

## **East Devon Local Plan Initial Site Assessments – Transport**

In preparation for the emerging East Devon Local Plan, Devon County Council have reviewed proposed allocation sites to provide assessment of their suitability from a transport perspective. Initial assessment work has focussed on proposed allocations greater than 100 dwellings as these will have the largest demand on the transport network.

Each proposed allocation has been assessed in six categories. These are:

- Local centre proximity
- Bus provision
- Rail provision
- Existing active travel provision
- Potential active travel provision
- Highway accessibility

For each of the six categories a red, amber, or green status was assigned to each, with an overall site rating (red, amber or green) being determined by considering all categories. The proposed allocation site assessments were carried out through a combination of desktop studies and site visits. Details of the assessment process for each of the six categories, including the criteria used, is detailed below.

### **Local Centre Proximity**

A combination of desktop measurements and site visit observations fed into this rating. Initial desktop studies looked at maps, measuring the distance from the proposed development site to the nearest local centre, for example a town centre or retail area. Scoring was identified as follows:

- Green = less than 800m to the nearest town centre
- Amber = 800m to 1500m of a town centre
- Red = more than 1500m from a town centre

### **Bus Provision**

Bus provision was primarily assessed through desktop studies. These consisted of identifying the distances to nearest bus stops, and consulting bus timetables to assess the range of destinations and frequencies of services available. Scoring was identified as:

- Green = bus stop within 400m having good service provision
- Amber = bus stop within 400m but with poor service provision, or obvious potential to improve local bus offering
- Red = no bus stops within 400m and limited bus service provision at nearest stops

Notes on possible improvements to bus service provision was included within the table.

### **Rail provision**

Assessment of rail provision was achieved through desktop studies, and was based on the distance to the nearest railway station. The distance people are

willing to travel to access the rail network is greater than the distance they are willing to travel to access a bus service, and so the boundaries used to determine the green, amber and red ratings reflect this. The following distances were used to determine the rail provision status:

- Green = less than 2.5km to the nearest station
- Amber = between 2.5km and 5km to the nearest station
- Red = further than 5km to the nearest station

In addition to the distance, accessibility of the station was also assessed. This was particularly important at Lympstone where the proposed development site was relatively close to the station, but car parking was very limited and the station is beyond reasonable walking distances with topography that would rule out cycling for all but the most avid cyclists.

### **Active Travel Provision**

Active travel provision was broken down into two sections: the existing infrastructure/provision and the potential to improve existing conditions and were both determined from site visit exercises. This assessment included suitable road crossing points, footway / cycleway provision and business of local roads as well as the hilliness of the area. There was no specific rules which determined the green, amber or red decision, but instead a holistic view taken of each site.

The potential to improve active travel provision was included in the assessment as, due to their current usage, it would not be feasible to expect existing active travel links to many of the sites. The potential for active travel provision has been rated first by considering committed developments, such as the Dinan Way extension in Exmouth and accompanying active travel upgrade, and then by assessment of the scope for new active travel measures. Areas with already committed active travel upgrades were rated as green, and sites with no obvious active travel potential – or situations which would be prohibitive to active travel, such as steep topography - rated red.

### **Highway Accessibility**

Highway accessibility was assessed through three means:

- 1) Initial desktop studies to identify potential options for gaining site access from the highway.
- 2) Site visit exercises assessed the existing connections, including gaining an appreciation for the width, gradients, visibilities and traffic volumes on connecting roads, and identifying any unforeseen obstacles, such as low bridges.
- 3) Discussions with the local Highway Development Management team to establish potential impacts on existing constraints in the local highway network.

A green rating was given to sites which have a clear and appropriate main site access, and would require little highway mitigation measures. An amber rating indicates that suitable site access could be achieved, but highway mitigation measures would be needed to support it. Red ratings were given to sites with no apparent site access, and to site which would require major highway works to support them. The majority of red rated site could be supported if given

sufficient mitigation, with the Brcl\_31a site being the only exception. This site is severely constrained by the M5 to the west and the railway line to the south, with the only highway access coming from the B3181 to the north. Given the size of this allocation, this could not be supported on highway grounds.

It should be noted that all development sites of the size examined here would require a Transport Assessment as part of the planning process, and would require some level of highway mitigation, which has been taken into account during the assessment.

### **Overall Site Rating**

In the overall site rating, bus and train access have been considered largely as one broader public transport criteria. More weight has been given to the active travel potential as it would be expected that allocations of the sizes considered would provide local infrastructure improvements. The highest weighting however is given to the highway accessibility as this will have the highest safety issues if not addressed. Although DCC would want to see large proportions of trips made by sustainable modes, it is recognised that car will be the preferred mode of travel in rural areas.

### **Additional Smaller Site Assessments**

Further to the initial assessments of sites with a proposed allocation greater than 100 dwellings, comments regarding the highway accessibility and public transport availability have been provided for an additional 29 smaller proposed allocations at the request of EDDC.

**RAG Table**

Site Options	Site Size	Local centre proximity		bus provision		rail provision		Active travel				Road Accessibility	
		RAG	notes	RAG	notes	RAG	notes	RAG	notes (existing)	RAG	notes (potential)	RAG	notes
LP_Axmi_02	100		Approximately 1km from Axminster town centre		No obvious bus provision. Nearest stops on Musbury Road. Walking distance would depend pedestrian access to the development but at best will be on the limit of acceptable walking distance. Musbury Road stop served by 885 route to Seaton, Colyton and Beer, and 44A to Honiton and Exeter.		800m from Axminster rail station		No active travel links.				Wykes Road is narrow, single track, no passing places. Size of the various developments (Axmi_02, 08, 09) would mean a new road would be appropriate. Site access directly from A358 would be good if possible. Vehicular access from Wykes Road would not be appropriate.
LP_Axmi_08	168		Approximately 1.3km from Axminster town centre		No obvious bus provision.		Approximately 1km from Axminster rail station. Opportunity to improve pedestrian and cycle links.		No active travel links.				Wykes Road is narrow, single track, no passing places. Size of the various developments (Axmi_02, 08, 09) would mean a new road would be appropriate. Site access directly from A358 would be good if possible. Vehicular access from Wykes Road would not be appropriate. This is reliant on 02 access being delivered first.
LP_Axmi_09	270		1.6km from Axminster town centre		No obvious bus provision		1.4km from Axminster rail station. No active travel links currently.		No active travel links.				Wykes Road is narrow, single track, no passing places. Size of the various developments (Axmi_02, 08, 09) would mean a new road would be appropriate. Site access directly from A358 would be good if possible. Vehicular access from Wykes Road would not be appropriate. This is reliant on 08 and 02 access being delivered first.

		Local centre proximity		bus provision		rail provision		Active travel				Road Accessibility	
Site Options	Site Size	RAG	notes	RAG	notes	RAG	notes	RAG	notes (existing)	RAG	notes (potential)	RAG	Notes
LP_Axmi_11a	100		Approximately 500m from Axminster town centre		Bus stop on Lyme Road (Lamb Inn) 300-400m away. Stop served by routes to south Dorset		Approximately 1km from Axminster rail station. Opportunity to improve pedestrian and cycle links.		Cycle links along Lyme Road are missing but there are pavements zebra crossings across the road.		Lyme Road is very busy so would be hard to make active travel attractive for cycles.		Lyme Road is very wide but access would need improving; access could come directly from the Lyme Close housing area. Field End is a private road and it is unclear how achievable full access would be without third party land agreements.
LP_Brcl_12	136		Feels like a suburb.		Nearest bus stops on B3181 and Woodland Road, both of these are more than a 400m walk from the majority of the development site. Woodland Road bus stops are infrequently serviced, with a daily route to Colyford (to tie in with school times) and a weekly service to Honiton. Bus stops on the B3181 are served by the 1 and 1A routes between Exeter, Cullompton and Tiverton, with an approximate 15 minute frequency through the day				No existing active travel infrastructure. Unclear how pedestrians would access the wider network.		There is space along the main road to construct active travel links straight into Pinhoe.		Suggestion that access should be constructed onto the main (unnamed, 60mph) road, and should be diverted away from the existing housing estate to the west of the development. The traffic from this development may have an impact on Pinhoe more widely.
Brcl_31a	1000		No accessible town centre location close to the site. It is noted that it is expected that facilities would be provided internal to the development site, but small size means it would be difficult to be self-sustaining		Nearest existing bus stop would be on B3181, further than a 400m walk from large parts of the site. Closest stops are served by the 1 and 1A routes between Exeter, Cullompton and Tiverton. Due to the size of this site, there could be potential for some internal bus stop provision		Approximately 3km to either Pinhoe or Cranbrook Rail stations.		No existing active travel infrastructure. Unclear how pedestrians would access the wider network		Potential for active travel links onto Lanagton Lane and Mosshayne Lane.		Site is severely constrained by the M5 to the west and the railway line to the south. Access to the site would need to be from the B3181, to the north of the site, which experiences significant capacity issues during peak times. No apparent secondary site access. DCC would not support this allocation on highway grounds.
LP_Exmo_17	400		Range of large shops within 400m of the site. Town centre approximately 3km away.		Bus stops on Salterton Road and Capel Lane bounding the site to the north and west. Stops served frequently by the 157, 257, 357, 98 and 98A services providing connections to the town centre, Budleigh Salterton, East Budleigh, Newton Poppleford and Sidmouth. The 98/98A town services could potentially be routed through the site, depending on design.		Approximately 3km from Exmouth Rail station.		Shared paths and crossings across Salterton Road already in place.		Footpaths would be needed to Littleham Lane.		Good access may be achievable from Salterton Road as it is quite wide. This would avoid traffic passing through Exmouth. Littleham Road is wide but may not have space for new access. Likely to require highway mitigation due to the busy existing access on the

		Local Centre Proximity		Bus provision		Rail provision		Active travel				Road Accessibility	
Site Options	Site Size	RAG	notes	RAG	notes	RAG	notes	RAG	notes (existing)	RAG	notes (potential)	RAG	notes
LP_Exmo_20a			Range of large shops within 800m of the site. Exmouth town centre approximately 3km from site.		Feasible that a bus could be routed through a site of this size, but this would need an in-principle agreement with the local bus service provider.		Approximately 3.2km to Exmouth rail station.		Main road has pavements currently but lack of crossing points and is very busy.		Active Travel links included within this proposal. Exeternall this site will benefit from the Dinan Way improvements		Primary site access would be off the B3179. Increasing the site size would increase highway accessibility of the site, it would remove the need for all traffic to access the site through existing housing estates. A site of this size will generate significant traffic heading towards Exeter vua the B3179 and B3180 through the intersection with Hulham Road. The sensitivity and collision histoy of this intersection would need further studies into how this can be improved and mitigated.
LP_Exmo_20b	150		Range of large shops within 800m of the site. Exmouth town centre approximately 3km from site.		Bus stops along Dinan Way, within 400m depending on site access point. Served by the 58/58A route between Exmouth and Exeter, and 99E evening Exmouth town service		Approximately 3.2km to Exmouth rail station.		Main road has pavements currently but lack of crossing points and is very busy.		Dinan Way improvements will benefit this development.		St Johns Road is the only access which is sub-standard for a development of this size. Would need to be accessed through an existing housing estate, and it is unclear if the estate road could accommodate this.
LP_GH/ED/39a	100		Approximately 1.4km from Honiton town centre, along a very busy road.		Nearest bus stop is at Otter Valley Park, just off of Northcote Hill, but this is not well served. Buses here are infrequent and only serve local/rural locations.		Approximately 2km from Honiton rail station.		No existing active travel.		Surrounding roads are very busy would need extensive work to make attractive for active travel.	at current point, until adjacent development comes forward	Site access via Northcote Hill which is a single track road but there is potential to improve this. The road that links into Northcott Hill provides good accessibility to town and main surrounding roads. An adjacent site has received planning permission but will need to implement localised improvements, which has the potential to feed into this proposed development.

		Local centre proximity		Bus provision		Rail provision		Active travel				Road Accessibility	
Site Options	Site Size	RAG	notes	RAG	notes	RAG	notes	RAG	Notes (existing)	RAG	Notes (potential)	RAG	notes
LP_GH/ED/72	131				Bus stops on main A376 served by the 57 service between Exeter and Exmouth. Additional bus stop along Meeting Lane (Glebelands) served by the 96 service to Exmouth.	reflection on station itself rather than distance from the station	Close train station but not many parking spaces and not within walking distance.		Quiet lanes to town centre but very steep and narrow.		Steep hills makes it unlikely to be attractive to cycles.		Directly next to the main road is a graveyard, which may cause problems with the access road. Developments are proposed on either side of the road which gives potential for road widening. The junction joining the main road would also need widening. Unclear how this would tie into Meeting Lane; access from the west has more potential. The Meeting Lane/A376 intersection would need a sufficient mitigation package to ensure safe access to the wider network.
LP_GH/ED/80a	200	/green	1km from Axminster town centre		No bus provision. Nearest bus stops on Lyme Road (Lamb Inn) but these are a greater than a 600m walk from the site. X53 and X51 services provide links to south Dorset.		1.6km to Axminster rail station.		No active travel links; at current time this would be considered a green lane but this would change when new development came forward.		Due to steep hills, this is unlikely to be attractive to cyclists.		Site access can be achieved via Sector Lane; this is steep and narrow. Best access would be from Axminster itself so should be signposted from this direction. Near the site itself, Sector Lane is too narrow for two vehicles to pass and therefore would need to be widened. An access road could be built through the existing housing estate next to development. The link road would need to come through this development and either delivered by the development or land set aside for it. The intersection between Sector Lane and Lyme Road is of particular concern.

		Local centre proximity		Bus provision		Rail provision		Active travel				Road Accessibility	
Site Options	Site Size	RAG	notes	RAG	notes	RAG	notes	RAG	notes (existing)	RAG	notes (potential)	RAG	notes
LP_GH/ED/83	150		1.5km to Axminster town centre, steep road to this.		Bus stops on Chard Road, likely to be more than a 400m walk from the majority of the site. These stops are well served with a range of routes between Taunton, Honiton, Exeter and local destinations. It is feasible to expect that a new stop location could be created on Chard road near to the site access with minimal disruption and little change to existing routes. Despite no bus stops within 400m, good bus access can readily be achieved.		Approximately 2km to Axminster rail station.		No existing active travel links.		Scope to extend a shared use path into town but the route is very steep.		Roads at existing residential development site could be extended for further development. Access from Chard Road to the main road would be good, but there may be scope to widen this which would then improve access further.
LP_Gitti_05	100		2.8km from Honiton town centre, which is flat which consistent footpath all the way. There are some provision closer than the town centre (such as a supermarket)		Nearest bus stop is on Devonshire Road which is about 400m from the closest site access. The 44 and 44a bus routes pass by the western boundary of the site, so there is potential for an additional bus stop location to be created on existing routes. This road is a single track county lane so some upgrades/passing/pull in place for a bus stop may be required.		3.2km to Honiton railway station.		Shared paths directly from the site but quickly disappears. There is existing footpaths into the town centre.		Scope to extend shared use paths		Road access via Hayne Lane. There is a railway bridge on Hayne Lane 4.3m above the carriageway. Access around the site is via single lane roads, is very hilly with poor passing places and trees on either side of the road so widening may be difficult. Housing estate to the east of the site is not suitable for additional traffic.
LP_Lymp_07	100		Some local amenities approximately 1.9km from site in Lympstone. Wider range of facilities in Exmouth town centre, approximately 2.5km from site.		Nearest bus stop on main road at Hulham Courtlands Cross, very close to site access. Stops served by 57 service between Exeter and Exmouth and 96 service between Exmouth and Lympstone. Noticeable lack of pedestrian crossing on A376 for access to Exmouth bound services		Approximately 1.9km to Lympstone Village rail station, or 2.4km to Exmouth rail station.				Existing pavements would need significant widening. A robust pedestrian and cycle package would be necessary. Site is next to Dinan Way extension, which includes pedestrian and cycle package.	upgraded to green once Dinan Way complete	Access off of Exmouth Road which would be dependent on a new junction onto Exeter Road. This new layout would need to allow sufficient space for the Dinan Way Roundabout scheme to be built, which would presumably be key to the access of this development. Courtlands Lane is not suitable for access as it is too narrow and this would be discouraged; access instead should be directly onto the main road.

		Local centre proximity		Bus provision		Rail provision		Active Travel				Road Accessibility	
Site Options	Site Size	RAG	notes	RAG	notes	RAG	notes	RAG	Notes (existing)	RAG	Notes (potential)	RAG	Notes
LP_Seat_05	130		Approximately 1.8km from Seaton town centre. Fairly flat with continuous footpaths.		No bus stops or routes along eastern edge of site (Colyford Road). Two bus stops on Harepath Road on the western edge of site, opposite potential access points. Stops are well served by the 885, 9A, X30 and 20, with destinations to Colyton, Axminster, Sidmouth, Exeter, Honiton, Wellington and Taunton.		Nearest rail station is in Axminster, approximately 11km from the site.		Footpaths into the town centre; in principle good access for pedestrians. No cycle paths but wide quiet roads (at the current time)				Access can be gained from Harepath Road. Potential for additional access via an existing private road which conforms to adoptable highway standards at the junction with Harepath Road. Surrounding road is wide and could easily have access built. In principle suitable for site access.
LP_Sidm_01	127		Approximately 2.1km from Sidmouth town centre. Closer to some amenities		Bus stops on Woolbrook Road, about 250m towards the town centre. Stops well served by 157, 9, 9A and 382 services with the routes going to Budleigh, Exmouth, Exeter, Seaton, Honiton, Ottery, Feniton and Whimble.		Nearest rail station is in Feniton, approximately 9 miles away.		Narrow pavements and 20mph speed limit on surrounding roads; no specific active travel but the area is traffic calmed.		The field above this development is subject to an existing S106 for a park and change. Unclear how pedestrian and cycle access would be achieved and harmonised with the existing network. Aspirations for Sidmouth Cycle Trail.		Very wide roads so access should be easily achievable from Woolbrook Road. However, there is drainage issues along this road which has prevented it being adopted. Intersection at the A road does not have a right hand turn which may be a necessary mitigation.
North of Topsham	580		Approximately 2km from Topsham town centre. Site is in a predominantly residential area with no continuous footpaths to town centre		No close bus stops. Nearest bus stop is at Topsham Railway Station, over 1.5km from the majority of the site.		Approximately 2km from Topsham Railway station		No existing active travel infrastructure.		Scope to include active travel links to Topsham and Newcourt		Road access via Clyst Road which bounds the eastern extent of the site. Clyst Road is fairly narrow in places, so some improvements may be necessary.

## Additional Smaller Site Comments

<u>Site</u>	<u>No. Dwellings</u>	<u>Highway Comment</u>	<u>Public Transport Comment</u>
LP/Axmi_07	50	In principle may be acceptable, wide frontage and existing access already/brownfield site. Mitigation may be required however, including offsite highway works.	Adjacent to Railway Station which all bus services call at. No Public Transport issues.
LP_GH/ED/79	104	Existing Local Plan required relief road on eastern side of settlement.	Adjacent to Lyme Road which has an hourly service to Town Centre and Station on services X51/X53. No PT Issues.
LP_Brcl_12	70	Unclear how safe and suitable NMU access will be achieved. Sizeable development likely to be reliant on Brcl_29 coming forward.	Can walk to Broadclyst Shelter or Dog Village bus stops where a fifteen minute service to Exeter and Cullompton is available on services 1/1A. No PT issues
LP_Budl_03	40	Vehicular access not accepted off Barn Lane. NMU may be achievable onto Barn Lane footway. Access onto B road would need to comply with relevant policies and demonstrate safe and suitable access.	Adjacent to Knowle Lane/B3178. Service 357 serves Knowle, but with no morning peak journeys. First journey is 0846. May wish to seek contribution to an earlier journey.
LP_Budl_02	25	Historic parcel, appears to be achievable, subject to appropriate highway mitigation measures	Adjacent to Knowle Lane/B3178. Service 357 serves Knowle, but with no morning peak journeys. First journey is 0846. May wish to seek contribution to an earlier journey.
LP_Sowt_11b	70	Reliant on other parcels coming forward. Initial reservations on the relationship with preferred new community to the east, which it cannot preclude (given primary access would be off the A3052) and how Bishops Court Lane traffic as a result, would be limited/mitigated. Suitable pedestrian crossing likely to be required across A3052.	Can walk to A3052 stops at Clyst St Mary Shelter or Bernaville Nurseries where a thirty minute service to Exeter and Sidmouth is available on services 9/9A. No PT issues
LP_Sowt_03	37	Similar to LP_Sowt_11b re. new community relationship and crossing point.	Can walk to A3052 stops at Clyst St Mary Shelter or Bernaville Nurseries where a thirty minute service to Exeter and Sidmouth is available on services 9/9A. No PT issues

<u>Site</u>	<u>No. Dwellings</u>	<u>Highway Comment</u>	<u>Public Transport Comment</u>
LP_Coly_02a	25	Access along frontage, narrow and currently only fit for single vehicular width. No current NMU infrastructure to tie into. Material challenges to make it deliverable.	Can walk to Colyton Square bus stops where services 20, X30 and 885 provide links to Seaton, Axminster, Honiton and Exeter. No PT issues.
LP_Coly_02b	24	Access along frontage, narrow and currently only fit for single vehicular width, reliant on adjacent proposed allocation being delivered to afford consideration.	Can walk to Colyton Square bus stops where services 20, X30 and 885 provide links to Seaton, Axminster, Honiton and Exeter. No PT issues.
LP_Ebud_01	22	Vehicular access onto B3178 may be achievable. Would need to meet relevant design standards. Appropriate NMU crossing required, however limited NMU infrastructure to wider amenities.	Adjacent to B3178 where service 157 provides hourly links to Exmouth and Sidmouth. No PT issues.
LP_Hawk_01	38	Existing access, serving a number of dwellings. Settlement has absence of footways. Opportunity to deliver NMU friendly environments to nearby amenities.	Hawkchurch only has a Thursday shopping journey to Axminster and return on service 688. Based on the number of dwellings it is unlikely to be possible fund significant improvements so the development would primarily be car dependent.
LP_Kilm_10	5	Incorrect information provided	Adjacent to the A35 where the 44A provides a two-hourly service to Axminster, Honiton and Exeter. The first journey to Exeter is not until 0930 so we may seek funding for an earlier journey.
LP_Kilm_09	37	Concerns previously raised with George Lane/A35 intersection. Sizeable development would see additional pressure on constrained access. Unclear whether additional, and a safe access onto A35 is achievable.	Adjacent to the A35 where the 44A provides a two-hourly service to Axminster, Honiton and Exeter. The first journey to Exeter is not until 0930 so we may seek funding for an earlier journey.
LP_Musb_01a	15	Brownfield site, existing access which may need altering. Potential for NMU access onto the street and into the village hall.	Can walk to the Musbury Garage stops where the 885 provides links to Seaton and Axminster. No PT issues.

<u>Site</u>	<u>No. Dwellings</u>	<u>Highway Comment</u>	<u>Public Transport Comment</u>
LP_Newt_04	28	NMU pinch point on the way to local amenities, and unsafe NMU access along this point given absence of footways at this location. Reliant on LP_NEWT_09 for safe access delivery (should the owner also own the adjacent bungalow).	Can walk to Newton Poppleford Langsford Farm bus stops where a half-hourly service to Exeter and Sidmouth is available on services 9/9A. This does involve walking on a section of the A3052 with no pavements. No PT issues.
LP_Newt_07		Narrow approach roads, currently not appropriate onto what appears to be a constrained intersection near the High St roundabout. Access via Lark Rise doesn't appear achievable without third party purchase and LP_Newt_09 site being delivered. Same issues as LP_Newt_04 for NMU constraints, considered unsafe.	Can walk to Newton Poppleford Langsford Farm bus stops where a half-hourly service to Exeter and Sidmouth is available on services 9/9A. No PT issues.
LP_Newt_05	27	Access presumably off recently constructed access, serving a small number of dwellings. NMU may be achievable if adjacent bungalow parcel (as understood to be owned also by the landowner) is incorporated into the future design.	Can walk to Newton Poppleford Langsford Farm bus stops where a half-hourly service to Exeter and Sidmouth is available on services 9/9A. This does involve walking on a section of the A3052 with no pavements. No PT issues.
LP_Newt_09		Same comments as LP_Newt_04 for vehicular access. PRoW to the south, unclear if in principle this could be appropriate access at this stage even with material improvement.	Can walk to Newton Poppleford Langsford Farm bus stops where a half-hourly service to Exeter and Sidmouth is available on services 9/9A. No PT issues.
LP_Otto_01	10	Lea Road/Bell St/Ottery St intersection, constrained and complex. Bell St, the primary access to nearby holiday resort to the east. Modest development likely to require offsite mitigation/improvements at this Point (if at all achievable)	Can walk to Otterton Green stops where an hourly service to Sidmouth and Exmouth is available on service 157. No PT problems.
LP_GH_ED_31	48	Site reliant on material improvements and upgrades to the existing PRoW to the west on Knightstone Lane. However, Slade Lane limited width along frontage for modest level of development.	Over 1Km from bus stops in Broad Street used by daily services to Exeter and Honiton (44/44A) and Sidmouth (382). May seek funding to improve service in this area.

<u>Site</u>	<u>No. Dwellings</u>	<u>Highway Comment</u>	<u>Public Transport Comment</u>
LP_GH_ED_32	61	No apparent safe NMU access to wider network and infrastructure. Has challenges for vehicle access onto Slade Road.	Over 1Km from bus stops in Broad Street used by daily services to Exeter and Honiton (44/44A) and Sidmouth (382). May seek funding to improve service in this area.
LP_GH_ED_33	80	Approach roads appear to accommodate two-way flow, however, due to third party constraints the development adjacent to the east, no apparent safe NMU access at present.	Over 1Km from bus stops in Broad Street used by daily services to Exeter and Honiton (44/44A) and Sidmouth (382). May seek funding to improve service in this area.
LP_Payh_03	15	Approach roads of mixed width. Modest development may be acceptable. Opportunity to provide NMU/Infrastructure to make the scheme accessible to wider network, however absence of footways towards the school for a period is noted.	Limited bus services in the village, shopping trip to Honiton three days a week and Exeter once a week. Based on the number of dwellings it is unlikely that it will be possible to fund sustainable improvements so the development would be primarily car dependent.
LP_Seat_02	40	No apparent overriding issues. Offsite highway works/mitigation may be required to improve intersection with Barnards Hill Land and allow delivery of a suitable access into the site.	Can walk to Harepath Road where services 9A, 20, X30 and 885 provide links to Sidmouth, Honiton, Axminster and Exeter. No PT issues.
LP_Sidm_34	38	Development may be achievable, subject to demonstrating safe and suitable NMU access to local amenities. Opportunity to promote and accommodate Sidbury to Sidmouth NMU route.	Can walk to Sidbury Chapel Street bus stops where service 9 provides an hourly service to Honiton, Sidmouth and Exeter. No PT issues.
LP_Sidm_31	15	Narrow approach road and currently no suitable NMU access. Would need material offsite highway works on Burscombe Lane and on the PRow to the north to afford a modest level of development.	Located on the section of the A3052 between Stowford Rise and Sidford with limited bus services - two journeys per day. Approximately 800 metres from stops at Core Hill Road with a half-hourly service to Exeter and Sidmouth. No PT issues.

<u>Site</u>	<u>No. Dwellings</u>	<u>Highway Comment</u>	<u>Public Transport Comment</u>
LP_Whim_11	72	No apparent significant issues. Close to amenities, opportunity to deliver localised NMU improvements	Adjacent to Whimble Station Road bus stops where service 382 is available to Ottery and Sidmouth. Adjacent to Whimble Railway Station. No PT issues.
LP_Whim_03	11	Narrow immediate approach road, absence of NMU infrastructure in the immediate vicinity. Sizeable development that would need materials offsite improvements and demonstrate NMU safety. Less desirable.	Approximately 400 metres from service 382 and 800 metres from Whimble Railway Station. No PT issues.
Brcl_29	24	Would need material alterations to the highway to afford both NMU safety and appropriate vehicular access. May be able to accommodate adjacent proposed allocation also, in time if designed correctly.	Approximately 850 metres from Dog Village bus stops where services 1/1A provide a fifteen minute service to Exeter and Cullompton. No PT issues.