

Clotworthy, Roger

From: William Pratt [William.Pratt@devon.gov.uk]
Sent: 29 November 2013 16:00
To: Clotworthy, Roger
Cc: Planning Mailbox
Subject: Highway Consultation Response 13/4802/01
Attachments: image001.jpg; image002.jpg

Planning, Transportation and
Environment

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<p>To: Head of Planning Services Exeter City Council Civic Centre Paris Street Exeter EX1 1JN</p>	<p>From: Development Management (East) M30 Matford Offices County Hall Topsham Road Exeter EX2 4QD</p>
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Your Ref: 13/4802/01

Case Officer: Will Pratt
Telephone: 01392 383239

PLANNING APPLICATION – HIGHWAY CONSULTATION REPLY

APPLICATION NO: EX/04802/2013

APPLICANT: Waddeton Park Ltd & The R B Nelder Trust

DETAILS OF APPLICATION: 120 dwellings with associated infrastructure and open space
(all matters reserved for future consideration apart from access)

LOCATION: Land at Home Farm, Church Hill, Pinhoe, Exeter

23/12/2013

Observations:

The proposal is an outline application for 120 dwellings with associated infrastructure and open space (all matters reserved for future consideration apart from access) at Land at Home Farm, Church Hill, Pinhoe, Exeter.

The applicant has previously liaised with the authority regarding the proposal, most recently in February 2013. At this point the highway authority advised that whilst, in principle, we were broadly content with the proposed access the operation of the Pinhoe double mini roundabout junction is a significant cause for concern and the additional traffic this puts on the Church Hill could result in severe impacts on that junctions operation.

Reflecting the National Planning Policy Framework the primary issues in considering the acceptability of this proposal on highway terms are with regards to the access and the potential for a severe impact on the double minis. These are discussed in greater detail below;

Access

The proposed block of 24 dwellings is proposed to be accessed off from Bickleigh Close. Whilst additional traffic may increase the likelihood of collisions, in the 5 years between 2008 and 2012 there were no recorded personal injury accidents on this section of Bickleigh Close and Harrington Lane and the highway authority would not expect this to change substantially as a result of these proposals, and therefore considered acceptable.

The access onto Church Hill for 96 units is, in principle, acceptable. Existing accident records highlight no PIA incidents on this section of Church Hill in and a safe and suitable access will need to be provided to minimise the risk of this changing.

However, the proposed changes on Church Hill have not been accompanied by a satisfactory Road Safety Audit. This will be required before the highway authority would be willing to accept such a change.

Double Mini Roundabouts

DCC has previously stated that the most significant transport issue in the Pinhoe area is the double mini roundabouts. (*Pinhoe Area Access Strategy, part of the transport submission for the Exeter Core Strategy Examination in Public (CD69) and Development Management Committee Report ECC/10/162/HQ*). Consequently, the impact of the development on the double mini roundabout junction at Pinhoe, particularly the extent of queuing which occurs on the B3181 approach from the east, is central to the acceptability of the proposal on highway grounds.

Queue surveys undertaken at the double mini roundabouts in 2010 identified queues of approximately 50 vehicles (roughly 300metres) occurring on the B3181 Pinn Hill approach between in the period between 8:40 and 9:00. A key contributor to this queuing is the volume of traffic entering the roundabout from Church Hill, which the B3181 traffic gives way to.

Since these surveys were undertaken, residential applications at Old Park Farm (450 dwellings) and Pinhoe Quarry (440) and Ibstock Brickworks (220) have been approved. To mitigate the impact of these developments, the County Council has secured contributions towards the Exhibition Way link Road and are expecting to begin implementation from Summer 2015. This link will provide an additional route to reduce the volume of traffic entering the double minis from Church Hill.

However, the deliverability of this link is subject to the outcome of a legal challenge regarding a village green application for the Eastern Fields. The outcome of this challenge is unlikely to be known until Summer 2014. Without this link road, the level of queuing on the Pinn Hill approach to the double mini roundabouts is likely to extend back through the Old Park Farm signalised access on the B3181. This is an issue which the highway authority would not accept to see exacerbated.

In terms of the submitted application, the applicants base analysis shows the B3181 north approach operating roundabout operating just within capacity (RFC 0.99) and with a queue of just 20 vehicles. This is considered to be an optimistic assessment.

Given the criticality of the impacts on this junction to the acceptability of the development and any proposed mitigation it is essential that this modelling is updated to reflect the current performance. It is advised that further correspondence is made with the highway authority to explore how this can be satisfactorily resolved.

To mitigate the impacts at this junction the applicant has proposed to remove the existing central island on the Pinn Hill (B3181) approach to enable provision of two lanes at this stop line. There are concerns with the acceptability of this proposal and in the absence of an acceptable view from a Road Safety Audit on the proposals the highway authority would not accept this as a suitable mitigation. It should also be noted that without an accurate assessment to start with, the highway authority are not able to fully assess the impact that such a change will make.

Conclusion

To date, insufficient information has been provided to satisfy the highway authority that

- a safe and suitable access can be achieved and ;
- the proposed development will not result in a severe impact on the operation of the Pinhoe double mini roundabouts junction.

Consequently, and in accordance with paragraph 32 of the National Planning Policy Framework, the highway authority is minded to recommend refusal.

Nevertheless, a representative from the highway authority would be willing to meet with the applicant to agree a suitable way forward and help identify any possible solutions.

Recommendation:

THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, RECOMMENDS THAT PERMISSION BE REFUSED FOR THE FOLLOWING REASONS:-

1. Adequate information has not been submitted to satisfy the Local Planning Authority that a the proposal is acceptable in terms of access and impact on the highway network, contrary to paragraph 32 of the National Planning Policy Framework.

Officer authorised to

Date: 29 November 2013

23/12/2013

sign on behalf of the County Council

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