

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

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

Our Ref: EX/0691/2020

Case Officer: Lloyd Orriel
Telephone: 01392 383800

PLANNING APPLICATION – HIGHWAY CONSULTATION REPLY

APPLICATION NO: 20/0691/FUL

APPLICANT: Ms Emma Osmundsen

DETAILS OF APPLICATION: Demolition of existing sport facility and rifle range and redevelopment of the site to provide 44 new dwellings, associated car parking, amenity space and access (Amended Plans).

LOCATION: Clifton Hill Sports Centre Clifton Hill Exeter Devon EX1 2DJ

Observations:

The submitted application is for the demolition of the disused sport facility centre and the construction of 44 residential properties with associated parking, amenities and site access at Clifton Hill Sports Centre, Clifton Hill, Exeter.

Trip Generation

A transport statement has been submitted with the application, gauging the likely traffic generation of the existing and proposed development. The TRICS database has been used to compare the sites which is acceptable in principle. The resultant vehicle trip rates and associated traffic generation indicate that there will be a net decrease of 3 two-way trips in the AM Peak and a net decrease of 21 two-way trips on the PM Peak.

Notwithstanding this, the application site is a brownfield site and is in a sustainable location. It is well located in proximity to the City Centre and nearby cycle routes. Henceforth, given the above, the vehicular impact of the development cannot form a reason for refusal. Nonetheless, due to its location in relation to the City Centre every effort should be made to promote sustainable transport to justify the trip rates used.

Vehicular, Pedestrian and Cycling Access

It is proposed that the primary access for vehicles will be from Clifton Hill itself. Vehicular access to the “Mews street” will be via a priority junction and vehicular access to the “Green street” will be via a dropped kerb. In addition, five properties will have direct frontage onto Clifton Hill; all access points achieve visibility splays of 2.4 metres x 25 metres in accordance with the speed limit of 20 mph. The proposed access arrangements are shown indicatively on the General Arrangement Plan Rev B – a condition is recommended to secure the details of such access points.

The existing access point onto the “Mews Street” has been tightened providing a better access into the development parcel, whilst also accommodating access to plot 1. The access leads to a 5.5m road serving the development parcel and the existing uses on site. The new access point to serve the “Green Street” is indicated to be private with a narrower entrance point serving a handful of properties; this is acceptable in principle.

It is proposed that the primary access for pedestrians and cyclists will also be from Clifton Hill. The applicant is proposing a 2m footway from the primary site access point to the southern boundary, where existing uses remain. A footway along the frontage of plots 1-5 still remains and ties into exiting infrastructure. To add permeability to the site, a footway is provided to the north-west of Plot 7 into the “Green Street”. It is also noticed that a potential pedestrian access point is safeguarded alongside plot 20 and should be secured as part of a S106.

All highway works should be progressed through an appropriate agreement.

On site layout/Parking

The layout is broadly acceptable for a residential development and has been through a number of iterations with the applicant. It is particularly pleasing to see a raised table being implemented at the crossroads, slowing vehicular speeds, whilst still providing access to all uses on site. There are however a few elements of the design which are overly highway focused for residential streets. Options to provide a lower speed environment that better encompasses the manual for streets philosophies should be refined through the Section 38 process.

The level of parking proposed is below the standards set out in the ECC residential design guide. However, given the site's location, the applicant's intention to promote sustainable travel, minimising the reliance on a private car; by the way of a shared car, shared bikes and cycle parking, the parking levels are accepted.

The “Mews Street” is to be adopted by the Highway Authority and will need to a Traffic Regulation Order to advertise the extension of a 20mph zone and the advertisement of Double yellow lines. The site is situated in an existing residents parking area (C) where there is high demand for on street spaces, the applicant is advised that in accordance with current policy additional on street resident parking permits **will not** be issued to serve this development.

Roads within the development that are not to be adopted will need to be controlled by the applicant. The applicant should be implementing a car park management plan to minimise overspill parking on private areas (areas outside of the control of the Highway Authority).

Current policy sets out a requirement for secure sheltered cycle parking to be provided for **all** residential new builds. The Vehicular Parking Strategy Plan Rev A indicates that cycle parking will be provided, but there is a lack of detail as to if they are sheltered. For most properties, two cycle spaces per plot are provided, but no detail regarding their type is provided. Given that this application is so close to the city centre, cycling should be promoted and consequently cycle parking should be easily accessible. A condition is therefore recommended to secure details of cycle parking.

Travel Planning/Car Park Management

In accordance with paragraph 111 of the NPPF the development will be required to have a Travel Plan. A simple 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.

To discourage the use of the private vehicles, the applicant is providing a Co-car space (adjacent to the “Mews street”) together with a Co-Bike docking station. The number of e-bikes has not been provided and therefore should be conditioned. The location of the docking station is indicatively shown next to plot 5. The uptake of the sustainable measures should be monitored and controlled through the travel plan.

Construction

The proposals will require demolition/construction work adjacent to a busy environment. To protect the safety of users of the public highway it is essential that the construction arrangements are carefully managed, and that appropriate space is available off the highway for all construction plant/vehicles. It should be noted that suitable arrangements to access the Ski Slope/Driving Range should be made.

Summary

The proposal is in a sustainable location; within walking & cycling distance to employment hubs and the City Centre. National Policy is for the presumption of sustainable development and for safe & suitable access to be achieved. The proposed development provides sustainable measures with a slight benefit on the highway network. No objection subject to S106 and conditions.

Transport Contributions

- £10k towards the advertisement (TRO)
- Co-Cars space and Co-bike docking stations (including bikes)
- Safeguarded pedestrian link adjacent to plot 20 to the southern boundary

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 the access points onto Clifton Hill, as indicated on *Drawing No. 190908 L 02 02 REVB* have been provided in accordance with details and specifications that shall previously have been submitted to, agreed and approved in writing by the Local Planning Authority

REASON: To ensure that a safe and suitable access to the site is provided for all users, in accordance with Paragraphs 108/110 of the NPPF and CP9 of the ECC Core Strategy

2. No part of the development hereby approved shall be brought into its intended use until a Co-Car and a Co-bike docking station (together with electricity supply to both elements) as indicated on *Drawing No. 190908 L 02 02 REVB* has been provided in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority.

REASON: To provide adequate facilities for sustainable transport and ECC Core Strategy CP9.

3. Prior to occupation of the development hereby permitted, a travel pack/car park management plan shall be provided informing all residents of walking and cycling routes and facilities, public transport facilities including bus stops, rail stations and timetables, car sharing schemes and car clubs, as appropriate, the form and content of which shall have previously been approved in writing by the Local Planning Authority.

REASON: To ensure that all occupants of the development are aware of the available sustainable travel options, in accordance with Paragraph 111 of the NPPF

4. Prior to commencement of the development, details shall be submitted to the Local Planning Authority of secure sheltered cycle parking (including electric bicycle parking) for the development. Development shall not be commenced until such details have been agreed in writing by the Local Planning Authority, and prior to occupation the cycle parking shall be provided in accordance with the submitted details.

REASON: To provide adequate facilities for sustainable transport

5. No development shall take place, including any works of demolition, until 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 and timings and management of arrivals and departures of vehicles. 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

Date: 23rd September 2020