

**To: Head of Planning Services
Exeter City Council
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EX1 1JN**

From: Development Management(Exeter)
Great Moor House,
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Exeter
EX2 7NL

Our Ref: EX/1114/2023/FUL

Case Officer: Ben Sunderland
Telephone:

PLANNING APPLICATION – HIGHWAY CONSULTATION REPLY

APPLICATION NUMBER: 23/1114/FUL

DETAILS OF APPLICATION: Change of use of Units 1 and 2 from retail (Class E) to a place of worship and ancillary uses (Class F1) (temporary period of twelve months).

LOCATION: Haven Banks Water Lane Exeter EX2 8BY

Observations:

This is a planning application for the conversion of units 1 and 2 from a retail use (Class E) to a place of worship and ancillary uses (Class F1) for a temporary period of 12 months.

This development proposes to use the existing buildings at Haven Banks that were formerly used for retail, but it should be remembered that when assessing the level of vehicle movements it is assessed against the use class rather than if the building is occupied or not. Retail units of this size would generate a significant level of vehicle movements and this must be considered when considering this application.

The Transport Statement that has been provided has broken down the visitor impact into two parts, one part covers the vehicular movements and one part covers sustainable modes of travel such as walking, cycling and public transport.

When looking at the vehicular movements, the applicant has demonstrated that the proposed movements would have an impact on the weekday AM peak but represent a decrease on the PM peak vehicular movements. The decrease of the vehicular movements would be beneficial to the highway network but there is also an increase in movements in the AM peak. This level of movements would be approximately 34 movements in the peak hour which equates to, on average, an additional movements approximately every 2 minutes. It is the opinion of the Highway Authority that this would not be a severe impact on the highway as defined within the National Planning Policy Framework (NPPF). The Sunday vehicular movements are also impacted in the peak hour and the proposed increase of 2 movements again would not be a reason for the Highway Authority to recommend refusal.

When looking at the more sustainable movements, Non-Motorised Users (NMUs), there is clear that there will be an increase of movements to and from the proposed new use. The newly adopted Exeter Local Cycling and Walking Infrastructure Plan (LCWIP) has two routes that pass in close proximity to the proposed change of use. This would aid the movement of NMUs to the proposed change of use and it would be unreasonable to recommend refusal on the trip generation of this proposal, especially considering that the movements would be relocated from another part of Exeter City. While this is currently a temporary change of use, should there be a future aspiration to change it to a permanent use then the Highway Authority would likely seek a financial contribution to the Exeter LCWIP as well as wish to provide further comments further to the LPA.

The parking that is proposed is located outside of the existing buildings would have served the current building use class. The Transport Statement has identified that the parking requirements of the site are not fully identified within the Exeter SPD and as such have used leisure to establish the required parking which is accepted in this case by the Highway Authority. It should be noted that the parking is used by people wishing to access the quay side and other facilities, but a lawful use of the building already in place, these could be used as retail and thus have the same impact on the parking area as this development. This would not be a reason for the Highway Authority to recommend refusal on these grounds.

Currently there does not seem to be a significant number of spaces available for bicycle parking within the site. The Transport Statement has identified that there are other spaces that are available within the vicinity as well as spaces made available within the buildings. It would be beneficial to ensure that spaces were provided in close proximity to the development such as Sheffield stands to provide more availability closer to the proposed scheme.

Taking the above into account, there is no objection to the planning application from the Highway Authority, it is unlikely that the proposal, with its temporary nature would have a severe impact on the highway. The movements associated with the development are already existing and would be moving them from central Exeter to Haven Banks and as such in theory the proposal does not generate a significant level of vehicle or NMu movements. It would be beneficial to see a scheme of bicycle parking within close proximity to ensure that this is available to all users.

Recommendation:

THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, HAS NO OBJECTION TO THE PROPOSED DEVELOPMENT

1. No development shall not be brought first into until details of secure cycle/scooter storage facilities have been submitted to and approved in writing by the County Planning Authority. The development shall be implemented in accordance with the approved details.

Officer authorised to
sign on behalf of the County Council

24 October 2023

General Data Protection Regulations Notice:-

<https://new.devon.gov.uk/privacy/privacy-notices/privacy-notice-for-highways-development-management/>