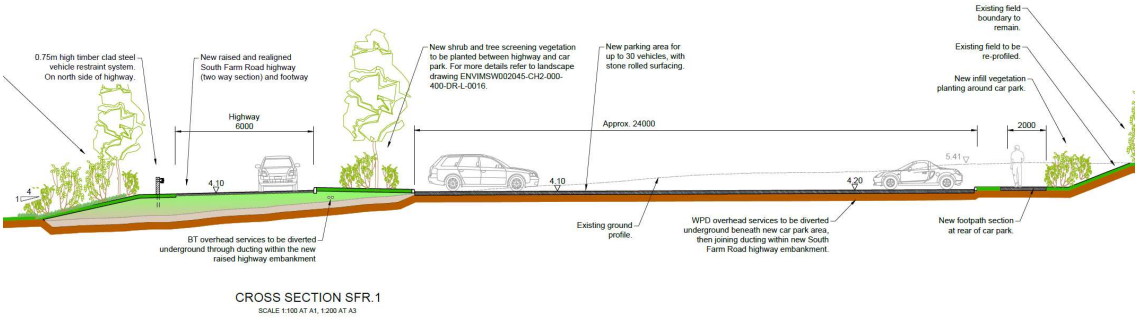


Figure 3.8. Cross section of proposed car park adjacent to new South Farm Road.

3.1.5 Viewing areas

Six of the seven proposed structures are intended to be low-key viewing areas, open gravel surfaced with waist-high timber ‘walls’. They will be set at embankment crest level and set within native species scrub planting to the rear or some other appropriate backdrop provided. In the case of the viewing area to the west of the

new footbridge; this will be on a small raised embankment. The seventh structure, located in the south-east corner of the new car park, is proposed to be a more substantial, covered but open-fronted timber shelter approximately 6x2.5m in plan and up to 2.5m high, and will contain information boards. Adjacent tree and shrub planting will assist in integrating this into the landscape. Project partner Clinton Devon Estates (CDE) and the visitor management group have been consulted or involved in developing the designs and providing guidance.

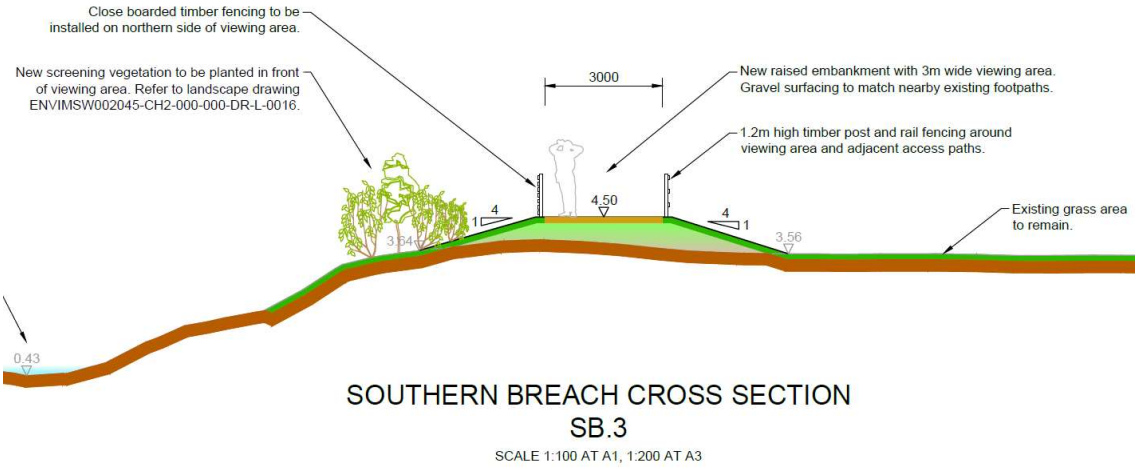


Figure 3.9. Proposed viewing area near new footbridge

3.1.6 Improvements and additions to existing sections of public footpath

There are various sections of existing public footpath impacted by the Scheme, but all new or reinstated sections of public footpath will be surfaced in a suitable aggregate finish to complement existing surrounding footpath surfaces. The existing Budleigh Salterton 12 footpath and East Budleigh 3 footpath will be raised over the new South Farm Road highway embankment using 1 in 20 gradient ramps and mid platforms, for all access use. A new crossing point across the highway will be provided.

The existing Otterton Footpath 2 along South Farm Road will benefit from being reinstated as a formal footway (away from vehicles) and a new segregated route behind the car park.

The largely defunct and over grown East Budleigh 1a footpath section south of the landfill site, will be realigned as a new raised path over the landfill site amongst the new planted woodland. This removes the path from future tidal habitat areas, and also provides a safer and usable route for the public.

The low lying East Budleigh Footpath 3 on the western edge of the floodplain will see more regular tidal inundation due to the Scheme and will be raised. With two refuge areas created for use in times of high tide. These are also aligned to higher ground access routes out of the floodplain.

The South West Coast path (East Budleigh 2) and linking Otterton Footpath 1 footpath further north are already on high embankments and do not require any improvements to the path areas. The lower slopes on the east side of the

embankments will receive additional fill and planting to help strengthen them when tidally inundated in the future.

The East Budleigh Footpath 1/Otterton Footpath 1a and East Budleigh Footpath 3/Otterton Footpath 1b cross Little Bank and Big Bank respectively. These two banks will be lowered to create the breaches and the footpaths will be reinstated at or close to floodplain level. This will mean the paths are liable to tidal or fluvial flooding. However, warning signage, depth markers and path edge markers will be installed. Additionally, the use of an exposed aggregate concrete surface on the paths is proposed to provide a more robust walking area, and reduce future erosion. Figure 3.10 shows a typical cross section of the lowered footpath along the proposed Big Bank breach.

The DCC Footpaths team were consulted at various stages of the design development. As this structure will be adopted by DCC, their input and requirements have been implemented wherever possible. Particular focus was on discussing public safety and suitable mitigation measures in the early design process.

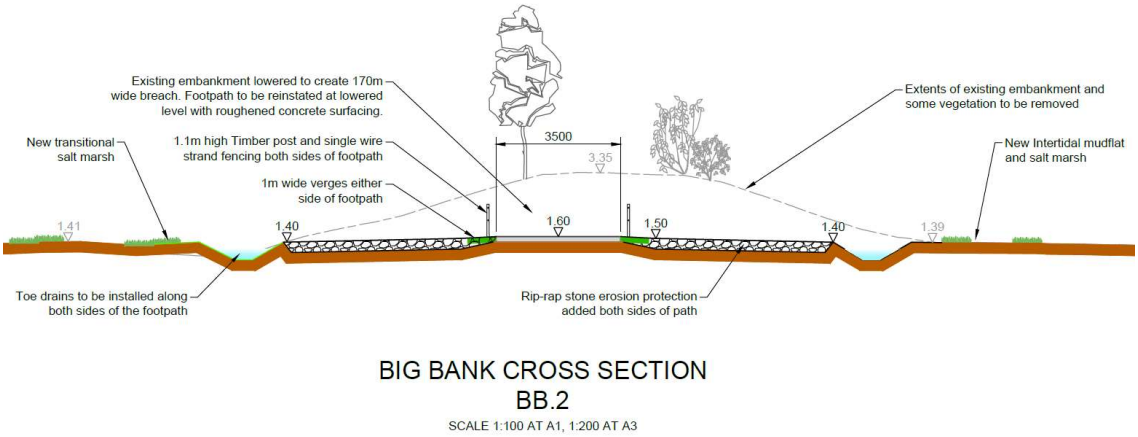


Figure 3.10. Cross section of proposed lowered footpath at Big Bank breach

3.1.7 Planting

Proposed planting is shown on the Landscape drawings ENVIMSW002045-CH2-000-000-DR-L-0012 to 0019. In addition to the planting described above, native shrub planting is proposed to infill gaps in the vegetation cover on the western side of the SWCP where it runs on the flood embankment between Lime Kiln car park and White Bridge, and the Otterton Footpath 1 heading north towards Big Bank. Native species wet woodland planting is proposed adjacent to the realigned section of the Budleigh Brook within the field to the west of the former railway line and in two locations within the floodplain to the north of Little Bank. Native species hedge and tree planting is also proposed to reinforce the existing hedgerow pattern to the north-west of the Scheme between the former railway line and Frogmore Road.

The existing landfill site will have substantial amounts of additional fill placed over it, providing further cover and raising ground levels above peak high tide levels. New grassland and woodland areas will be planted over the whole landfill site.

Project partner CDE and their tenant farmers have been consulted at various stages of the project development and later through the design process, to help propose

suitable areas for new habitat which limits impacts to existing access, field use and farming activities.

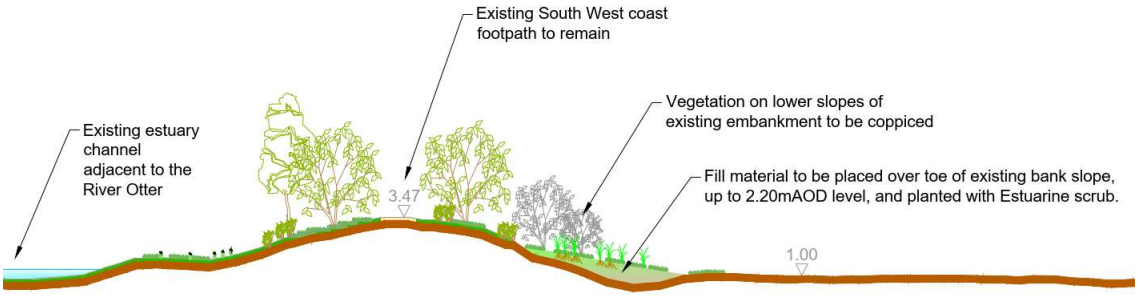


Figure 3.11. Typical infill planting of existing hedgerows, along the SWCP

4. Access

4.1. Existing site access and policy

Paragraph 98 of the National Planning Policy Framework (NPPF) encourages developments to protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks. This requirement is reflected in Policy TC4 (Footpaths, Bridleways and Cycleways) of the Local Plan.

Policy S-ACC-1 of the South Inshore and South Offshore Marine Plan requires proposals to demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts on public access. Furthermore, Policy S-ACC-2 actively supports proposals that demonstrate enhanced public access to and within the marine area.

Policy G1 of the East Budleigh with Bicton Neighbourhood Plan also seeks to protect rights of way while its supporting text highlights that the LORP has the potential to adversely affect Footpaths EB 1a, EB 2, EB 3 and EB 16. It goes on to acknowledge that these paths may also be adversely affected if no action is taken to address the problems arising from flooding in the area.

An existing network of public footpaths provide access to much of the site, with one of Devon's most popular footpaths running along the riverside embankment. These are shown in Appendix A. The SWCP National Trail runs through the Lime Kiln car park at the south-west corner of the site, northwards along the flood embankment to the west of the River Otter (along the eastern boundary of the site) to South Farm Road where it turns right and crosses the River Otter on White Bridge and heads south on the eastern side of the River Otter. Over 250,000 people currently use the SWCP on the estuary embankment for access (East Devon AONB people counter data), with the adjacent estuary, cliffs and grazing marsh habitats of the Otter Estuary providing an iconic backdrop and principal attraction. Other Public Rights of Way (PRoW) within the Scheme area include:

- Otterton Footpath 1 - runs northwards from South Farm Road on the flood embankment on the western bank of the River Otter and continues northwards beyond the site boundary to Otterton. It also extends along the southern boundary of the landfill site.
- Budleigh Salterton Footpath 12/East Budleigh Footpath 3/Otterton Footpath 1b runs along the western boundary of the site from Lime Kiln car park northwards to near to Pulhayes Farm where it turns eastwards and crosses the floodplain on Big Bank to adjoin Otterton Footpath 1 on the western bank of the River Otter.
- East Budleigh Footpath 16/Otterton Footpath 2 runs along South Farm Road.
- East Budleigh Footpath 1/Otterton Footpath 1a runs along Little Bank and connects Frogmore Road to Otterton Footpath 1 on the western bank of the River Otter.

National Cycle Network (NCN) Route 2 also passes through the site from East Budleigh Road, along South Farm Road, over White Bridge, before heading northwards along Park Lane, just outside the red line boundary for the Scheme.

4.2. Scheme impacts on access

The Scheme construction activities have been estimated and assessed in detail through consultations with an Environment Agency framework contractor. The construction impacts have been assessed in detail by the wider project, seeking to eliminate or reduce negative impacts on the landowners, residents the public general usage and access of the site; through design and/or mitigation measures.

The full details of the planned construction phases, duration of work activities and impacts to public/private accesses can be found in ES Chapter 13 and the Transport Statement included in this planning application. The following summary provides a brief overview of the key impacts to private/public access due to the Scheme, and the mitigation measures.

During the main breach of the River Otter embankment and connection of the new footbridge, the SWCP will be diverted along the Budleigh Salterton Footpath 12/East Budleigh Footpath 3 bordering the west of the site and then along South Farm Road (Otterton Footpath 2). This diversion is expected to be in place for approximately four months. The stretch of SWCP from Budleigh Salterton up the western side of the Otter Estuary to White Bridge is a level well surfaced path. The new footbridge has therefore been designed to be accessible for all to maintain this connectivity. It is proposed to construct 1:20 gradient ramp slopes between the new footbridge and existing footpath sections either side.

During the construction period for the breach of Big Bank (approximately two months), the entire East Budleigh Footpath 3 from South Farm Road around to where it meets the Otterton Footpath 1 on the eastern boundary of the site, will need to be temporarily closed. During this period a diversion will direct users along South Farm Road (Otterton Footpath 2) and northwards along the Otterton Footpath 1. This route is no longer than the closed route and is within a similar setting. East Budleigh Footpath 3, between Big Bank and South Farm Road, will be raised on an earth embankment, approx. 0.5m above existing ground levels. The raised path will be 2.5m wide and surfaced with roughen concrete or semi-bound aggregate. The path will have timber cattle proof fencing either side. Where the new path meets the realigned South Farm Road highway, a 4m wide farm access gate to maintain farmer access and adjacent pedestrian gate will be provided. Additionally, two 30m long sections of the path will be raised higher (approx. 1m above existing ground levels), to create emergency safe haven areas above high tides for the public. These are both aligned to existing escape routes to higher ground.

During the construction works for the breach of Little Bank (approximately two months), the East Budleigh Footpath 1 and Otterton Footpath 1a linking Frogmore Road to the Otterton Footpath 1 on the eastern boundary of the site will need to be closed. There are no feasible diversion routes for this temporary closure. Careful and planned public notices will need to be provided to allow the public to make alternative arrangements.

It is proposed to reinstate a section of the existing footpaths on the Big Bank and Little Bank at a lower level than the existing; just above adjacent ground levels. During peak flood events and very high tides the breached sections of both banks will be inundated and inaccessible to the public. Both paths are currently susceptible to inundation during fluvial flooding. The reinstated footpaths will be surfaced with concrete or similar to minimise erosion and permanent warning signage, depth

markers and path edge markers will be installed to notify users of the risks. Adjacent path areas either side of the breaches are on existing raised embankments, allowing safe escape routes from any potentially inundated section of path.

It is proposed to realign and raise South Farm Road in order to provide a resilient public route above tide and extreme flood levels. The new highway construction can largely be carried out 'offline' adjacent to the existing, without closing it to the public. The new highway construction will be carried out in two phases; an initial earthworks phase over three months, followed by a nine month period of no works to monitor settlement and then a final 3 month period to complete surfacing and pavement layers. The far western and far eastern ends of the new highway construction will need to tie into White Bridge and a section near Granary Lane. The tie-in works will be carried out using night works, with intermittent closure to the public over an estimated 2 weeks. Emergency access is to be maintained within restrictions to be agreed with DCC. Pedestrian access will be maintained on diversions or occasional temporary routes past construction areas.

South Farm Cottages are located at the western end of South Farm Road and have driveway accesses directly onto the highway. The proposed raised highway section will be aligned further south, taking public traffic and pedestrians away from these properties. A short section of existing highway will be left to maintain private access to these properties. These changes can be viewed as enhancements for these residents which compensate for the temporary construction disruption expected.

Although the Otterton 2 footpath runs along the existing road, there is currently no segregated pedestrian footpath. The NCN Route 2 also runs along South Farm Road. Vehicles are currently parked on informal verges along the highway. The realigned road will tie into the existing White Bridge which crosses the River Otter and will consist of a 2m wide designated footway together with a 3.5m wide single lane highway. The footway will merge into a new section of footpath south of the new car park. The footpaths along the western side of the floodplain (Budleigh Salterton 12 and East Budleigh 3) will be maintained using 1 in 20 gradient ramp sections, and then a crossing point over the new highway. These path sections will need temporary closure for these works lasting 3 months, with diversion along the SWCP (with timing to avoid closures on the SWCP due to other works).

A proposed car parking and viewing area will be created to the west of the realigned road. The proposed car park will have provisions for disabled parking spaces and will have a link to the improved footpath network. The access to the car park from the new highway will allow safer public use than the verge parking on the existing road. The France Alderney Britain (FAB Link) electrical interconnector project is estimated to start construction in this area in early 2023. See Planning Statement for further information. The Scheme will seek to complete all South Farm Road works in advance of this, but partially complete the car park features and surfacing. This will allow the FAB Link project use of the area for their compound, and then reinstate afterwards.

FAB Link has consent to raise the height of the finished level of Budleigh Salterton Footpath 12. This will provide an "all ability" surface for improved access along this section of the footpath and will ensure that the footpath does not flood during the majority of tidal conditions (up to mean high water springs which is 2.17m AOD). The LORP project team are in ongoing discussions with FAB Link Limited about the

timing of our respective works and areas where the two projects overlap. The phasing of works will need to be planned carefully, to allow both projects to achieve their objectives.

A footpath diversion is also proposed over the historic landfill site, to replace the defunct section south of the landfill site. As with other new and improved sections of footpath it will be gravel surfaced to complement existing footpath surfaces nearby. The footpath will run from the new alignment of South Farm Road, to a viewing area at the southern tip of the landfill site, and then return northwards towards White Bridge, providing improved connectivity with the surrounding footpath network. A crossing point on the new highway is proposed to connect to the 2m wide footway.

Although a portion of the Lime Kiln car park will be closed off to form a temporary construction compound, it is proposed that the majority of Lime Kiln car park, the children's play area and the skate park will remain open to the public during the construction.

Following consultation with the CDE (and tenant farmers) the design of the scheme includes an access crossing over the new Budleigh Brook open channel section; to allow continued farm access to the field. A 6m wide access route through the proposed vegetation planting adjacent, will also be provided to ensure access to the Budleigh Brook crossing point. Two new culvert openings under the adjacent existing old railway embankment (used as farm access) will be constructed. This will require closure of this access route for a two-month period, where alternative farm access arrangements will need to be made.

The Scheme will have impacts on the Shingle bar area of the estuary once operational, with rapid erosional changes expected (through natural processes). To minimise risks to the public, the unofficial public path on the northern face of the Shingle Bar will be removed. Warning signage and information boards will inform the public of the path closure.

A fundamental aspect of the development of the Scheme has been that the footpath networks are kept open and operational during the construction phase as far as is reasonably possible. However, due to the nature of the project it is inevitable that there may be some disruption. It is anticipated that any disruption that does occur will be short term, and this will be offset by the long-term benefits that the Scheme will provide for the area and its users.

Should the Scheme not go ahead, it is estimated that future climate change impacts (sea level rise and more frequent storms) could lead to more likely failure of the existing estuary embankments; causing uncontrolled breaches. In this scenario, depending on the location of the breach, the full flood plain could be inundated on each high tide, radically altering the land use and appearance of the area. Access along South Farm Road would be affected and the SWCP and other footpaths could be severed.

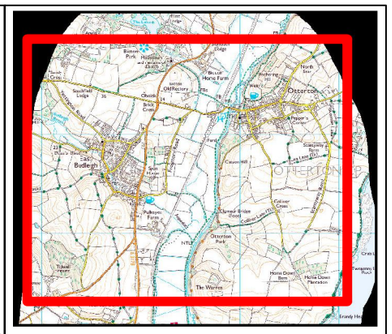
Overall, in line with the requirements of planning policy, the approach taken in terms of access has been to protect the existing network of footpaths with opportunities taken to enhance and provide better facilities for users including: safer highway, the provision of new viewing areas, improved footpath sections and a new car park with links to the footpath network.

Appendix A – Public Rights of Way

N

Bicton Bridleway 1
Bicton Footpath 2
Bicton Footpath 3
Colaton Raleigh Footpath 7
Otterton Footpath 15
Otterton Footpath 14
Otterton Footpath 13
East Budleigh Footpath 13
East Budleigh Footpath 14
East Budleigh Footpath 15
East Budleigh Footpath 12
The Buzzard Route
East Budleigh Footpath 1
Otterton Footpath 1a
Otterton Footpath 1
Otterton Footpath 5
Otterton Bridleway 3
Otterton Footpath 1b
Otterton Footpath 4
East Budleigh Footpath 3
East Budleigh Footpath 4
Otterton Footpath 10

0 50 100 200 300 400 500 Metres



Legend

Public Rights of Way

- Footpath
- Bridleway
- South West Coast Path
- National Cycle Route
- Topo Area

Rev.	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd
P01	06/09/19	FOR INITIAL CLIENT REVIEW	FL	LB	LB	TW

Client: Environment Agency

JACOBS

Project :

LOWER OTTER RESTORATION PROJECT

Drawing :

Figure 6.1
Public Rights of Way
Sheet 1 of 2

Drawn By :	Fran Lynn	Date: 26/06/2020
Checked By :	Lynne Bonsall	Date: 26/06/2020
Approved By :	Toby Wilson	Date: 26/06/2020

Drawing No. : ENVIMSW002045-CH2-000-000-DR-EN-0066

Revision P01

Drawing Scale : 1:9,340

N

East Budleigh Footpath 4
East Budleigh Footpath 3
Otterton Footpath 1a
Otterton Footpath 5
Otterton Bridleway 3
Otterton Footpath 4
Otterton Footpath 1b
Otterton Footpath 1
East Budleigh Footpath 16
East Budleigh Footpath 1a
Otterton Footpath 2
The Buzzard Route
Budleigh Salterton Footpath 68
Budleigh Salterton Footpath 54
Budleigh Salterton Footpath 55
Budleigh Salterton Footpath 40
Budleigh Salterton Footpath 50
Budleigh Salterton Footpath 53
Budleigh Salterton Footpath 57
Budleigh Salterton Footpath 36
Budleigh Salterton Footpath 49
Budleigh Salterton Footpath 62
Budleigh Salterton Footpath 1
Budleigh Salterton Footpath 45
Budleigh Salterton Footpath 46
Budleigh Salterton Footpath 14
Budleigh Salterton Footpath 11
Budleigh Salterton Footpath 41
Budleigh Salterton Footpath 26
Budleigh Salterton Footpath 17
Budleigh Salterton Footpath 9
Budleigh Salterton Footpath 12
Budleigh Salterton Footpath 47
Budleigh Salterton Footpath 30
Budleigh Salterton Footpath 35
East Budleigh Footpath 2
Otterton Footpath 10

0 50 100 200 300 400 500 Metres

Legend

Public Rights of Way

- Footpath
- Bridleway
- South West Coast Path
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JACOBS

Project :

LOWER OTTER RESTORATION PROJECT

Drawing :

Figure 6.1
Public Rights of Way
Sheet 2 of 2

Drawn By :	Fran Lynn	Date: 26/06/2020
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Revision P01

Drawing Scale : 1:9,340