technical note

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Land at Hayne Lane, Honiton

Local Plan Representations

Infrastructure Technical Note

Project No.	1190
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Date	12 January 2023
Client	Combe Estate
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1 Introduction

1.1 Awcock Ward Partnership has been commissioned by Combe Estate to appraise the infrastructure requirements of land at Hayne Lane, Honiton which is being considered for allocation within the emerging East Devon Local Plan.

1.2 It is understood that Combe Estate control all the land under consideration and also sold land immediately to the north and east of the potential allocation to Baker Estates for development of homes.

1.3 The Oaks development at Hayne Farm to the north and east is currently being built out by Baker Estates with further land which formed redundant farm buildings at Hayne Farm currently the subject of a planning application for a further 37 homes.

1.4 This technical note forms part of representations supporting the allocation of the land for development and considers the following matters:

i. Highway access;

ii. Flooding & surface water drainage;

iii. Foul drainage / sewer connections;

1.5 Initial representations focussed on Access and that initial report is attached in Appendix A. This further note amplifies that assessment with additional information on potential access arrangements as well as extra information on other infrastructure requirements.

1.6 The site location is shown in Figures 1.1 and 1.2:

Figure 1.1 – Site Location Wider Area

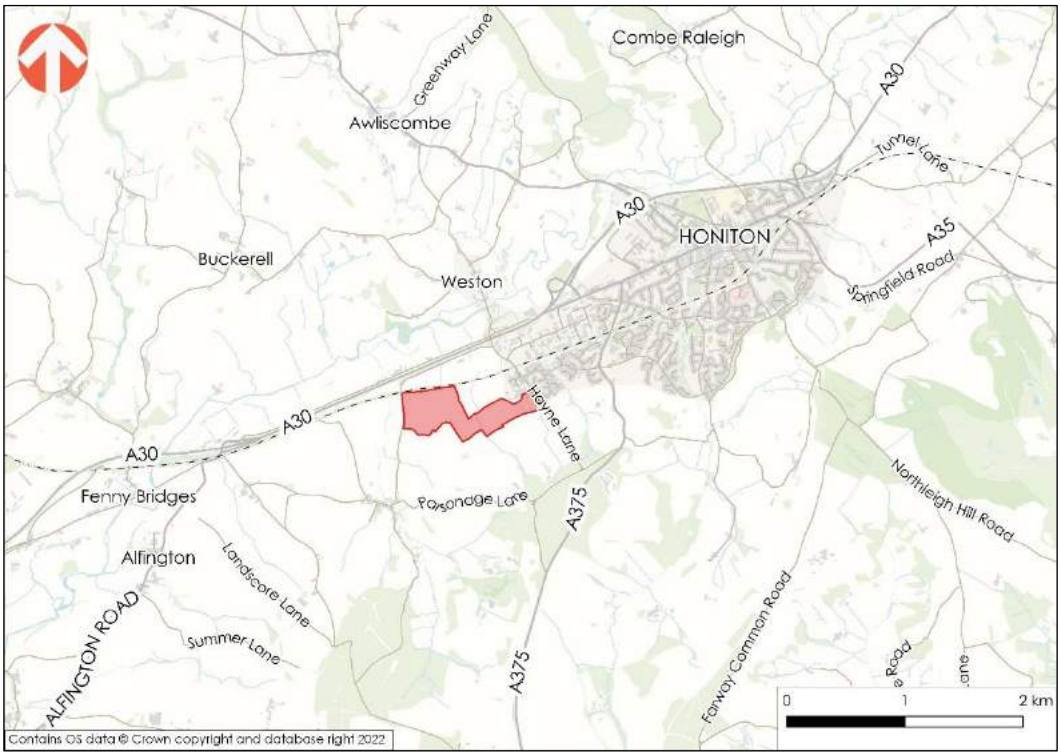
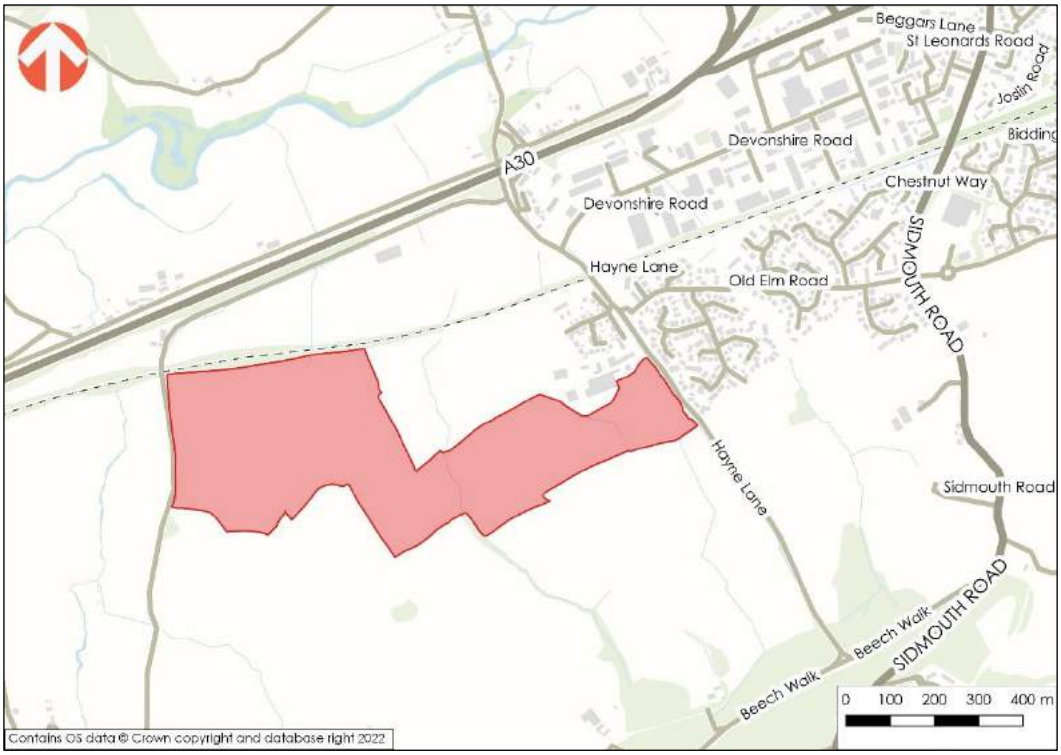


Figure 1.2 – Site Location Local Area



2 Highway Access

2.1 The proposed allocation land forms part of Hayne Farm, which alongside traditional farm buildings and a farmhouse, has a thriving farm shop selling fresh produce.

2.2 An initial Transport and Access note was prepared and submitted with initial representations for the site. That note included commentary on the following items and is attached as Appendix A:

- Site location;
- Existing and surrounding land uses;
- The potential means of access to the site;
- The potential on-site highways arrangements;
- The accessibility to local facilities and public transport; and
- Potential traffic impact.

2.3 Most of the content of that report is still correct and valid and, as shown by the development of The Oaks by Baker Estates, is deemed to be a sustainable location for new homes.

2.4 There have been some changes to public transport provision since that initial work was undertaken and the latest public transport provision is set out below.

2.5 This note subsequently focusses on the proposed access arrangements for the site which reflect the illustrative masterplan promoted for the allocation.

Accessibility to Public Transport

2.6 The opportunities to access public transport have been updated and reviewed to reflect the passage of time since the initial attached Transport Note as follows.

2.7 The site is well located for access to a range of public transport options, with bus services available within a 10 minute walk (830m) and rail services within a 40 minute walk or 12 minutes' cycle (approx. 3km) from the centre of the site.

Bus

2.8 The closest bus stops to the site are located on Old Elm Road, approximately a 10-minute walk (830m) north-east from the centre of the site. This provides access to the 367 bus service.

2.9 Additional bus services can be accessed from the bus stops on Sidmouth Road, approximately a 17-minute walk (1.4km) north-east from the centre of the site. This provides access to the 9 and 20 bus services. Table 2.1 sets out the services from these bus stops.

Table 2.1: Existing Bus Services from *'Sidmouth Road'* and *'Old Elm Road'* Bus Stops

Service Number	Operator	Destinations	Approx. Typical Frequency		
			Mon - Fri	Sat	Sun
9	Stagecoach	Honiton – **Sidmouth Road –** Sidford – Sidmouth - Exeter	Hourly	Hourly	2 per day
20	Dartline Coaches	Seaton – Colyton – Honiton – **Sidmouth Road -** Taunton	Every 2 hours	Every 2 hours	-
367	Dartline Coaches	**Old Elm Road –** Honiton Tesco – Honiton Railway Station – Honiton High Street	2 per hour	2 per hour	-
Source: travelinesw.com					12.01.2023

2.10 As shown in Table 2.1, the number 9 service provides an hourly service Monday to Sunday, with two services per day on Sundays. It provides a service between Honiton and Exeter, with buses operating between 08:00-20:00. The number 20 provides a service every two hours Monday to Saturday, between Seaton and Taunton. The 367 service operates every two hours Monday to Saturday, providing a route within Honiton, including to Tesco, Honiton Railway, and Honiton High Street.

Rail

2.11 The nearest railway station is Honiton, approximately 3.3km (40 minutes' walk/11 minutes' cycle) from the centre of the site. Table 2.2 sets out the services and frequencies from the station.

Table 2.2 – Railway Service Frequencies – Honiton

Destination	Approximate Average Frequency		
	Mon-Fri	Sat	Sun
Exeter St Davids	Hourly	Hourly	Hourly
Exeter Central	Hourly	Every 2 hours	Every 2 hours
London Waterloo	Hourly	Hourly	Hourly
Yeovil Junction	Hourly	Hourly	Hourly
Salisbury	Hourly	Hourly	Hourly
Source: www.nationalrail.co.uk			***Date:12. 01.2023***

2.12 The allocation site is well served by rail services, with hourly services to Exeter, London, Yeovil, and Salisbury.

Accessibility Summary

2.13 The site is well served by public transport and Honiton benefits from rail services to provide connections east to Axminster & Yeovil and West to Exeter for a variety of journey purposes such as to work or school / college.

Access Arrangements

2.14 Access to the farm shop is currently achieved from Hayne Lane to the west of the allocation as shown on Figure 2.1 below. Hayne Lane is a typical Devon lane of limited width but operates acceptably given the existing traffic flows from the farm and shop. The vehicles using the Lane at present

would therefore comprise agricultural vehicles and delivery vehicles to the shop as well as customer cycles and cars.

Figure 2.1 – Existing Hayne Lane Access

2.15 It is proposed to continue to use the existing point of access but with a change in priorities to allow vehicles to move directly into the site with vehicles wishing to continue up Hayne Lane turning to the left back onto the lane.

2.16 A preliminary access arrangement drawing is shown on drawing number 1190-01-PHL-101-A contained in Appendix B.

2.17 Hayne Lane is included on the register of Highways Maintainable at Public Expense by DCC and land to the immediate west of the lane is owned by Combe Estate. If required, land could therefore be made available to provide passing bays in the 135 metre long section between the new junction with Meadow Acre Road and the Hayne Farm entrance.

2.18 Alternatively the lane could be widened on that same length to provide a suitable full width access, although with some local loss of character of the lane.

2.19 Traffic flows on the existing lane are expected to be low, and so it is thought that a low-key passing bay scheme would be able to cater for the tidal morning and evening peak development traffic flows that would be generated by the proposed allocation.

2.20 A second means of access could also be provided through the Baker Estates development which would provide the potential for a loop road and two alternative means of access into the proposed allocation.

2.21 A potential arrangement for that is illustrated on drawing number 1190-01-PHL-102-A contained in Appendix B. Combe Estate can confirm that they have retained the rights for access across the land sold to Baker Estates to allow for a potential western point of access to be established.

2.22 Either access would also be suitable for occasional HGV access for refuse collection, emergency services access or larger pantechnicon's making deliveries or home removals.

2.23 Access roads through the developed allocation would conform to the principles of the Manual for Streets guidance around creating walkable neighbourhoods. The Sustainability Plan contained in Appendix B demonstrates that the site is in close proximity to a wide range of facilities that could cater for the day-to-day needs of future site occupants.

2.24 Provision for suitable pedestrian and cycle access will be made.

2.25 It is therefore considered that there is no highways or transport reason which would prevent the site from being allocated or subsequent planning permissions being granted.

3 Flooding & Surface Water Drainage

3.1 A desktop assessment of potential flood risks to the site has been completed using the Environment Agency's (EA) Flood Information Service.

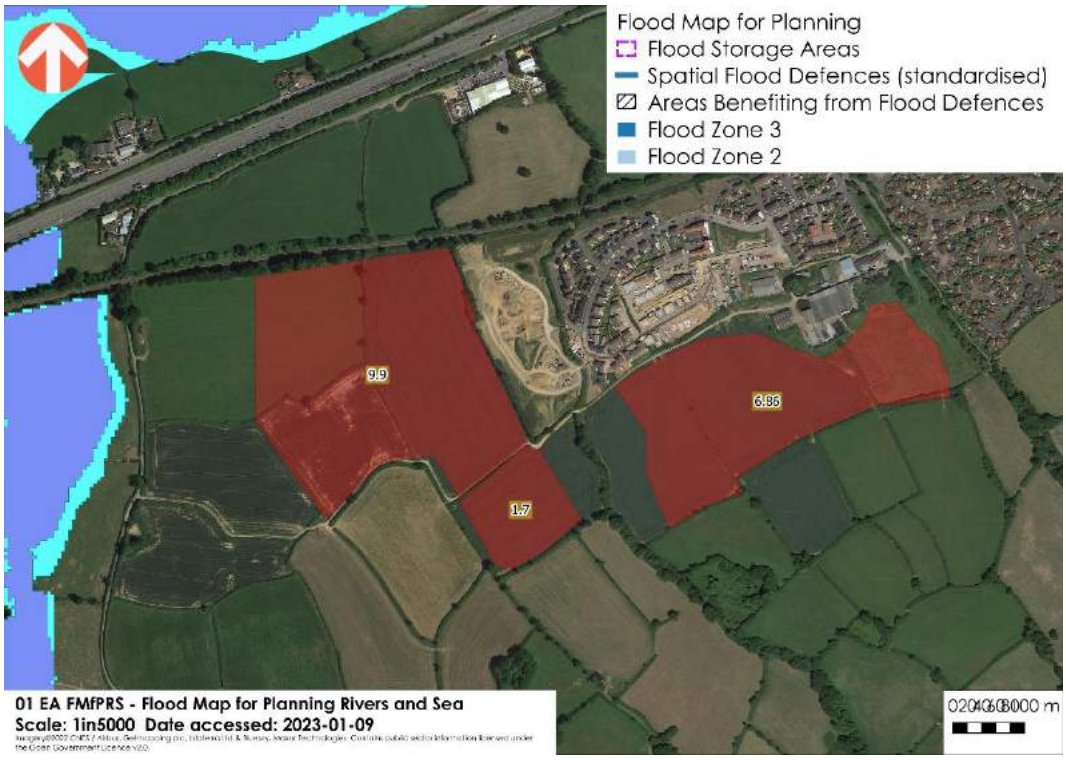
3.2 An initial desktop review suggests that the nearest main watercourse to the site is the Lower River Otter, running south-north approximately 300m west of the site. There is a closer minor watercourse running south-north within the boundaries of the site and a minor ditch located on the western part of the site. The minor watercourse and ditch connect to the Lower River Otter approximately 500m north of the site. There may be other minor ditches or watercourses within the site or surrounding area that are not currently mapped; any future topographic survey will assist in identifying any additional surface water features.

Fluvial sources (River Flooding)

3.3 An extract of the EA 'Flood Risk from Rivers or Sea' mapping is reproduced as Figure 3.1. The mapping shows the entirety of the site within the 'low risk' Flood Zone 1, assessed as having a less than 1 in 1,000 annual probability

of river or sea flooding (<0.1%). This is the lowest category of fluvial flood risk. There is therefore no restriction on development at the site owing to Fluvial Flood risk.

Figure 3.1 – Flood Risk for Planning

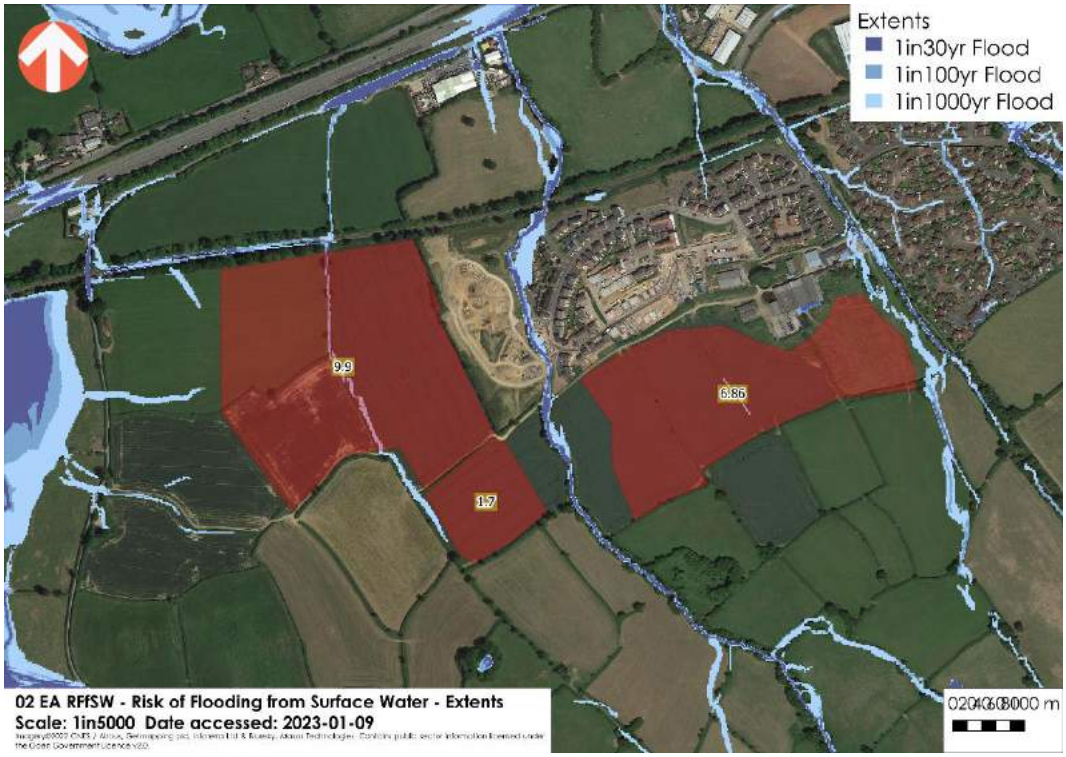


3.4 The EA's 'Flooding from Surface Water' map has been reproduced as Figure 3.2 below and shows the site being within the extent of the 30-year annual probability surface water flood.

3.5 There are 4 surface water flow routes identified through the sites:

- The western flow route through an existing ditch.
- The minor watercourse through the middle of the sites.
- The 1in1000yr extent of flooding within the centre of the eastern site.
- The minor watercourse located on the eastern boundary of the eastern site.

Figure 3.2 - Flood Risk from Surface Water



3.6 The site is not within the EA's identified areas for Flood Warnings and Alerts, Flood History, or Reservoir flooding as shown in Figures 3.3 and 3.4 below.

Figure 3.3 - Flood Warnings and Alerts

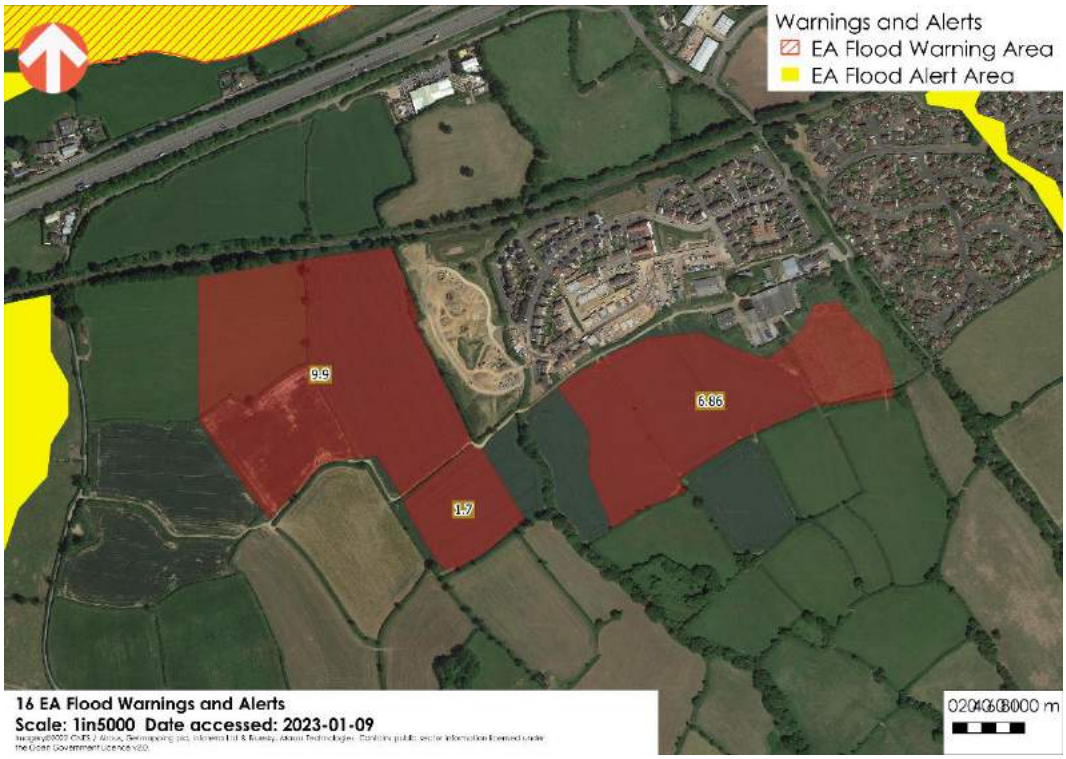
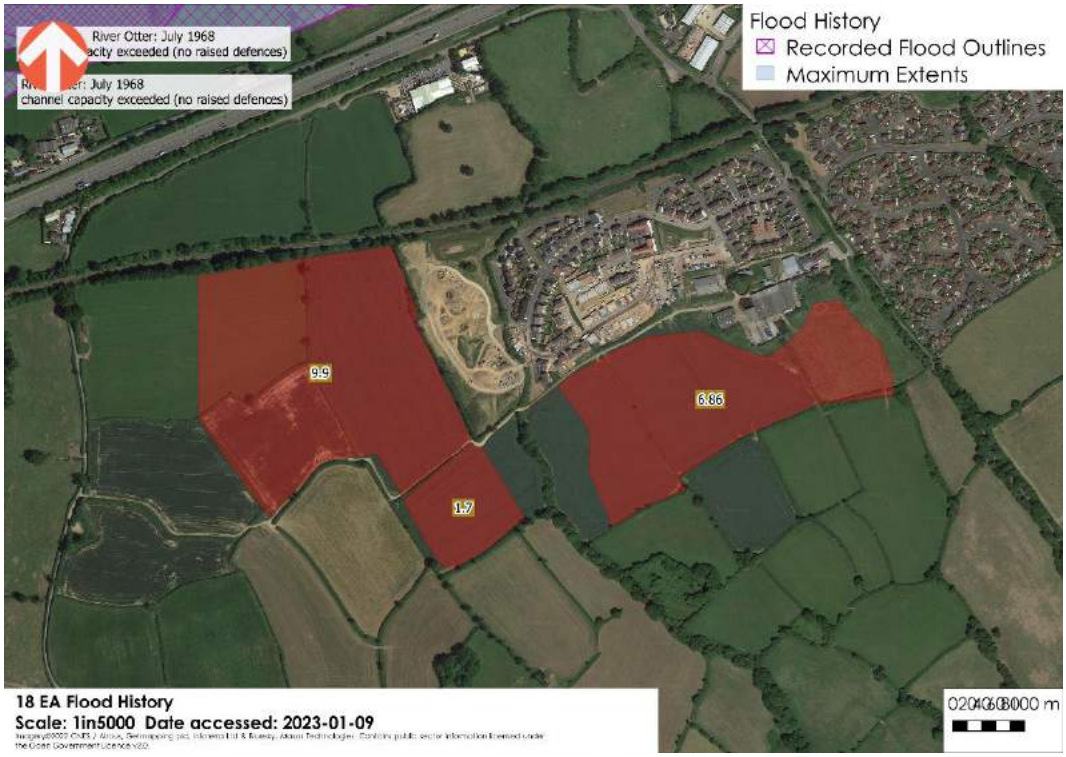


Figure 3.4 - Flood History



Existing Site Drainage

3.7 The greenfield site currently drains to the minor watercourse and a series of field ditches as shown on the surface water flood mapping. The site is elevated 20-30m above tributaries of the Lower River Otter, the nearest named watercourse, located approximately 500m north of the site.

Existing Drainage Infrastructure

3.8 The South West Water (SWW) asset record data for the area shows no public surface water or foul water sewerage pipes near the site, although it is expected that the Baker Estate development at The Oaks will have an adopted sewer system.

Ground Conditions

3.9 A desktop review of the Soilscape Dataset indicates that the site is likely to be underlain by freely draining acid loamy soils but with areas of slightly acid loamy and clayey soils with impeded drainage to the south and west of the site. Desktop records indicate that soakaway drainage may therefore be viable and present a feasible method of surface water disposal for the site, although this was not the case on the Baker Estate development and so should be the subject of future site specific testing.

3.10 Any future planning application would need to be supported by site-specific BRE Digest 365 soakaway testing and wherever practicable infiltration would be prioritised as the primary form of surface water disposal.

Surface Water Drainage Strategy

3.11 DCC Lead Local Flood Authority (LLFA) are the statutory consultee for surface water runoff issues. This technical note has been prepared with reference to DEFRA's 'National Standards for sustainable drainage systems' (2011), and the DCC 'Sustainable Drainage System – Guidance for Devon' (2020).

3.12 Surface water disposal should be prioritised in the following order:

- Infiltration
- Discharge to surface water
- Discharge to a surface water drainage system
- Discharge to a combined sewer

3.13 The proposed surface water drainage strategy would seek to intercept runoff and convey flows to a series of Sustainable Drainage Systems (SuDS) – probably in the form of open ponds. Wherever possible any future development should consider opportunities for managing runoff at source; this might include provision of on-plot and communal soakaways, raingardens, and permeable pavements. The residual balance of attenuation storage would be provided by a series of open SuDS features along the lower edge of the site.

3.14 The total SuDS measures across the development would provide capacity to attenuate runoff generated by the site in up to the 1 in 100-year return period. In addition to managing water quantity and water quality, the proposed SuDS measures would also provide amenity and biodiversity benefits.

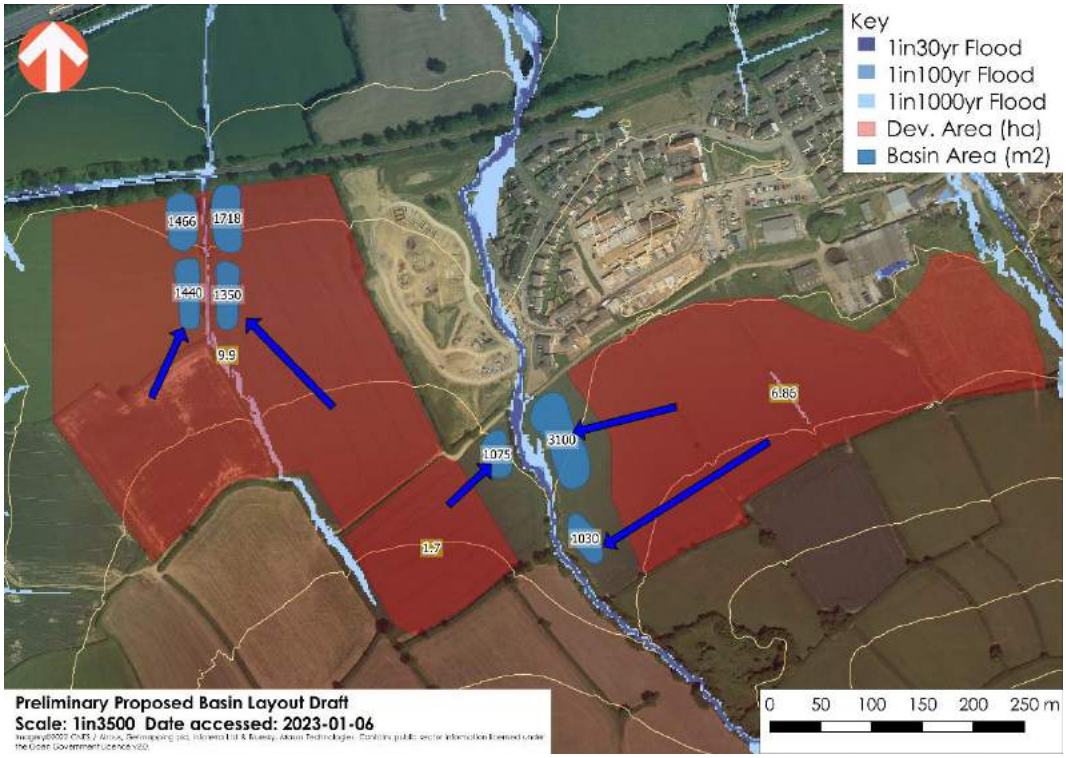
3.15 The drainage strategy would also safeguard against the upper end allowances for climate change (45%), providing betterment and a reduced flood risk, compared to undeveloped conditions, where the rate and volume of runoff would continue to increase due to climate change. A further allowance for urban creep (10%) would also be considered at planning stage.

3.16 In the existing residential development area to the east, surface drainage is currently directed to a balancing pond that flows into a minor

watercourse. This residential area has a similar geology to the proposed site, it is therefore anticipated that infiltration rates for soakaways were found not to be viable.

3.17 If infiltration rates are found to be unfeasible, surface water is proposed to be attenuated and treated by a series of basins before discharging to the minor ditches and watercourses located on and adjacent to the sites, shown in Figure 3.5 below.

Figure 3.5 - Preliminary Proposed Basin Layout



Summary

3.18 The site is situated in Flood Zone 1 and is therefore deemed suitable for development.

3.19 There are a number of existing watercourses across the site which currently take surface water runoff and so would be suitable for accepting attenuated discharges for SuDS features.

3.20 It is expected that suitable means of disposal of surface water would be able to be designed and agreed with DCC LLFA should the site be developed.

4 Foul Drainage

4.1 To provide wastewater connections from a development site the developer is entitled to make a connection to the nearest suitable point of connection on the existing public network where the existing sewer is at least the same diameter as the new sewer being connected.

4.2 The developer would pay the sewerage undertaker the published standard sewer connection charges and infrastructure charge per dwelling, and the sewerage undertaker is responsible for reinforcement.

4.3 It is believed that the recently developed area to the north has a public pumping station located at its northern corner. While the exact locations of the foul sewerage network in this area are not known at present, it is assumed that a connection can be established within the highways in this development.

4.4 Dependent on future site layouts, it is anticipated that a pumping station will be required to facilitate the north-eastern site. The rest of the site could achieve a gravity system connection to the development to the north. Such a connection would rely on the status of the existing foul drainage (potentially relying on a S98 Water Resources Act requisition).

4.5 If access to the pumping station in Hayne Lane is not achieved, then the foul discharge will need to be pumped ~900m to the existing pumping station identified and onward to its discharge point.

4.6 Exact points of connection would be agreed through consultation with SWW's developer services team.

5 Conclusion

5.1 This technical note sets out the transport, highways, flooding and drainage implications associated with development of land at Hayne Lane, Honiton.

5.2 Initial representations focussed on Access only and that initial report is attached as Appendix A.

5.3 Most of the content of that report is still correct and valid and, as shown by the development of The Oaks by Baker Estates, the site location is deemed to be a sustainable location for new homes.

5.4 There have been some changes to public transport provision since that initial work was undertaken and the latest public transport provision has been set out.

5.5 The site is well located for access to a range of public transport options, with bus services available within a 10 minute walk (830m) and rail services within a 40 minute walk or 12 minutes' cycle (approx. 3km) from the centre of the site.

5.6 The site is well served by public transport and Honiton benefits from rail services to provide connections east to Axminster & Yeovil and West to Exeter for a variety of journey purposes including to work and school / college.

5.7 Access to the existing farm shop is currently achieved from Hayne Lane to the west of the allocation. Hayne Lane is a typical Devon lane of limited width but operates acceptably given the existing traffic flows from the farm and shop. The vehicles using the lane at present would therefore comprise agricultural vehicles and delivery vehicles to the shop as well as customer cycles and cars.

5.8 It is proposed to continue to use the existing point of access but with a change in priorities to allow vehicles to move directly into the site as shown on the preliminary access arrangement drawing provided.

5.9 Hayne Lane is included on the register of Highways Maintainable at Public Expense by DCC and land to the immediate west of the lane is owned by Combe Estate. If required, land could therefore be made available to provide passing bays in the 135 metre long section between the new junction with Meadow Acre Road and the Hayne Farm entrance. This could be achieved using public highway land or land from Combe Estate.

5.10 A second means of access could also be provided through the Baker Estates development which would provide the potential for a loop road and two alternative means of access into the proposed allocation.

5.11 Either access would also be suitable for occasional HGV access for refuse collection, emergency services access or larger pantechnicon's making deliveries or home removals.

5.12 A Sustainability Plan has been prepared demonstrating that the site is in close proximity to a wide range of local facilities and provision for suitable pedestrian and cycle access will be made.

5.13 It is therefore considered that there is no highways or transport reason which would prevent the site being allocated or subsequent planning permissions being granted.

5.14 A desktop assessment of potential flood risks to the site has been completed using the Environment Agency's (EA) Flood Information Service.

5.15 Flood mapping shows the entirety of the site within the 'low risk' Flood Zone 1 but with four surface water flow routes identified through the site.

5.16 The greenfield site currently drains to the minor watercourse and a series of field ditches as shown on the surface water flood mapping.

5.17 Soakaway drainage is the first tier in the hierarchy of disposal for surface water however the adjacent Baker Estates development could not be drainage to soakaway and so we anticipate the soakage potential of the proposed allocation to be low.

5.18 The proposed surface water drainage strategy would therefore seek to intercept runoff and convey flows to a series of Sustainable Drainage Systems (SuDS) – probably in the form of open ponds. Wherever possible any future development should consider opportunities for managing runoff at source; this might include provision of on-plot and communal soakaways, raingardens, and permeable pavements. The residual balance of attenuation storage would be provided by a series of open SuDS features along the lower edge of the site.

5.19 The total SuDS measures across the development would provide capacity to attenuate runoff generated by the site in up to the 1 in 100-year return period event with suitable allowances for climate change (+45%) and urban creep (+10%).

5.20 In addition to managing water quantity and water quality, the proposed SuDS measures would also provide amenity and biodiversity benefits.

5.21 A preliminary arrangement of suitable basin locations are shown within green edges on the illustrative masterplan.

5.22 Suitable points of connection to existing sewers to the north and east of the site would be agreed in due course with SWW. It is anticipated that some on site pumping stations will be required to convey foul flows around the site.

5.23 There is adequate space in the proposed allocation to accommodate the needs of surface water and foul sewerage and that safe and suitable access arrangements could be provided.

5.24 It is therefore concluded that there is no infrastructure reason why the land should not be allocated for future development.

AWP

Appendix A Initial Transport Representations

technical note

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Land at Hayne Lane, Honiton

Local Plan Representations – Transport & Access

Project No.	1190
Revision	C
Date	12th March 2021
Client	Combe Estate
Prepared	S Davenport
Checked	A Wozniczko
Authorised	I Awcock
File Ref.	P:\1190 Land at Hayne Lane, Honiton\C Documents\Reports\1190 - Land at Hayne Lane, Honiton - Local Plan Reps Highways and Access.docx

1 Introduction

1.1 AWP have been commissioned by Combe Estate to assist in the promotion a development site for residential use to the west of Hayne Lane, Honiton. This note has been prepared to provide an overview and appraisal of the highways, transport and accessibility matters associated with the site.

1.2 AWP have reviewed the transport and highways opportunities and constraints associated with the site and set out commentary within this technical note that covers the following:

- Site location;
- Existing and surrounding land uses;
- The potential means of access to the site;
- The potential on-site highways arrangements;
- The accessibility to local facilities and public transport; and
- Potential traffic impact.

1.3 The site location is shown in Figures 1.1 and 1.2 below:

Figure 1.1 – Site Location Wider Area

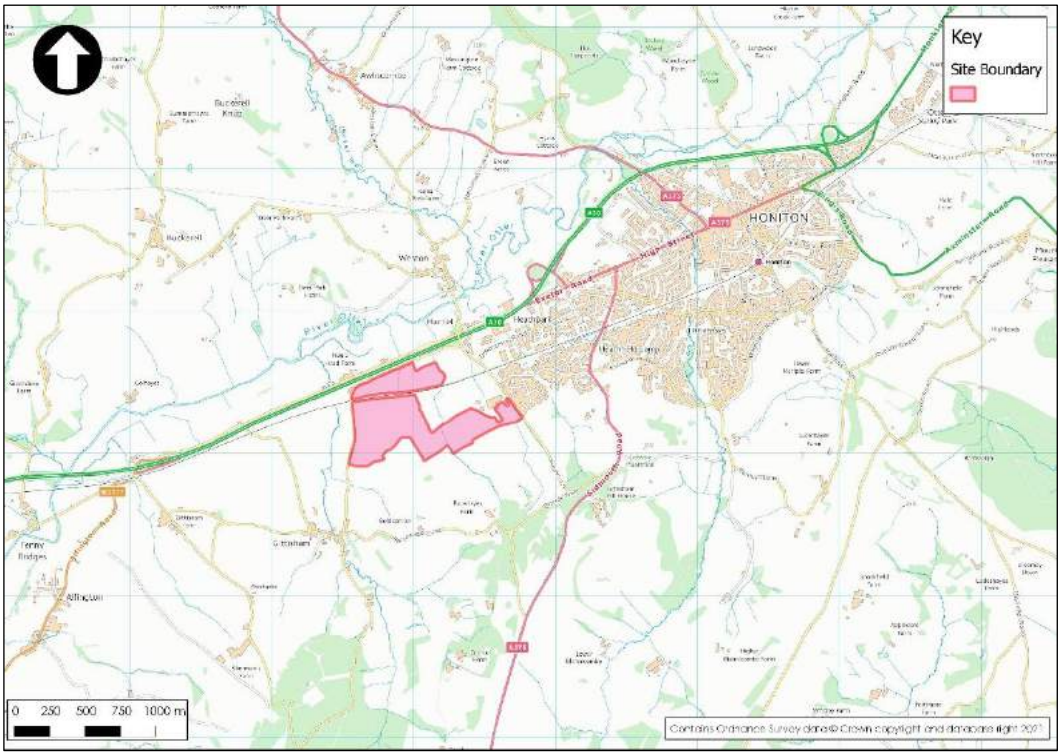
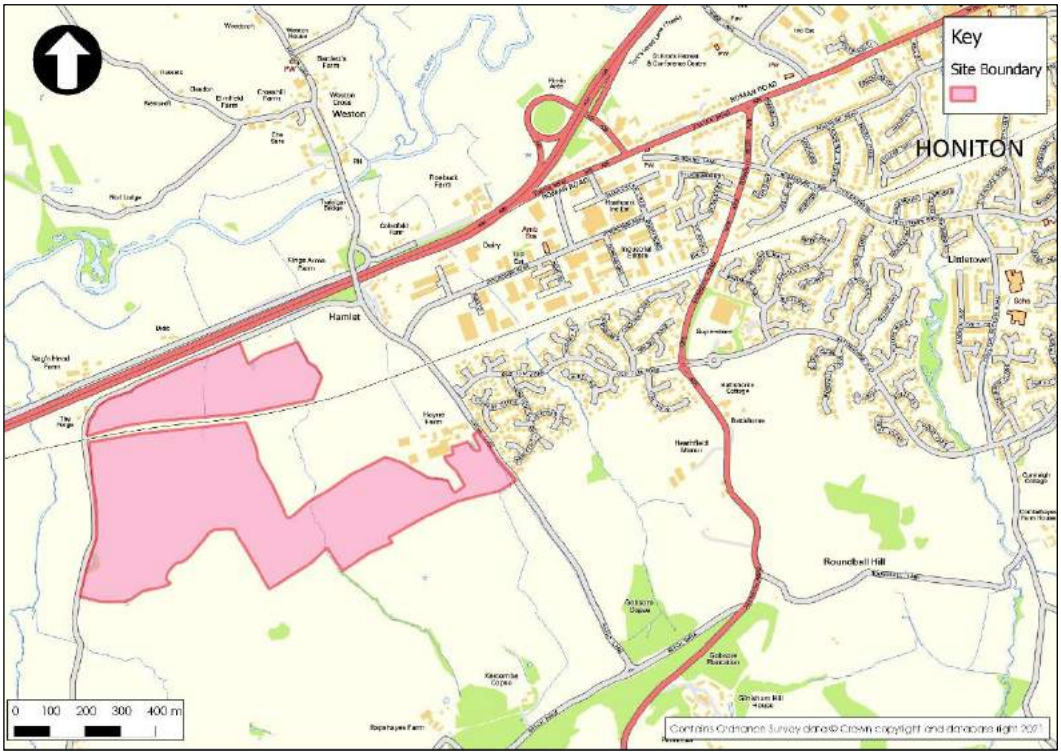


Figure 1.2 – Site Location Local Area



2 Existing and surrounding land uses

2.1 The site currently comprises undeveloped agricultural land adjacent to the Combe Estate Farm Shop and the Baker Estates residential development site. To the north the West of England Main Line, which provides a rail link between Honiton and Exeter, separates the residential opportunity land from the allocated employment land although underpasses provide connectivity for pedestrians and cyclists.

2.2 The site is surrounded by the following existing land uses:

- To the north is the A30(T);
- To the east is existing residential development, including the Baker Estates Hayne Farm Development and Hayne Lane;
- To the south and west is existing agricultural land.

3 Proposed Vehicular Access Arrangements

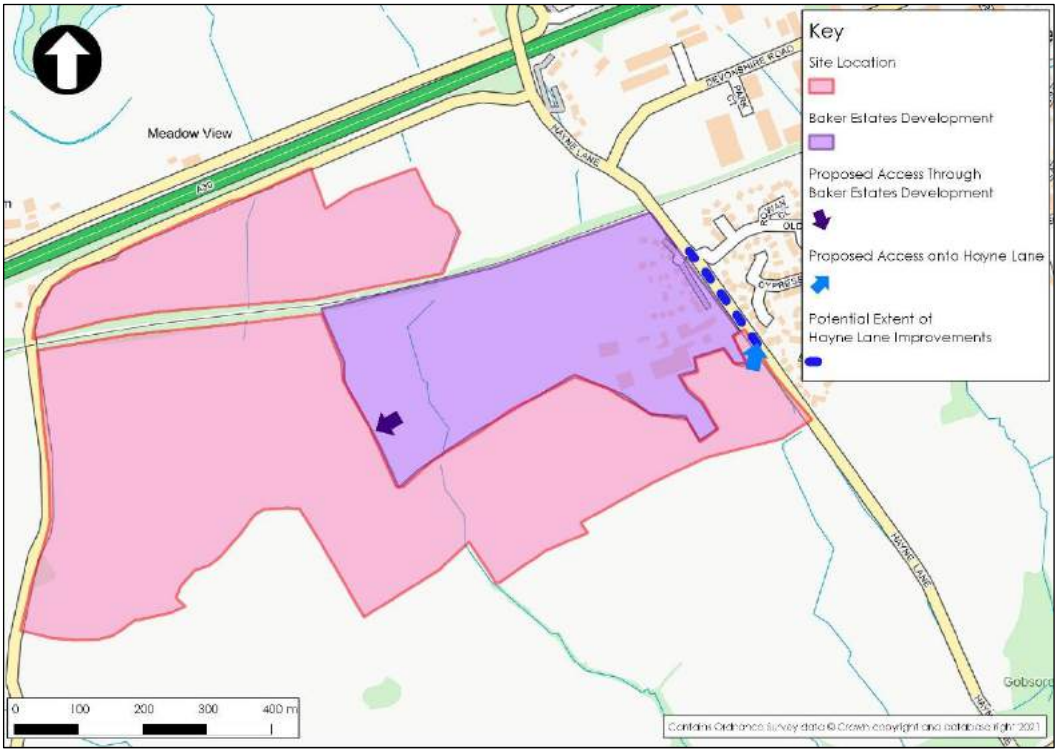
3.1 Vehicular access to the proposed allocated land can be achieved from the Public Highway via a number of routes. A Transport Assessment would be prepared in connection with a future planning application in the normal manner to consider the wider traffic impacts on the local road network.

3.2 It is proposed that vehicular access to the potential residential parcel south of the railway line would be provided at two locations:

- From a continuation of the internal site layout of the consented Baker Estates Hayne Lane development via land safeguarded within the Section 106 agreement;
- From a realignment of the existing Hayne Lane – the current access to the Baker Estates Development would become the minor arm of a priority junction with Hayne Lane reverting to north/south alignment as previously.

3.3 The proposed access locations to the proposed allocation to the south of the Railway Line are shown on Figure 3.1 below:

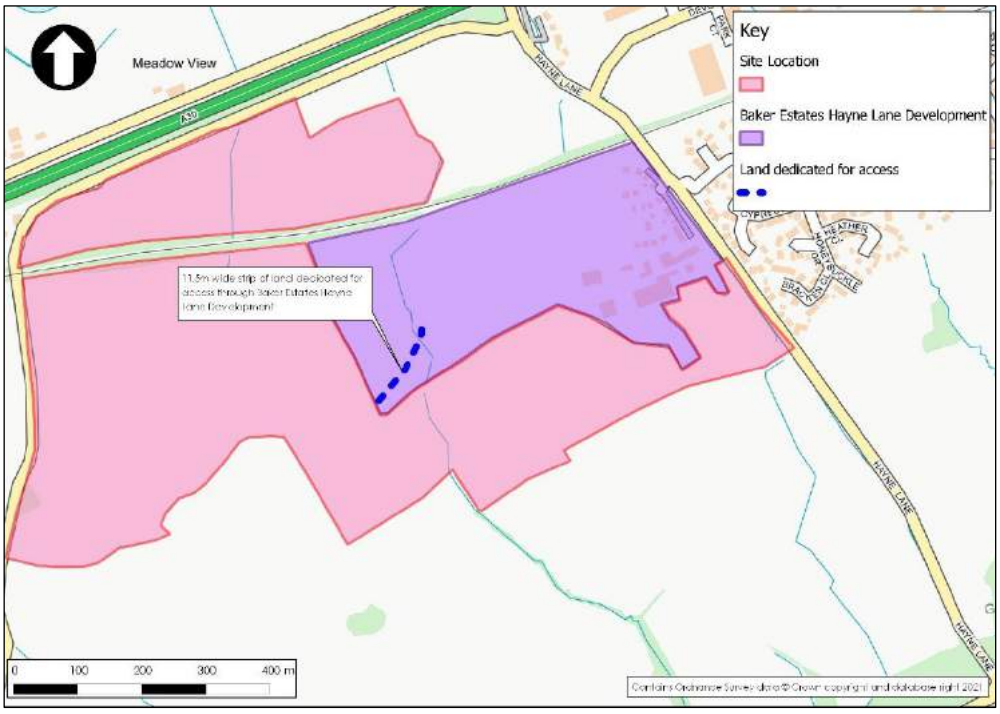
Figure 3.1: Potential Site Access Location



Access through Baker Estates Development

3.4 As stated previously access can be provided to the proposed allocation land via a safeguarded strip of land dedicated specifically to provide an access. An indicative location of this strip is shown on Figure 3.2 below.

Figure 3.2 Baker Estates Safeguarded Access Land



3.5 The width of the safeguarded land is 11.5m. This would allow, for example, a 6m wide carriageway with a 2m footway on one boundary, and a 3.5m shared use cycle/footway – a minimum carriageway width of 5.5m would be provided to allow a bus to traverse the link road and into the proposed allocation land.

3.6 A 5.5m carriageway and the corresponding footway provision should not prejudice the number of dwellings that could be delivered within the proposed allocated land.

3.7 This access would be provided from the internal road layout of the Baker Estates Development which will be adopted in due course under a Section 38 Agreement.

3.8 Existing traffic flows within the development would be low as it currently operates as a cul-de-sac arrangement. In addition the existing flows along Hayne Lane would be relatively low and therefore it is considered that the development of the site is unlikely to result in a significant change in traffic conditions on the local road network or offer the potential for any severe traffic impacts.

Hayne Lane Access

3.9 A secondary point of access can be provided via Hayne Lane itself. At the location of this access, Hayne Lane would be realigned to provide a through route into the site, with the existing route to the south becoming the minor arm of a priority junction.

3.10 Widening of Hayne Lane would be undertaken between the site access and the Baker Estates access to provide two-way vehicle working as well as a pedestrian footway.

3.11 The carriageway width would be a minimum of 5.5m wide – sufficient width for two lorries to pass each other, as shown in Manual for Streets figure 7.1. This carriageway width would not prejudice the number of units that could be delivered on the development site.

3.12 A 5.5m carriageway and the corresponding footway provision should not prejudice the number of dwellings that could be delivered within the proposed allocated land.

3.13 The opportunity for delivery of two access locations, with a loop road connection, provides an appropriate standard vehicular access to serve in excess of 300 dwellings.

3.14 Existing traffic flows along Hayne Lane are relatively low and therefore it is considered that the development of the site is unlikely to result in a significant change in traffic conditions on the local road network or offer the potential for any severe traffic impacts.

Proposed Northern Allocation

3.15 Access to the development parcel to the north of the railway line would be taken from the existing unnamed road that runs parallel to the A30(T) or through the land to the east which is allocated within the current EDDC Local Plan for employment development.

3.16 Existing traffic flows along Hayne Lane are relatively low and therefore it is considered that the development of the site is unlikely to result in a significant change in traffic conditions on the local road network or offer the potential for any severe traffic impacts.

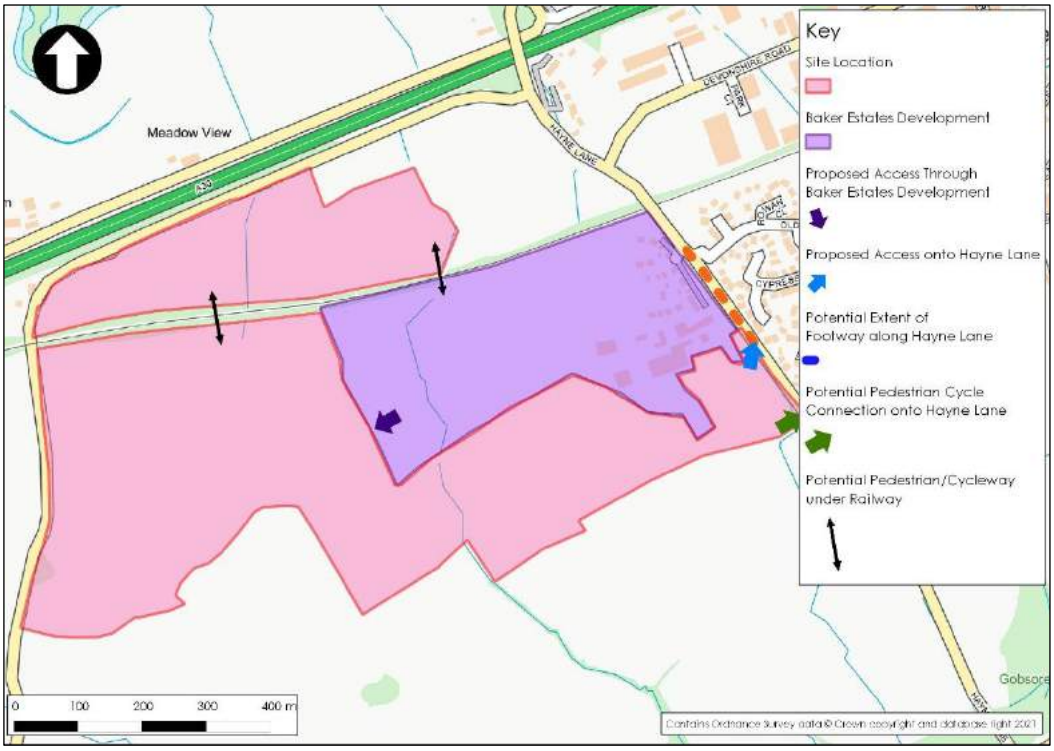
4 Active Travel Access

4.1 Pedestrian access to the development would be facilitated by:

- A new footway along Hayne Lane to connect to the existing footway to the north;
- A new active travel link into the Baker Estates Hayne Lane Development, and onto the connection through to Old Elm Close; and
- The potential for a number of connections under the railway line, subject to approval by Network Rail, to improve permeability between the northern and south development parcels.

4.2 The location of these accesses is shown on Figure 4.1 below:

Figure 4.1 – Potential Locations for Active Travel Access



4.3 Hayne Lane is currently relatively lightly trafficked and therefore it is proposed that cycles are accommodated within the existing carriageway, as recommended within DfT guidance Manual for Street 2.

5 Proposed Internal Layout

5.1 It is anticipated that the internal roads would be designed in accordance with the principles set out in Manual for Streets and Manual for Streets 2, creating an environment that promotes the take up of walking and cycling.

5.2 The internal site layout would take account of the site topography, minimising steep gradients on foot/cycle paths and working with the topography of the landscape to create a sustainable and walkable layout.

5.3 The masterplan will be developed to allow convenient bus routing through the site in the future. Further development in this part of Honiton would provide additional potential patronage to help underpin the existing bus operations in the area.

5.4 The presence of existing underpasses beneath the railway line presents the opportunity to link the potential residential allocation with the allocated employment land to the north of the railway with commensurate benefits in reduced car travel to work.

6 Existing Conditions

6.1 Hayne Lane forms the eastern boundary of the site. To the north, Hayne Lane has been subject to improvements from the Baker Estates Hayne Farm development. These improvements consisted of widening the existing lane with the provision of footways and a section of one-way working under the existing railway bridge.

6.2 As part of these improvement works, Hayne Lane was realigned to create a through route into the Baker Estates Development. The remaining section of Hayne Lane to the south then formed the minor arm of a priority junction with realigned carriageway.

6.3 Around 100m to the north of the existing railway bridge Hayne Lane forms the major arm of a priority junction with Devonshire Road. Devonshire Road provides access through the Heathpark Industrial Estate where a large number of facilities including employment and retail are located.

6.4 Devonshire Road provides a link to Exeter Road & the A30(T) via Heathpark Way. The A30(T) can be reach in both directions around 1.6km from the development site. From here, destinations further afield can be reached, including Exeter and the M5 to the west and the A303(T) and other regional towns to the east. Exeter Road provides a link to the centre of Honiton around 2km from the proposed development site.

6.5 There is an extensive network of existing active travel paths within the local area with a local link provided from Hayne Lane through to Old Elm Road. From here an excellent network of active travel paths provide access to the centre of Honiton, including Honiton Railway Station.

7 Accessibility

7.1 The site is located approximately 2km east of the centre of Honiton, with day to day amenities available within the immediate local area. Key employment, food retail and transport facilities are available within 800m/10 mins walk of the site, creating a 'walkable neighbourhood' as defined by Manual for Streets - as shown on Figure 7.1 contained within Appendix A.

7.2 Further facilities are available within 2km of the site, the distance within which Manual for Streets states that walking offers the greatest potential to replace short car trips. It is therefore considered that the site is within a sustainable and accessible location.

7.3 The Heathpark industrial estate is within around a 10 to 15 minute walk of the potential allocation. This employment and retail area contains a Lidl Supermarket, East Devon District Council Offices, a gym and a number of other business and employment uses.

7.4 In addition to this, a Tesco Supermarket is located on Battishorne Way, around a 15 minute walk (approx. 1km) to the east. Littletown Primary School is within a half an hour walk of the proposed development site. Honiton Community College can be reached within a 12 minute cycle or 40 minute walk (approx. 3km) from the centre of the site.

7.5 The site is well located in terms of its proximity to employment opportunities. Heathpark, which houses East Devon District Council Offices – both large employment sites - within an easy 15 minute walk or 7 minute cycle. Honiton Town Centre, 2km east of the site, also offers further employment opportunities.

7.6 Honiton Town Centre has a wider variety of retail, leisure and hospitality facilities. This includes the Banks, Post Offices and Honiton Hospital. The site is within a half an hour drive to the centre of Exeter and the M5, where a vast number of employment and retail facilities are present. The M5 also provides access to destinations further afield.

7.7 A signed cycle route is present between Honiton and Exeter. This route follows the course of the old A30 and provides cyclists with a lightly trafficked routed between the two population centres. Signage is provided along the entire route between Exeter and Honiton. The centre of Honiton & Honiton Railway Station can be reached via the active travel link into Elm Road and then via Little Town Road.

7.8 In addition to these routes there is a further cycle route to Exeter and the surround local area, known and '*the Buzzard Route*'. This is a circulation cycle route which links the major town in East Devon via quieter roads. It also provides links to Exeter via Payhembury and Woodbury Salterton.

7.9 There is also an extensive network of Public Rights of Way within the local area, providing an opportunity for further leisure walks in the immediate countryside.

8 Accessibility to Public Transport

8.1 The site is well located for access to a range of public transport options, with bus services available within an 800m (10minutes' walk) and rail

services within a 40 minute walk or 12 minutes' cycle (approx. 3km) from the centre of the site.

Bus

8.2 There are bus stops available on both Exeter Road and Old Elm Road, to the east of the site. The stops on Heathpark Way are approximately a 15 minute walk (around 1km) from the centre of the site, whilst the stop on Old Elm Road is within a 10 minute (800m) walk. Full bus timetables are shown in Appendix B.

8.3 The stops on Heathpark Way are known as '*Honiton Heathpark Industrial Estate'*, Table 8.1 sets out the services at this bus stop.

Table 8.1: Existing Bus Services from *Honiton Heathpark Industrial Estate*, Heathpark Way

Service Number	Operator	Destinations	Approx. Typical Frequency		
			Mon - Fri	Sat	Sun
4, 4A, 4B	Stagecoach South West	Axminster - **Honiton** - Ottery St Mary - Cranbrook - Exeter City Centre	2 per hour	2 per hour	4 Daily Services
387	Dartline Coaches	Taunton – **Honiton** - Sidmouth	1 Daily Service	1 Daily Service	-
694	Dartline Coaches	**Honiton** - Feniton - Cullompton - **Honiton**	2 Daily Services	1 Daily Service	-
Sources: travelinesw.com					03.03.2021

8.4 As shown in Table 8.1, the number 4 service provides two services an hour from Honiton to the centre of Exeter. There are three services that arrive in Exeter before 9am and four services that depart Exeter after 5pm meaning that this bus services is a viable alternative to commuter via private car.

8.5 The stops on Old Elm Road are known as '*Heathpark Estate'*, Table 8.2 sets out the services at this bus stop.

Table 8.2: Existing Bus Services from *Heathpark Estate*, Old Elm Road

Service Number	Operator	Destinations	Approx. Typical Frequency		
			Mon - Fri	Sat	Sun
9	Stagecoach South West	**Honiton** - Sidford - Sidmouth - Exeter City Centre	4 Daily service	4 Daily service	-

Service Number	Operator	Destinations	Approx. Typical Frequency		
			Mon - Fri	Sat	Sun
367	Dartline Coaches	Honiton Town Service - Heathfield & Mill Street	Hourly	Hourly	-
Sources: travelinesw.com					03.03.2021

8.6 As shown in Table 8.2, the stop on Old Elm Road provides access to the Honiton Town Service – this bus provides hourly access to the centre of the town as well as to a bus stop within a 2 minute walk of the railway station. In addition to the Town service, the number 9 bus provides an additional route to the centre of Exeter.

Rail

8.7 The nearest railway station is Honiton, approximately 3km (40 minutes' walk/12 minutes' cycle) from the centre of the site. Table 5.3 sets out the services and frequencies from the station.

Table 8.3 – Railway Service Frequencies – Honiton

Destination	Approximate Average Frequency		
	Mon-Fri	Sat	Sun
Exeter St Davids	Hourly	Hourly	Hourly
Exeter St Davids	Hourly	Hourly	Hourly
London Waterloo	Hourly	Hourly	Hourly
Yeovil Junction	Hourly	Hourly	Hourly
Salisbury	Hourly	Hourly	Hourly
Source: www.nationalrail.co.uk			*Date: 03.03.2021*

8.8 The allocation site is well served by rail services, with the potential through the Devon Metro project for half hour train frequency to Exeter or Axminster.

9 Summary and Conclusions

9.1 This note has been prepared to provide an overview and appraisal of the highways and transport matters associated with the proposed development site at Land at Hayne Lane, Honiton.

9.2 The site is located towards the west of Honiton and is considered to be within a sustainable and accessible location. Key, employment, convenience retail and active travel facilities are available easy walking distance of the site, creating a '*walkable neighbourhood*'. A further range of facilities are available within 2km of the site, or the distance within which Manual for Streets suggests most short car trips can be replaced by walking.

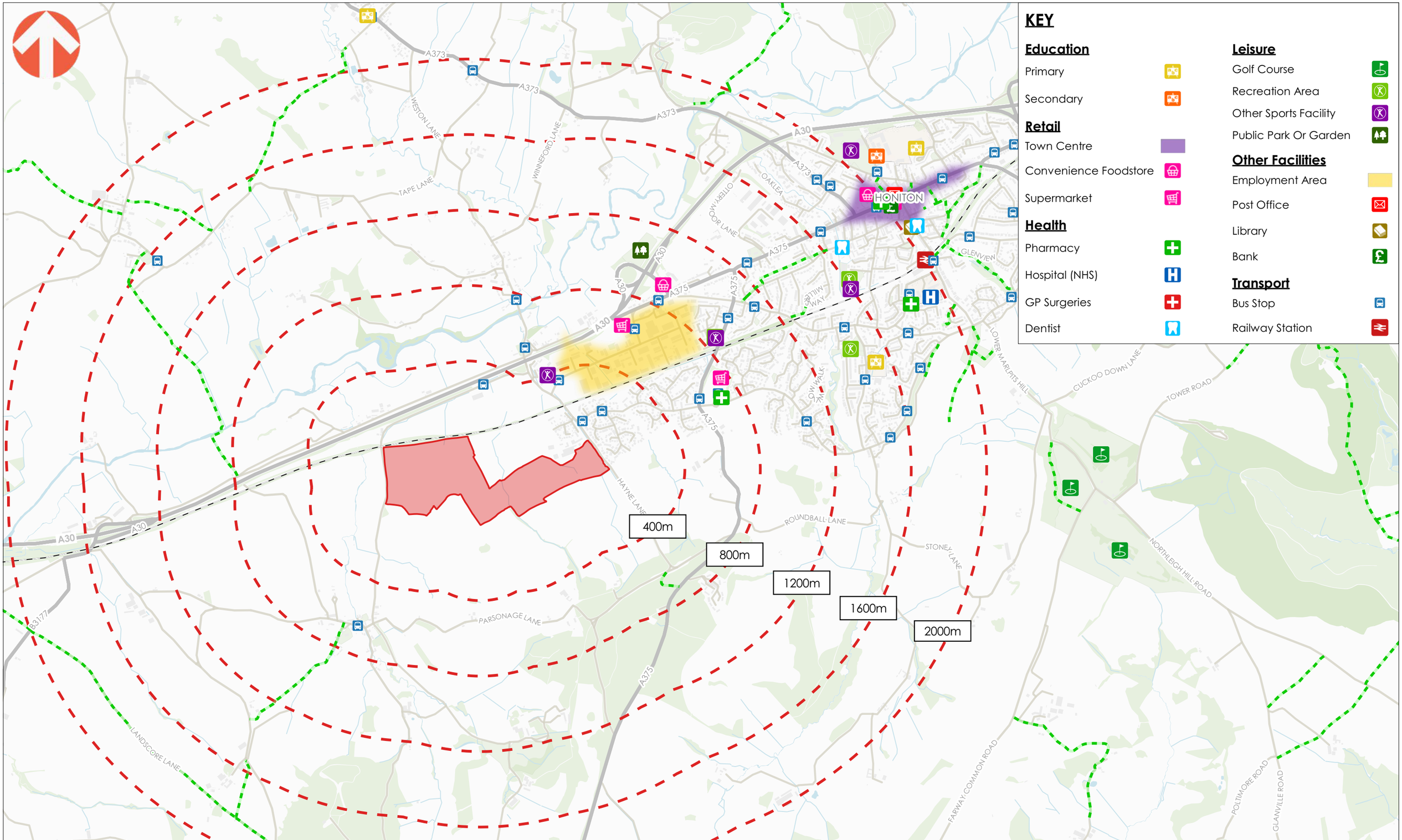
9.3 The site is well located in terms of access to sustainable transport opportunities, with bus stops located within 1km of the site, and rail services located within 3km of the site. The bus stops are served by a half hourly service to Exeter, with Honiton Railway Station providing regular trains between to Exeter Centre, Exeter St Davids and London Waterloo.

9.4 Access for vehicles, pedestrians and cyclists is proposed to be via two points, the first through the existing Baker Estates Development and the second from a continuation of Hayne Lane to the south the Baker Estates Existing Access.

9.5 A Transport Assessment would be prepared in connection with a future planning application in the normal manner to consider the wider traffic impacts on the local road network.

9.6 In summary, and considering the points addressed in this note, it is concluded that the site represents an opportunity to provide a highly accessible and sustainable residential development without generating any severe traffic impacts. Therefore it is considered that there are no Highways or transportation issues that would preclude the site from being included as an allocation within the new East Devon District Local Plan.

Appendix B Drawings



400m = 5 mins walk = 1-2 mins cycle
800m = 10 mins walk = 2-3 mins cycle
1200m = 15 mins walk = 3-4 mins cycle
1600m = 20 mins walk = 5-6 mins cycle
2000m = 25 mins walk = 6-7 mins cycle

REV	DATE	DESCRIPTION	BY	CHK	APD
B	13.01.2023	UPDATED LAYOUT	CAM	IDA	IDA
A	10.03.2021	INITIAL ISSUE	RF	SD	IDA

CLIENT: COMBE ESTATE

PROJECT: LAND AT HAYNE LANE, HONITON

TITLE: SITE ACCESSIBILITY PLAN

PROJECT No:	DRAWING No:	REV:
1190	FIGURE 7.1	B

SCALE @ A3: 0 200 400 600 800 m

awcockward partnership
Awcock Ward Partnership, Ada House, Pynes Hill, Exeter, EX2 5TU
Tel: 01392 409007 Web: www.awpexeter.com

Key:

Site Boundary

REV	DATE	DESCRIPTION	BY	CHK	APD
A	12.01.2023	INITIAL ISSUE	CAM	IDA	IDA

CLIENT: COMBE ESTATE

DRAWING STATUS: FOR INFORMATION ONLY

PROJECT: LAND AT HAYNE LANE, HONITON

TITLE: HAYNE LANE SITE ACCESS

PROJECT No:	DRAWING No:	REV:
1190	01-PHL-101	A

SCALE @ A0: 0 1:500 25 metres

awcockward partnership

Awcock Ward Partnership, Ada House, Pynes Hill, Exeter, EX2 5TU
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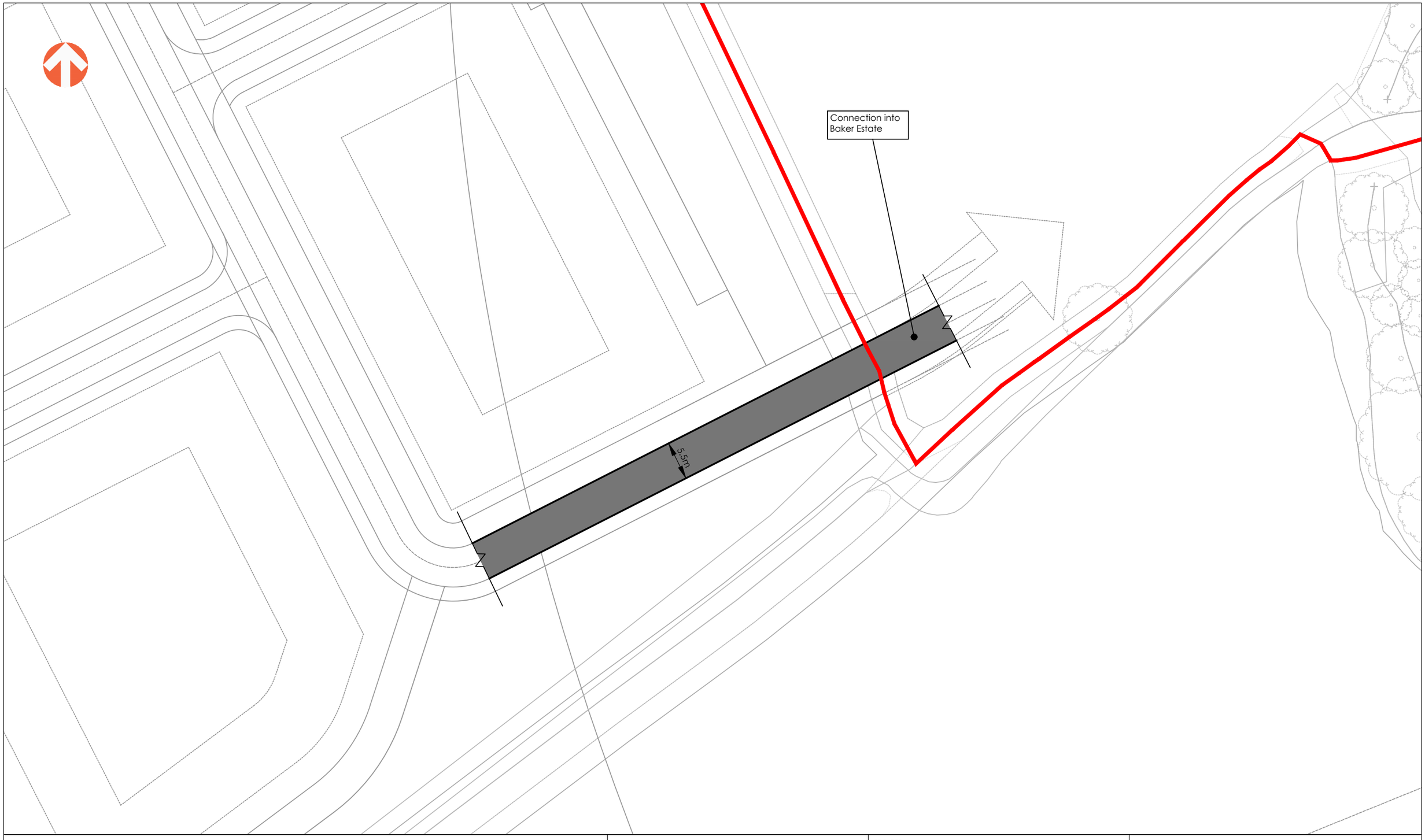

Key:

Site Boundary

REV	DATE	DESCRIPTION	BY	CHK	APD
A	12.01.2023	INITIAL ISSUE	CAM	IDA	IDA

CLIENT: COMBE ESTATE

DRAWING STATUS: FOR INFORMATION ONLY

PROJECT: LAND AT HAYNE LANE, HONITON

TITLE: CONNECTION INTO THE BAKER ESTATE

PROJECT No:	DRAWING No:	REV:
1190	01-PHL-102	A

SCALE @ A0: 1:500 (0 – 25 metres)

awcockward partnership

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