

**To: Head of Planning Services  
Exeter City Council  
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Paris Street  
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**From: Development Management(Exeter)**  
Larkbeare House,  
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Topsham Road,  
Exeter,  
EX2 4NG

**Our Ref:** EX/0537/2022/OUT

**Case Officer: Ben Sunderland**  
**Telephone:**

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

**APPLICATION NUMBER:** 22/0537/OUT

**DETAILS OF APPLICATION:** Outline planning application for the demolition of existing buildings and structures and the phased development of up to 350 dwellings and associated infrastructure and open space.

**LOCATION:** Land At St Bridget Nursery, Old Rydon Lane, Exeter, Devon, EX2 7JY

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### **Observations:**

This is a planning application for the erection of 350 dwellings at St Bridget Nursery, Old Rydon Lane.

### **Trip Generation**

The vehicle trip generation of the site has been based on analysis informed from several sources and databases; the applicant has indicated that a total of 158 and 153 two-way trips in the AM and PM peak hours respectively are anticipated. The Nursery which currently occupies the site which would result in a level of vehicle movements to and from the site as it is the extant use. When taking this into consideration with the proposed development this would result in an additional vehicular trip generation of 137 and 88 two-way trips in the AM and PM peak hours. This would average out as approximately an additional vehicle movements every 30 seconds in the AM peak.

The Applicant has undertaken a detailed Transport Assessment of the site that also included the surrounding junctions. The applicant has demonstrated that when considering the future growth on top of the proposed development, the junctions have demonstrated that for this development there is sufficient capacity in these junctions that would not place the existing

highway infrastructure over capacity. The trip generation aspect of the planning application would not be a reason for the Highway Authority to recommend refusal to the Local Planning Authority as it would not represent a severe impact on the highway as defined within the National Planning Policy Framework (NPPF).

### **Vehicular Access**

This development seeks to take the main thoroughfare from the existing Old Rydon Lane to take vehicle movements through the proposed development. The exact details of this road, layout, alignment and design for example would be considered at the Reserved Matters Design stage, but early consultation with the Highway Authority prior to any submission would speed up this process and as such the principle of this would not raise an objection to from the Highway Authority.

However, as this is an outline application looking at the access, the proposal does propose altered access to the site as shown in drawing numbers 47450/5505/SK06A, 47450/5505/SK02B & 47450/5505/SK01B.

Drawing Number 47450/5505/SK06A shows the access at the western side of the development shortly after the junction with the A379. This would offer a wider carriageway and footway/cycleways which in turn would allow for a greater level of vehicle movements than the existing Old Rydon Lane has capacity for. Old Rydon Lane would still have an access for the existing dwellings which would represent a low level of movements.

A similar proposal is shown on drawing 47450/5505/SK02B and both junctions show a simple priority 'T' junction onto the new proposed internal re-routed road. It should be noted that it would be highly unlikely that Old Rydon Lane would be used as a 'rat run' due to its alignment and narrow nature.

Drawing 47450/5505/SK01B realigns and connects further along Old Rydon Lane, to the east of drawing 47450/5505/SK02B.

It would seem that the required visibility splays for the new accessed can be achieved in line with Manual for Streets (MfS) which would be considered the appropriate guidance where 2.4 metres by 43 metres for a 30mph road would be appropriate.

It is the opinion of the Highway Authority that the access for the proposed development would not represent a severe highway safety concern as outlined within the NPPF, ergo it would be unreasonable for the Highway Authority to raise an objection to the planning application.

## **Walking and Cycle Access**

There is an existing footway that is on the outside of the site and would offer a link to amenities such as schools, shops and supermarkets. To the north of the site would be an ideal place to allow access to pedestrians and cyclists to access further afield in Exeter, as well as the existing residents to the south of the development and also surrounding developments. It would be hard to specifically plan the connections without a detailed internal layout to help establish desire lines and ongoing links to other sites and the wider network. Any links onto pedestrian or cycle ways can be secured as a contribution within the S106 or at the detailed design stage.

## **Public Transport Access**

The proposed access have shown that the largest vehicle likely to access/egress the site can do so and as such it may be technically possible for a bus route to be considered through the site to enable access to public transport. This would also open up the opportunity for the surrounding residents to access such a service.

## **Parking**

Parking is a matter for ECC to determine but would need to be looked at during the Reserved Matters. It would be beneficial for the developer to look at EV charging for the site and cycle parking to ensure that any Reserved Matters submission would be in line with policy with the climate change emergency declared.

## **Cycle Parking**

It is feasible that that parking for cycles will be provided in garages, for properties without garages. The Applicant is required to provide clarification regarding cycle parking provision at the Reserved Matters stage.

As per Table 2 of the ECC Sustainable Transport SPD, one to two cycle parking spaces should be provided in the public area of the proposed development for use by visitors. This communal cycle parking for visitors should be provided in a safe and convenient location, again to be considered at the Reserved Matters.

## **Future Aspirations**

It is clear from the layout and the siting of the development that there could feasibly be a link from this site to the Ikea gyratory. Although there is third party land that separates this, any design at Reserved Matters (and again early consultation with the Highway Authority would be beneficial) should allow for the possibility that should any future development on the third party land come forward that a link for vehicles and non-motorised users can be secured.

## **Traffic Regulation Orders**

With the change in the alignment of Old Rydon Lane there would be a requirement for a TRO for the change of alignment and potential stopping up of highway and early consultation with the Highway Authority would help on this.

A payment of £15k within the S106 would also be required to look at parking restrictions once the site has a 100% occupation (with repayment of remaining monies within 5 years of 100% occupation). This will allow the Highway Authority to provide additional parking measures when the roads have been adopted under S38 should there be a requirement for this.

I am aware that there are currently plans for TRO's to be implemented along Old Rydon Lane. Should ECC be minded to grant consent to this planning application then this would potentially mean that the TRO's going through current consideration would need to be revisited should this application be approved.

## **Travel Plan**

For a development of this size, a Travel Plan must be secured to help reduce the potential of single occupancy vehicles as well as reducing the numbers of vehicles the site would generate. The applicant has provided a Travel Plan as part of the application that looks broadly acceptable, it is noted that the applicant proposes to offer a voucher scheme of £100 per dwelling, this must be over the first 3 tenures.

Exeter already has an existing infrastructure of communal bike sharing and car sharing and at the Reserved Matters, it would be beneficial for the applicant to consider this and providing space for such infrastructure.

This would need to be secured within the Section 106 agreement.

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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. Prior to commencement of any part of the site the Planning Authority shall have received and approved a Construction Management Plan (CMP) including:
  - (a) the timetable of the works;
  - (b) daily hours of construction;
  - (c) any road closure;
  - (d) hours during which delivery and construction traffic will travel to and from the site, with such vehicular movements being restricted to between 8:00am and 6pm Mondays

to Fridays inc.; 9.00am to 1.00pm Saturdays, and no such vehicular movements taking place on Sundays and Bank/Public Holidays unless agreed by the planning Authority in advance;

(e) the number and sizes of vehicles visiting the site in connection with the development and the frequency of their visits;

(f) the compound/location where all building materials, finished or unfinished products, parts, crates, packing materials and waste will be stored during the demolition and construction phases;

(g) areas on-site where delivery vehicles and construction traffic will load or unload building materials, finished or unfinished products, parts, crates, packing materials and waste with confirmation that no construction traffic or delivery vehicles will park on the County highway for loading or unloading purposes, unless prior written agreement has been given by the Local Planning Authority;

(h) hours during which no construction traffic will be present at the site;

(i) the means of enclosure of the site during construction works; and

(j) details of proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site

(k) details of wheel washing facilities and obligations

(l) The proposed route of all construction traffic exceeding 7.5 tonnes.

(m) Details of the amount and location of construction worker parking.

(n) Photographic evidence of the condition of adjacent public highway prior to commencement of any work;

2. In accordance with details that shall previously have been submitted to, and approved by, the Local Planning Authority, provision shall be made within the site for the disposal of surface water so that none drains on to any County Highway.

REASON: In the interest of public safety and to prevent damage to the highway

3. The site access and visibility splays shall be constructed, laid out and maintained for that purpose in general accordance with the attached Diagrams 47450/5505/SK06A, 47450/5505/SK02B & 47450/5505/SK01B where the visibility splays provide intervisibility between any points on the X and Y axes at a height of 0.6 metres above the adjacent carriageway level and the distance back from the nearer edge of the carriageway of the public highway (identified as X) shall be 2.4 metres and the visibility distances along the nearer edge of the carriageway of the public highway ( identified as Y ) shall be 43 metres in both directions.

REASON: To provide a satisfactory access to the site with adequate facilities for short term parking

H) and to provide adequate visibility from and of emerging vehicles.

The on-site highway works as shown on drawing no. 47450/5505/SK09 shall be constructed generally in accordance with and made available for use before any other part of the development commences.

REASON: To ensure that adequate facilities are available for construction traffic.

4. This permission shall not constitute an approval of the layout plan No. 200909 L 02 01 submitted with the application, because it has been treated as being for illustrative purposes only

REASON: For the avoidance of doubt

5. Within twelve months of the first occupation of the first dwelling in an agreed phase of the development, all roads, footways, footpaths, drainage, statutory undertakers' mains and apparatus, junction, access, retaining wall and visibility splay works shall be completed to the written satisfaction of the Local Planning Authority.

REASON: To ensure that the access arrangements are completed within a reasonable time in the interests of safety and the amenity of residents

6. The development hereby approved shall not be carried out otherwise than in accordance with a phasing programme which shall previously have been submitted to and approved by the Local Planning Authority in writing.

REASON: To ensure the proper development of the site.

Officer authorised to  
sign on behalf of the County Council

2 November 2022

General Data Protection Regulations Notice:-

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