

*Land East of*  
**Honiton**

Vision | March 2021

**Taylor**  
**Wimpey**

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# Vision

*The Vision is to create a sustainable, healthy, and thriving new neighbourhood for Honiton that is well integrated with its setting and surroundings, has excellent local connections and the provides a range of usable green spaces for the enjoyment of the whole community. The proposals will form an attractive, high quality and locally distinctive place to live that promotes the concept of ‘Living Local’.*

## Creating a Quality Neighbourhood

- New homes to help meet identified local needs, including affordable homes.
- Opportunity for a central neighbourhood hub formed by a primary school and flexible community, retail or workspace units
- A legible place where streets and buildings clearly overlook and define open spaces and movement routes to create a welcoming and attractive environment.

## Enabling Healthy Lifestyles

- Safe, accessible, and attractive environments that encourage active and sustainable travel within the development and into Honiton.
- Community facilities that bring opportunities for social interaction and community cohesion.
- Multi-functional open space and play facilities that encourage informal recreation and active lifestyles.

## Delivering a Connected Place

- Attractive pedestrian and cycle routes throughout the development, connecting into the existing local networks.
- Placement of the local centre in an accessible position for residents, thus minimising the need for car journeys.
- Improvements to the local highway network for the benefit of pedestrians and cyclists

## Celebrating Landscape

- Creation of a new settlement edge that sits comfortably in its setting and the landform
- A network of permeable green links and spaces, bringing amenity and recreational opportunities for the enjoyment of the new and existing communities.
- Managed natural habitats will provide a green setting for development with enhanced biodiversity value and landscaped drainage features.

## Living Local

The location of the site enables the principle of the 20-minute town, which represents the ability to access all day-to-day services and facilities within a 20-minute journey by active or shared travel. This is not a new concept, as many towns and cities offer these neighbourhoods, however the COVID-19 Pandemic lockdowns have emphasised the importance of liveable neighbourhoods, with people spending more time locally, working at home if possible, supporting local businesses, using public green space, using active travel modes instead of using cars, and connecting with neighbours. The development represents an excellent opportunity to contribute towards and create a demand to sustain the already well-developed network of day-to-day facilities within Honiton. The local living aspect of the development will provide a higher containment of trips, with longer distance private car journeys being replaced by sustainable travel patterns within the local area.



# Introduction

*This Vision document has been produced by Barton Willmore on behalf of Taylor Wimpey. It highlights the opportunity for new development on land east of Honiton, demonstrating how it offers the unique potential for strategic growth within the existing linear settlement pattern of the town*

The content of the document draws upon the specialist input of the following consultant team:

- Barton Willmore (masterplanning and landscape) Boyer Planning (planning);
- Vectos (transport);
- WSP (hydrology);
- EAD Ecology (ecology);
- RPS (Heritage);
- SLR Consulting (acoustics);
- and SMS PLC (utilities).

## Document Structure

The document is structured as follows:

**Section 1** provided an overview of the Vision for development at the site.

**Section 2**, here, forms an introduction to the document and sets out the principle of a strategy development opportunity in the locality.

**Section 3** outlines important elements of the context, including relevant local planning policy, a description of the sites location and relationship with the town, plus an appraisal of surrounding landscape character and setting.

**Section 5** provides an overview of the sites features, constraints and opportunities.

**Section 6** presents the strategic development opportunity.

**Section 7** then focusses on the Taylor Wimpey land to show the masterplan proposals in more detail

**Section 8** introduces design preliminary design strategies for access and drainage.

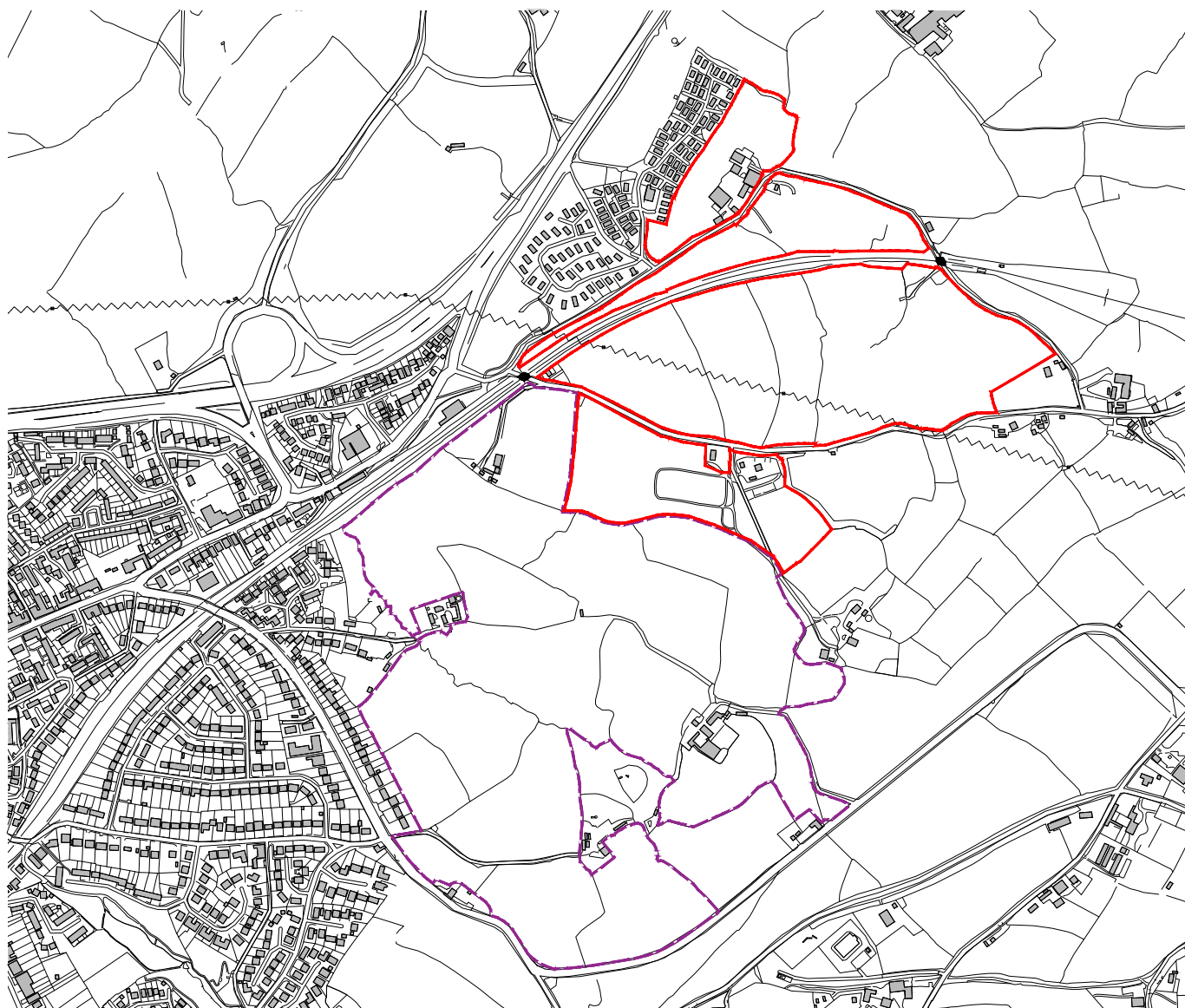
Lastly, **Section 9** sets out a summary.

## Development Opportunity

The plan opposite shows the location of the Taylor Wimpey land interest (red line) in the context of its surroundings and the existing settlement edge. This is the land being propomoted by this Vision Document, hereby referred to as 'the site'. It is well placed to facilitate early delivery of the new homes, connections, community infrastructure and open spaces as a stand alone development.

Taylor Wimpey recognise that development of the site could also form a catalyst for further growth in the area. Whilst deveopment of the Taylor Wimpey site is by no means predicated on future development of neighbouring 3rd party land (dashed purple line), the Vision Document does include potential ideas for how such a place this could come forward in a comprehensive way and integrated way.

Taylor Wimpey would welcome the opportunity to work with the Council and key stakeholders in progressing the vision for their site and the masterplan proposals for this exciting development opportunity.



Taylor Wimpey Land Promotion Site Boundary and wider Strategic Development Opportunity

- Site Boundary
- Potential Future Development (not forming part of the Taylor Wimpey Land Promotion)

# Context

*This section provides an overview of relevant local Planning Policy, a description of the site, its location and its landscape character*

## Planning Policy

### Development Plan

The existing Development Plan relevant to the site is comprised of the East Devon Local Plan 2013-2031 (January 2016)

The East Devon Local Plan was adopted on the 28th January 2016 and covers a plan period up to 2031 and sets a spatial strategy.

**Strategy 1** states that 17,100 new homes and 150ha of employment land are to be delivered within the plan period.

**Strategy 2 – Scale and Distribution of Residential Development** identifies a significant proportion of growth for the West End of the district near Exeter, around Cranbrook, Pinhoe and North of Blackhorse (10,563 new homes) and a proportion of 4,707 new homes are identified for the Area Centre comprised of the seven main towns in the District, amongst which Honiton is included and identified to deliver 630 dwellings.

Part 11 of the Plan includes a future vision for Honiton, where there is an aspiration for an A35 relief road and possible development to the East of Honiton, commensurate with this objective, could help with provision. It states in the Plan that there are currently no indications from landowners that significant areas of land are available for development – the promotion of the Land East of Honiton indicates that land is now available which can help achieve the Council's objectives.

**Strategy 23 – Development at Honiton** states that development in Honiton will be moderate focusing on the existing urban fabric and improvements to the town centre to help sustain a vibrant and economically active town, meeting its own needs and those of the wider countryside. It also states that Honiton's aspiration is to remain compact enough to minimise car travel and not to extend into a ribbon development. Allocated development at Honiton include:

- Ottery Moor Lane – 150 new homes
- Land West of Hayne Lane – up to 10ha employment uses
- Heathpark Industrial Estate – 3.2ha employment uses

### The emerging Development Plan

East Devon District Council is currently preparing a new Local Plan that once adopted will replace the existing Local Plan. The new Local Plan will cover a plan period between 2021 and 2040. The emerging Plan is currently at an early stage of preparation, with Issues and Options being consulted on in tandem with a Call for Sites to inform the evidence base.

The Issues and Options consultation identifies a need for at least an additional 6,615 new homes, beyond that already projected in the current plan and other committed developments, up to 2040.



In terms of how development will be distributed it is acknowledged that given the amount of development that is likely to be required in East Devon, and the environmental constraints across much of the eastern and southern parts of the district, it seems unlikely that an option of no development close to Exeter would be credible. The current hierarchy includes the majority of development dispersed around Exeter, followed by development at the District's seven main towns which includes Honiton. Three possible alternative distribution options for future development, are suggested as follows:

1. Continue with the existing distribution, with the majority of development close to Exeter, followed by development at the main Towns including Honiton
2. Focus development close to Exeter, with a lesser proportion distributed to towns, villages and rural areas
3. Dispersed approach, with the majority of development focused at existing towns and villages and a smaller proportion being focused near Exeter.

As for how development could be formed, the option of large scale urban expansion of existing towns is explored stating opportunities and challenges as follows:

#### Some opportunities

- Potential to accommodate larger numbers of new homes.
- May provide some new facilities.
- If they lie close to facilities they can draw on and support existing facilities (but some sites could be in some distance from facilities, especially town centres).

#### Some challenges

- They can provide homes relatively quickly.
- There may be comparatively few land areas surrounding East Devon towns that are suitable for development.
- The AONBs come close to or wash over most East Devon towns and this could limit potential.

#### Other Material Considerations

Other material considerations in considering development include national planning policy contained within the National Planning Practice Framework (NPPF) and Planning Practice Guidance (PPG).

At a local level, East Devon District council have a number of Supplementary Planning Documents (SPDs) including:

- Trees and development (2005)
- Planning obligations (2017)
- Affordable Housing (2020)

## Site Location

The site and wider strategic development opportunity are located on the north eastern edge of Honiton on land adjacent to and surrounding Northcote Hill. The A30 Honiton Bypass is located north and west of the site, whilst the A35 Axminster Hill can be found to the south.

Whilst Honiton is constrained to the north and west by flood zone, and to the north, east and south by both the Blackdown Hills and East Devon AONBs, the site itself is unconstrained from these designations and provides a suitable location for further development at Honiton.

The town centre and High Street is located approximately 1.4km to the south west of the site. It offers a range of retail provision, services, amenities and employment uses within an easily accessible location that would encourage local journeys to take place by foot, bicycle, or public transport. Honiton Railway Station and Honiton Hospital are located to the south of the town centre on Church Hill.

Larger format retail and employment uses are located on the western side of the town off Heathpark Way and Devonshire Road, located less than 3km from the site. This area includes a variety of food and home improvement stores, East Devon District Council Offices, East Devon Business Centre, and numerous other occupiers of the industrial area.

Honiton railway station and the services it provides encourages the opportunity for sustainable journeys to be made to Exeter and Yeovil, with journey times of approximately 30 minutes to both locations. The principal benefit that rail offers in this location is the reduction in the impact of commuting to Exeter, offering an attractive alternative to the private car, by taking passengers to destinations on the fringe of the city and onwards directly to the city centre.

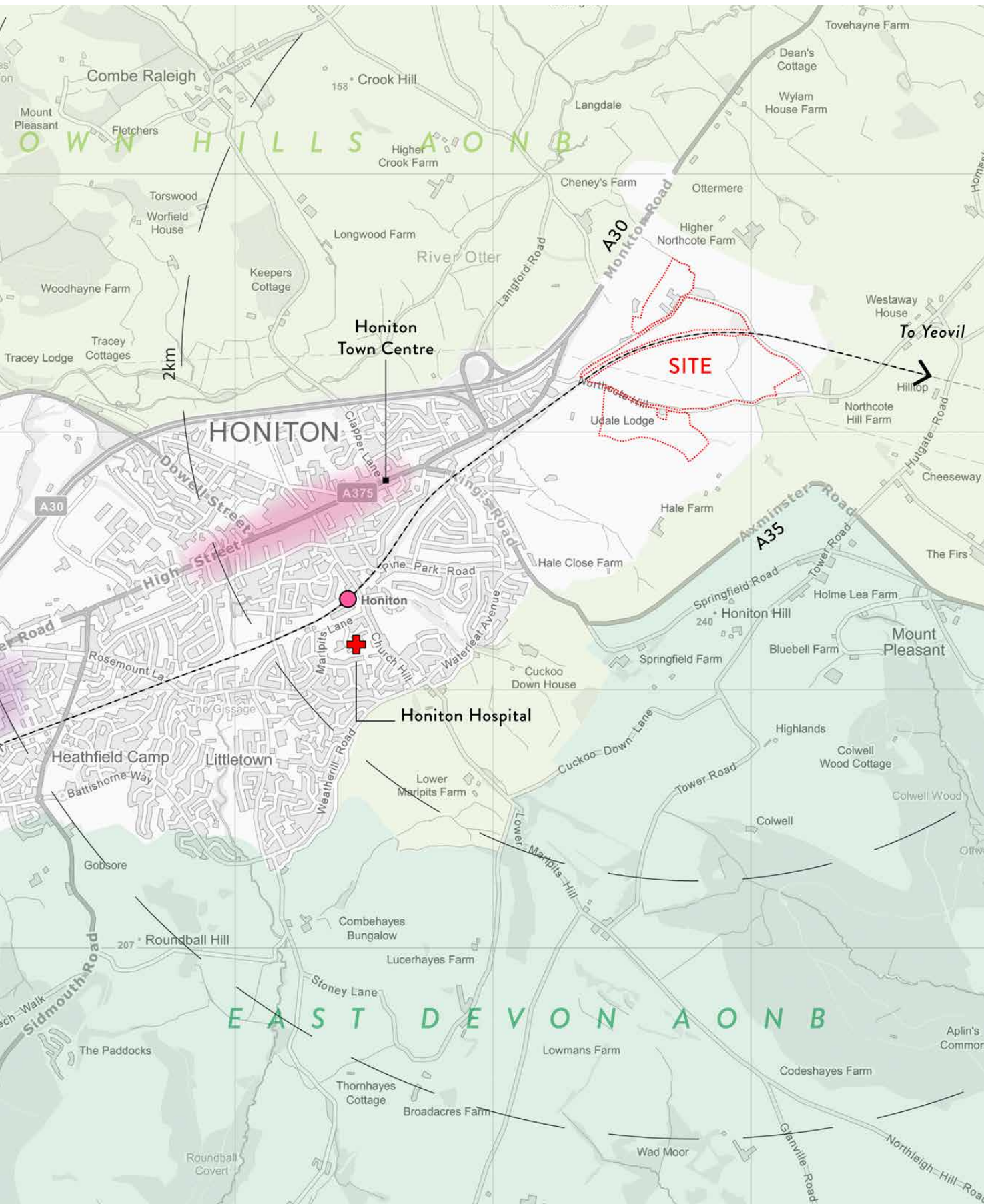
It's clear that development of the site would create a new neighbourhood for Honiton that is well connected and accessible to the range of uses already present in the town and would help to sustain them going forwards so that Honiton can continue to thrive.



Top left: Honiton Station / Bottom left: High Street Cafe / Right: Vision of High Street and St. Pauls Church



Site Location and Context



## Landscape Context

The Site lies at the eastern edge of Honiton which extends along the lower south-eastern flanks of the Otter Valley. This valley is deep and includes a regular pattern of perpendicular side valleys to the south-east. At the eastern edge of the Site, this pattern is disrupted by a side valley which flows in a north and north-easterly direction before turning north-west to join the River Otter. This creates a north-north-easterly orientated localised ridgeline in the centre of the Site, with an east-facing slope; and a bowl in the eastern part of the Site, that is distinct from the more regular topographical pattern along the valley flanks to the south-west.

As a result, the long-established pattern of major communication routes and settlement in Honiton is defined by landform and is therefore arranged along the lower southern valley flanks, as well as extending up these slopes in a wave-like pattern that follows the regular undulations in landform. Development extends approximately 4.2km along the valley and typically up to approximately the 160m AOD contour to the south-east. In the vicinity of the Site, residential park homes at Otter Valley Park extend as far as the stream corridor forming the north-eastern edge of the Site

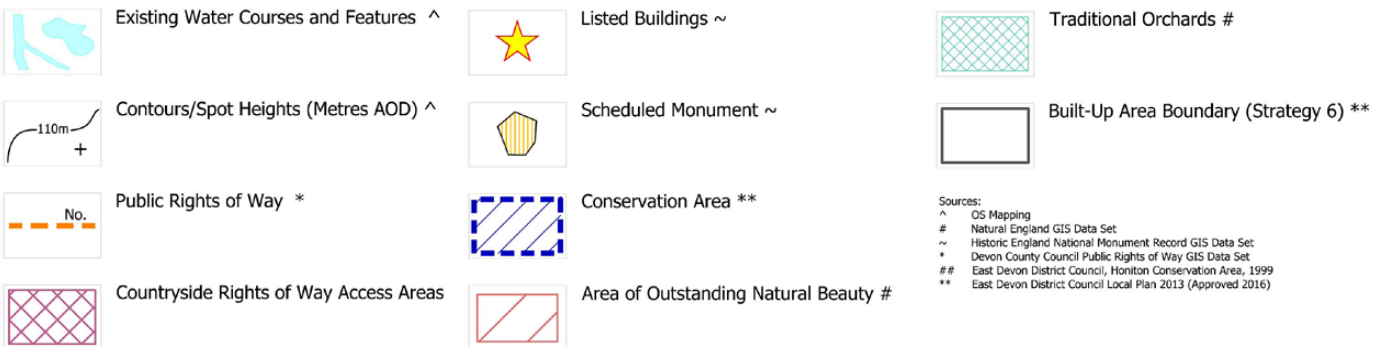
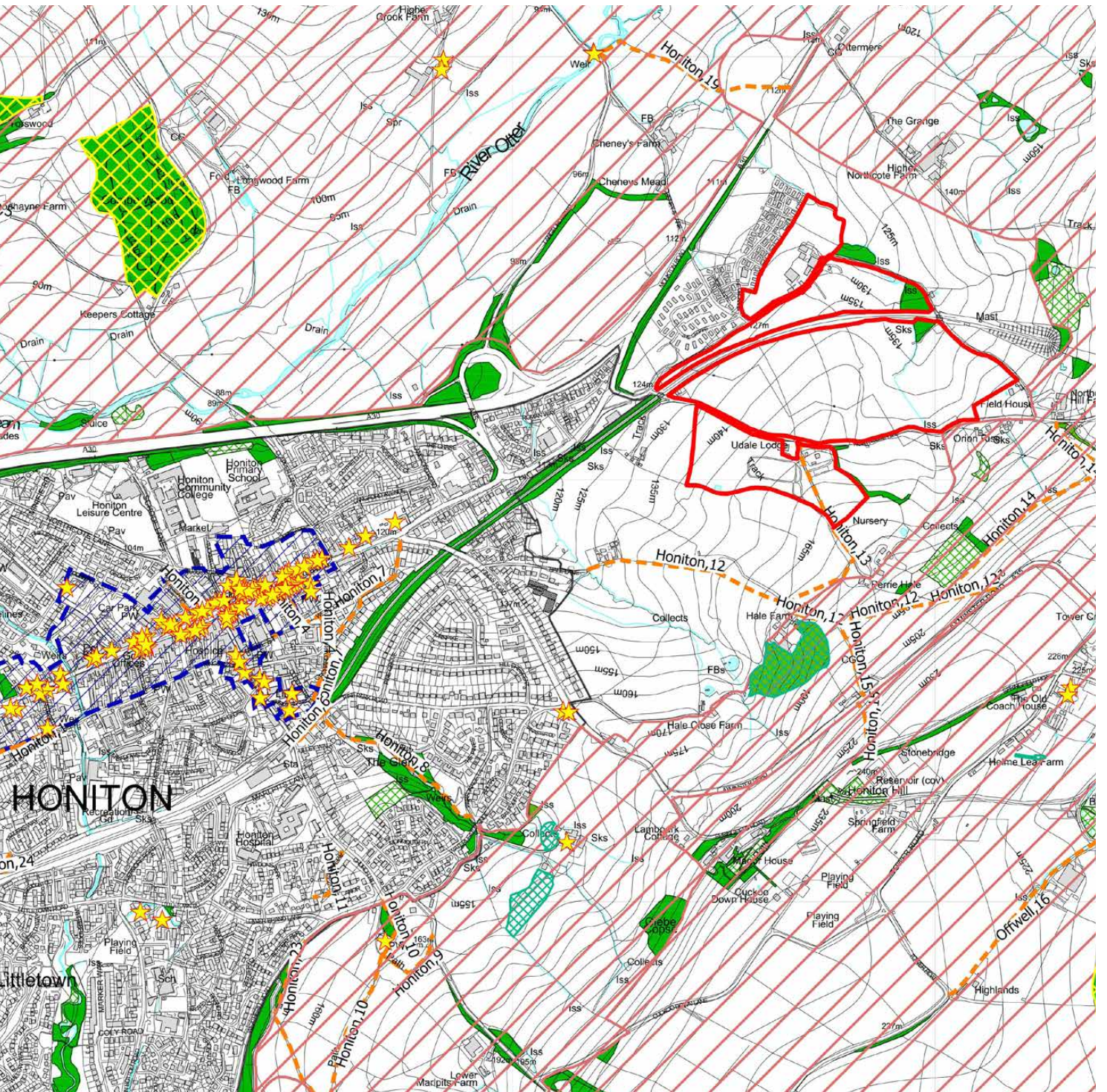
The vegetation pattern in the vicinity of the Site is largely formed of dense hedgerows and belts along stream corridors, including often near-continuous extents of mature canopy trees; and complements the landform in providing containment to the landscape.

The landscape surrounding the Site is designated as lying within the Blackdown Hills Area of Outstanding Natural Beauty (AONB); and further to the south lies the East Devon AONB. The AONB boundaries are drawn tightly around the south-eastern edge of Honiton, except for land within the Site and land to the south-west, between Hale Farm and the railway line. This reflects the established pattern and influence of the settlement of Honiton and major communication routes on the lower slopes of the valley flank. It is noted that the fact that development in Honiton extends to the boundaries of the AONBs means that it is not, in principle, deemed inappropriate in the setting of the AONBs.

The Site comprises distinct areas: the north-west facing slopes and the nursery land, which lie to the north-west of the central ridgeline of the Site and are closely associated with the existing settlement; the eastern bowl of the Site, which is structurally separated from the settlement and its associated influences by the central ridgeline and is more closely associated with the wider landscape; and the northern stream corridor which is contained and intimate and, in conjunction with the ridgeline at Higher Northcote Farm to the north-east, forms the settlement edge at Otter Valley Park.

Landscape Context Plan





Views of the Site are limited from low-lying elevations on the valley floor and from the wider landscape to the north, north-east and east, by intervening landform, vegetation, and limited PROW routes. From the south-east, the central ridgeline and eastern bowl of the Site are perceived. From the south, the north-western slopes of the Site are just perceived, where existing boundary vegetation allows, in the context of existing development in Honiton. From long-distance locations to the west, north-west and north, the Site is typically perceived in the context of existing development in Honiton, extenuated along the lower valley flanks. There is a clear distinction in these views between the slope of the central ridgeline falling towards the northern stream corridor and Otter Valley Park; and the eastern bowl of the Site, which appears distinct and, in the eastern corner of the Site, protruding from the landform pattern that contains the wider settlement.

Based on the above analysis of baseline conditions and consideration of relevant planning policy and published landscape assessment and guidance, it is considered that there is potential for sensitive development of the Site, that responds to the Blackdown Hills AONB, East Devon AONB and other landscape character and visual sensitivities. The plan opposite shows the main landscape constraints, opportunities and proposed development principles for development in the area.





Further rationale is outlined in the Landscape and Visual Appraisal that supports this submission.

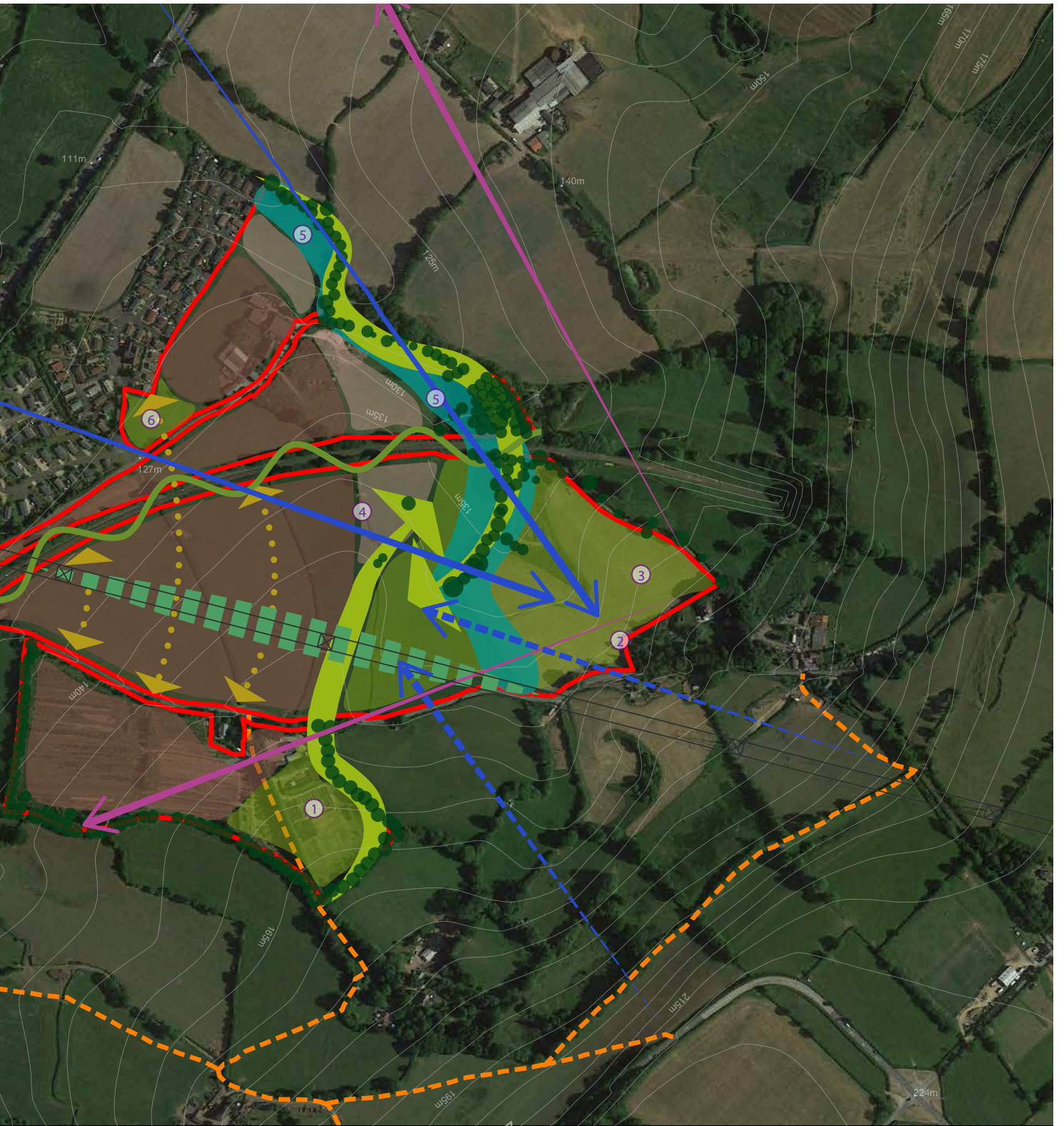






Photo of 'eastern bowl' area that will be retained as open space within the proposals











Landscape Appraisal Plan

-  Site Boundary
-  Contours/Spot Heights (Metres AOD) ^
-  Public Rights of Way \*
-  Existing Structural Vegetation



-  Pylon and Overhead Cables
-  Core Development Area - Higher Density
-  Development Area - Lower Density
-  Strategic Public Open Space

-  Proposed Wetland Corridor
-  Proposed Green Corridor (below pylons so largely open)
-  Extending pattern of Structural Planting
-  Potential for tree planting within street scene to following grain of topography (excluding pylon corridor)

-  Integrate railway into the landscape pattern to soften current barrier across the landscape
-  Open Views In
-  Filtered Views In
-  Panoramic View Out

# Site Assessment

*The site is bounded by Otter Valley Park residential area to the north and agricultural land to the east, south and west. Land parcels are dissected the existing highway of Northcote Hill and the Exeter to Waterloo railway line.*

The site is currently used for agricultural purposes and the operation of Perrie Hale Nursery (tree and shrub nursery).

Initial site assessment has been undertaken by a team of technical specialists covering the disciplines of transport, hydrology (flooding and drainage), landscape, ecology, heritage and archaeology, utilities and acoustics. Technical reports have been produced and submitted as part of the Call for Sites, run in tandem with the Councils Issues and Options. These documents should be read in conjunction with this vision document.

Key findings that will influence the development proposals are outlined below.

## Access

- The primary pedestrian desire line from the proposed development is to the west from the site access, along the A35 towards the centre of Honiton. The pedestrian network from the site access onto Northcote Hill routes under the railway line. At present, this bridge is unattractive to non-vehicular users, however opportunities exist to introduce dedicated footway/cycleway provision under the bridge, alongside features to manage traffic speeds to within 20mph or lower.
- There are several active travel routes from the site leading towards the town centre, Honiton Railway Station and other key destinations. These primarily take the form of footways, pedestrian crossings points and a network of Public Rights of Way (PROWs) through Honiton.
- Pedestrian provision from the site access along Monkton Road is good and there is available highway space to significantly improve the quality of cycle infrastructure along this key desire line
- The principal vehicle access to the site should be via the Northcote Hill tunnel under the railway line.

## Flooding and Drainage

- From a review of the publicly available Flood Map for Planning, the majority of the site is situated within Flood Zone 1. A localised area at the north eastern boundary, north of Tunnel Lane, is located within Flood Zone 3 and very small area adjacent to Tunnel Lane is located on the boundary of Flood Zone 2.
- The nearest identified Main River to the site is approximately 750m north of the site and is named the River Otter.
- The fluvial flood risk on site is closely linked to the route of an unnamed watercourse which is a tributary of the River Otter, passing through and adjacent to the site between Northcote Hill and Tunnel Lane and along Tunnel Lane towards Otter Valley Park. The risk of surface water flooding is therefore likely to be increased surrounding the route of the unnamed water course.
- Given the undeveloped nature of the site and the current available information, surface water flood risk should not pose a significant constraint to the site.



- Design of the proposals is to ensure that any potential surface water exceedance routes are appropriately designed, and any surface water runoff (both from the site itself and the land to the south of the parcels) is conveyed through designated green-blue infrastructure routes and sustainable surface water drainage systems, away from proposed properties.
- The western part of the Site has a stronger relationship with the existing settlement of Honiton and development in this area would continue the established expanded-linear pattern that exists within Honiton and is set within the extents of existing development as far north-east as Otter Valley Park
- The eastern bowl lies outside this established pattern and has a more rural character. Owing to the landform in the eastern bowl appearing distinct from this pattern, it should be retained as an open space that will provide a suitable setting for the AONB.
- Reinforce and extend the belt of vegetation perceived to flow from Otter Valley Park, along Tunnel Lane and the stream corridor; and up to the nursery.
- Potential to introduce a new green corridor along the existing pylon route which would largely remain open, with potential for low-level planting, to break up the dominance of the cables and pylons.

### Landscape

- There is potential for sensitive development of the Site that responds to the Blackdown Hills AONB, East Devon AONB and other landscape character and visual sensitivities.
- Honiton lies on the lower valley slopes and follows the contours of the landscape rising up to approximately 160m AOD.
- The central ridgeline provides a clear distinction between the eastern and western parts of the Site.
- Built development should reduce to a lower density at the northern extent of the of the central ridge where it opens towards the stream corridor, to provide a more sensitive edge to the wider landscape.
- Minimise visual impact in views from upper slopes of adjoining AONB landscapes by integrating development with the existing patterns of landform and vegetation.

## Ecology

- There are no over-riding ecological constraints to the development of the site.
- The majority of the site comprises habitats of low ecological value e.g. poor semi-improved grassland, improved grassland and arable.
- The habitats of highest ecological value within the site are hedgerows, semi-natural broadleaved woodland, mature trees, ponds and streams.
- These habitats would be retained and protected, wherever possible, but if loss were unavoidable, mitigation measures could be provided, e.g. through new habitat creation and enhancement.
- Overall, it is considered that development of the site could deliver a net gain in biodiversity.

## Heritage and Archaeology

- The study site forms a small part of the setting of Dumpdon Hill Fort Scheduled Monument (1018851), a nationally significant asset.
- Although the setting of this Scheduled Monument makes a positive contribution to its significance, the study site itself makes a negligible contribution to the overall significance of this asset
- The potential impact from development would therefore be negligible and the site would be perceived as a small extension of Honiton in the wider landscape.

## Utilities

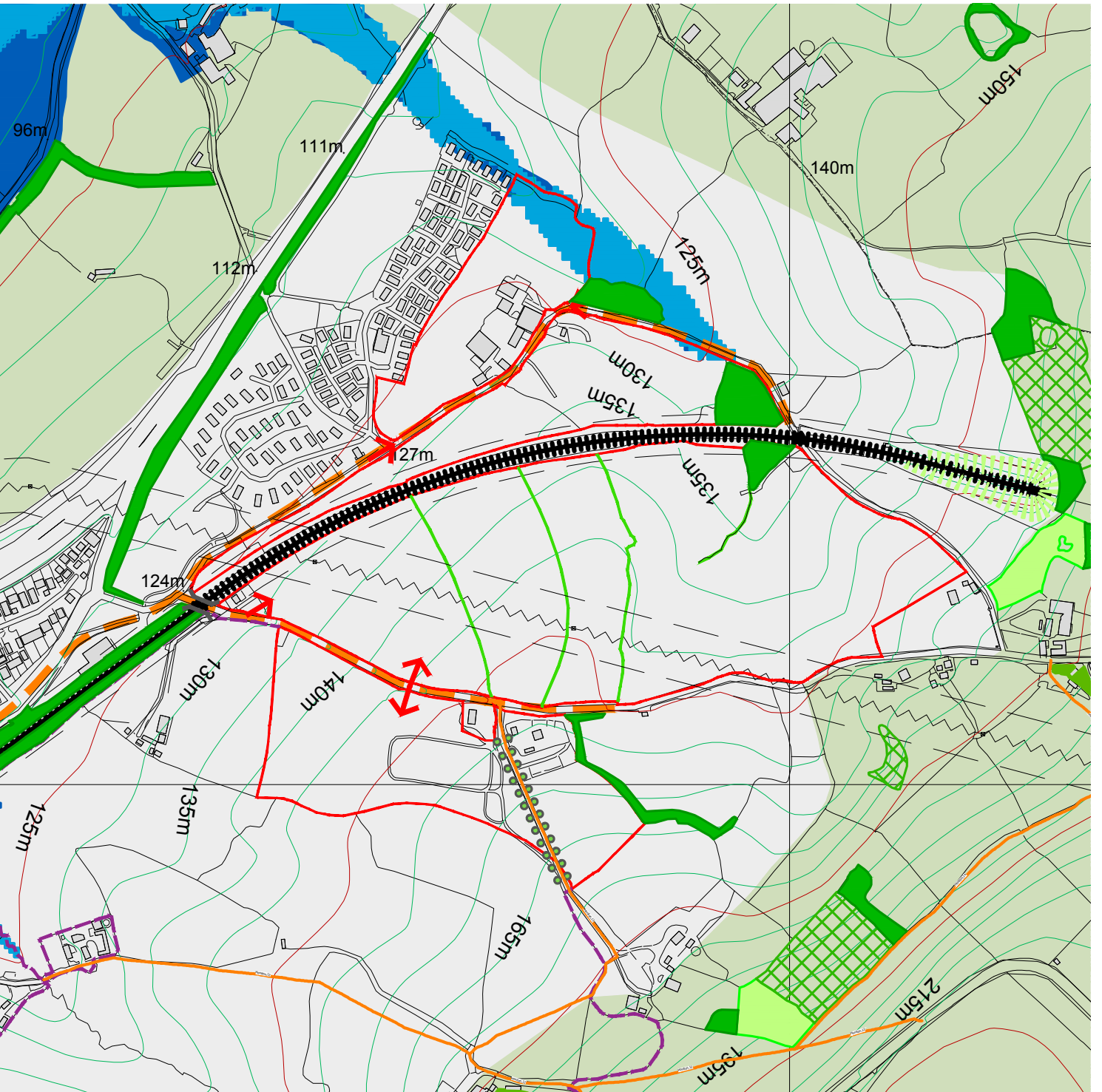
- A 400kV dual circuit overhead power line, with two pylon towers, cross the site in a west to south-east direction and should be accommodated within the development proposals














## Acoustic

- To mitigate against the potential impacts of railway noise, a standoff distance of approximately 25m should be accommodated. This standoff distance could potentially be reduced with the use acoustically sound garden fencing to minimise the impact of noise.



Constraints and Opportunities Plan



- |   |  |   |
|---|--|---|
|  Site Boundary                     |  AONB                                     |  Pedestrian and Cycle desire line to Honiton |
|  Existing 5m Contours              |  Existing Woodland, Copse, Tree Belt      |  Existing tree and hedgerow planting         |
|  Potential vehicular access points |  PROW                                     |  Existing Avenue tree planting               |
|  Flood Zone 2                      |  Overhead Power Line and potential offset |   |
|  Flood Zone 3                      |  Railway Line and potential offset        |   |

# Strategic Opportunity

*Following review of the site and its context, Taylor Wimpey recognises the potential of the location east of Honiton for growth that extends further than the stand alone site being promoted by this Vision Document*

## Overview

The plan opposite explores some potential ideas for how such a proposal could come forward to create an integrated and cohesive expansion of the town that would sit comfortably in its setting and landform, and create an attractive new settlement edge in this part of the town.

Taylor Wimpey are promoting development for approximately 340 homes as a stand alone proposition, but any wider opportunity could see 800 new homes introduced to the area. This could include a primary school and a new neighbourhood hub located at the heart of the community, whilst substantive areas of open space and green infrastructure linkages would contribute towards the creation of a place that's healthy, biodiverse and pleasant to live in.

## Local Living

The proposed site location offers development opportunities that can adopt the principle of 'local living' – the ability to access all day-to-day services and facilities within a 20-minute journey by active or shared travel – whilst creating a vibrant neighbourhood that has the potential to help strengthen the success of the existing town.

This concept can be realised through interventions and infrastructure that both reduce the need to travel, localise travel and encourage active travel modes as the most attractive option when accessing day to day services and facilities.

Our Vision for the strategic development opportunity is therefore one of Local Living, captured by the image shown below. The specific proposals are something that Taylor Wimpey are hoping to determine through a process of discussion and consultation with the Council, the public and key stakeholders.





Strategic Development Concept



# Masterplan

## *The Illustrative Masterplan further evolves the strategic design opportunity to show how the vision for the proposed development could be delivered*

A summary of the main elements is provided below with numbered annotations shown on the plan to help identify the features described.

The proposed development will provide a high-quality residential extension to Honiton comprising approximately 340 homes (1) (on the Taylor Wimpey land interest) settled within an attractive multi-functional green infrastructure network (2). The retention and enhancement of existing highway connections (3) and recognition of varied landscape character have underpinned the form of the emerging masterplan, whilst also integrating fixed infrastructure features such as the railway line (4) and overhead power lines (5).

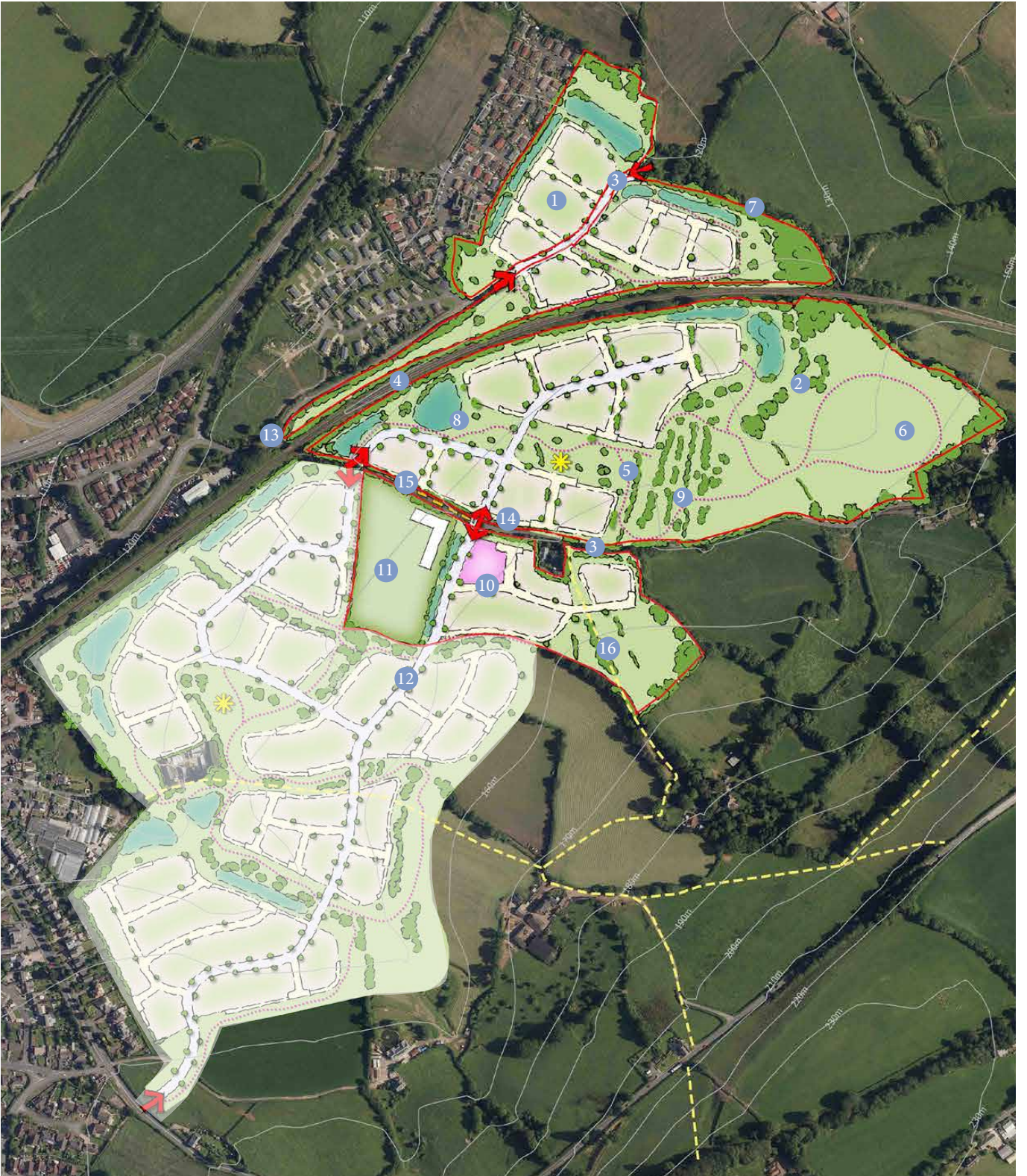
A large natural open space (6) to the east of the site provides a wildlife and recreation resource to be enjoyed within the tranquil setting of the Blackdown Hills and East Devon AONBs. The provision of this space and the green corridor linking west (5) and north (7) to the railway line and Tunnel Lane will create opportunities for play, relaxation and habitat creation. These areas will also accommodate sustainable drainage (8) features and woodland planting (9) that will re-enforce local landscape character, soften the appearance of development and create a sensitive transition to the surrounding countryside.

The heart of the scheme is distinguished by the presence of a proposed neighbourhood hub (10) that embodies the principle of Living Local. It could include a 2FE school site (11) and flexible community, retail or workspace units that will capture the ethos of agile / remote working practices that have gathered pace in recent years. It is proposed that this area will be easily accessed by residents of the Taylor Wimpey site and that of the wider land (12), thus located where key movement routes converge.

Vehicle access into the proposed development will be via Northcote Hill where improvements to the existing railway underpass junction (13) will enable realignment of Northcote Hill into the development at a location where levels suitable to encourage pedestrian and cycle movement as well vehicles. A new link (14) would cross Northcote Hill further east, giving access to the neighbourhood hub area and future proofing access to development land further south (12). This strategy would enable a short length of Northcote Hill, adjacent to the potential primary school site, to become dedicated to pedestrian and cycle only movement (15).

The creation of a permeable development with a clear hierarchy of streets ensures that residential areas and the neighbourhood hub are accessible for new and existing residents via sustainable active modes of transport. Existing footpath linkages (16) are retained and integrated within a new and enhanced network of attractive routes.

The character of the built form will be informed by placemaking design cues together with the influence of existing local context characteristics, to deliver an attractive, distinctive and legible place that meets the 'building beautiful' design agenda.



**Masterplan**



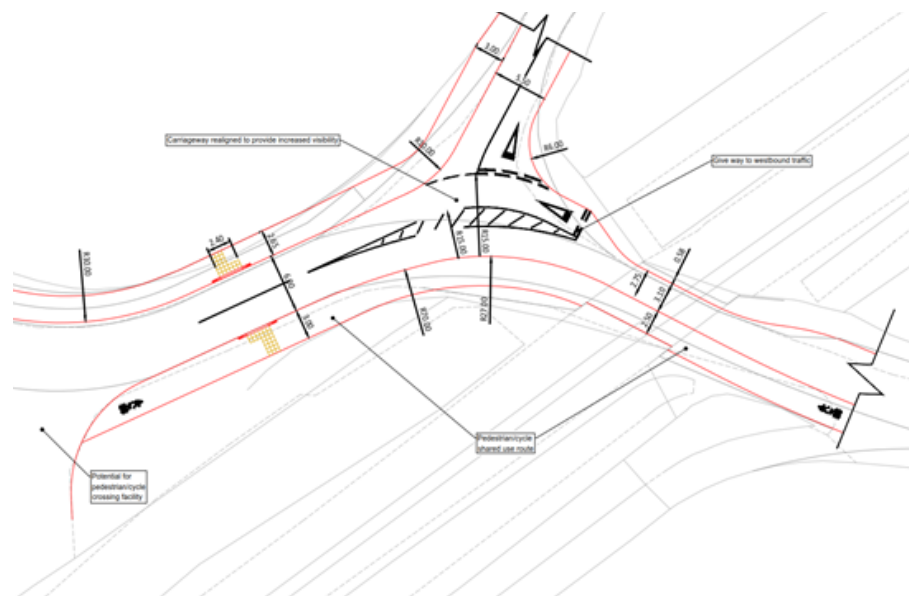
# Strategies

*Preliminary access and drainage strategies have been developed which are set out below to help demonstrate deliverability of the proposals*

## Access

The principal access to the site will be via the Northcote Hill tunnel under the railway line. The bridge is currently restricted to a minimum of 4.2m with a 1m verge either side, or a clear width of 6.2m between the abutment walls. While the width may appear at first to restrict access to any significant quantum of development, there is potential to create a natural gateway to the development and create a feature which enhances low speeds as a natural traffic calming feature. An indicative access arrangement is shown on the plan opposite.

The one-way working arrangement provides a continuous footway/cycleway from the site to the wider Honiton network. On the southern side, the footway/cycleway will be 3.0m in width, with the exception of a short section within the tunnel which will reduce to 2.5m. The width of 3.0m is in accordance with LTN 1/20 Cycle Infrastructure Design, with only a short section falling below this underneath the bridge. A footway/cycle will also continue to the parcel of land west of the railway line, with high quality cycle crossing facilities to be provided in accordance with LTN 1/20.



**Indicative Access Design at Northcote Hill Tunnel**

The one-way working arrangement reduces the carriageway width to 3.1m which allows for access by emergency vehicles in accordance with guidance, with an offset of 0.58m provided to the north to allow overhang by wing mirrors. The one-way working arrangement also aids in managing traffic speeds as vehicles enter / exit the development by changing the horizontal deflection of the carriageway. There is an opportunity to implement a change in the vertical deflection (e.g. raised table), to further strengthen the ability for the scheme to manage speeds.

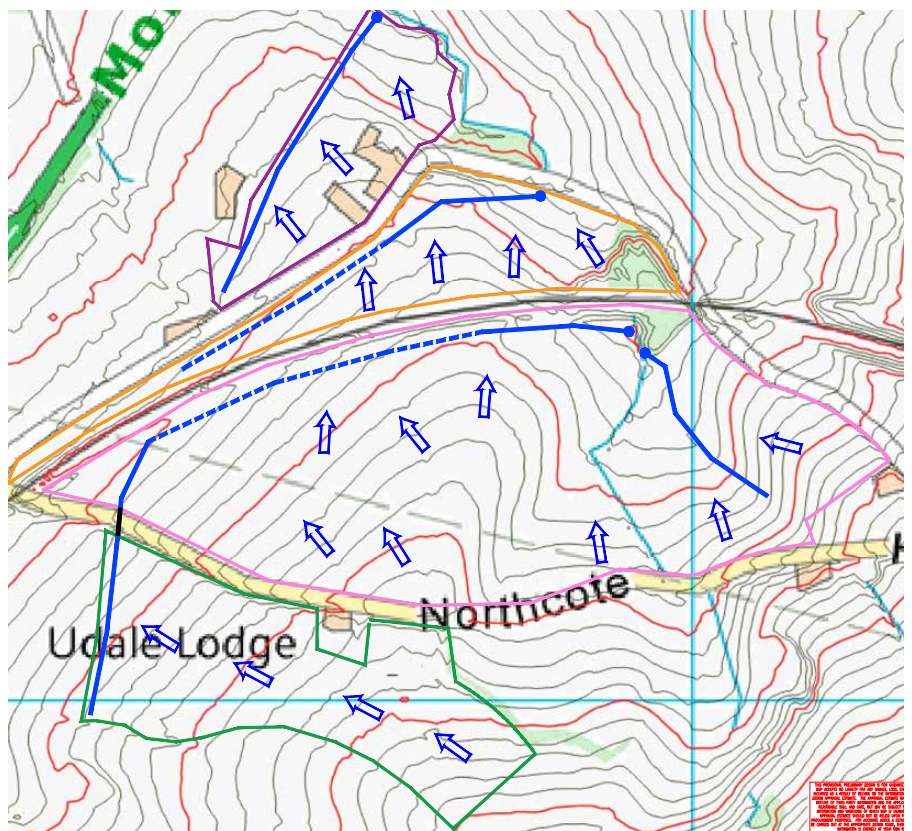
The design demonstrates the deliverability of the scheme in terms of achieving safe and suitable access in accordance with paragraph 108 of the NPPF. However, there is a further opportunity to develop the scheme to provide an attractive gateway into the development. This could include softening the scheme through changes in surface treatment and colours. Furthermore, the shared use route has been illustrated to demonstrate core deliverability of a cycle route through under the bridge, but there is potential to deliver cycle specific infrastructure which could continue into Honiton Town Centre.



## Drainage

Given the site characteristics it is likely that the development could utilise a SuDS strategy combining attenuation basins, swales and permeable paving amongst other features to manage surface water from the proposed development.

The plan shows an indicative drainage strategy for the site which has informed the masterplan. It sets out surface water flow routes, location of primary conveyance routes and the position of attenuation features and outfalls.



Indicative Drainage Strategy

- PARCEL A
- PARCEL B
- PARCEL C
- PARCEL D
- ⇨ PROPOSED SURFACE WATER FLOW ROUTE
- ⇨ INDICATIVE LOCATION OF PRIMARY CONVEYANCE ROUTE AND ATTENUATION FEATURES
- EXISTING ADVERSE GRADIENT
- PROPOSED LOCATION OF CULVERT BENEATH NORTHCOTE HILL ROAD
- INDICATIVE LOCATION OF PROPOSED OUTFALL
- MAJOR CONTOUR (10m)
- MINOR CONTOUR (2m)

# Summary

*Land east of Honiton has the potential to contribute to the local area of Honiton by providing a new neighbourhood that captures the ethos of ‘living local’, thus supporting and enhancing local facilities and services whilst minimising the need for vehicular based travel*

The Taylor Wimpey proposal would see approximately 340 new homes, a possible 2FE primary school and neighbourhood hub that would serve the new community and act as a potential catalyst for wider growth in the area.

Whilst the Taylor Wimpey site is not predicated on delivery of neighbouring land, the opportunity for this wider growth has been explored in this Vision document to show how a comprehensive development of approximately 810 homes could potentially come forward in the future to form a well-integrated extension of the town that sits comfortably in its landscape setting.

Taylor Wimpey welcome the opportunity to involve the Council and key stakeholders in developing their vision for the area as part of the emerging Development Plan.





*Example of Taylor Wimpey Development*

