

From: Matthew Diamond
Sent: 20 July 2021 15:47
To: 'Ben Davis' <>
Subject: RE: Objection to 20/0528/OUT

Dear Mr Davis

Thank you for your email below. I will forward your email to Devon County Council Highways and Stagecoach to advise on the first part.

I've checked the paras in Manual for Streets, which I've copied below in full:

6.5.5 In order to design for long-term viability, the following should be considered:

- streets serving bus routes should be reasonably straight. Straight routes also help passenger demand through reduced journey times and better visibility. Straight streets may, however, lead to excessive speeds. Where it is necessary to introduce traffic-calming features, designers should consider their potential effects on buses and bus passengers; and
- layouts designed with strong connections to the local highway network, and which avoid long one-way loops or long distances without passenger catchments, are likely to be more viable.

6.5.7 Using a residential street as a bus route need not require restrictions on direct vehicular access to housing. Detailed requirements for streets designated as bus routes can be determined in consultation with local public transport operators. Streets on bus routes should not generally be less than 6.0 m wide (although this could be reduced on short sections with good inter-visibility between opposing flows). The presence and arrangement of on-street parking, and the manner of its provision, will affect width requirements.

It is important to note that the above is guidance only... 6.5.5 discusses the viability of bus routes – please refer to the comments made by Stagecoach in this regard. The proposal is to extend the existing F1 service and if the development is approved the bus loop will be served by the passenger catchments of the new housing and existing housing along Pinwood Meadow Drive, Spruce Close and Celia Crescent, therefore it wouldn't be without a catchment. In terms of the width of the road, drawings have been provided showing the vehicle tracking of a 10.8m bus, although my understanding is smaller buses would be used. This has been discussed and agreed by Devon County Council Highways and Stagecoach. I appreciate the other concerns you have raised and will discuss these first with Environmental Health colleagues before responding. I'm afraid concerns over congestion caused by a bus stopping to pick up/drop off passengers is not something Devon County Council has raised an issue with and is fairly commonplace on the highway system, so is not a robust reason to refuse. Also, if cars are parked on the other side of the road this would stop other cars from overtaking the bus when stationary and would therefore be safer.

The Highway Authority initially commented that properties should be making best use of off-road parking. I brought to the attention the objections and comments regarding the proposed bus route and concerns over loss of on-street parking along Pinwood Meadow Drive/Spruce Close to the applicant, Highway Authority and Stagecoach. Through discussions it was then agreed to make the bus route one way only up Pinwood Meadow Drive/Spruce Close and down Celia Crescent/Chancellor's Way, minimising the number bus stops and loss of on-street parking. Double yellow lines are proposed to secure the route. These are required on the corners of junctions where vehicles should not be parking in any case. They have been extended between Juniper Close and Spruce Close to the west – this protects the on-street parking between Whitebeam Close and Spruce

Close on the other side of the road and removes the 'chicane' created when people also park in front of 47-51. 4 bay parking spaces have been added to the new Spruce Close access from the previous plans. Additional on-street parking would be available within the development and along the access through the existing POS to the new development if needed. My feeling is that people parking here to gain access to the fields to walk dogs etc. will park within the new development instead in order to gain access to the proposed new valley park and wider countryside. This issue would be dealt with through the subsequent reserved matters application should this outline application be approved.

I appreciate the issue some residents have raised about their deeds preventing them from parking in front of their garages and this is something I will explore further with them, however – notwithstanding any other planning issues that apply – it is very difficult for a local planning authority to refuse an application on highways safety grounds through the loss of on-street parking or traffic generation etc. if the local highway authority does not object. I've pushed all parties to retain as much on-street parking as possible recognising this is an issue that is important to local residents and consider that there will be no net loss overall even if some residents would need to park in a different location to what they've been used to. The provision of a bus route complies with national and local planning policy and supports the Council's ambition to move towards a net zero carbon city. I appreciate it will not stop residents from using cars, but it will provide an alternative, more sustainable choice of travel that people can use if they wish.

The concerns people have raised about access, parking and highways issues will be summarised in the Planning Report, together with the Highway Authority's comments and those made by Stagecoach and all other comments. It will then be down to the members of the Council's Planning Committee to weigh these matters up in the context of the application as a whole and make their decision, although if the application is refused the applicant would be entitled to appeal. I'm aiming to take the application to the Planning Committee on 6 Sept to be determined.

I will save this email response to the website, so that others who have raised similar concerns can read it, as I do not have the capacity to respond to all residents.

Regards

Matt

Matthew Diamond

Principal Project Manager (Development)
City Development
Exeter City Council

01392 265214

From: Ben Davis <>

Sent: 16 July 2021 11:43

To: Matthew Diamond <Matthew.Diamond@exeter.gov.uk>

Subject: Objection to 20/0528/OUT

Hi Matthew,

I object to the development plans at the end of Pinwood Meadow Drive/Spruce Close/ Celia Crescent.

I'm hoping you'll be able to provide me with some information which is crucial to the building of the bus route and bus stop locations.

Could you please help me find the rules and regulations which dictate:

1. The minimum bus route width
2. The maximum gradient permitted on bus routes
3. Rules stipulating how windy/bendy bus routes can be
4. Rules which dictate where bus stops can and cannot be built.
5. How close bus stops may be to houses.

Having looked through the Manual for Streets

(https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf), I'm concerned that the proposed bus route breaches the rules set out by the Manual for Streets in several areas, which I will highlight:

1. (6.5.5, p72) "In order to design for long-term viability, streets serving buses should be reasonably straight" and "layouts should avoid long one-way loops". I believe the proposals breach both rules.
2. (6.5.7, p72) "Streets on bus routes should not generally be less than 6.0m wide". Having measured many different sections of Pinwood Meadow Drive, the road varies mostly between 5.1 and 5.8m wide but occasionally becomes as wide as 6.0m close to junction intersections.

I'm also concerned that the proposed bus stop on Pinwood Meadow Drive (attached below) will lead to air pollution, noise pollution, light pollution, litter and attract anti-social behaviour to local residents. The exhaust of an idling bus using this bus stop would be a mere 3 metres from the front door of number 63 Pinwood Meadow Drive. Furthermore, with cars parked opposite the bus stop, traffic will be stopped in both directions when buses are using the bus stop. This causes a major safety risk, particularly for emergency service access, never mind being a congestion nightmare for residents who would have to deal with the problem on a daily basis.

I'd be very grateful if you could tell me whether the Manual for Streets is the correct guidance to follow, or if there is a different set of rules and regulations which this bus route and development must follow.

Yours sincerely,

Ben Davis