

**To: Head of Planning Services**  
Exeter City Council  
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**From: Development Management (Exeter)**  
**AB2 Lucombe House**  
**County Hall**  
**Topsham Road**  
**Exeter**  
**EX2 4QD**

**Our Ref:** EX/0020/2021

**Case Officer:** Alex Thomas  
**Telephone:** 01392 383800

## **PLANNING APPLICATION – HIGHWAY CONSULTATION REPLY**

**APPLICATION NO:** 21/0020/OUT

**APPLICANT:** Mr Ian Jewson

**DETAILS OF APPLICATION:** Outline planning application for up to 100 dwellings and associated infrastructure (All matters reserved except for access).

**LOCATION:** Land off Pendragon Road, Exeter, Devon

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### **Observations**

The submitted outline application is for the construction of 100 dwellings (all matters reserved except for access) at the Land Off Pendragon Road, Exeter.

#### **Trip Generation**

The submitted Transport Statement (TS) estimates daily movements generated by the site for each of the two access points will be in the region of 250 with 18 peak hour movements. This would equate to a two-way peak hour vehicular trip rate of 0.36. which is very low for an edge of city development and considered unlikely.

The site itself is located on the edge of Exeter, and therefore further to travel by foot or cycle from the amenities in the city. It is noted that the site is well served by public transport. We would expect a two-way peak hour vehicular trip rate for this size development in the region of 0.5- 0.6 in the peak periods. This would equate to approximately 50-60 additional peak hour movements.

The additional traffic from the development would load onto Beacon Lane. Enhancements to Beacon Lane (to accommodate the additional travel demand from development across the Pinhoe area) are identified in the Pinhoe Area Access Strategy addendum and in the DCC Cabinet approved Transport Infrastructure Plan

(TIP): (<https://www.devon.gov.uk/roadsandtransport/traffic-information/transport-planning/>)

Contributions have been sought from developments in the Pinhoe area towards Beacon Lane, and although this site isn't included in this PAAS (<https://www.devon.gov.uk/roadsandtransport/traffic-information/transport-planning/pinhoe-area-access-strategy-2019-addendum/>) (partly as its unallocated) the impacts of the development are on Beacon Lane.

Therefore, to make this application acceptable in highway terms a contribution is sought from the developer to enable DCC to carry out the measures identified in the Pinhoe Area Access Strategy (PAAS) and its addendum. This approach is consistent with the S106 for approved Home Farm development (ECC Planning Ref: 16/1576/OUT) and Pulling Road (Planning Ref: 19/0962/FUL).

Therefore, to act as a fair and reasonable approach a pro-rata sum from the Home Farm Development is taken. The Home Farm development secured £390k from 120 homes and Land at Pulling Road, Exeter (Planning Ref: 19/0962/FUL) secured £130k for 40 homes (as per this application), a **contribution of £325k** is required towards mitigation measures identified in the PAAS addendum.

#### Access

The applicant proposes vehicle access via T junctions on the northern side of Pendragon Road to form an access into each land parcel. The application proposes the removal of the existing chicane feature at the eastern access (see Drg.No. 20106/001 in Appendix G). The splitter island is there to slow vehicles down in a 20mph zone. If the traffic calming features are to be removed, the applicant needs to provide alternative measures to enforce speeds on Pendragon Road.

Whilst visibility standards have been met, and in principle the point of access could be acceptable, the highway authority will need to see a Stage 1 Road Safety Audit at this stage to determine the acceptability of the access points as the applicant is proposing a change to the existing highway network.

#### Walking / Cycling

A bus stop is conveniently located on Pendragon Road and the applicant has made efforts to ensure pedestrian access is provided from the eastern parcel. However, drawing 20.106/100 shows there is no footway connection to bus stop facilities from the western junction. Any pedestrian from the western parcel wishing to use this service would need to cross Pendragon Road twice to access the bus stop or walk across the grass verge.

The illustrative layout plan (drawing 20.106/100) shows there is no provision for a footway/cycleway link between the development and the Mincinglake Valley Park. This would provide an attractive route towards the city and university for both leisure and commuting purposes.

This is contrary to Paragraphs 108/110 of the NPPF and CP9 of the ECC Core Strategy. In addition to this, ECC have declared carbon neutral aspirations by 2030 and DCC have declared a climate emergency; therefore, any applicant should promote sustainable transport modes.

Upon site visit the gradient of the site was also raised as an initial concern. To discourage the use of the private vehicle and to meet the sustainable mantra as advocated by the NPPF we would expect a contribution to improve local walking and cycling measures as outlined above. Improvements to Beacon Lane will help provide a connection to the E4 Strategic Cycle Route, serving a useful purpose and reducing the reliance on the private vehicle.

### Internal Roads and layout

Well-designed residential streets are central to sustainable development and therefore the design of the internal road layout must accord with the principles of Manual for Streets and appropriate sustainable design guidance.

The applicant is advised that car parking standards are set out in the Exeter City Residential Design Guide and that secure cycle parking facilities will need to be in accordance with chapter 5 of Exeter City Councils Sustainable Transport Supplementary Planning document.

The applicant states “parking will be provided at 2 spaces per house” which is contrary to Local Plan Policy (T10) which states development proposals should comply with a maximum of 1.5 spaces per dwelling (see Chapter 6, Paragraph 6.10, Page 33). [residential-design-spd-chapters-6-8.pdf \(exeter.gov.uk\)](#)

As an outline application these details are reserved for approval at a later stage. However, to ensure a suitable layout it is recommended that the applicant liaises with the highway authority prior to any application for reserved matters approval. The applicant **will need to** provide appropriate footway/cycleway connection points and infrastructure through the site itself, including provision for bus movements between the site. It is noted that the connection between inset B and C shown on drawing 20.106/100 is currently only shown indicatively as a footway whereas we would recommend a suitable cycle / pedestrian link compliant with current standards.

### *Construction*

To protect the safety of users of the public highway it is essential that the construction arrangements are carefully managed, and that appropriate space is available off the highway for all construction plant/vehicles.

### *Traffic Regulation Orders*

As there will be a need to advertise the extension of a 20mph zone, a TRO will be required. To advertise the changes a further contribution up to £5,000 will be sought through S106.

### Summary

In conclusion, although the development can be acceptable in highways terms, further information is required to satisfy the highway authority that all of the proposed elements are acceptable.

In particular, further information on the

- S106 Contributions to localised Walking and Cycling Improvements and improvements to Beacon Lane as identified in the PAAS.
- Plan for pedestrian and cycle connections from the site including provision for connections to the bus stop and Mincinglake Valley Park
- Road Safety Audit on proposed changes to Pendragon Road

If the LPA were minded to grant permission in the absence of the above information, I would wish to be further consulted on suitable conditions to attach in the granting of any permission

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**Recommendation:**

**THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, IS LIKELY TO RECOMMEND REFUSAL OF PLANNING PERMISSION, IN THE ABSENCE OF FURTHER INFORMATION.:-**

Officer authorised to  
sign on behalf of the County Council

Date: 23<sup>rd</sup> March 2021