

A Planning Application by
TAYLOR WIMPEY STRATEGIC LAND

In respect of
**Honiton Phase 2,
DEVON**

Transport Vision Technical Note

2412-030/TN/01 | March 2025



Document Management

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1 Introduction

1.1 This Transport Vision Technical Note (TN) has been prepared by Transport Planning Associates (TPA) on behalf of Taylor Wimpey (TW) Strategic Land to support the promotion and delivery of residential development on land south of Northcote Hill, Honiton, Devon ('The Site').

1.2 The Site is located within the jurisdiction of East Devon District Council (EDDC). Devon County Council (DCC) is the Local Highway Authority.

Planning Context

1.3 EDDC is currently preparing a new Local Plan that is expected to ultimately replace the existing Local Plan. The new plan is proposed to cover the period from 2020 to 2042.

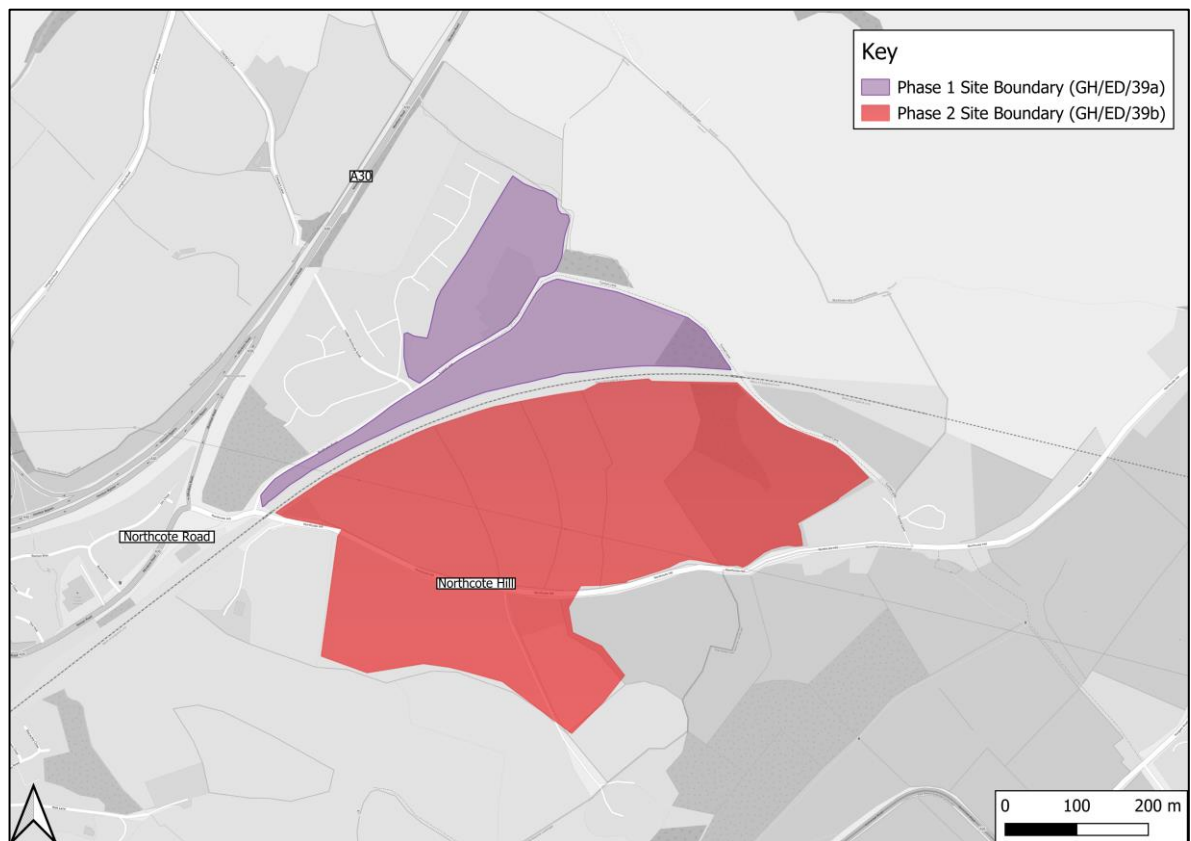
1.4 The Regulation 19 Publication Draft of the East Devon Local Plan 2020-2042 was published in February 2025 and is currently out for consultation.

1.5 Draft Policy SD03 lists the sites identified for future development in Honiton. This includes Land South of Northcote Hill as follows:

- Land south of Northcote Hill – North of the Railway Line (GH/ED/39a); - allocated for a total of 100 dwellings; and
- Land south of Northcote Hill – South of the Railway Line (GH/ED/39b) – allocated for a total of 100 dwellings

1.6 These sites are within the control of Taylor Wimpey Strategic Land and are shown as Phase 1 and Phase 2 respectively in the site location plan provided in **Figure 1.1**.

Figure 1.1 Site Location – Land South of Northcote Hill



- 1.7 Given that Phase 1 (GH/ED/39a) is currently subject to a planning application (23/0331/MOUT) for 115 dwellings, this report focuses on the emerging transport vision to deliver residential development for Phase 2 (GH/ED/39b) in the context of the proposals put forward for the Phase 1 planning application.
- 1.8 Key to the proposed vision is the promotion of sustainable transport measures, aiming to reduce the reliance of existing and future residents on private vehicle trips. Sustainable transport is identified as one of the strategic objectives set out in the Draft Local Plan and this report has been prepared in the context of adopted and emerging policy and guidance.
- 1.9 This report also includes a technical analysis, assessing the potential impact of the development on the local highway network. The conclusions of which, demonstrate that Phase 2 (GH/ED/39b) can accommodate up to 300 dwellings, rather than the 100 dwellings currently allocated in Draft Policy SD03. This level of development can be cumulatively accommodated together with Phase 1 (GH/ED/39a), which is currently subject to a planning application (23/0331/MOUT) for 115 dwellings, and the following sites, which form part of Draft Policy SD03:
- Land at Hurlakes, Northcote Hill – allocated for 30 dwellings; and
 - Land at Kings Road – allocated for 136 dwellings.

1.10 From a transport perspective, Land south of Northcote Hill is appropriate for future residential development and will be supported by sustainable transport measures identified within this Transport Vision Technical Note.

1.11 The report is structured as follows:

- Chapter 2: Existing Conditions and Accessibility
- Chapter 3: Existing Local Travel Behaviour
- Chapter 4: Transport Policy and Guidance
- Chapter 5: Transport Vision Overview
- Chapter 6: Access Strategy
- Chapter 7: Masterplan Development and Virtual Mobility
- Chapter 8: Walking and Cycling Vision
- Chapter 9: Public Transport Vision
- Chapter 10: Travel Planning and Other Sustainable Transport Measures
- Chapter 11: Preliminary Junction Capacity Assessment
- Chapter 12: Summary and Conclusion

1.12 This is an evolving document, which will be developed through discussions with the local authorities, public transport operators, the local community and other stakeholders.

2 Existing Conditions and Accessibility

- 2.1 This section provides a review of existing conditions and accessibility in the vicinity of Land south of Northcote Hill.
- 2.2 The Site is located on the north east edge of Honiton. In the wider context, The Site is approximately 16.3km west of Axminster, 29.1km south of Taunton, and 28.2km east of Exeter.
- 2.3 The Site currently comprises open fields. Phase 1 (GH/ED/39a) is composed of two parcels separated by Tunnel Lane. It is broadly bound by agricultural fields to the east, by residential development (Otter Valley Park) to the north, and by the Exeter-Waterloo railway line to the south. The land is divided into agricultural fields that are defined by mature trees and hedgerows. Phase 1 (GH/ED/39a) is currently subject to a planning application (23/0331/MOUT) for 115 dwellings.
- 2.4 Phase 2 (GH/ED/39b) is composed of two parcels separated by Northcote Hill. It is bound by agricultural fields and buildings to the east, by agricultural land to the south, and by the Exeter-Waterloo railway line to the north.

Walking and Cycling

Pedestrian and Cycle Infrastructure

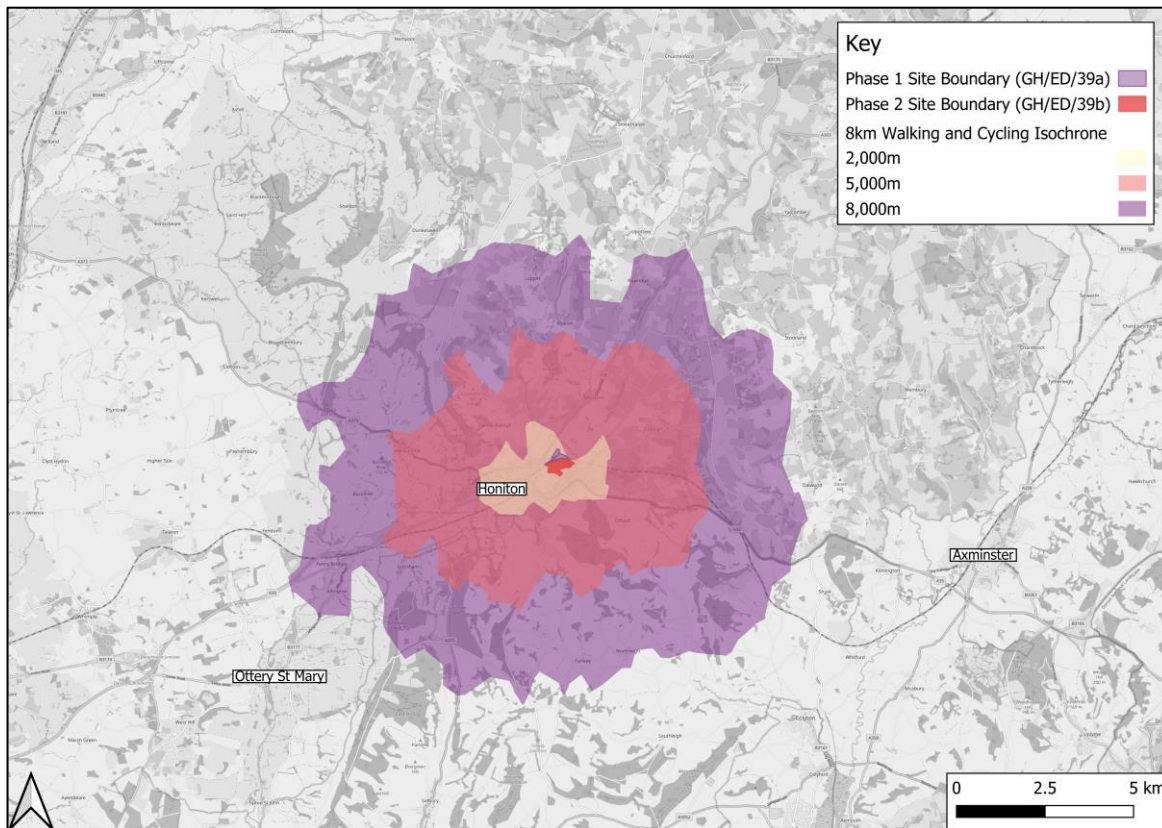
- 2.5 The section of Northcote Hill leading to Phase 2 (GH/ED/39b) does not currently accommodate dedicated pedestrian or cycling infrastructure. However, there is scope to provide a suitable foot/cycleway connection within the public highway or on land within TW control. These proposals are set out in further detail in **Chapter 6** of this report.
- 2.6 Existing footway provision currently commences at the junction of Northcote Road and Monkton Road/Northcote Hill. An existing footway is located on the north side of Monkton Road and continues for approximately 25 metres west before leading to a private pedestrian entrance to Otter Valley Park. This section of footway measures approximately 1.5 metres in width.
- 2.7 Pedestrians continuing towards Honiton Town Centre are required to cross from the northern footway, to a section of footway which routes along the frontage of the existing Renault car dealership, on the southern side of Monkton Road. The existing crossing does not currently align and does not provide any tactile paving. Improvements to this crossing will be included as part of the proposed walking and cycling infrastructure improvements set out within the planning application for Phase 1 (GH/ED/39a).

- 2.8 The footway routing along the frontage of the car dealership, measures approximately 2.0 metres in width and continues for approximately 75 metres to the east, before pedestrians are required to cross onto another section of footway located on the north side of Monkton Road. This crossing features dropped kerbs and a small pedestrian refuge island. From this point, continuous pedestrian infrastructure is provided towards Honiton Town Centre.

Local Facilities

- 2.9 Walking is widely recognised as the main form of transport at local level, particularly for trips under two kilometres. This relates to a walking time of around 25 minutes based on an average walking speed of 80m per minute (as advised by the Chartered Institution of Highways and Transportation). Honiton town centre is located approximately 1.6 kilometres from the site and is therefore located within walking distance.
- 2.10 Cycling also has the potential to substitute for short car trips, particularly those less than five kilometres and to form part of a longer journey by public transport. In addition, the Department for Transport's (DfT) LTN 1/20 'Cycle Infrastructure Design' (July 2020) document states that a cycle trip distance of over five miles (eight kilometres) is common. A five-kilometre cycle will take approximately 19 minutes at an average speed of 268 metres per minute (10mph), whilst an eight-kilometre cycle will take approximately 30 minutes at an average speed of 268 metres per minute. This encompasses the whole of Honiton. A plan two-kilometre walking and five/eight-kilometre cycling isochrones plan is included as **Figure 2.1**.

Figure 2.1 Walking and Cycling Isochrone Plan



2.11 The proposed development is founded on the 20-minute neighbourhood concept, where every day facilities and services are located within 20 minutes, by active travel. Based on the above distances, the Site is within a reasonable walking and/or cycling distance to a wide range of local facilities and amenities, which are required on a daily basis.

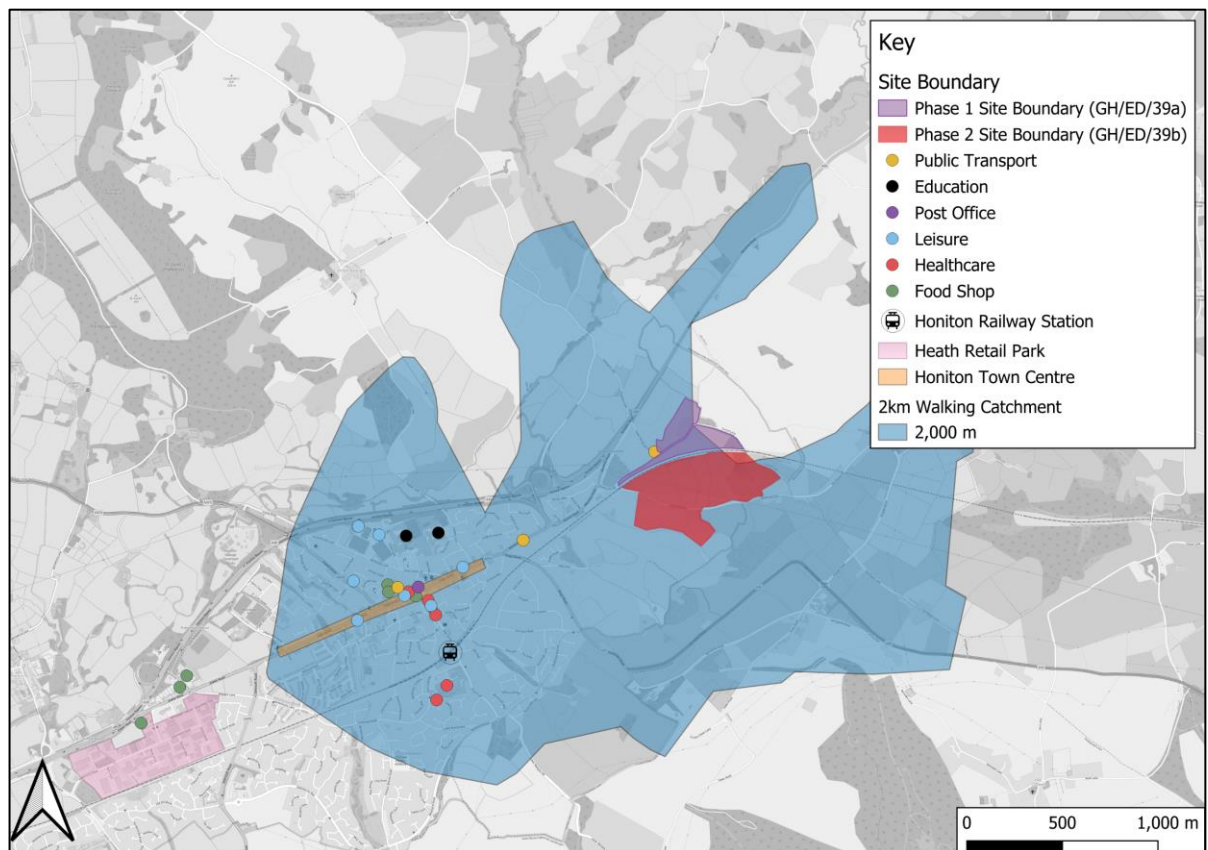
2.12 Honiton Town Centre is located approximately 1.4km southwest of the site and has a wide range of facilities and amenities. These include supermarkets, restaurants and pubs, as well as local sports clubs, leisure centres and schools. A summary of all facilities and amenities around 2km away from the site can be seen in **Table 2.1** and **Figure 2.2**.

Table 2.1 Local Facilities and Amenities

Facility		Route Distance (meters)	Walking Time (minutes)	Cycling Time (minutes)
Public Transport	Otter Valley Park	350	5	2
	Langford Lane	600	8	3
	Lace Walk (Stop C)	1,500	21	7
	Honiton Railway Station	1,700	23	7
Leisure	The Yellow Deli	1,000	13	4

	Coffee#1 Honiton	1,300	18	5
	Honiton Town Centre	1,400	20	5
	Stone Pizza	1,400	18	4
	The Holt	1,600	21	5
	LED Honiton Leisure Centre	1,600	21	5
	Honiton RFC	1,800	23	8
	Thelma Hulbert Gallery	1,700	22	5
	Heath Retail Park	3,000	-	10
Food Shopping	SPAR Goss Honiton	1,500	21	6
	Co-op Honiton	1,500	25	9
	Iceland Foods	2,000	21	5
	Aldi	2,700	-	9
Post Office	Honiton Post Office	1,200	17	4
Healthcare	Boots Opticians	1,300	17	4
	Honiton Hearing Centre	1,300	18	5
	Honiton Dental Care	1,400	19	5
	Honiton Hospital	1,800	25	7
	Honiton Surgery	2,000	27	8
Education	Honiton Primary School	1,200	16	4
	Honiton Community College	1,500	20	5
Employment	Honiton Town Centre	1400	20	5
	Honiton Business Park	2500	33	8
	Honiton Trading Estate	3,000	-	10

Figure 2.2 Local Facilities and Amenities Plan



Public Transport

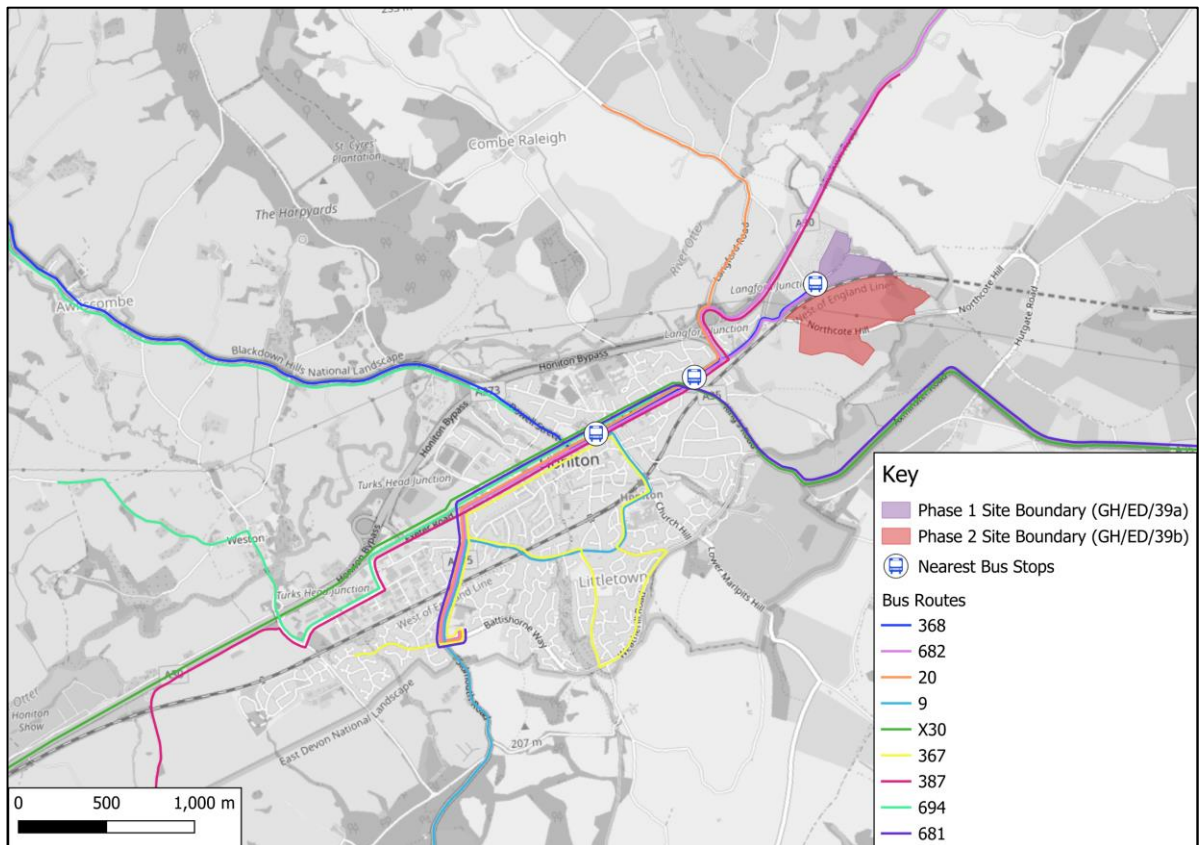
Bus Services and Infrastructure

- 2.13 The nearest bus stop is located at the Otter Valley Park access, approximately 350m from the centre of the Site. This bus stop is currently served by two services, which run one to two days of the week. The Langford Lane bus stop is located approximately 600m west of the Site. This bus stop is served by Service 20, which provides a route from Seaton to Taunton with four daily services; the stop features a bus flag and bus timetable information.
- 2.14 The next available bus stop providing frequent services to range of destinations is located on Honiton High Street. The bus stop features a bus shelter and flag, seating, timetable information and dedicated on-carriageway markings. The Lace Walk bus stop (Stop C) provides up to 10 different bus services and is located approximately 1.5 kilometres walk from the Site. Services include hourly buses to both Exeter and Axminster.
- 2.15 A summary of the services available from the aforementioned bus stops are found within **Table 2.2**, with corresponding bus routes and bus stop locations shown in **Figure 2.3**.

Table 2.2 Summary of Local Bus Services

Bus Stop	Service	Route	Frequency		
			Mon-Fri	Sat	Sun
Otter Valley Park	368	Lace Walk (Stop C) – Honiton Job Centre	Service does not stop at OVP	Two services (0935 & 1110)	-
	682	Tesco Superstore – Yarcombe – Tesco Superstore	Tuesday only service (1025 & 1320)	-	
Langford Lane	20	Dunkerswell - Seaton	0756 – 1822 (every 120 – 180 minutes)	0756 – 1822 (every 120 – 180 minutes)	-
Lace Walk (Stop C)	9	Honiton Job Centre – Seaton – Exeter Bus Station	0805 - 1940 (every 60 minutes)	0805 – 1925 (every 30 - 60 minutes)	No services at Honiton
	44A	Honiton – Exeter City Centre	0631 – 1848 (every 60 minutes)	0631 – 1848 (every 60 minutes)	Two services (0900 & 1300)
	367	Honiton (Circular Route)	0725 – 1730 (every 30 – 60 minutes)	One service at 0952	-
	387	Sidmouth – Taunton	Two services at 0905 & 1320 on Mon and Thurs	-	
	681	Honiton - Farway	Two services at 0925 & 1215 on Tues	-	
	694	Honiton – Feniton – Honiton	Two services at 0845 & 1215 on Tues & Fri	One service at 1215	-

Figure 2.3 Local Bus Route and Service Plan



2.16 60-minute public transport catchment have been prepared for AM peak hour for inbound- **Figure 2.4** and outbound journeys- **Figure 2.5**, to demonstrate the public transport catchment area from the site. A public transport catchment has also been prepared for the PM Peak hour for the inbound- **Figure 2.6** and outbound journeys- **Figure 2.7**.

Figure 2.4 60 Minute Public Transport Catchment AM Peak Inbound

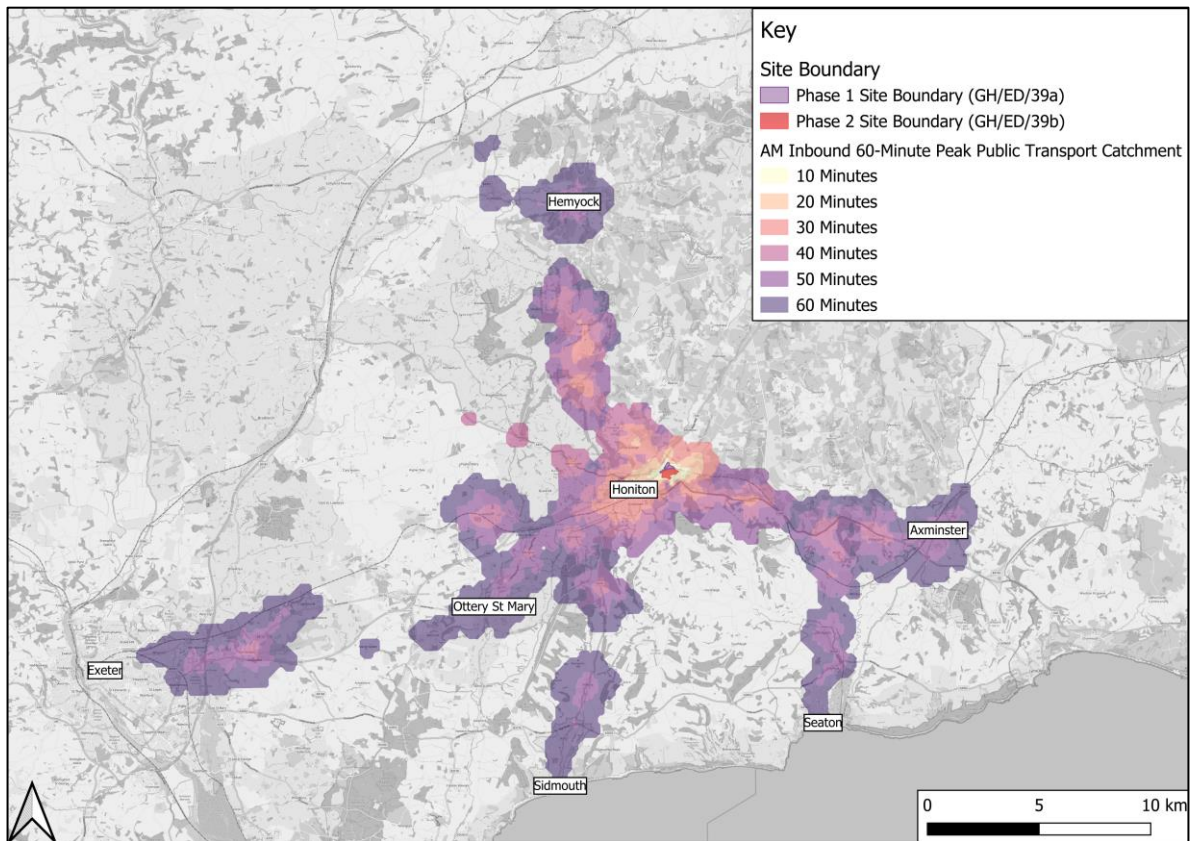


Figure 2.5 60 Minute Public Transport Catchment AM Peak Outbound

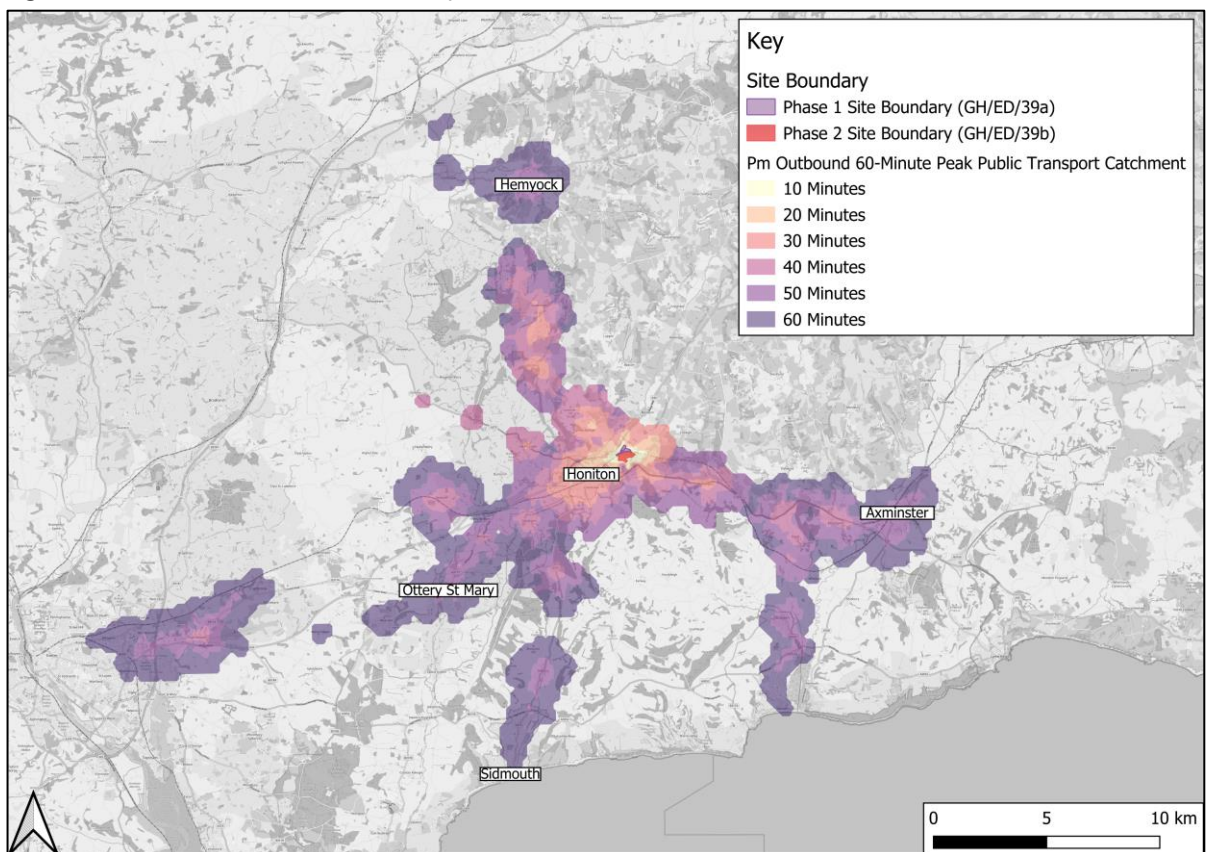


Figure 2.6 60 Minute Public Transport Catchment PM Peak Inbound

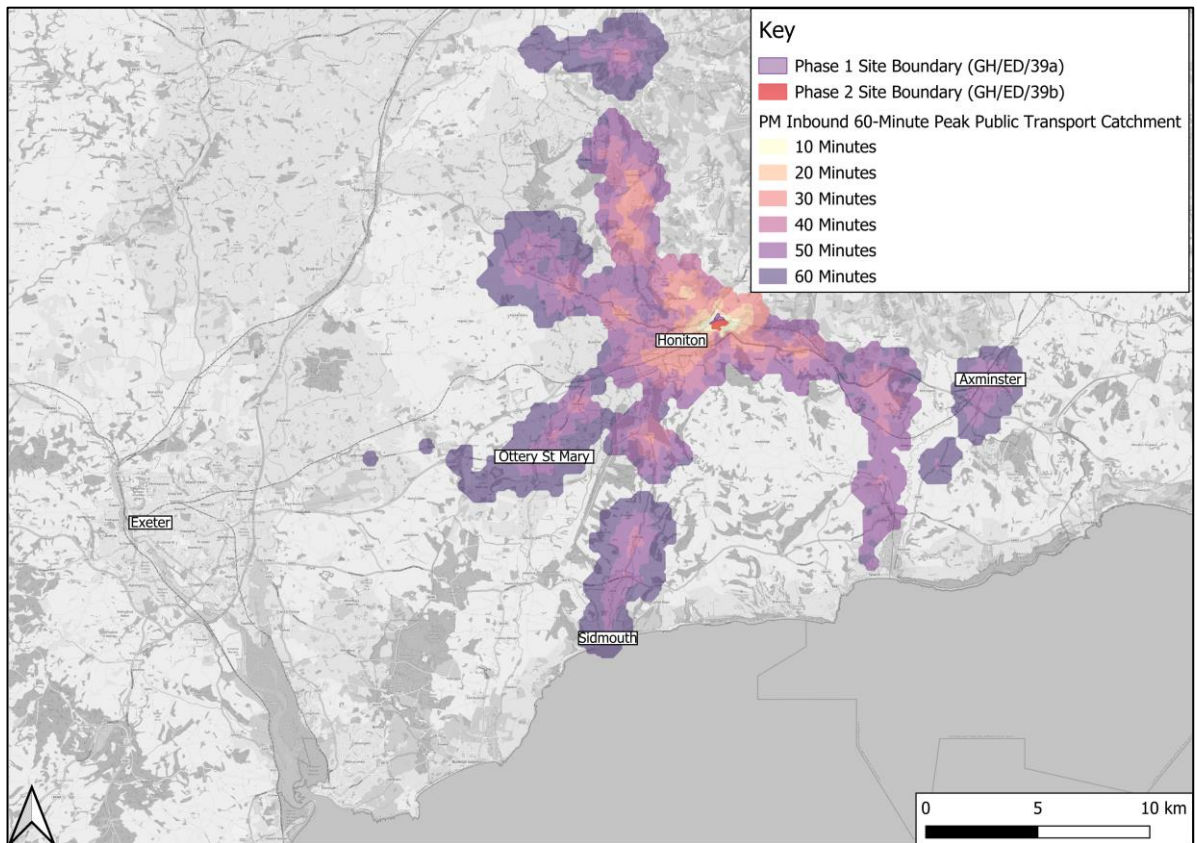
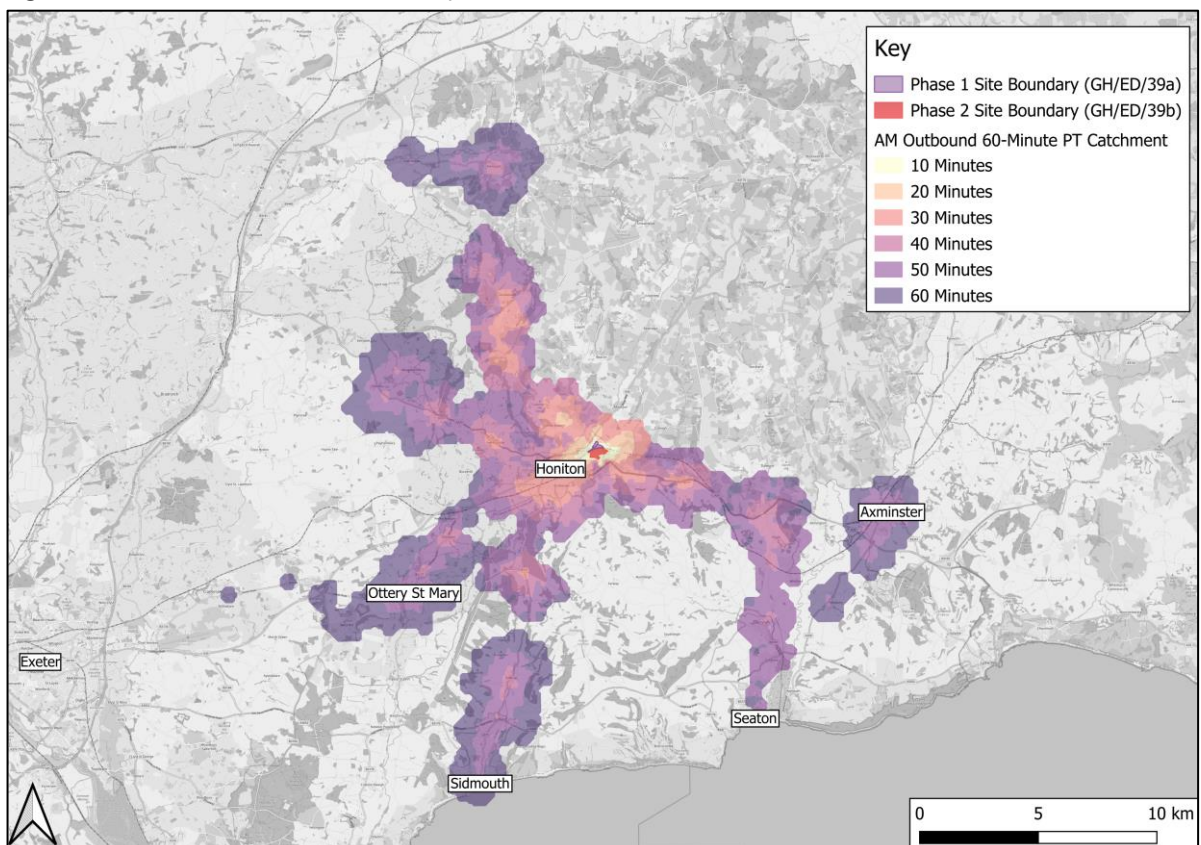


Figure 2.7 60 Minute Public Transport Catchment PM Peak Outbound



Rail Services and Infrastructure

- 2.17 Honiton Railway Station is located approximately 1.7km southwest of the site.
- 2.18 The Station is managed by Southwestern Railway and is located on the West of England Main Line. Station facilities include ticket machines, 16 secure bike storage spaces, Wi-Fi and 65 car parking spaces with a peak ticket price of £5.20.
- 2.19 The station provides services to local and national destinations including London Waterloo and Exeter St David’s. **Table 2.3** below provides a summary of the direct services from Honiton Railway Station

Table 2.3 Summary of Honiton Railway Station Services

Destination	Approximate Journey Time	Approximate Frequency	
		Monday – Saturday	Sundays
Exeter St David’s	26 minutes	0604 – 2338 Every 30 – 60 minutes	0817 – 2217 Every 60 minutes
London Waterloo	3 hours	0541 – 2337 Every 60 minutes	0856 – 2258 Every 60 minutes

- 2.20 The services to Exeter St David’s provide additional services to a range of locations including Bristol Temple Meads, Reading, Birmingham and additional London Stations.
- 2.21 Honiton Rail Station will provide future residents with a genuine alternative the private car when making strategic trips.

Local Highway Network

Northcote Hill

- 2.22 Northcote Hill is a two-way single carriageway road located to the north east of Honiton. It routes east through the middle of Phase 2 (GH/ED/39b) from Honiton and Monkton Road in the west, before continuing to the east as Old Chard Road after the priority junction with Hutgate Road. In the vicinity of the site, Northgate Hill has an approximate 10% gradient which rises to the east. It is generally rural in character with hedgerows and embankments on either side of the carriageway and no street lighting. Northgate Hill does not currently accommodate walking or cycling infrastructure.

- 2.23 Along the frontages of Phase 2 (GH/ED/39b) the existing carriageway of Northcote Hill has a width ranging between 4.3 metres and 6.3 metres.
- 2.24 On Northcote Hill, a railway underbridge is located between Monkton Road and Phase 2 (GH/ED/39b). At this point the carriageway narrows to pinch point of approximately 4.1 metres. The bridge also has a height restriction of 4.5 metres. Northcote Hill is currently subject to the national speed limit (60mph).

Northcote Road/Tunnel Lane

- 2.25 Tunnel Lane is a two-way single carriageway road, which extends through the centre of Phase 1 (GH/ED39a) on a south-west to north-east alignment, with the roads south-western extent becoming Northcote Road in the vicinity of the priority junction with Monkton Road/Northcote Hill to the south of the railway underbridge. This road is proposed to form the main vehicular access route to and from Phase 1 (GH/ED39a).
- 2.26 The section of Northcote Road/Tunnel Lane that will serve Phase 1 (GH/ED/39a) is rural in character and measures between 3.4 metres and 7.5 metres wide throughout, incorporating sections of single lane working and passing places.
- 2.27 The rural character of Northcote Road/Tunnel Lane means there is currently no street-lighting or dedicated pedestrian and cycling infrastructure along the length of the road from the junction with Monkton Road. However, pedestrian and cycling infrastructure linking to Monkton Road is proposed as part of the current planning application (23/0331/MOUT). Tunnel Lane is currently subject to the national speed limit (60mph).
- 2.28 To the east of Phase 1 (GH/ED39a), Tunnel Lane continues as a non-metalled Green Lane and re-joins with Northcote Hill via a separate priority junction. This section of Tunnel Lane is generally unsuitable for day-to day vehicular movements and will not be relied upon by the proposed development for vehicular access.

Monkton Road

- 2.29 Monkton Road routes on an east to west alignment where Northcote Road/Tunnel Lane is accessible via priority junction to the east. To the west, Monkton Road extends towards Honiton Town Centre and the High Street via a priority junction with the A35, which also provided access toward the A30 on-slips and the east-bound off slip to the north. The westbound off-slip of the A30 exits onto Monkton Road via a priority junction in its eastern extent, opposite the existing Renault car dealership.

- 2.30 Monkton Road is a two-way single carriageway road subject to the national speed limit within the vicinity of the site. To the west the speed limit of Monkton Road reduces to 30 mph just before the priority junction with Roman Way. The carriageway of Monkton Road is generally 7.3 metres in width throughout, with some sections of widening and central hatching. Street lighting is accommodated along the length of Monkton Road.
- 2.31 On-street parking is currently unrestricted along the eastern section of Monkton Road, with double yellow lines provided at and to the west of the priority junction with the A35.

A30

- 2.32 The A30 is located to the west of the Site and aligns in a northeast to southwest direction. It connects from the A303 in the north to the M5 in the south near Exeter. Within the vicinity of Honiton, the A30 is a two-way single carriageway before extending into dual carriageway road to the west, alongside the off-slip road onto Monkton Road. It is subject to the national speed limit; no footways or street lighting are present.

Highway Safety

- 2.33 The online Crash Map database confirms that one Personal Injury Collisions (PIC) has been recorded in the vicinity of the site on Northcote Hill over the last five years of available data. The Collision was deemed by Crash Map as 'serious'. Details of the collision suggest there are no inherent highway safety issues which caused the accident.

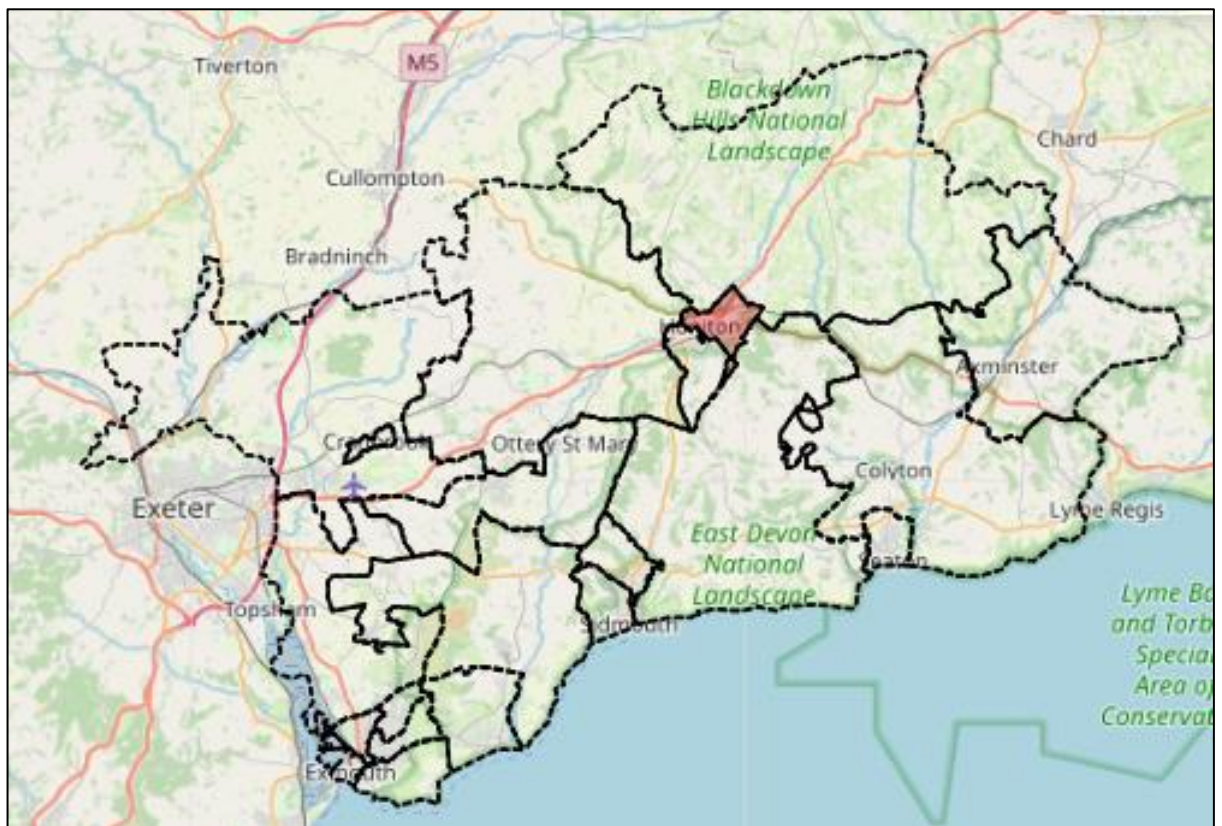
Summary

- 2.34 The Site is well located in the context of the local and transport highway network, with convenient access to facilities and amenities within in Honiton as well as nearby towns and cities.
- 2.35 In terms of accessibility by non-car modes, The Site is located within walking and cycling distance of a wide range of facilities and amenities in Honiton. The Site also provides potential in terms of public transport accessibility, with existing rail services available within walking and cycling distance to Honiton Railway Station. There are also a number of bus services available from Honiton Town Centre.

3 Existing Local Travel Behaviour

- 3.1 In order to help develop a Transport Vision, it is important to understand the travel patterns and behaviour of existing residents in the local area. This section provides an overview of local travel behaviour, based on Census 2021 data.
- 3.2 Census 2021 data is the latest source of data currently available. The Super Output Area (SOA) East Devon 002 has been reviewed to understand local travel behaviour. The location of this super output area is shown in **Figure 3.1**.

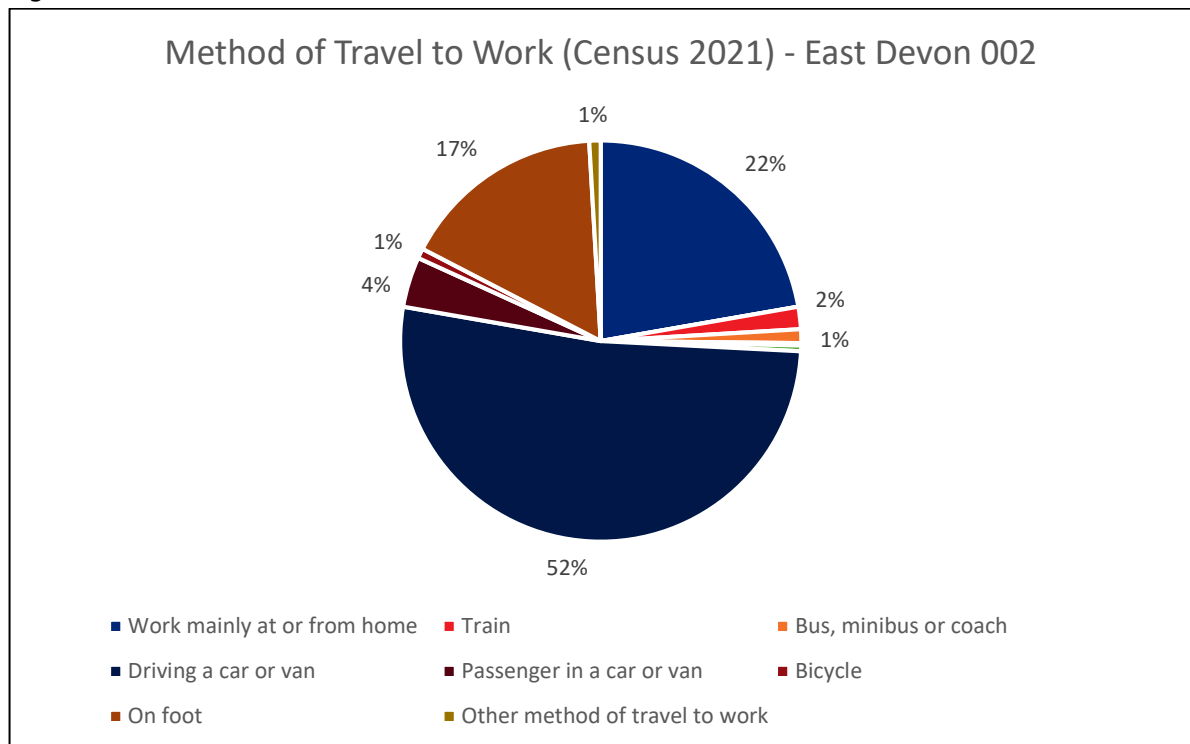
Figure 3.1 Super Output Area – East Devon 002 Location



Travel to Work Data

- 3.3 **Figure 3.2** displays the method of travel to work for residents in East Devon 002, based on the 2021 Census data.
- 3.4 The data from the 2021 Census shows that 52% of the local population drove to work in 2011.

Figure 3.2 Method of Travel to Work (Census 2021) – East Devon 002

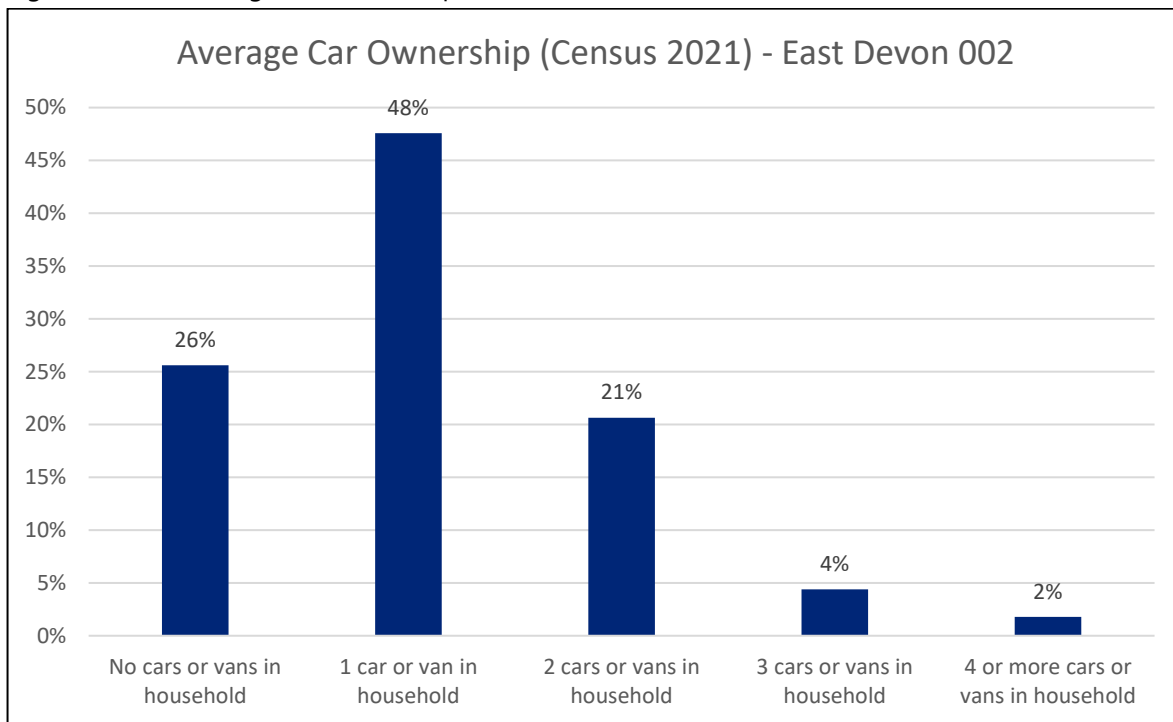


3.5 The data shows that, at the time of the 2021 Census, 52% of people drove to work with 4% travelling as a car passenger. In addition, 16% travelled by foot, 1% by bicycle, 2% by train, and 1% by bus. A total of 22% of people worked from home.

Car Ownership Data

3.6 **Figure 3.3** sets out the average car ownership per household for residents in East Devon 002 (Census 2021).

Figure 3.3 Average Car Ownership (Census 2021) – East Devon 002



3.7 The 2021 Census data show that in the East Devon 002 area, 26% of the population do not own a car or van. 48% own just one car or van, 21% own two cars or vans per household, 4% own three or more cars or vans and 2% own four or more cars or vans

Origin/Destination (Travel to Work) Data

3.8 **Figure 3.4** visually depicts travel to work data and has been taken from the Datashine tool. This is taken from 2011 Census data, which is the most recent available dataset when using this tool.

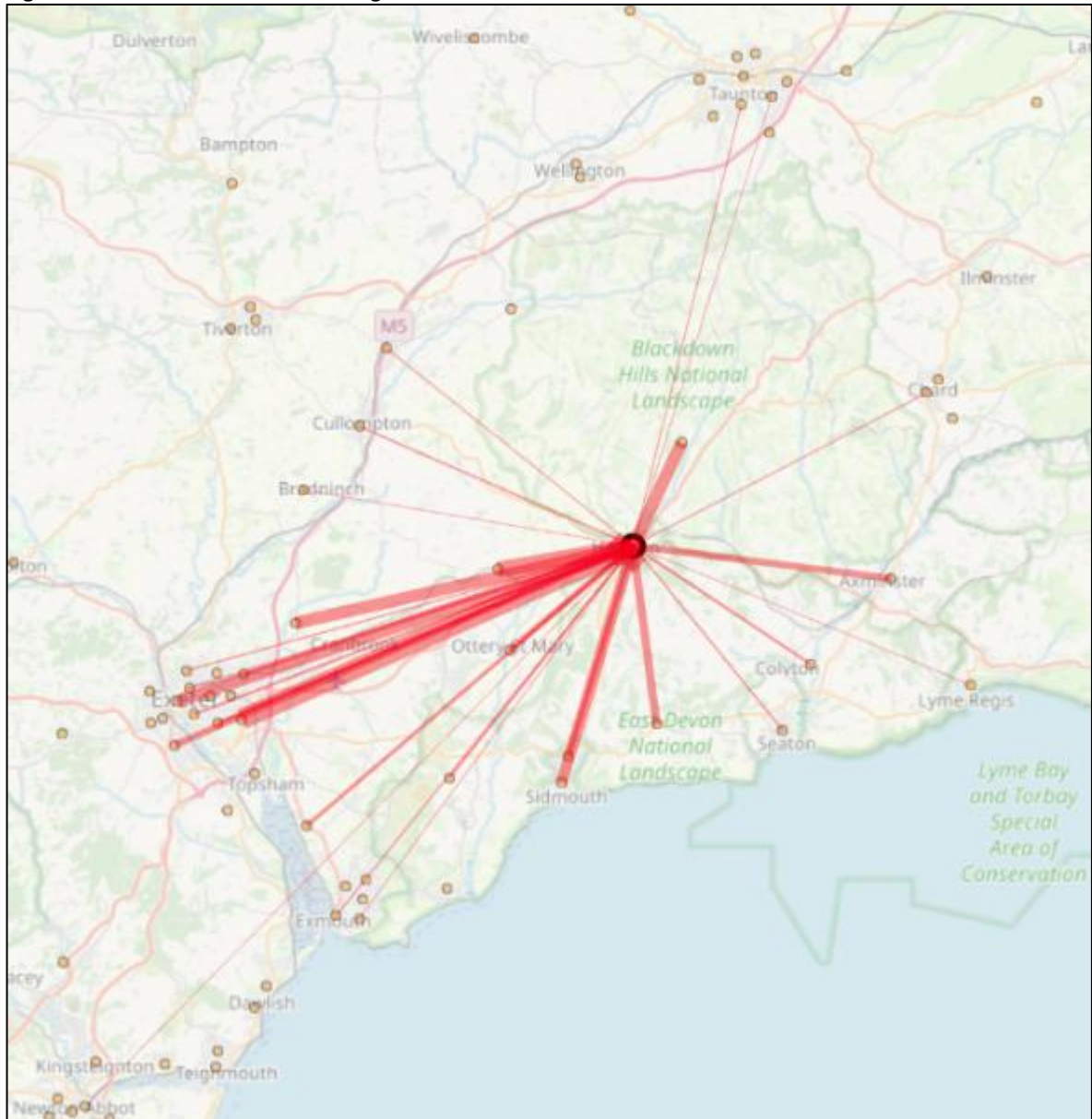
3.9 The information shows that 22% of people living within East Devon 002 work within the same area. This shows that shorter journeys are being made for work and these journeys offer opportunities to encourage the uptake of sustainable and active travel. A further 11% work within East Devon 003, which also offers the opportunity to undertake trips by walking and cycling and public transport.

3.10 A total of 60% work within East Devon as a whole which is accessible by public transport connections found in Honiton and also modes of active travel such as walking and cycling.

3.11 A total of 16% of residents travel to Exeter for work. This is connected to Honiton via both bus and rail travel. Therefore, a significant proportion of residents have the potential to travel by sustainable modes of transport to access employment opportunities.

3.12 In addition, 13% of residents in East Devon 002 work from home. It is generally accepted that the proportion of residents working from home is now greater due to changing travel patterns following the Covid-19 Pandemic. This provides less stress on public transport facilities and less demand on the private car.

Figure 3.4 Resident Travel Origin/Destination Data (Datashine, 2011)



Summary

3.13 With 60% of East Devon 002 residents working within East Devon postcodes, shorter journeys are being made for work, providing potential for active travel measures and public transport usage. A further 16% of residents working in Exeter, a city with great public transport links to Honiton via both bus and rail strengthens this argument. With the right Transport Vision for the Site, more residents

could be encouraged to travel to work via sustainable and active modes of transport, which provides the opportunity to reduce levels of car use by future residents.

4 Policy and Guidance

- 4.1 This section outlines the relevant national and local transport policy in relation to the proposed development.
- 4.2 A full review of the national and local transport policies with regards to the proposed development has been undertaken and identified the following transport policies and guidance as relevant to the proposed site. These policies are set out in the following documents:
- i) National Planning Policy Framework (2025);
 - ii) National Planning Practice Guidance (2024);
 - iii) Manual for Streets (March 2007) and Manual for Streets 2 (2010);
 - iv) Department for Transport (DfT) Circular 01/2022;
 - v) East Devon Local Plan 2013 – 2031 (2016);
 - vi) The Regulation 19 Publication Draft of the East Devon Local Plan 2020-2042 (2025); and
 - vii) Devon and Torbay Local Transport Plan 3 2011 – 2026 (2011).

National Planning Policy Framework (2025)

- 4.3 The National Planning Policy Framework (NPPF) came into force in March 2012 and was last revised in February 2025. It retains the core principle set out within the preceding national policy guidance, for development to be located in order to help reduce car dependency by making walking and cycling trips easier, and by encouraging public transport trips between housing and jobs, shops and services. In transport terms, the thrust of NPPF is a presumption in favour of sustainable development (paragraph 10).
- 4.4 Paragraph 110 of the NPPF states that *"... Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making."*
- 4.5 Paragraph 115 states that *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- (a) *Sustainable transport modes are prioritised taking into account of the vision for the site, the type of development and its location*
- (b) *Safe and suitable access to the site can be achieved for all users; and*
- (c) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

4.6 Furthermore, paragraph 115 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation would be severe, taking into account all reasonable future scenarios.”

East Devon Local Plan 2013 – 2031 (January 2016)

- 4.7 The East Devon Local Plan was formally adopted in January 2016 and sets out East Devon District Council’s vision for the district in terms of housing and development with the aims of objectives of achieving the overriding vision. The core vision is to bolster sustainable development enhanced by strategic investment into the local economy, the environment and East Devon’s society.
- 4.8 Additionally, Strategy 5B Sustainable Transport states *“development proposals should contribute to the objectives of promoting and securing sustainable modes of travel and transport”*, this includes proposals to allow for *“efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport”*.
- 4.9 The development proposals, which are set out in this Transport Vision, allows and encourages sustainable transport including walking and cycling as well as promotion of low emission vehicles.

Regulation 19 Publication Draft of the East Devon Local Plan 2020-2042

- 4.10 East Devon District Council is currently preparing a new Local Plan to set an updated vision and strategy for the area within the context of the local circumstances, national policy and the climate and ecological emergency declarations. It will include site allocation plans for new employment, housing and renewable energy as well as other development needs and is currently out for public consultation.

- 4.11 The site is identified in East Devon's emerging Local Plan as a draft allocation able to accommodate a medium-scale residential extension on the eastern side of Honiton for approximately 100 new homes on Phase 1 (GH/ED/39a) and Phase 2 (GH/ED/39b) respectively.

Local Transport Plan (LTP3) Devon and Torbay Strategy 2011 – 2026 (April 2011)

- 4.12 The third Local Transport Plan for Devon and Torbay 2011 – 2026 was formally adopted in April 2011 and outlined the aims and objectives of delivering a transport system that could meet economic, environmental and social challenges. The LTP3 vision encompasses four key aims: to offer safe and sustainable travel, to help to deliver a low carbon future, to boost the local economy and to encourage a healthy population.

- 4.13 The strategy divides into three main areas of Devon, Torbay and the Market and Coastal Towns of Devon, with Honiton included within the latter category. The transport priorities for these towns are:

- *Assist in supporting existing and future development of the towns;*
- *Work with the community to demonstrate a low carbon approach to travel;*
- *Improve accessibility by developing a core bus and rail service supported by community transport;*
- *Make Devon 'the place to be naturally active' through investment in the leisure network; and*
- *Develop an approach to parking policy which supports the vitality of town centres.*

Summary

- 4.14 The proposed redevelopment aligns with the objectives of the policy documents set out above. The effect of the redevelopment should be assessed in the context of Paragraphs 114 and 115 of the NPPF.

5 Transport Vision Overview

- 5.1 The following chapters set out the emerging Transport Vision for the site. The principles of the Transport Vision described in the following chapters will be built upon as the development takes shape and input from local stakeholders is considered.
- 5.2 In line with strategic objectives set out within East Devon's emerging Local Plan, the Transport Vision will be developed to prioritise sustainable connectivity such as walking, cycling and public transport and will make provision for charging electric vehicles.
- 5.3 The Transport Vision focuses on the following elements:
- Access Strategy;
 - Masterplan Development and Virtual Mobility;
 - Walking and Cycling Vision;
 - Public Transport Vision; and
 - Travel Plan
- 5.4 Chapters 6 to 10 discuss each element in turn.

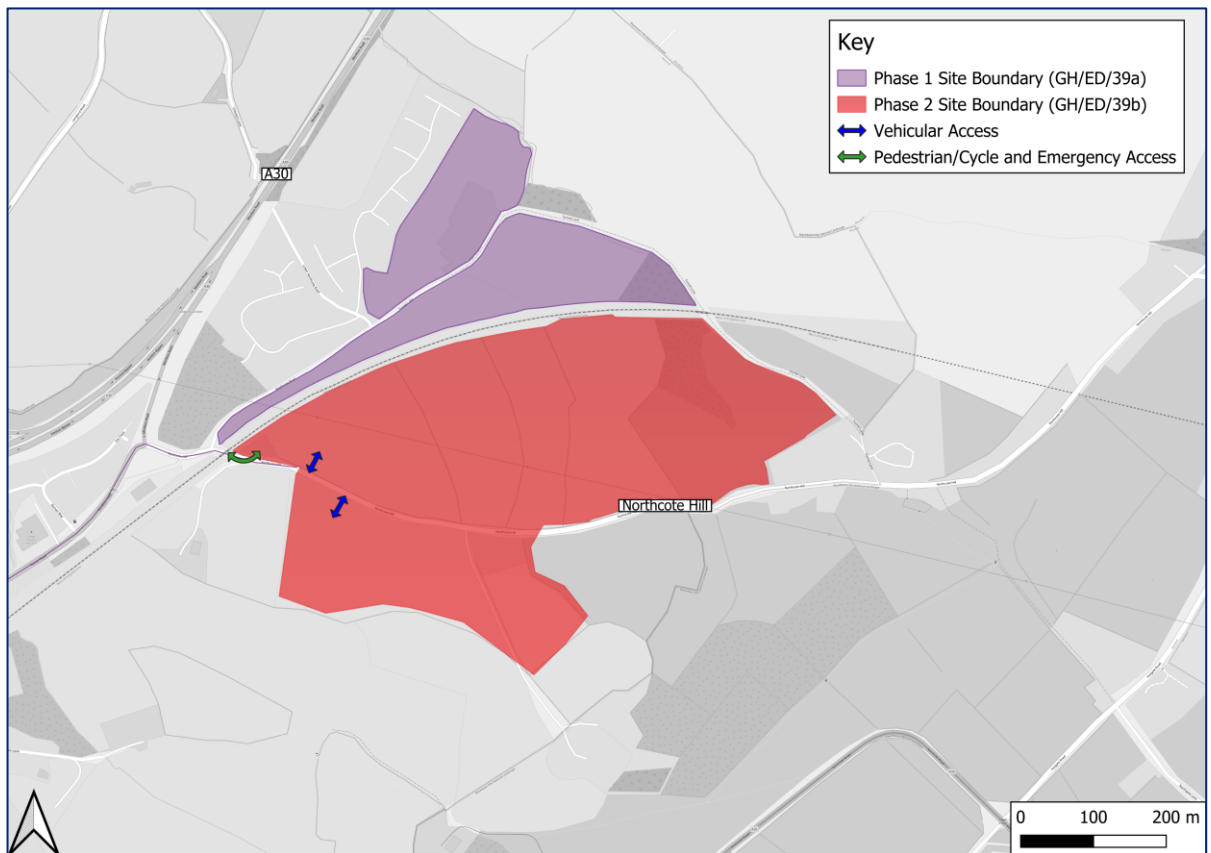
6 Access Strategy

6.1 This section sets out the proposed vehicle access strategy for the Site.

Preferred Option

6.2 The preferred vehicle access option for the Site is set out in **Figure 6.1**.

Figure 6.1 Proposed Access Strategy



Vehicular Access

6.3 The proposed vehicular access arrangements for Phase 2 (GH/ED/39b) have been developed in the context of the access proposals forming part of the current planning application (23/0331/MOUT) for 115 dwellings at Phase 1 (GH/ED/39a), which are included at **Appendix A** for reference.

Proposed Signal Arrangement at Northcote Hill Railway Bridge

- 6.4 To improve access by all modes of transport between Honiton and Phase 2 (GH/ED/39b), highway mitigation is proposed in the vicinity of the railway bridge on Northcote Hill and the Monkton Road/Northcote Road/Northcote Hill priority junction.
- 6.5 Proposed mitigation takes account of existing physical constraints relating to the structure of the railway bridge, available land within the public highway boundary and forward visibility requirements. The proposed highway arrangement is shown in **Drawing 2412-030-SK01**.
- 6.6 The proposed highway arrangements include for a signalised junction, which also incorporate a shuttle working section beneath the railway bridge. The proposals include advanced stop lines for cyclists on each arm and a signalised pedestrian crossing on the Northcote Road/Tunnel Lane arm.
- 6.7 As shown in **Drawing 2412-030-SK01**, the proposed signal arrangement allows the carriageway beneath the railway bridge to be narrowed to a single lane width of 3.5 metres, with a 0.5 metre offset from the bridge structure to the south. This arrangement then facilitates the delivery of a 2.0-metre-wide footway on the northside of the carriageway, which enables the provision of a continuous pedestrian route between Honiton and Phase 2 (GH/ED/39b).

Proposed Site Access Arrangements

- 6.8 The proposed access arrangements serving Phase 2 (GH/ED/39b) are shown in **Drawing 2412-030-SK02**
- 6.9 It is proposed that land to the north of Northcote Hill will be served via a priority junction located approximately 120 metres to the east of the railway bridge. The access road forms the minor arm of the junction and is proposed to measure 5.5 metres, with 2.0-metre-wide footways on either side of the carriageway.
- 6.10 In accordance with recorded 85th percentile speeds, the proposed junction will accommodate a visibility splay of 2.4m x 46.3m to the west, in accordance with a recorded 85th percentile speed of 34mph and an existing uphill gradient of 1:20. It will also accommodate a visibility splay of 2.4m x 56.5m to the east, in accordance with a recorded 85th percentile speed of 34mph and an existing downhill gradient of 1:10.
- 6.11 It is proposed that land to the south of Northcote Hill will be served via a priority junction located approximately 155 metres to the east of the railway bridge. The access road forms the minor arm of

the junction and is proposed to measure 5.5 metres, with 2.0 metre footways on either side of the carriageway.

- 6.12 In accordance with recorded 85th percentile speeds, the proposed junction will accommodate a visibility splay of 2.4m x 44.2m to the west, in accordance with a recorded 85th percentile speed of 34mph and an existing uphill gradient of 1:10. It will also accommodate a visibility splay of 2.4m x 56.5m to the east, in accordance with a recorded 85th percentile speed of 34mph and an existing downhill gradient of 1:10.
- 6.13 To accommodate the proposed points of access, it proposed that the section of Northcote Hill between the proposed priority junctions and the railway bridge to the west, will be widen to a accommodate a minimum carriageway width of 5.5 metres. This will require earthworks, predominantly to the existing embankment on the north side of Northcote Hill. A majority of the embankment on the southern side of Northcote Hill will remain unaffected.

Pedestrian, Cycling and Emergency Access

- 6.14 As shown in **Drawing 2412-030-SK02**, the proposed highway arrangements will accommodate a continuous 2.0-metre-wide footway on the northside of Northcote Hill routing between the existing footway network to the west and the vicinity of the access to the southern parcel to the east. At this point a crossing will be provided with a dropped kerb and tactile paving to allow pedestrians to cross and access the southern parcel. The pedestrian crossing can accommodate visibility splays in accordance with the recorded 85th percentile speeds from a 1.5 metres set back.
- 6.15 A separate pedestrian/cycle/emergency access to the northern parcel will also be provided from Northcote Hill. This is located in the location of the existing access, approximately 35 metres to the east of the railway bridge, and ties into the proposed 2.0-metre-wide footway. The access measures approximately 4.1 metres in width.

Summary

- 6.16 The site access strategy will be further developed with input from the local highway authority and local stakeholders. However, this chapter demonstrates the site can deliver safe and suitable access point to Phase 2 (GH/ED/39b) for vehicles and active travel.

7 Masterplan Development and Virtual Mobility

7.1 This section sets out the key principles of the sustainable transport aspects of the Masterplan

Virtual Mobility

7.2 Reducing the need to travel is the most sustainable tool from a transport planning perspective.

7.3 Virtual mobility does not involve any physical travel. It allows access to day-to-day facilities through the use of technology. For example, home working is now easily achievable through the use of email, remote server access points and video conferencing. In addition, online shopping use is increasing year upon year. With advances in technology, the potential of virtual mobility is substantial.

7.4 The development will facilitate the ability of residents to work from home through the provision of working space within dwellings, and access to high-speed broadband.

Neighbourhood Hub

7.5 There is potential for a Neighbourhood Hub to be provided as part of the masterplan. This will provide the focal point of the Transport Vision.

7.6 The Proposed Development will include a Neighbourhood Hub adjacent to the proposed community hub facility. This has the potential to include for:

- Secure and covered bicycle parking;
- Bicycles and scooter hire scheme;
- Electric vehicle charging points;
- A Car club space; and
- Secure delivery lockers;

7.7 The Neighbourhood Hub can also provide travel information boards, including public transport real-time information, walking and cycle routes, and details of all sustainable travel initiatives set out as part of the Transport Vision.

Street Design

7.8 Streets will be designed to encourage low vehicle speeds, with high quality walking and cycling routes provided throughout the development.

- 7.9 The Site seeks to retain green areas with the incorporation of play areas to convey the idea of 'Play on the Way' whilst walking, situated along the walkable routes around the Site; encouraging the sense of 'Walkability' of the development to residents.
- 7.10 Internal street design will facilitate the opportunities the development provides in terms of permeability to the surrounding transport network and local centre. The internal site layout will be designed in accordance with Manual for Streets and LTN 1/20 and include for pedestrian and cycling priority at crossings, including the provision of Copenhagen style crossings at junctions and direct routes through the site.

Residential Electric Vehicle Charging Points

- 7.11 Proposals will facilitate the inclusion of electric vehicle charging points in accordance with building regulations. The number and placement and number of EV charging points will be confirmed at the planning stage.

8 Walking and Cycling Strategy

8.1 Walking and cycling offers a significant opportunity to reduce the reliance on the private vehicle, particularly for shorter trips.

Walking and Cycling Connections

8.2 The proposed Masterplan will incorporate high quality walking and cycling routes throughout the development. The Masterplan will ensure the development is as permeable as possible for pedestrians and cyclists. The development will also ensure that walking and cycling connections to the local area are of good quality.

8.3 Proposed pedestrian/cycle infrastructure set out in Chapter 6 will ensure a continuous contention between The Site and the rest of Honiton.

8.4 **Figure 8.1** shows the location of local facilities and amenities and on and offsite walking and cycling infrastructure, demonstrating the accessibility of the site.

Figure 8.1 – Walk and Cycle Strategy



Additional Measures to Encourage Walking and Cycling Uptake

8.5 A number of soft measures could be provided to residents in order to encourage walking and cycling. For example:

- Vouchers to spend on walking and cycling equipment;
- Information on the best walking and cycling routes;
- Bicycle hire;
- Bicycle Surgeries; and
- The setup of community walking and cycling groups.

Summary

8.6 This Section has set out options for walking and cycling connections. The applicant will work with the local highway authority and the local community to see where improvements to walking and cycling connections in the local area can be implemented.

9 Public Transport Strategy

Bus Strategy

- 9.1 As set out within **Chapter 2**, there are a number of frequent bus services available within the local area.
- 9.2 Honiton offers a wide range on bus service and the Site offers the opportunity to enhance the local bus offering, either through contributions or bus infrastructure improvements.

Rail Strategy

- 9.3 As set out within **Chapter 2**, there is already a frequent rail services available from Honiton Railway Station. The location of The Site, ensures that future residents will have access to rail travel within a two kilometre walk or cycle. This provides future residents with a realistic alternative to the private car for strategic trips to key local and regional destinations including Exeter, Bristol, Reading, Birmingham London.

10 Travel Planning and Other Sustainable Transport Measures

- 10.1 A Travel Plan with clear aims and objectives and suitable tailored measures will be key to delivering a successful Transport Vision.
- 10.2 A Travel Plan is a package of measures and actions used to encourage modal shift away from single occupancy car use to other forms of mobility including walking, cycling, use of public transport and carpooling. By reducing car travel, travel plans can improve the health and wellbeing of its target population, reduce parking demand, and make a positive contribution to the community and the environment.
- 10.3 The key aims of the travel plan will be to:
- Implement and manage the sustainable transport measures;
 - Set targets for the reduction of private single occupancy vehicle use;
 - Monitor private single occupancy vehicle use against the targets; and
 - Establish if and where additional funding needs to be focused to achieve targets.

Other Measures

- 10.4 Other Travel Plan measures include the following:
- Personalised Travel Planning – where individuals get one-to-one advice on the travel options that are available to them;
 - MyPTP – a web-based tool providing individuals with journey planning advice; and
 - Liftshare – a tool to encourage and match individuals with other like-minded individuals seeking to car pool.

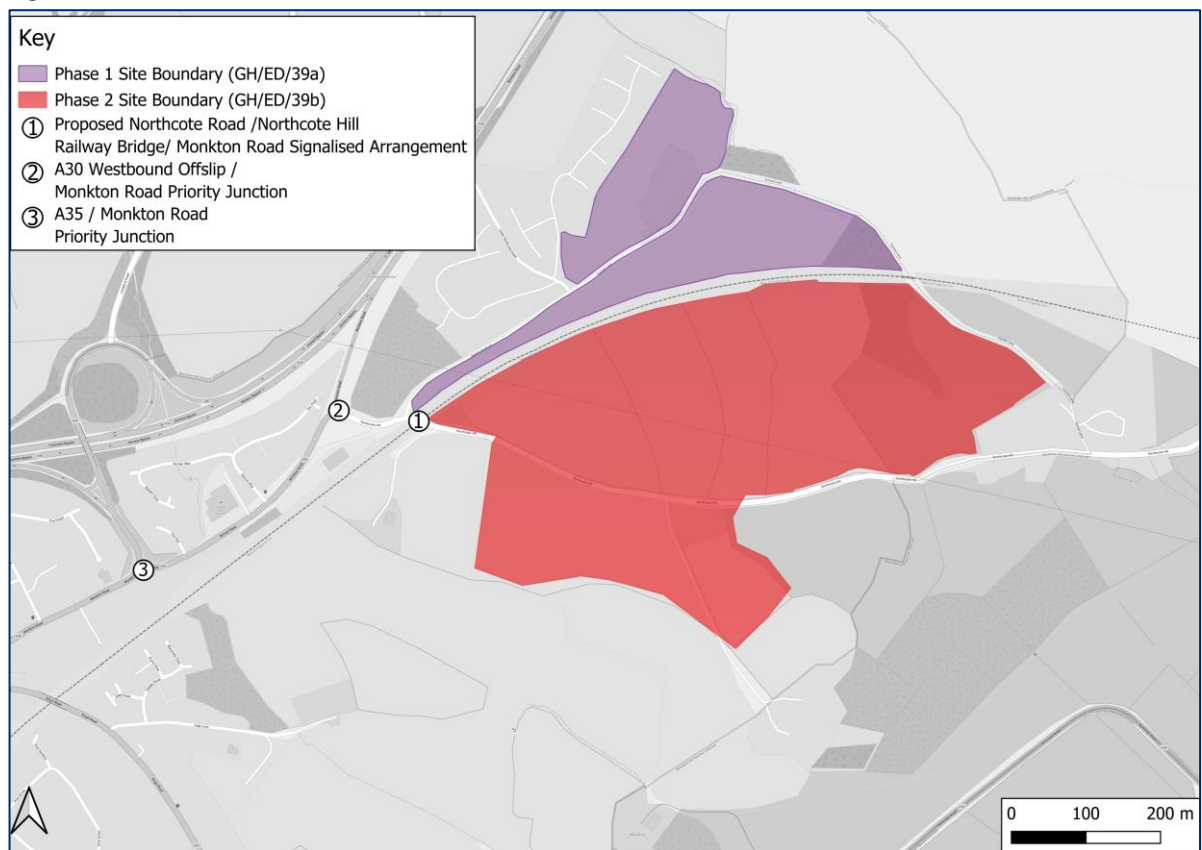
11 Preliminary Junction Capacity Assessment

11.1 This Chapter sets out the preliminary junction capacity assessments which have been undertaken to assess the impact of The Site at the following key junctions;

- A30 Westbound Off-slip/Monkton Road Priority Junction;
- A35/Monkton Road Priority Junction; and
- Proposed Northcote Road/Northcote Hill Railway Bridge/Monkton Road Signalised Arrangement.

11.2 **Figure 11.1** Shows the junctions, in relations to the proposed development site.

Figure 11.1 Modelled Junctions and Site Location



Surveyed Traffic Flows

11.3 TPA commissioned Two Manual Classified Count Surveys, which were undertaken on Thursday 20th October 2022 at Monkton Road/A35 junction and on Tuesday 1st November 2022 at the A30 Westbound Off-slip junction with Monkton Road. The counts were conducted between the hours of 07:00-10:00 and 16:00-19:00, which includes for peak hours AM and PM peak hours on the local highway network.

- 11.4 This data was originally used to inform the outline planning application (23/0331/MOUT) for Phase 1 (GH/ED/39a). A summary of surveyed flows is provided in **Figure 11.2** and **Figure 11.3** for the AM and PM peak hour respectively.

Junction Capacity Assessment

- 11.5 Standalone junction capacity assessments have been carried out at the priority junctions using TRL Software Junctions 11. The proposed signalised arrangement has been assessed using LinSig 3 Software.
- 11.6 The assessments included within this chapter have analysed the weekday AM (08:00-09:00) and PM (17:00-18:00) peak hours. These are the peak periods in respect of the development trip generation combined with background network flows.

Proposed Development Traffic Flows

- 11.7 This section outlines the method of calculating and distributing the vehicular trip generation associated with the draft allocations on the local highway network.

Trip Rates

- 11.8 Agreed trip rate have been obtained from the Transport Statement submitted to support the outline planning application (23/0331/MOUT) for 115 dwellings at Phase 1 (GH/ED/39a). These were originally taken from the TRICS database and provide the baseline for assessing the impact of draft allocations on the surrounding highway network. The criteria utilised in the assessment are as follows:
- Residential Private Housing (Land Use Class C3);
 - Developments within England and Wales (Excluding Greater London);
 - Developments comprising of between 50-150 dwellings;
 - Developments located within the Edge of Town;
 - Developments with No Travel Plan; and
 - Weekday surveys only.
- 11.9 The resulting Trip Rates are shown in **Table 11.1**.

Table 11.1 Trip Rates (per dwelling)

Time Period	Arrival	Departure	Total
AM (0800-0900)	0.179	0.449	0.628
PM (1700-1800)	0.332	0.133	0.465

11.10 The trip rates, shown in **Table 11.1** have been applied respectively to the following draft allocations included within draft Policy SD03. The resulting trip generation is presented in **Table 11.2** to **Table 11.4**.

- Land south of Northcote Hill – North of the Railway Line (GH/ED/39a) - assumed to comprise 115 dwellings in accordance with current planning application;
- Land south of Northcote Hill – South of the Railway Line (GH/ED/39b) – assumed to comprise up to 300 dwellings, rather than the 100 dwellings currently allocated in Draft Policy SD03; and
- Land at Hurlakes, Northcote Hill – assumed to comprise 30 dwellings in accordance with Draft Policy SD03;

Table 11.2 Phase 1 (GH/ED/39a) Trip Generation (115 dwellings)

Time Period	Arrival	Departure	Total
AM (0800-0900)	21	52	73
PM (1700-1800)	38	15	53

Table 11.3 Phase 2 (GH/ED/39b) Trip Generation (300 dwellings)

Time Period	Arrival	Departure	Total
AM (0800-0900)	54	134	188
PM (1700-1800)	100	40	140

Table 11.4 Honi 14 Trip Generation (30 dwellings)

Time Period	Arrival	Departure	Total
AM (0800-0900)	5	13	18
PM (1700-1800)	10	4	14

Trip Distribution/Assignment

- 11.11 The proposed trips route onto the local highway network in accordance with 2011 National Census data, showing the place of work for residents of Output Area East Devon 002, the most representative of the proposed development. The traffic routing is in accordance with Google routing software, taking into account typical traffic conditions. This is based on the agreed calculation used within the Transport Statement submitted to support the outline planning application (23/0331/MOUT) for 115 dwellings at Phase 1 (GH/ED/39a).

Forecast Traffic Flows

- 11.12 To take account of background traffic growth, TEMPro growth factors for East Devon 002 have been obtained for a future year of 2040, which accords with the horizon year of the emerging Local Plan.
- 11.13 To ensure trip generation associated with draft allocations is not double counted, the trip associated with the sites and assumptions listed in paragraph 10.10 have been manually removed from the TEMPro growth factors using alternative assumptions. It has been assumed that trips associated with Land at Kings Road (136 dwellings) is included within the TEMPro traffic growth. The resulting growth factors for East Devon 002 are shown in **Table 11.5**.

Table 11.5 TEMPro Growth Factors (East Devon 002)

Peak Hour	2022-2040 Growth Factor
AM (0800-0900)	1.1172
PM (1700-1800)	1.1257

11.14 It should be noted, that the growth factors presented in **Table 11.5** are particularly robust given that the projected increase in dwellings assumed in the TEMPRO database for East Devon 002 is much higher than the proposed increase in dwellings resulting from the draft allocations included in Policy SD03.

11.15 To calculate background traffic growth up to 2040, the Surveyed 2022 vehicular flows have been multiplied by the growth factors presented in **Table 11.5**. These represent the forecast background traffic flows up to the end of the emerging Local Plan period and are included in **Figure 11.4** and **Figure 11.5** for the AM and PM peak hour respectively.

11.16 The trip generation set out in **Table 11.2** to **Table 11.4** has then been added to the 2040 Forecast Year to provide a *2040 Forecast + Development Scenario*. The AM and PM peak hour flows for the 2040 Forecast + Development Scenario are shown in **Figure 11.6** and **Figure 11.7** respectively.

Preliminary Junction Capacity Analysis

A30 Westbound Offslip/Monkton Road Priority Junction

11.17 Junctions 11 modelling software was utilised to assess the A30 Westbound Offslip/Monkton Road Priority Junction. A summary of the modelling results is shown in **Table 11.6**.

Table 11.6 Junction Capacity Results – A30 Westbound Offslip/ Monkton Road Priority Junction

	AM (08:00-09:00)		PM (17:00-18:00)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
2040 Forecast + Development				
A30 Westbound Offslip	0.5	0.28	0.3	0.23

11.18 **Table 10.6** shows the priority junction continues to operate within capacity, with a maximum ratio of flow capacity (RFC) of 0.28. There is also a max PCU queue of 0.5. This analysis shows that there will be a negligible impact as a result of the draft allocations.

A35/Monkton Road Priority Junction

11.19 Junctions 11 modelling software was also utilised to assess the A35/ Monkton Road Priority Junction. A summary of the modelling results is shown in **Table 11.7**.

Table 11.7 Junction Capacity Results – A35/ Monkton Road Priority Junction

	AM (08:00-09:00)		PM (17:00-18:00)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
2040 Forecast + Development				
A35	0.1	0.11	0.3	0.20
Monkton Road to A35	3.4	0.78	0.7	0.40
Monkton Road Westbound	2.3	0.68	0.7	0.38

11.20 **Table 11.7** shows the priority junction continues to operate within capacity, with a maximum RFC projected at 0.78 within the AM peak and 0.40 within the PM peak. There is a maximum PCU queue of 3.4 in the AM peak and 0.7 within the PM peak. In conclusion, the proposed allocations will not have a material impact at this junction.

Proposed Northcote Road/Northcote Hill Railway Bridge/Monkton Road Signalised Arrangement

11.21 LinSig V3 software was utilised to assess the proposed Northcote Road/Northcote Hill Railway Bridge/Monkton Road Signalised Arrangement shown in **Drawing 2412-030-SK02**.

11.22 The AM and PM peak were modelled at a cycle time of 90 seconds which included a pedestrian phase within this time. A summary of the modelling results is shown in **Table 11.8**.

Table 11.8 Junction Capacity Results – Northcote Hill Railway Bridge Signals

Arm	AM (08:00-09:00)		PM (17:00-18:00)	
	Degree of Saturation	Mean Max Queue (PCU)	Degree of Saturation	Mean Max Queue (PCU)
2040 Forecast + Development				
Northcote Road	29.2%	1.4	9.7%	0.4
Northcote Hill East	31.4%	3.9	28.1%	2.0
Northcote Hill West	30.9%	2.7	28.8%	3.9

11.23 **Table 11.8** shows that the forecast proposed development traffic does not have an adverse impact on the operation of the Northcote Hill/Northcote Road junction with the proposed signalisation. The maximum forecast queue in the 2040 + Development scenario is forecast to be 3.9 vehicles on Northcote Hill East and West which is in the AM and PM peak respectively. This length of queue would not impact upon the operation of the junction.

Summary

11.24 The initial junction capacity results presented in **Table 10.6**, **Table 10.7** and **Table 10.8** demonstrate that the proposed can be accommodated on the surrounding highway network.

11.25 This report also includes a technical analysis, assessing the potential impact of the development on the local highway network. The conclusions of which, demonstrate that Phase 2 (GH/ED/39b) can accommodate up to 300 dwellings, rather than the 100 dwellings currently allocated in Draft Policy SD03. The preliminary capacity analysis presented in the chapter, demonstrates this level of development can be cumulatively delivered with Phase 1 (GH/ED/39a), which is currently subject to a planning application (23/0331/MOUT) for 115 dwellings, and the following sites, which form the remaining part of Draft Policy SD03:

- Land at Hurlakes, Northcote Hill – allocated for 30 dwellings; and
- Land at Kings Road – allocated for 136 dwellings.

12 Summary and Conclusion

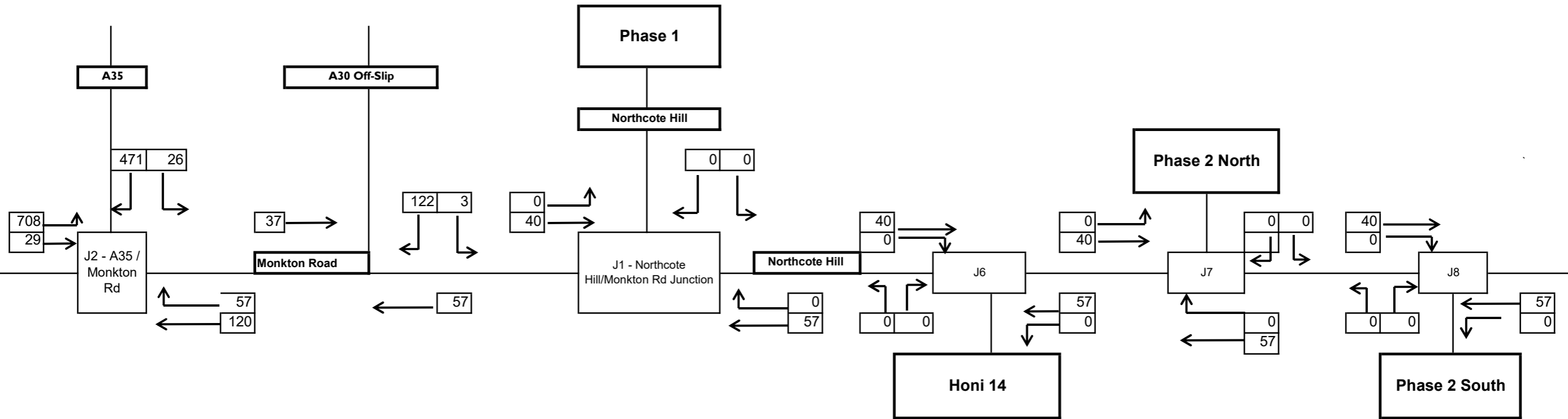
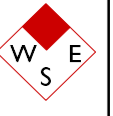
- 12.1 This Transport Strategy has been prepared by Transport Planning Associates to support the promotion and delivery of residential development on land south of Northcote Hill, Honiton, Devon.
- 12.2 The Regulation 19 Publication Draft of the East Devon Local Plan 2020-2042 was published in February 2025 and is currently out for consultation. Draft Policy SD03 lists the sites identified for future development in Honiton. This includes Land South of Northcote Hill as follows:
- Land south of Northcote Hill – North of the Railway Line (GH/ED/39a); - allocated for a total of 100 dwellings
 - Land south of Northcote Hill – South of the Railway Line (GH/ED/39b) – allocated for a total of 100 dwellings
- 12.3 This report also includes a technical analysis, assessing the potential impact of the development on the local highway network. The conclusions of which, demonstrate that Phase 2 (GH/ED/39b) can accommodate up to 300 dwellings, rather than the 100 dwellings currently allocated in Draft Policy SD03.
- 12.4 This report also demonstrates that the site is well located in terms of accessibility and surrounding facilities and amenities. With the implementation of a suitable Transport Strategy there are clear opportunities to encourage travel via sustainable modes of transport, which would reduce reliance on the private car.
- 12.5 The measures identified as part of this Transport Vision are summarised in **Table 12.1**.

Table 12.1 Transport Vision

Strategy	Objective	Measures and Initiatives
Access	Provide direct access to surrounding area to enhance the accessibility of the site	Provide main points of access from Northcote Hill
		Provide separate emergency/pedestrian/cycle access from Northcote Hill
Masterplan Development and Virtual Mobility	Facilitate working from home;	Virtual Mobility through provision of high-speed Broadband and workspace within dwelling design
	Provide focal point for the Transport Strategy;	Car Cub

	Enhance accessibility to sustainable modes and measures	Street Design
		Residential EV Charging Points
Walking and Cycling Strategy	Increase walking and cycling mode share	Masterplan developed to prioritise walking and cycling and enhance existing PRoW connections
		Provision of direct walking and cycling routes towards Honiton Town Centre
		Loans and grants for walking and cycling equipment
		Bicycle parking
		Bicycle Surgeries
		Community Walking and Cycling Groups
Public Transport	Increase public transport mode share	Real-time public transport information and provision of bus shelters and seating where required
		Loans and grants for public transport tickets
Travel Planning	Provide a strategy to market and monitor effectiveness of Transport Strategy	Site-wide TPC
		Personalised Travel Planning
		Mode Shift Targets
		Monitoring and Review
		Liftshare

FIGURES

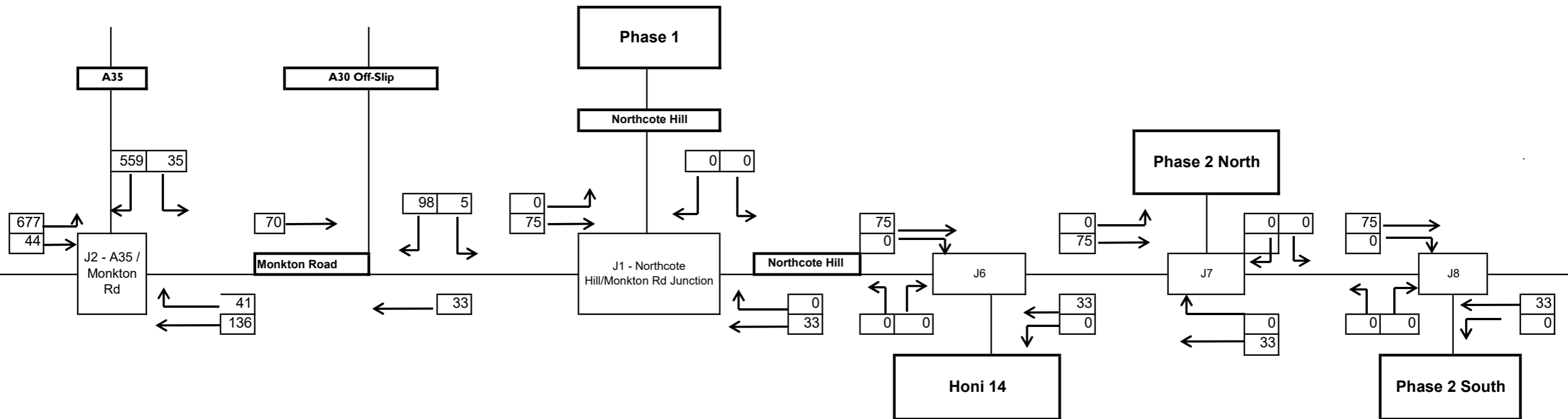
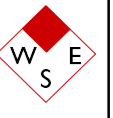


2022 Surveyed Flows AM Peak PCU

Land off Northcote Road, Honiton

Taylor Wimpey UK Limited

Date: 12/03/25	Status: INFORMATION	Scale: NTS
Prepared By: AC	Checked By: SM	Approved By: JD
Project No: 2412-030	Figure No: 11.2	Revision: -

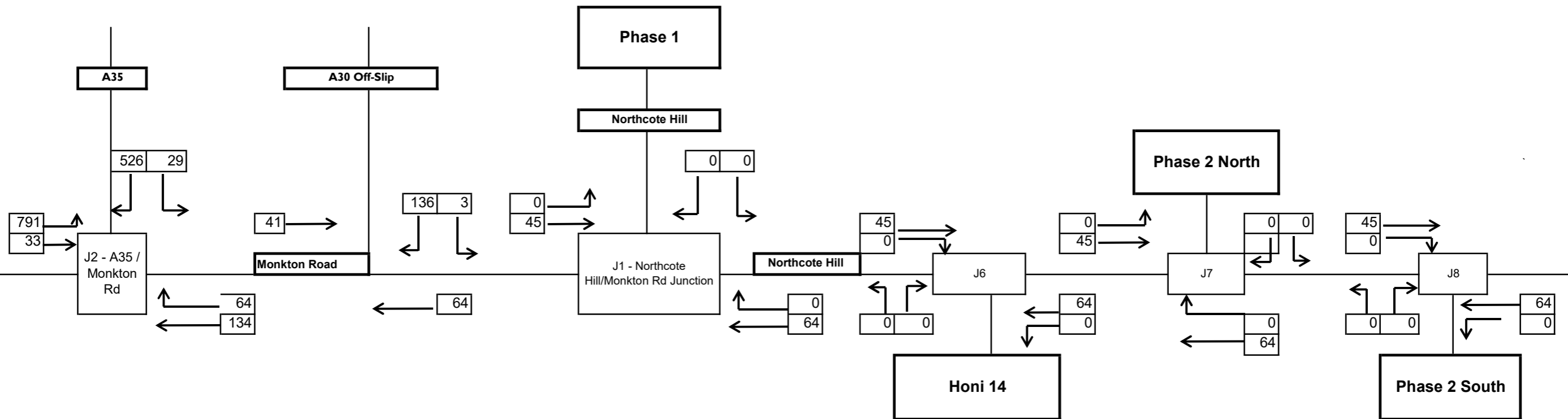


2022 Surveyed Flows PM Peak PCU

Date: 12/03/25	Status: INFORMATION	Scale: NTS
Prepared By: AC	Checked By: SM	Approved By: JD
Project No: 2412-030	Figure No: 11.3	Revision: -

Land off Northcote Road, Honiton

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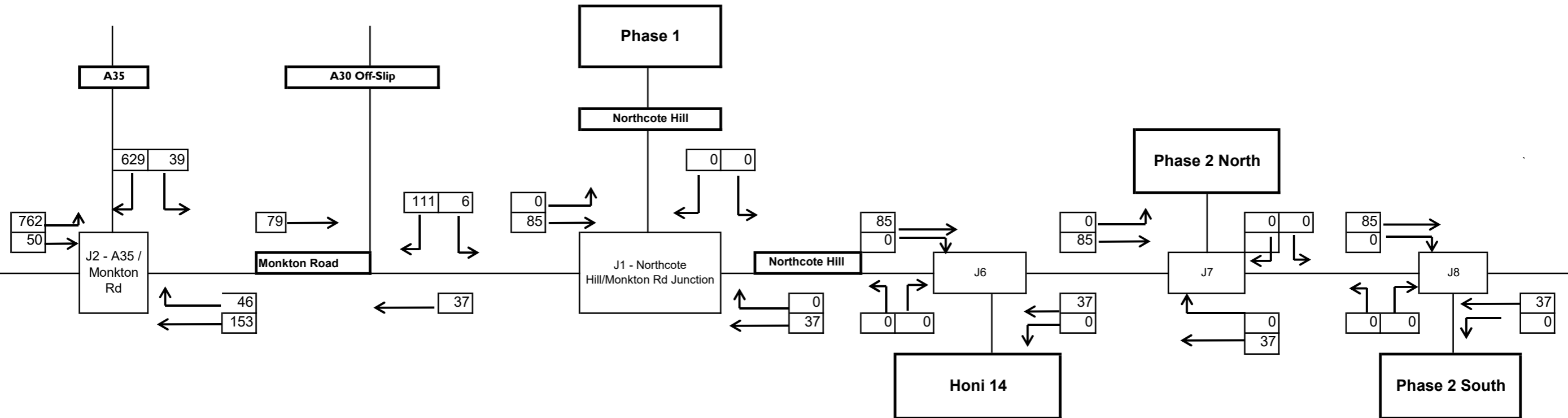
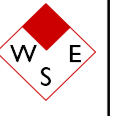


2040 Growth AM Peak PCU

Date: 12/03/25	Status: INFORMATION	Scale: NTS
Prepared By: AC	Checked By: SM	Approved By: JD
Project No: 2412-030	Figure No: 11.4	Revision: -

Land off Northcote Road, Honiton

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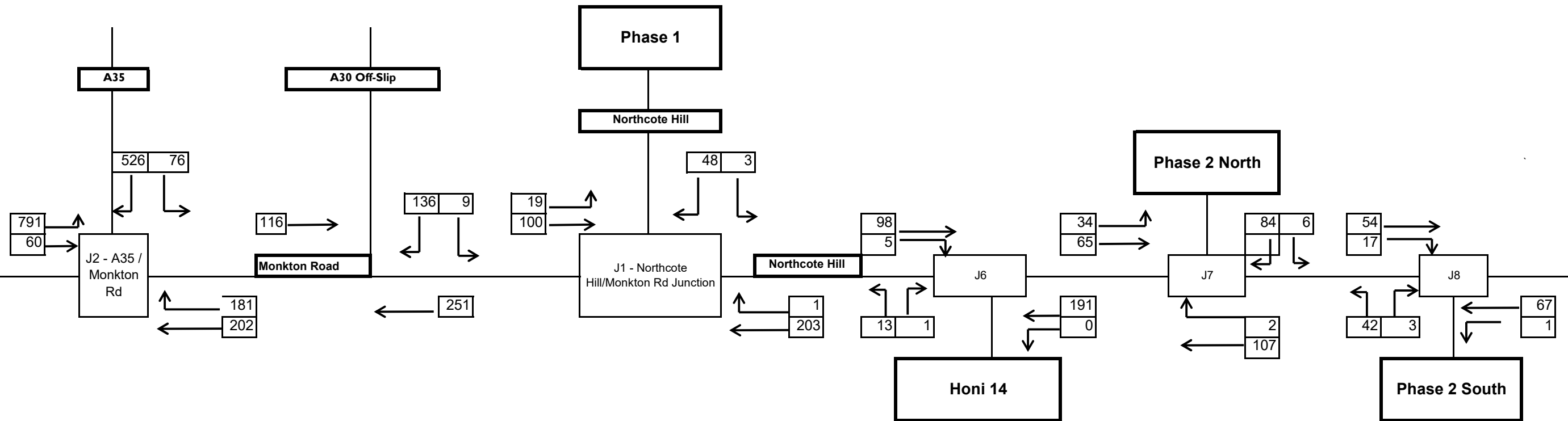


2040 Growth PM Peak PCU

Date: 12/03/25	Status: INFORMATION	Scale: NTS
Prepared By: AC	Checked By: SM	Approved By: JD
Project No: 2412-030	Figure No: 11.5	Revision: -

Land off Northcote Road, Honiton

Taylor Wimpey UK Limited



2040 Growth + Development AM Peak PCU

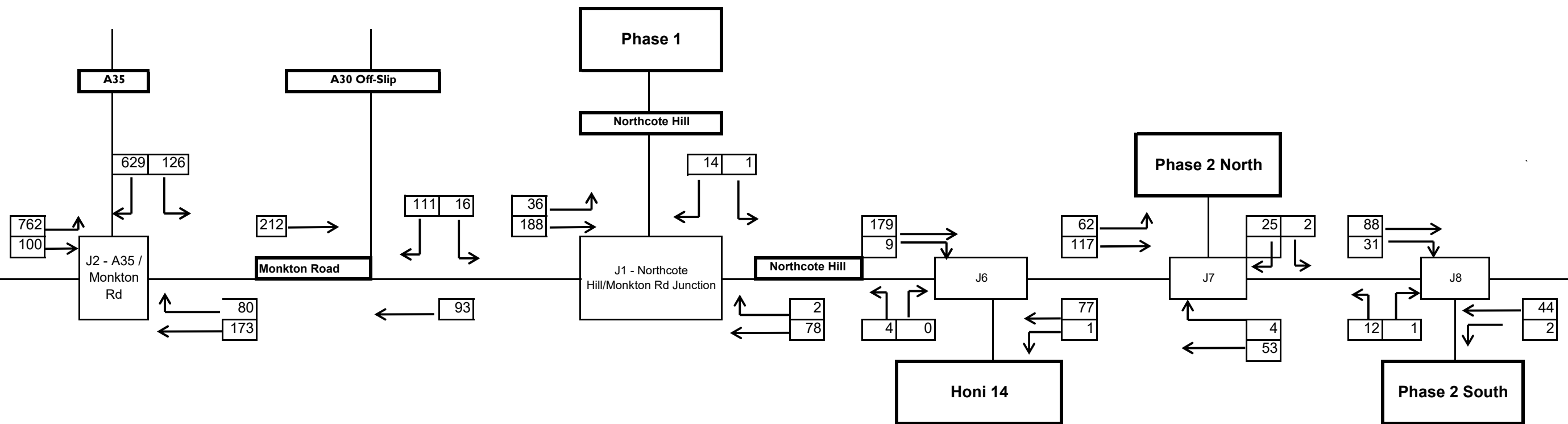
Date:	Status:	Scale:
12/03/25	INFORMATION	NTS

Land off Northcote Road, Honiton

Prepared By:	Checked By:	Approved By:
AC	SM	JD

Taylor Wimpey UK Limited

Project No:	Figure No:	Revision:
2412-030	11.6	-



2040 Growth + Development PM Peak PCU

Date:

12/03/25

Status:

INFORMATION

Scale:

NTS

Land off Northcote Road, Honiton

Prepared By:

AC

Checked By:

SM

Approved By:

JD

Taylor Wimpey UK Limited

Project No:

2412-030

Figure No:

11.7

Revision:

-

DRAWINGS

A3

ORIGINAL PLOT SIZE

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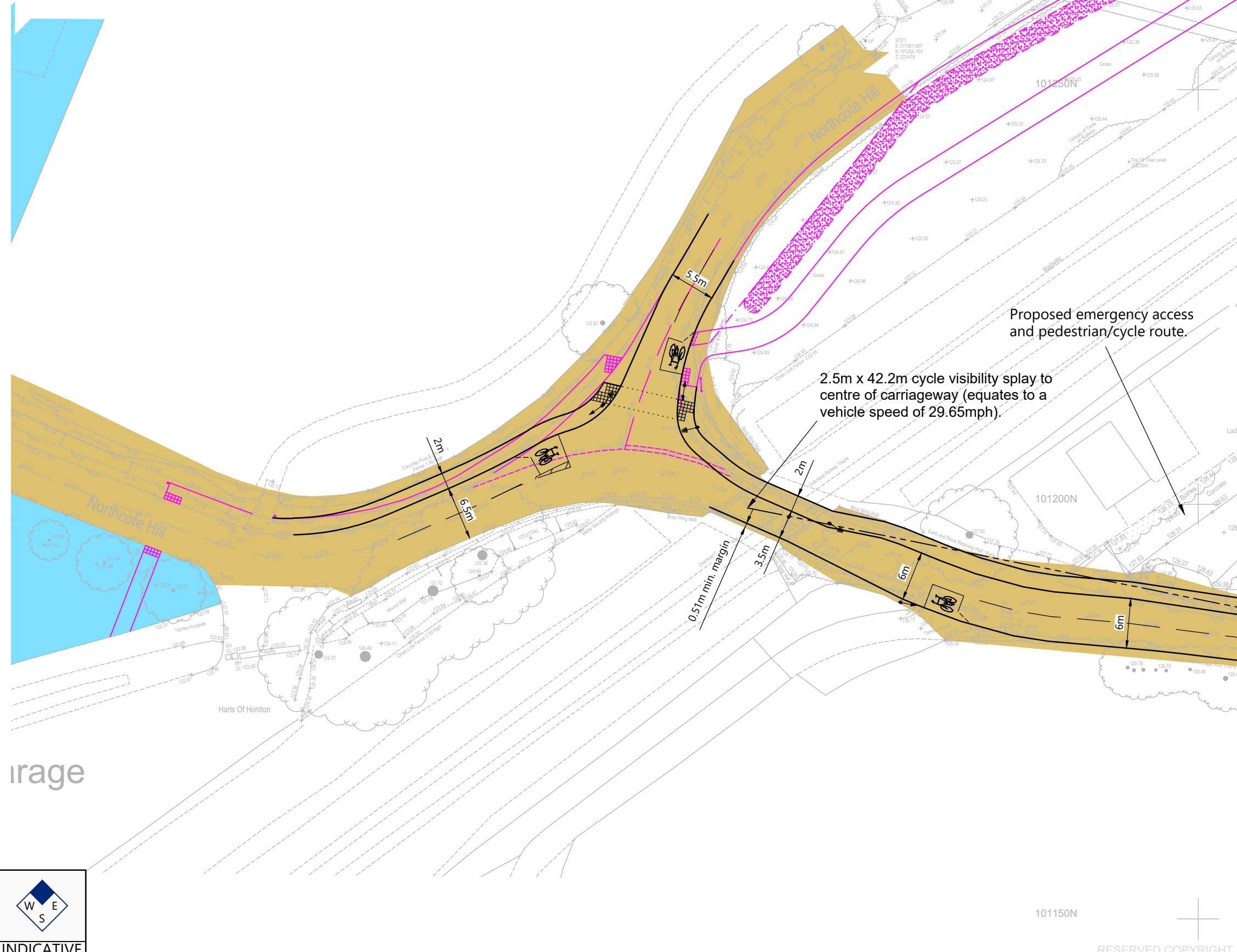
NOTES:

- 1. This drawing is based on topographical survey data produced by Survey Dimensions Limited (drawing number 210308-01) in April 2021.
- 2. The extent of adopted highway shown has been interpreted from the Devon County Council Highways Public Access Viewer. The adopted highway has been matched to topographical features where possible and is indicative only.

KEY

- Approximate extent of adopted highway maintainable at public expense by Devon County Council.
- Approximate extent of adopted highway maintainable at public expense by National Highways.
- Phase 1 highway works, to be updated/alterd to tie-in with the Phase 2 highway works.
- Approximate location of primary/secondary signal poles.

Rev	Date	Details	Drawn by	Checked by	Approved by



Rev	Date	Details	Drawn by	Checked by	Approved by

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Cambridge
London
Welwyn Garden City



Transport Planning Associates

40 Berkeley Square
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CLIENT:
TAYLOR WIMPEY STRATEGIC LAND

PROJECT:
**LAND EAST OF HONITON,
DEVON - PHASE 2**

TITLE:
**Proposed Signalled Junction
At Existing Railway Bridge**

STATUS:
FOR INFORMATION

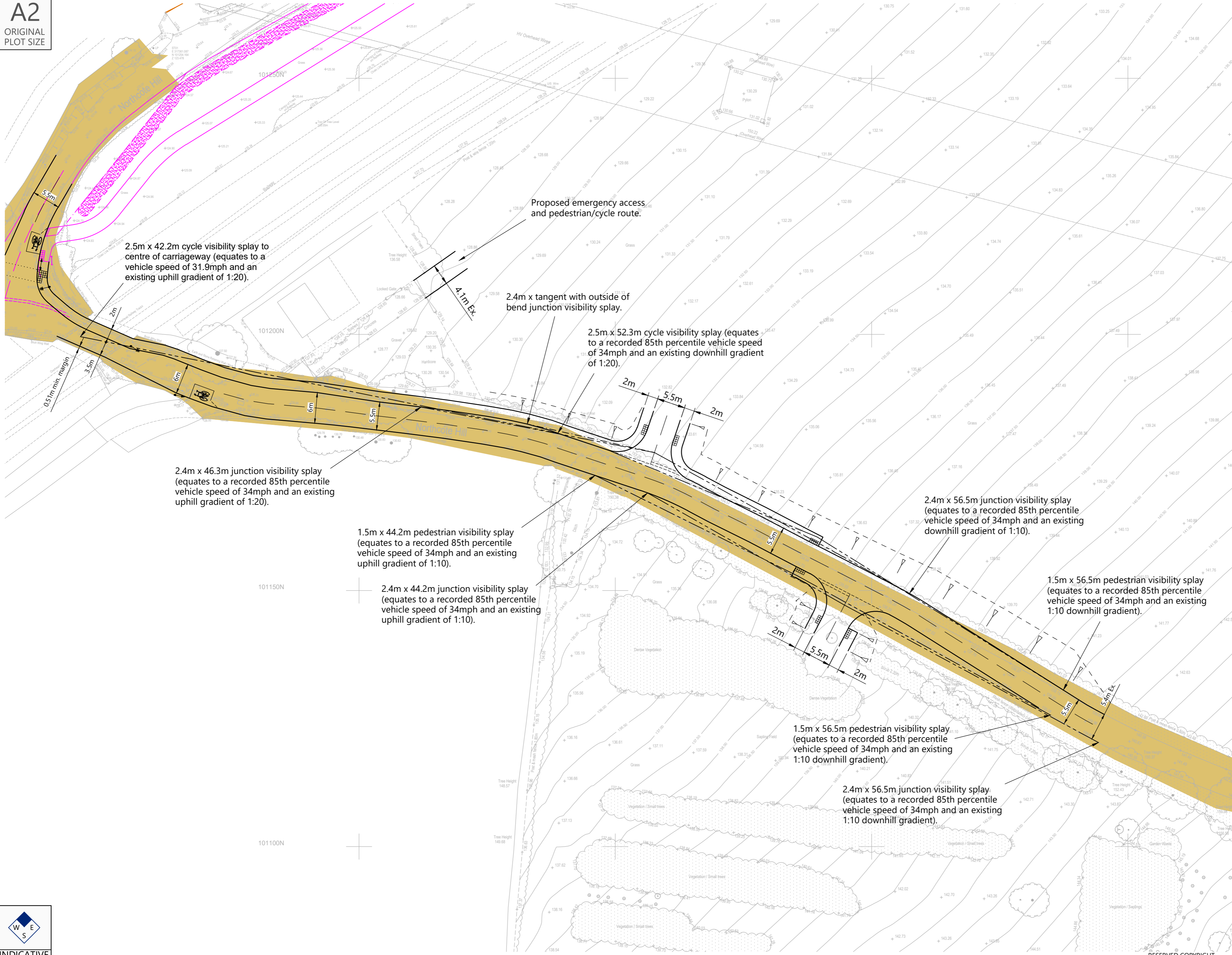
SCALE: 1:500	DATE: 17.02.25	DRAWN: PSW	CHECKED: STM	APPROVED: JD
JOB NO: 2412-030	DRAWING NO: SK01	REVISION:		



INDICATIVE

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A2
ORIGINAL
PLOT SIZE



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- NOTES:
1. This drawing is based on topographical survey data produced by Survey Dimensions Limited (drawing number 210308-01) in April 2021.
 2. The extent of adopted highway shown has been interpreted from the Devon County Council Highways Public Access Viewer, and an adopted highway record plan dated 29th September 2015 received from Devon County Council. The adopted highway has been matched to topographical features where possible and is indicative only.

- KEY
- Approximate extent of adopted highway maintainable at public expense by Devon County Council (see note 2).
 - Phase 1 highway works, to be updated/alterd to tie-in with the Phase 2 highway works.
 - Approximate location of primary/secondary signal poles.
 - Indicative earthworks.

Rev	Date	Details	Drawn by	Checked by	Approved by

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CLIENT:
TAYLOR WIMPEY STRATEGIC LAND

PROJECT:
**LAND EAST OF HONITON,
DEVON - PHASE 2**

TITLE:
**Proposed Site Access
From Northcote Hill**

STATUS:
DRAFT

SCALE: 1:500	DATE: 19.02.25	DRAWN: PSW	CHECKED: STM	APPROVED: JD
JOB NO: 2412-030	DRAWING NO: SK02		REVISION:	



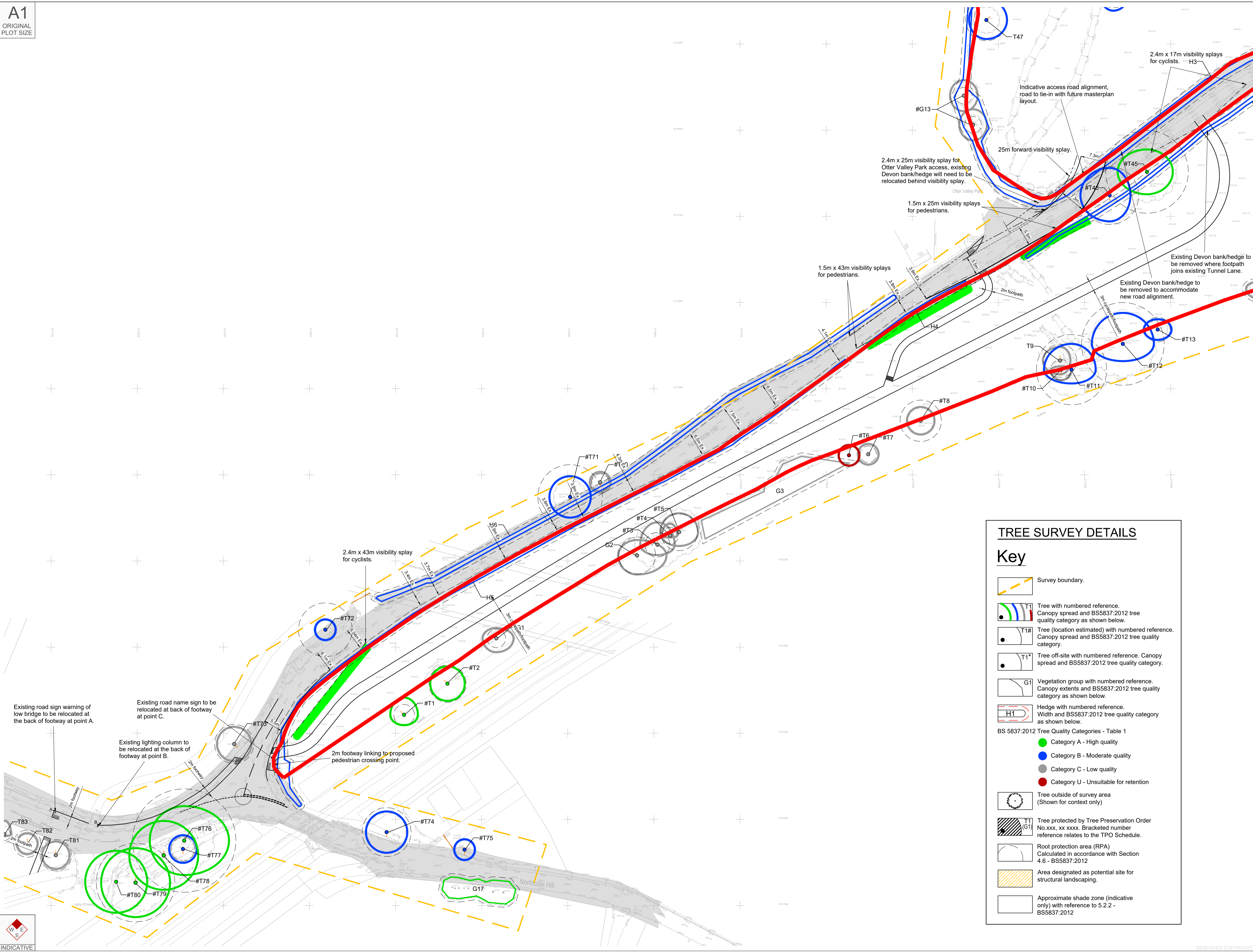
INDICATIVE

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APPENDIX A

- NOTES:**
- Existing 60mph speed limit to be reduced to 30mph from the Northcote Hill junction to the Otter Valley Park junction.
 - Existing 60mph speed limit to be reduced to 20mph from the Otter Valley Park junction and continuing into the proposed development.
 - Tree survey shown is based on RPS 'Tree Constraints Plan' drawing number JSL4458/700 received on 5th July 2022.
 - The extent of adopted highway shown has been taken from an unsealed Ordnance Survey based adopted highway plan dated 29th September 2015 received from Devon County Council with a letter dated 17th August 2021. The extent shown is generally based on Ordnance Survey data but matched to existing topographical features where possible, and is indicative only.

- KEY**
- Proposed Devon Bank or other retaining structure (details to be confirmed).
 - Approximate extent of adopted highway maintainable at public expense by Devon County Council (see note 4).



TREE SURVEY DETAILS

Key

- Survey boundary.
- Tree with numbered reference. Canopy spread and BS5837:2012 tree quality category as shown below.
- Tree (location estimated) with numbered reference. Canopy spread and BS5837:2012 tree quality category.
- Tree off-site with numbered reference. Canopy spread and BS5837:2012 tree quality category.
- Vegetation group with numbered reference. Canopy extents and BS5837:2012 tree quality category as shown below.
- Hedge with numbered reference. Width and BS5837:2012 tree quality category as shown below.

BS 5837:2012 Tree Quality Categories - Table 1

- Category A - High quality
- Category B - Moderate quality
- Category C - Low quality
- Category U - Unsuitable for retention

- Tree outside of survey area (Shown for context only)
- Tree protected by Tree Preservation Order No.xxx, xx xxxx. Bracketed number reference relates to the TPO Schedule.
- Root protection area (RPA) Calculated in accordance with Section 4.6 - BS5837:2012
- Area designated as potential site for structural landscaping.
- Approximate shade zone (indicative only) with reference to 5.2.2 - BS5837:2012

Rev	Date	Drawn by	Checked by	Approved by

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www.tpa.uk.com

CLIENT:
TAYLOR WIMPEY STRATEGIC LAND

PROJECT:
LAND EAST OF HONITON, DEVON

TITLE:
Proposed Access Arrangement Along Northcote Hill and New 3m Wide Cyclepath/Footpath

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	05.12.22	PSW	STM	JD
JOB NO:	DRAWING NO:	REVISION:		
2110-029	SK10			

