

- 26.22 The County Council propose further consultation on a route for completion of Dinan Way at Exmouth between Hulham Road and Exmouth Road. An alternative alignment, closer to Summer Lane, has already been the subject of public consultation but no final decision over the route has been taken. A safeguarded area is shown on the Proposals Map within which one of the two possible routes is proposed to be implemented.

### **TC8 - Safeguarding of Land Required for Highway and Access Improvements**

Land required for the following highway and access schemes will be safeguarded from other development.

#### Road Schemes

- a) Completion of Dinan Way at Exmouth. The extent of safeguarded land is indicated on the Proposals Map. Future planning for and the implementation of this proposal will need to be compliant with Habitat Regulation requirements.

#### Other Access Improvements

- b) Exmouth, town centre to seafront – enhanced pedestrian route.
- c) Honiton, Heathpark to Sidmouth Road – pedestrian and cycle link.
- d) Sidford to Sidbury – pedestrian and cycle route.
- e) A3052 Harpford to Newton Poppleford – footway/footbridge.
- f) Exeter to Broadclyst – cycle route.
- g) B3184 Clyst Honiton to Airport and Business Park.
- h) Axminster North-South Relief Road.

### **Parking Provision**

- 26.23 Nearly all new developments will generate need for some new parking. Policy of the Local Plan seeks to accommodate car parking provision commensurate with the type, size and location of development occurring.

### **TC9 - Parking Provision in New Development**

Spaces will need to be provided for Parking of cars and bicycles in new developments. As a guide at least 1 car parking space should be provided for one bedroom homes and 2 car parking spaces per home with two or more bedrooms. At least 1 bicycle parking space should be provided per home.

In town centres where there is access to public car parks and/or on-street parking lower levels of parking and in exceptional cases where there are also very good public transport links, car parking spaces may not be deemed necessary.

All small scale and large scale major developments should include charging points for electric cars.

- 26.24 To facilitate the reduction in traffic congestion along main shopping streets it is the objective of the District Council to improve rear service provision for shopping and commercial areas where opportunities for doing so arise. This may involve improvements to existing highways.

### **TC10 - Rear Servicing of Shopping/Commercial Development**

In determining applications for shopping and commercial developments, including redevelopment, in town centres, the Council will expect the provision of a rear service access where practicable, and where the capacity of roads to the rear of main shopping frontages is or can reasonably be made adequate.

### **Roadside Service Facilities**

- 26.25 The roadside service facility along trunk roads or motorways should provide essential services for drivers, including: free short term parking for cars, cars towing caravans, coaches and goods vehicles, fuel, public toilets, refreshment facilities and rest areas. Larger developments could also include facilities for overnight accommodation and picnic areas. Any retail facilities for convenience shopping, other than for fuel and associated motoring products, will need to be compatible with the shopping policies of the Local Plan.

### **TC11 - Roadside Service Facilities**

Any proposal for a roadside service facility along a trunk road and motorway will only be granted planning permission if it meets the following criteria in full:

1. It offers a range of essential services appropriate to the route it serves.
2. It is appropriately spaced in relation to other roadside service facilities.
3. Access to the trunk road or motorway including any connection to the local road network, and the internal circulation is satisfactory.
4. It is sited, designed and landscaped to minimise impact on the character and appearance of the landscape.
5. It does not cause a material loss of amenity to nearby residents.
6. It should be capable of serving traffic travelling in both directions on the route.
7. The design of new or improved accesses or other necessary trunk road works should be sufficient to accommodate anticipated traffic flows up to 15 years after the opening of the development.
8. Proposals for roadside facilities along trunk roads that are the subject of major improvements will not be granted planning permission unless they will be compatible with the future highway design. New roadside service facilities along other routes constituting the high quality road network should be located on sites within the identified Built-up Area Boundaries, and meet criteria 1, 2, 3 and 5 above. Upgrading of existing facilities on this network will need to be compatible with criteria 1, 2, 3, and 5 above.