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**From:** Jamie Hlland  
**Sent:** 25/10/2012 11:03:59  
**To:** Higgins, Michael  
**CC:** Halford, Ed; Gallacher, Gaynor  
**Subject:** RE: Sandy Park  
**Attachments:** 121024\_Sandy Park highway response\_JH.pdf; 120625\_A10021-01B\_M5 J30 SB widening Proposed Scheme Plan\_08-Scheme Plan with drainage\_WP.pdf

Mike,

Having just reviewed the plans, we have a more recent drawing...A10021-07 relates to the working area, whereas A10021-08 is the full scheme drawing. I have amended our response accordingly and noted that the last condition didn't make sense when I read it back through...Can you please use the attached response as our formal one?

Feel free to call me to discuss.

Regards,

Jamie

-----Original Message-----

**From:** Higgins, Michael [mailto:michael.higgins@exeter.gov.uk]  
**Sent:** 25 October 2012 09:24  
**To:** Jamie Hlland  
**Subject:** RE: Sandy Park

Jamie

Can you send me a pdf copy pf the drawing you refer to in condition 5, We don't have a copy of it and will need one for file if we refer to it in a condition.

Mike

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**From:** Jamie Hlland [mailto:jamie.hlland@devon.gov.uk]  
**Sent:** 25 October 2012 09:21  
**To:** Higgins, Michael; Short, Richard  
**Cc:** Halford, Ed; Gallacher, Gaynor  
**Subject:** RE: Sandy Park

<<121024\_Sandy Park highway response\_JH.pdf>>  
Please find attached DCC's Sandy Park response...

Regards,

Jamie Hlland  
Transportation Studies Manager

Planning Transportation & Environment  
Devon County Council  
County Hall  
Topsham Road  
Exeter EX2 4QD

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

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

**Your Ref:** 12/1030/03

**Case Officer:** Jamie Hulland  
**Telephone:** 01392 383234

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

**APPLICATION NO:** 12/1030/03

**APPLICANT:** Mr T Rowe

**DETAILS OF APPLICATION:** Redevelopment to increase capacity from 10750 to 20600 by three new grandstands, additional parking, bus/coach drop off and extension to west stand including conference centre to south stand

**LOCATION:** Sandy Park Stadium, Sandy Park Way, Exeter, EX2 7NN

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### **Observations:**

Please find enclosed Devon County Council's formal transportation comments in respect of the above application. This follows a review of the Transport Statement Addendum Report, which was produced by the applicant's consultants in response to concerns raised by the county council and the Highways Agency. The addendum report was discussed at a meeting on 10<sup>th</sup> October with local planning and highways officers, the Highways Agency and the applicant's team.

A number of the points raised in the county council's letter dated 28<sup>th</sup> September have now been satisfactorily addressed. Further monitoring will be carried out and an updated Match Day Access Strategy should be produced. The county council consider this particularly important given that the club has been promoted to the Premiership and travel behaviour is expected to have changed. The need to regularly monitor the MDAS is a requirement of previous planning consents for the site.

It is recommended that occupation of the stadium is limited to 11,700 spectators until further monitoring and details are received in respect of the baseline mode share of people arriving by all modes. This will provide a more robust basis for assumptions about future, higher attendances. Using this data, the county council would expect the MDAS to predict how an average attendance of 15,000 spectators and a worst case 'full capacity' match day could be accommodated, with sustainable transport measures and commitments (as set out in the 2009 planning consent s106) detailed, as necessary.

The Highways Agency, working with the county council, have recently secured DfT funding through the pinchpoint funding programme to deliver improvements to Junction 30 by Spring 2015. Although further monitoring of spectators is necessary, the sensitivity test modelling suggests that the junction improvements are likely to accommodate increased match day traffic on higher attendances.

With regards to concerns about overspill parking occurring in the adjacent residential areas of Newcourt, it is understood that provision for any necessary parking restrictions is included in the original 2004 stadium proposals (Section 106, Schedule 2, Part 4). This states that any costs incurred in advertising and bringing into force any necessary traffic orders (within a 1.5km radius of the stadium) will be reimbursed to the county council by the club.

The non-car mode share predictions for the conference facilities are challenging and it is recommended that a Travel Plan is produced to monitor delegate travel behaviour and put in place measures to minimise car use, as necessary. Unlike match days, there are no bus services within easy walking distance and, should the car park reach capacity, there is no off-site parking available for visitors. Traffic impacts associated with the conferencing are likely to occur during the weekday peak periods. Where possible, efforts should be made to manage arrival and departure times of delegates outside the 08.00-09.00 and 17.00-18.00 peak periods, particularly for full capacity events.

The county council recognises the success of the existing match day access strategy in minimising car use and managing spectator arrivals and we would hope that it continues to set a best practice example with its replacement MDAS for increased attendances.

Attached are a number of conditions, which we recommend are incorporated in any grant of planning permission.

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**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) Unless otherwise agreed, the playing area and spectator facilities in the main stadium shall only be used for the purposes of playing rugby or other sporting activities. The site shall not be used for public performance of musical events.

**Reason:** To enable the local planning authority to retain control over the use.

- 2) The access from the site to Old Rydon Lane shall only be used by emergency or maintenance vehicles, and not as general means of access to or from the stadium and conference facilities.

**Reason:** In the interests of highway safety and amenity to local residents.

- 3) Capacity of the stadium exceeding 11700 spectators shall not be utilised until a Match Day Access Strategy for crowds exceeding this figure has been submitted to and approved in writing by the Local Planning Authority. The scope and content of the Match Day Access Strategy shall be agreed with the local planning authority in consultation with the local highway authority and the Highways Agency (on behalf of the Secretary of State for Transport) and

contain detailed provisions for the purposes of securing compliance with the approved measures together with its review and amendment as necessary. The Match Day Access Strategy shall incorporate the commitments for such a Strategy as set out in the existing Section 106 Agreements dated 9<sup>th</sup> September 2004 and 20<sup>th</sup> November 2009. Thereafter the stadium shall only be used and operated in accordance with the approved Match Day Access Strategy.

**Reason:** In the interests of highway safety, the operation of the highway network and the living conditions of the occupiers of nearby dwellings.

- 4) A Travel Plan relating to the use and operation of the conference centre attached to the new south stand shall be submitted to, and be approved in writing by, the Local Planning Authority and local highway authority (in consultation with the Highways Agency on behalf of the Secretary of State for Transport) prior to the said conference centre being brought into use. Thereafter the conference centre shall be operated in accordance with the approved Travel Plan.

**Reason:** To ensure that the conference centre is operated in a way that encourages travel by sustainable means and minimises the potential impact on the local highway network.

- 5) Capacity of the stadium exceeding 15,000 spectators shall not be utilised until such time as the improvements to Junction 30 of the M5, as identified on drawing A10021-08, for which Pinch Point funding has recently been secured, have been fully implemented.

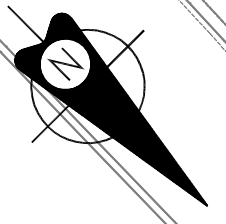
**Reason:** To ensure that the function and safety of the Strategic Road Network is not adversely affected by traffic associated with increased capacity of Sandy Park stadium.

Officer authorised to  
sign on behalf of the County Council



Date: 25 October 2012






Q	
Q	

designer	MTW	drawn	MTW	reviewed
scale(s)	1:1000	A1	date	05 2012



## Engineering Design Group

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JOB

M5  
JUNCTION 30  
SOUTHBOUND OFFSLIP  
WIDENING

DRAWING TITLE

SCHEME PLAN  
SHOWING  
DRAINAGE LOCATION

drawing number  
A10021-08