

**To: Head of Planning Services
Exeter City Council
Civic Centre
Paris Street
Exeter
EX1 1JN**

From: Development Management (Exeter)
Lucombe House AB2
County Hall
Topsham Road
Exeter
EX2 4QD

Our Ref: EX/0203/2020

Case Officer: Lloyd Orriel
Telephone: 01392 383000

PLANNING APPLICATION – HIGHWAY CONSULTATION REPLY

APPLICATION NO: 20/0203/FUL

APPLICANT: ALDI Stores Ltd

DETAILS OF APPLICATION: Demolition of existing Aldi store and 452 Pinhoe Road, construction of new Aldi foodstore, reconfiguration of car park, amended landscaping and amended pedestrian and cyclist access

LOCATION: Aldi Foodstore Ltd And 452 Pinhoe Road Exhibition Way Exeter Devon EX4 8JD

Observations:

The submitted application is for the demolition of an existing Aldi store and 452 Pinhoe Road and the construction of a new Aldi foodstore, reconfiguration of car park, amended landscaping, pedestrian and cycling access at the Aldi Foodstore and 452 Pinhoe Road, Exhibition Way, Exeter.

Trip Generation

A transport statement has been submitted with the application; gauging the likely traffic generation of the existing (452 Pinhoe Road) and proposed development. The resultant vehicle trip rates (AM 2.6 IB/1.896 OB, PM 3.934 IB/4.165 OB, Sat Peak 5.752 IB/6.154 OB) indicate that there will be a net increase of 19/37/64 two-way trips in the AM/PM/Saturday Peak respectively.

However, the applicant has provided evidence that store extensions do not generate traffic volumes consistent with TRICS data. Based on existing Aldi stores data provided, due to primarily increase customer dwell time, the actual net increase of trips is only a third of the traffic when compared to traditional TRICS output (for a completely new store). Therefore, the extension is likely to generate an increase of 6/12/21 two-way trips in the AM/PM/Saturday Peak respectively.

Furthermore, in practice, there will be pass-by trips associated with the store; the information submitted by the applicant suggests that pass-by trips will account for 30% of traffic to the store.

Notwithstanding this, the application site is a brownfield site (the current store is already in existence and an existing warehouse) and is in a sustainable location. There are buses running along Pinhoe Road and DCC are constructing improved pedestrian/cycling facilities (E4 cycle route) adjacent to the store providing sustainable means to access the store.

Access

Vehicular

Vehicular access is proposed via a spur road off Exhibition Way. The ultimate access point will be an existing signalised junction onto Pinhoe Road. The existing access point has been relocated further East following concerns that the proximity of the existing access being too close with the approved E4 pedestrian/cycle crossing points along Exhibition Way. The relocation of the access point provides more forward visibility for drivers to see cyclists and is in line in paragraphs 108/110 of the NPPF. The relocated access also provides a better entrance into the reconfigured car park. With this in mind the applicant should extend the existing DYL's to protect the new access point – a TRO is required and a contribution of £3000 is required.

Tracking diagrams have been provided showing that the service vehicles are able to turn and exit the public highway in forward gear. The loading arrangements onto the public highway remain the same as existing and discussions with the applicant have led to believe that only one delivery takes place during trading hours with other deliveries taking place outside store opening hours.

Following these changes, the arrangements shown on Drawing 180954-1400 Rev P8 are acceptable and should be secured by condition.

Pedestrian/Cycle

The proposed foodstore can be expected to attract a significant amount of local traffic on foot/cycle. Given its proximity to the E4 strategic cycle route and residential developments nearby (including the Monkerton Masterplan) all efforts should be made to provide sustainable links to the store.

The store will benefit from improved crossing facilities on Pinhoe Road and improved pedestrian/cycle links along Exhibition Way (delivered by DCC). To complement this, the applicant is providing:

- a 3.5m ped/cycle connection from Exhibition Way to the store entrance. Efforts have been made to make this more direct however in order to achieve a level access a slight compromise has been taken – cycle parking directional signage will be provided
- an improved footway adjacent to Pinhoe Road. The existing footway has a pinch point and the applicant has agreed to widen the footway along the red line plan providing enhanced access to the Bus stop. It is noted that a new brick retaining wall is required adjacent to Pinhoe road – an AIP is required due to its proximity to the highway and is conditioned. The applicant should enter into an appropriate agreement with the Highway Authority (note this may require the movement of existing highway signs).

On site facilities

14 sheltered secure cycle spaces are provided under the canopy to the south of the site. Whilst the location isn't ideal (they should be located towards the front of the store), they are sheltered by the means of a canopy and the applicant is to provide directional signs. As part of the Travel Plan the number of spaces shall be monitored and from looking at the site plan, more cycle parking could be provided.

The applicant is to reconfigure the car park, providing 100 spaces, of which includes 2 Electric charging spaces (with the provision of 4 future spaces). It is thought that 100 spaces is a big increase of parking spaces related to the store extension especially due to its sustainable location; however, the applicant has provided data showing the existing car park data. This shows that at times the existing car park is over capacity and therefore there is likelihood for parking to overspill onto the public highway. It is thought that based on the evidence provided 100 vehicular car parking spaces is acceptable.

In order to maximise the sustainability to the site, the applicant has agreed to provide a e-bike docking station (with capacity of 8 bikes), electrical connection point together with a number of e-bikes. This is very much welcomed as this facility falls in line with the mitigation measures that forms part of the Pinhoe Area Access Strategy addendum, helping to offset the use of the private vehicle to the store. However, the exact location of the docking station and the number of e-bikes provided by the applicant has yet to be determined and a suitable condition is recommended.

Travel Planning

In accordance with paragraph 111 of the NPPF and the Sustainable Transport SPD, the development will be required to have a Travel Plan. A Travel Plan should be introduced including details of walking and cycling routes, as well as public transport including maps, timetables, and information about ticket offers. It should also include information about car sharing schemes, car clubs, eco-driving and motorcycle safety. These measures should be encouraged to continue the promotion of non-car-based travel.

Construction

To mitigate the impact on Exhibition Way and in particular the conflict of pedestrians/cyclists on the E4 cycle route, adequate space will need to be made available within the site for construction traffic. It is recommended that this is secured by condition.

Conclusion

Following iterative changes to the onsite layout and access location, coupled with provision of sustainable infrastructure provided, safe and suitable access to the site can be achieved. The applicant is making changes to the existing highway and should enter into an appropriate agreement (S38/278). Therefore, subject to the conditions recommended below being attached and a TRO contribution in the grant of any permission, no objection.

Recommendation:

THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, RECOMMENDS THAT THE FOLLOWING CONDITIONS SHALL BE INCORPORATED IN ANY GRANT OF PERMISSION:-

1. No part of the development hereby approved shall be brought into its intended use until relocated site vehicular access, 3.5m pedestrian/cycle connection from Exhibition Way and improved footway adjacent to Pinhoe Road, as indicated on Drawing 180954-1400 Rev P8, have been provided in accordance with details that shall previously have been submitted to, agreed and approved in writing by the Local Planning Authority.

REASON: To provide a safe and suitable access for pedestrian and cyclists, in accordance with Paragraphs 108 and 110 of the NPPF.

2. Prior to the construction of any retaining wall adjacent to Pinhoe Road, a detailed Approval In Principle for the footbridge shall be submitted and approved in writing by the Local Highway Authority (Devon County Council).

REASON: To ensure the integrity of adjacent structures and land

3. No part of the development hereby approved shall be brought into its intended use until vehicular parking spaces (including EV spaces) and sheltered secure cycle spaces as indicated on Drawing 180954-1400 Rev P8 have been provided in accordance with details that shall previously have been submitted to, agreed and approved in writing by the Local Planning Authority.

REASON: To provide a safe and suitable access for pedestrian and cyclists, in accordance with Paragraphs 108 and 110 of the NPPF.

4. Prior to occupation of the development, details shall be submitted to the Local Planning Authority of electric cycle parking provision for the development. This should include the exact location of the facility together with the number of electric bikes provided. Development shall not be occupied until such details have been agreed in writing by the Local Planning Authority and Local Highway Authority, and prior to occupation the electric cycle parking shall be provided in accordance with the submitted details.

REASON: To ensure that the development promotes all travel modes to reduce reliance on the private car, in accordance with paragraph 110 of the NPPF

5. A Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority in advance of occupation of the development. The approved travel plan measures will be implemented to the satisfaction of the Local Planning Authority.

A review of travel patterns for the site shall be undertaken within 6 months of occupation of the development and updated on a basis as agreed in writing with the Local Planning Authority thereafter.

REASON: To ensure that the development promotes all travel modes to reduce reliance on the private car, in accordance with paragraph 111 of the NPPF

6. No development shall take place, including any works of demolition, until adequate areas shall have been made available within the site to accommodate operatives' vehicles, construction plant and materials and a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority.

The statement should include details of access arrangements, measures to minimise the impact on the adjacent footpath and timings of the proposed works. The approved Statement shall be adhered to throughout the construction period.

REASON: In the interests of highway safety and public amenity

Officer authorised to
sign on behalf of the County Council

12th May 2020