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## Summerfield Homes

### Dunkeswell

SLR Project No.: 425.002220.00001

25 April 2024

Revision: V1

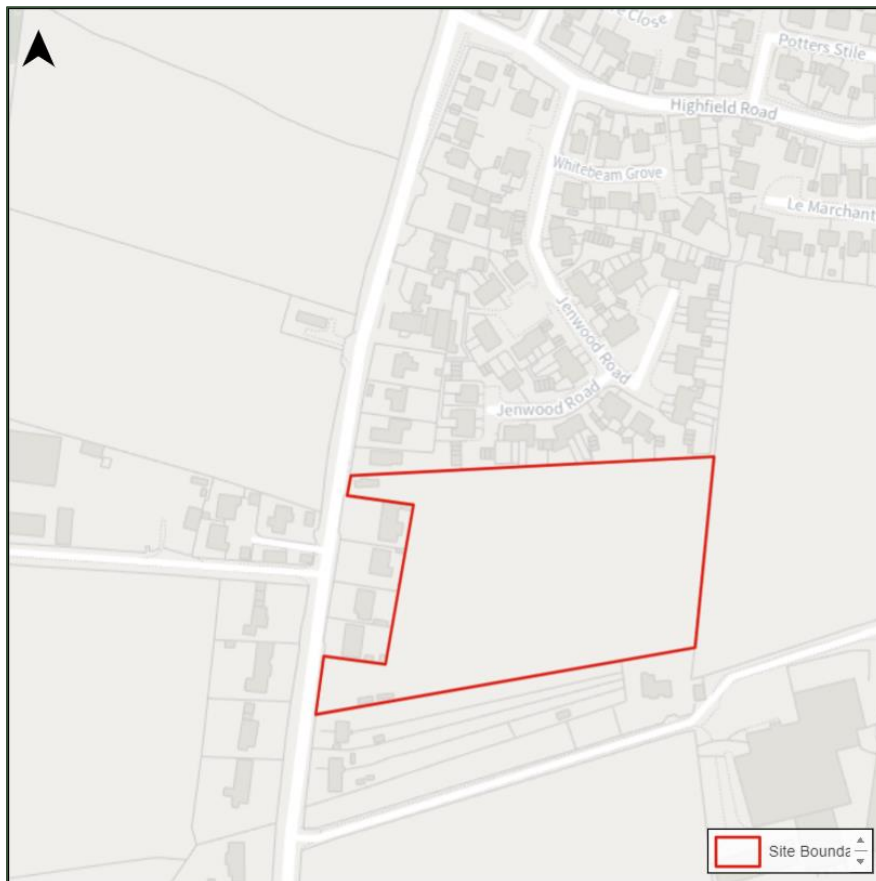
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## RE: SUSTAINABLE ACCESS

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### 1.0 Introduction

- 1.1 SLR Consulting ('SLR') is appointed by Summerfield Homes to provide transportation / accessibility advice in relation to the proposed development of up to 43 new homes on land in the southern part of Dunkeswell, Devon, as shown in **Figure 1.1**.



**Figure 1.1:** Site location

## 2.0 Site Access

### Pedestrians, Cyclists and Motor Vehicles

2.1 The site would be accessed from the main road running north-south through Dunkeswell which is subject to a 30mph speed limit within the vicinity of the site. The 30mph speed limit continues north into Dunkeswell and, approximately 350m to the south of the site, increases to 40mph in the direction of Honiton.

2.2 **Figure 2.1** shows the extent of Public Highway in the vicinity, indicating that the site boundary is contiguous with the adopted highway.



**Figure 2.1:** Highway Maintainable at Public Expense (HMPE)

2.3 The proposed site access comprises of a priority junction as shown on SLR drawing 237730\_PD01 Rev A attached to this report in **Appendix A**. The access arrangement comprises a 5.5m wide carriageway and 2.0m wide footway into the site, with a 6.0m width retained on the main road and visibility splays of 2.5m x 43.0m commensurate with the 30mph speed limit.

2.4 A plan showing the proposed access arrangement was sent to Devon County Council (DCC), the Local Highway Authority (LHA), which confirmed that it is content with the

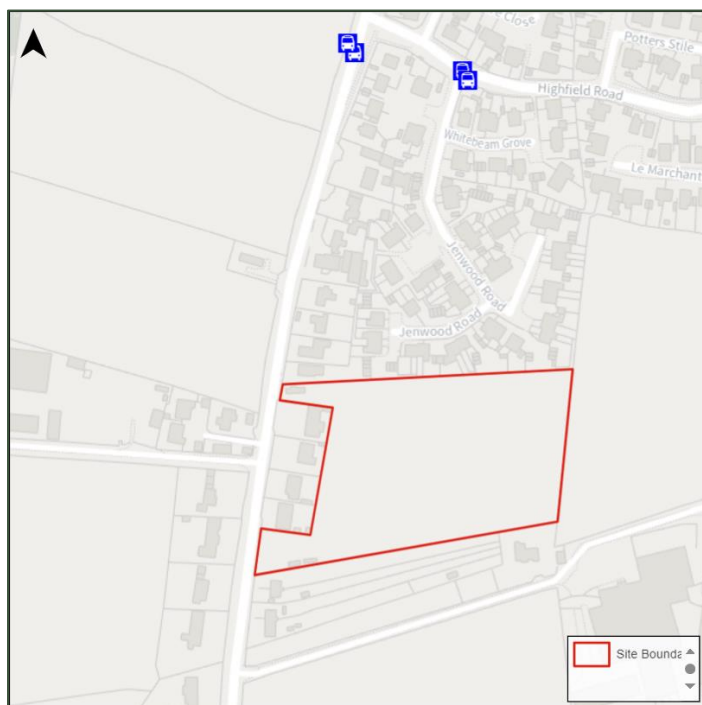


proposed arrangement, including a small build-out / hatched area and the visibility splays referenced above<sup>1</sup>.

- 2.5 DCC requested details of pedestrian access to the site and SLR consequently developed the proposed arrangement shown on drawing 237730\_PD02 Rev- (**Appendix B**). This shows a pedestrian connection between the proposed site access and the nearest footway to the north. The design was sent to and approved by the LHA<sup>2</sup>.
- 2.6 The proposed development therefore provides dedicated pedestrian facilities connecting back into the village, with cyclists accommodated on-street due to the low-speed and comparatively lightly trafficked nature of the surrounding network. The vehicular access has been designed to accommodate motor vehicles including refuse vehicles. Provision for access by all modes of transport is consistent with the recommendations of design guidance including *Manual for Streets*.

## Public Transport

- 2.7 Local bus stops are located on the main road, 220m north of the site. This equates to a 3-minute walk and is significantly within the recommendations of guidance in terms of walking distances. Additional stops are available at the junction of Highfield Road / Jenwood Road, to the north of the site, as shown in **Figure 2.2**.



**Figure 2.2:** Location of local bus stops

<sup>1</sup> Email from Fiona Baggott, Highway Development Management Officer, DCC – 22/01/24.

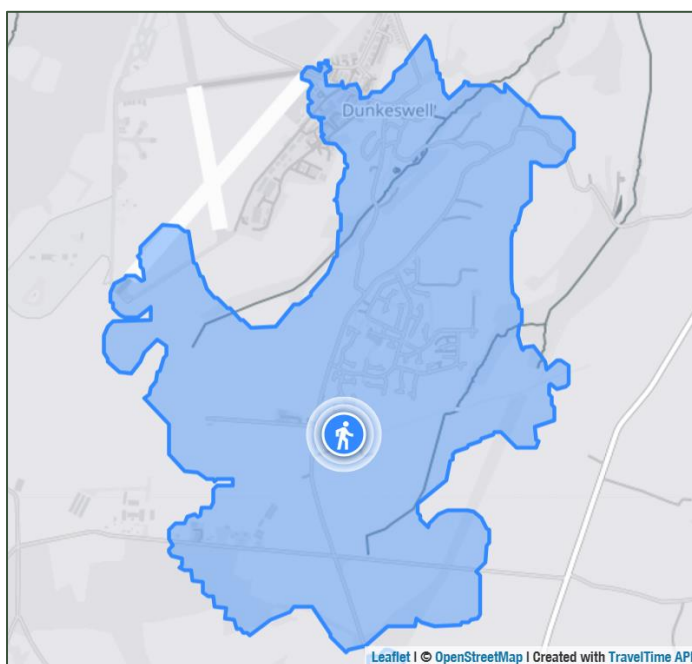
<sup>2</sup> Email from Fiona Baggott, Highway Development Management Officer, DCC – 03/04/24.



- 2.8 These stops are served by the number 20 bus which provides a weekday and Saturday service between locations including Culmstock, Seaton, Taunton and Honiton. The earliest weekday service is at 0756 and the latest is at 1822.
- 2.9 The nearest railway station is in Honiton, 6.5km to the southeast of the site, accessible as part of a linked trip using sustainable modes of transport including public transport, taxi or cycling.

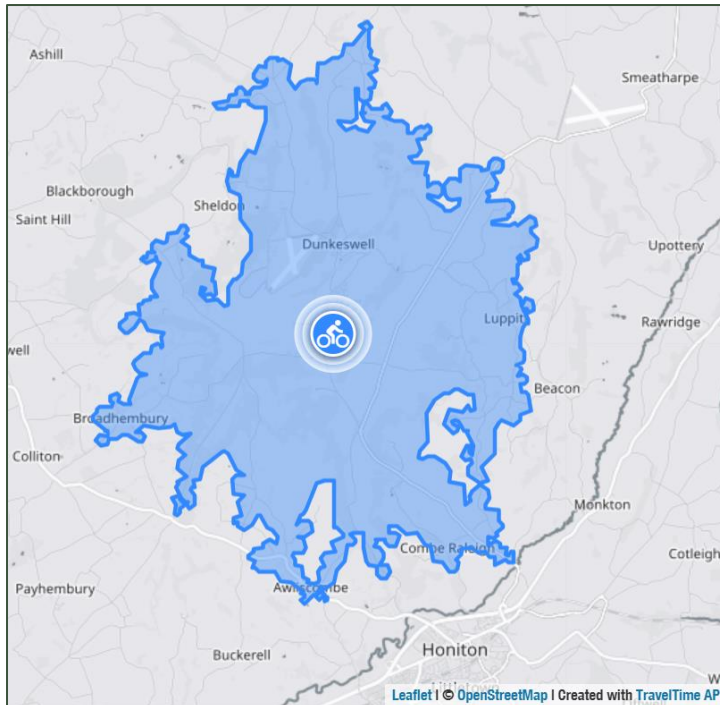
### 3.0 Sustainable Accessibility

- 3.1 Village facilities include a park (330m), Premier Convenience Store, takeaway restaurant and GP surgery (460m), sports field (660m), and Flightway Business Park (1.5km). Most of these facilities can be readily accessed on foot from the site. The business park is within walking distance and comfortably within cycling distance for most people and can be accessed via public transport from bus stops close to the site.
- 3.2 The closest Public Right of Way is a Footpath around 50m south of the site routing east to a wooded area along the Matford River to the north and Rhododendron Walk to the south. Additionally, Dunkeswell Bridleway 19 is around 1.3km south of the site, routing to Awliscombe.
- 3.3 The road serving the site is labelled on the Devon Cycle map as a route utilised as part of the Tour of Britain cycle route from Cranbrook to Barnstaple (in 2018). Being within the 30mph limit, this route should be suitable for use by most cyclists, e.g. to the business park (where there is a localised 20mph limit and 'pedestrians in the road' signage).
- 3.4 Walking and cycling isochrones are shown in **Figures 3.1 and 3.2**.



**Figure 3.1:** 25 minute / 2km walking isochrone





**Figure 3.2:** 20 minute / 5km cycling isochrone<sup>3</sup>

- 3.5 As indicated above, all of the village and much of the airfield industrial area is within 2km walking distance of the site. The 5km cycling isochrone covers a significant area including Broadhembury, Combe Raleigh, Awliscombe and Luppitt. The 2km walking and 5km cycling isochrones indicate travel distances by those modes, but are not upper limits – design guidance indicates that many people will walk or cycle further.

## 4.0 Highway Safety

- 4.1 There have been no recorded injury accidents on roads close to the site during the last five years for which data is available (2018-22). There is consequently nothing to suggest any adverse highway safety record locally.

<sup>3</sup> NB that this is slightly less than 5km, given that Department for Transport (DfT) WebTAG data cited in Sustrans' report Transforming Cities: The potential of everyday cycling (2019) indicates an average cycling speed of 14kph, equating to 21.4 minutes to travel 5km.



## 5.0 Trip Generation and Traffic Effects

5.1 SLR has utilised the industry-standard TRICS trip rate database to forecast the likely vehicular trip generation of up to 43 dwellings at the site. This indicates the following weekday peak hour trip rates (per dwelling) / total trips:

AM – 0.138 inbound / 0.337 outbound / 0.475 two-way (total) trip rate = 20 total trips

PM – 0.301 inbound / 0.163 outbound / 0.464 two-way (total) trip rate = 20 total trips

5.2 This equates to one trip every three minutes in the highest peak periods – a level of traffic which would likely be immaterial to the safe and efficient operation of the local highway network. Accordingly, the LHA has agreed that the site's potential *'trip generation would not create an unacceptable trip generation impact on the local highway network of Dunkeswell which is an establishment village of residential and industrial vehicle movements'*<sup>4</sup>.

## 6.0 Summary & Conclusions

6.1 SLR Consulting ('SLR') is appointed by Summerfield Homes to provide transportation / accessibility advice in relation to the proposed development of up to 43 new homes on land in the southern part of Dunkeswell, Devon.

6.2 The site would be accessed via a priority junction onto the main road running through the village. A simple priority junction is proposed, with a geometric arrangement consistent with the requirements of relevant design guidance. A new connection would be provided within highway land to facilitate pedestrian access between the site and existing village footways to the north. The LHA has agreed the acceptability of the proposed access arrangements for all users.

6.3 The site is accessible by public transport via bus stops located nearby, providing services to locations including Honiton and Taunton. Rail connections are available at Honiton.

6.4 A range of facilities and services are available within the village including a convenience store, takeaway restaurant, GP surgery, sports field and an employment area at the Flightway Business Park. These are accessible on foot, bike and by public transport.

6.5 Roads in the vicinity of the site have no record of injury accidents within the usual 5-year assessment period.

6.6 The site's potential trip generation has been assessed using the TRICS database. The weekday peak-hour motor vehicle trip generation would be 20 trips per hour in each of the

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<sup>4</sup> Email from Fiona Baggott, Highway Development Management Officer, DCC – 22/01/24.



AM and PM peak hours – a level of trips which would not materially affect the safe and efficient operation of the surrounding road network, as agreed by the LHA,

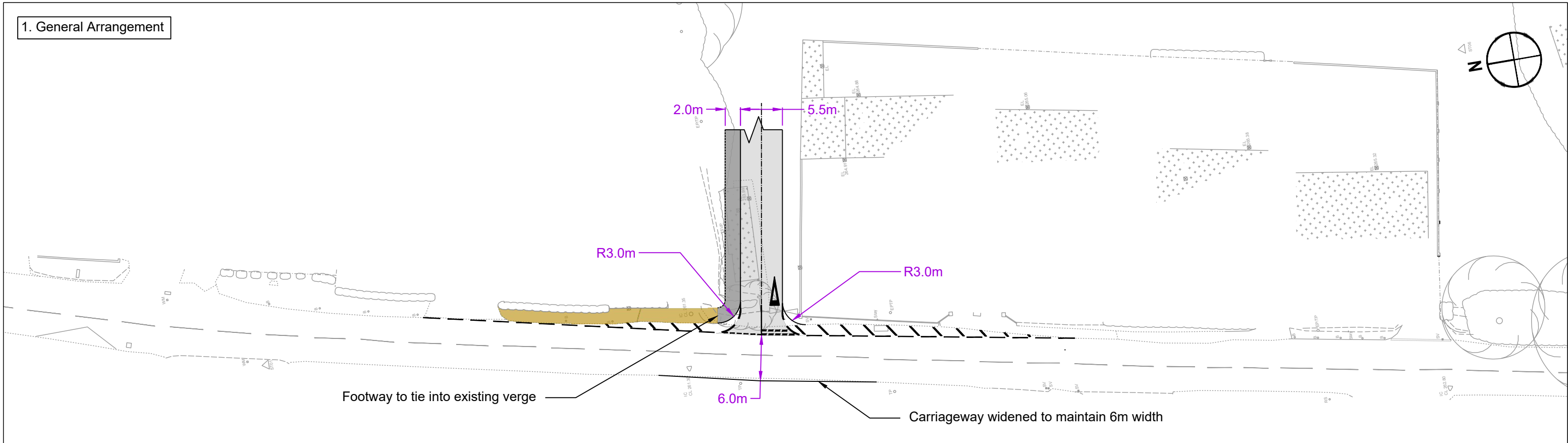
- 6.7 It is concluded that the site is accessibly located, particularly in a rural village context, can be accessed by all modes of transport, and would have no material adverse transport impacts. It is therefore consistent with relevant policy including the National Planning Policy Framework (NPPF) in respect of transport and accessibility matters.



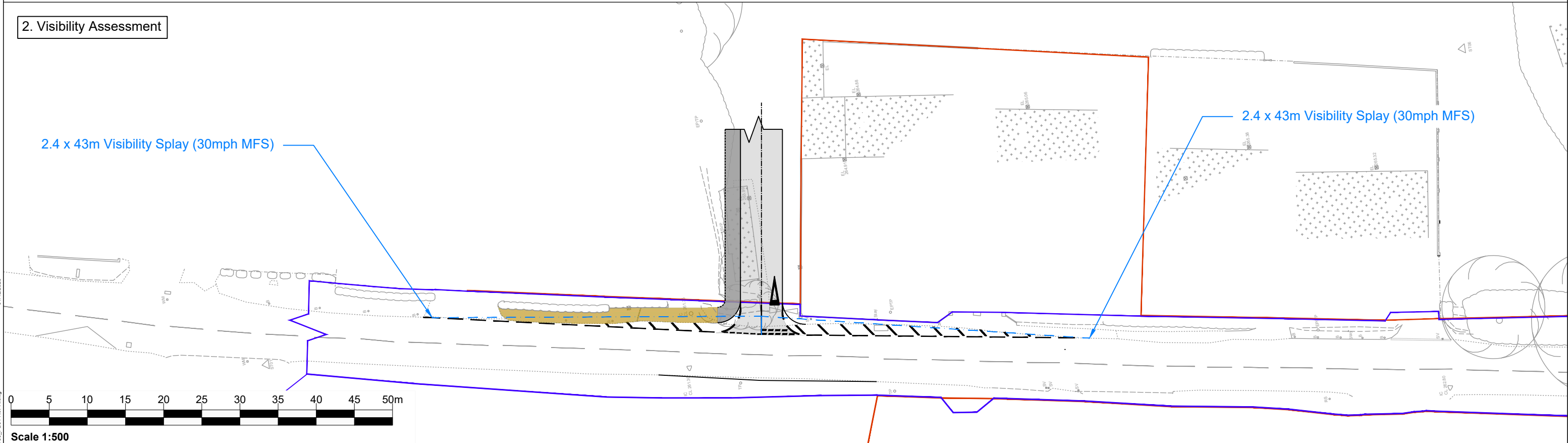
## Appendix A: Site Access Junction



1. General Arrangement



2. Visibility Assessment



**SLR**  
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Drawing Status & Suitability Code

Designed	Drawn	Checked	Authorised
	LJ	TF	
Date	Date	Date	Date
	12.10.23	12.10.23	

Drawing Number  
**237730\_PD01**

Client	
Project	Dunkeswell, Devon
Drawing Title	Proposed Access General Arrangement & Visibility
Scale	1:500 @ A3
SLR Project No.	

Rev	Amendments	Date	By	Chk	Auth
A	Topo added & Access updated	29.11.23	LJ	JM	

Rev	Amendments	Date	By	Chk	Auth

**Notes:**

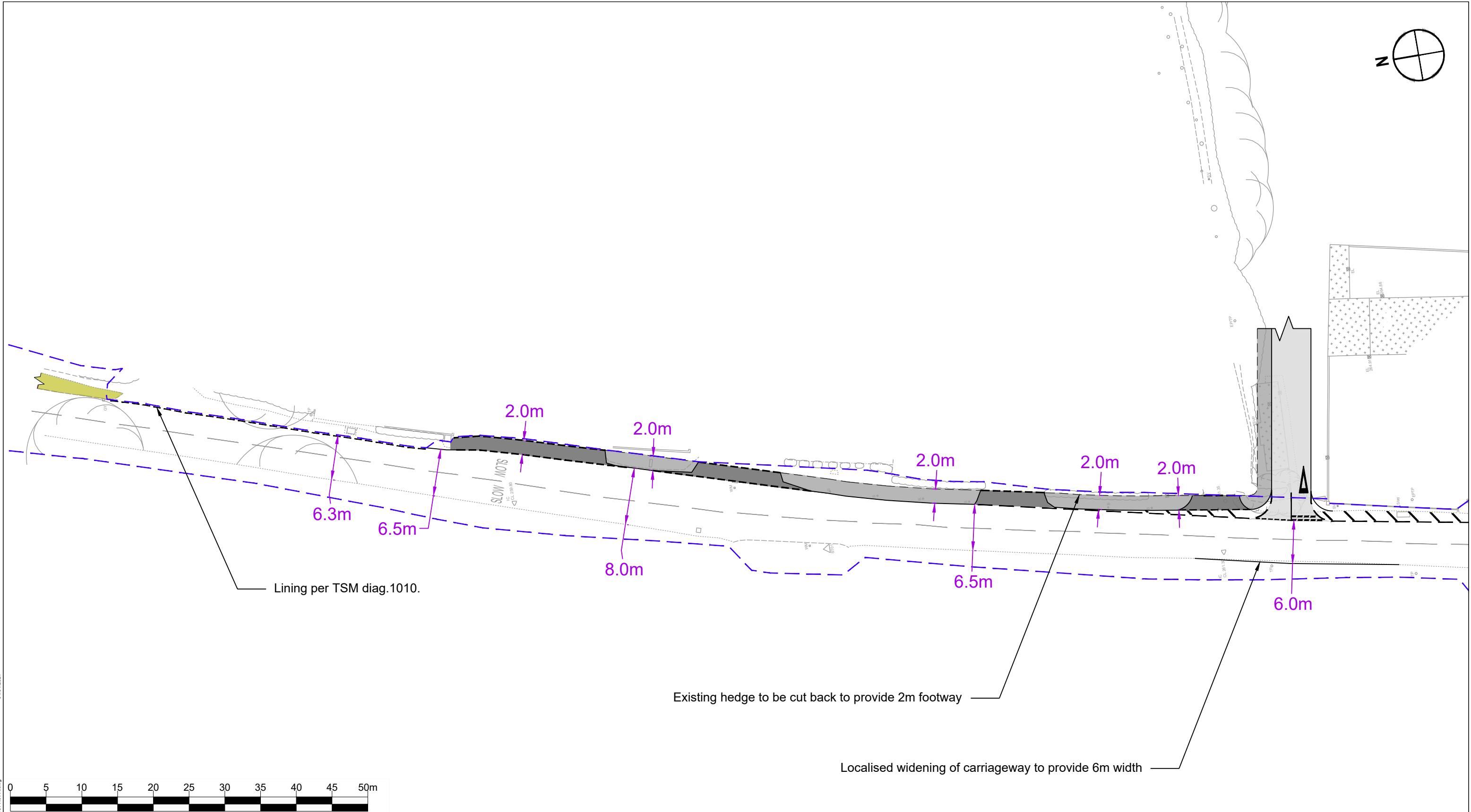
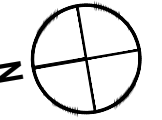
1.

**Legend:**


- HMPE
- Title Plan
- Proposed Kerbline
- Proposed back of footway
- Existing road markings
- Proposed road markings
- Proposed carriageway
- Proposed footway
- Existing footway/verge

## Appendix B: Pedestrian Connection to Site





Scale 1:500



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Designed	Drawn	Checked	Authorised
	LJ	TF	
Date	Date	Date	Date
	15.12.23	15.12.23	
Drawing Number		Rev.	Scale
237730_PD02		.	1:500 @ A3

Client	
Project	Dunkeswell, Devon
Drawing Title	Proposed Pedestrian Route General Arrangement
SLR Project No.	

Rev	Amendments	Date	By	Chk	Auth

Rev	Amendments	Date	By	Chk	Auth

**Notes:**

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**Legend:**

- HMPE
- Title Plan
- Proposed Kerbline
- - - Proposed back of footway
- - - Existing road markings
- - - Proposed road markings
- █ Proposed carriageway
- █ Proposed footway
- █ Proposed crossover
- █ Existing footway



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