

**PLANNING COMMITTEE**  
**27 JULY 2015**  
**ADDITIONAL INFORMATION**

**Correspondence received and matters arising following preparation of the Agenda**

**Item 5 - Pages 11-12. Ref No: 15/0740/03**  
**Countess Wear Village Hall, 28 School Lane, Exeter**

NO FURTHER UPDATE

**Item 4 - Pages 5-12. Ref No: 15/0387/03**  
**Park & Ride, Matford Park Road, Exeter**

The further Highway Consultation response is given below:

**APPLICATION NO:** EX/00387/2015

**DETAILS OF APPLICATION:** Proposed new workshop, offices, bus wash, fuelling and chassis wash facility for the servicing, maintenance and parking of public service vehicles including change of use (B2 Sui Generis). Pick up and drop off of park and ride passengers.

**LOCATION:** Park & Ride, Matford Park Road, Marsh Barton Trading Estate, Exeter, EX2

**Observations:**

Essentially, the submitted application is for the relocation of the current city centre bus depot (located on Belgrave Road) to the current Park & Ride overspill/Auction House Parking at Matford Park Road, Exeter. The adjacent Matford Park and Ride will be retained, with the site also used for overnight bus parking.

Following a number of comments provided to the applicant in June, amended plans have been provided. This response is following the receipt of those plans and covers the following main points

- Vehicular impact of proposals
- Access and on site arrangements
- Provision for sustainable transport modes
- Park and Ride capacity and loss of overflow car park

*Vehicular Impact*

The submitted information indicates that the proposed depot will have 30-35 staff on site at one time, plus drivers. The anticipated breakdown of traffic into and out of the site across the day is provided in Section 4 of the Transport Assessment. Although the submitted numbers which show no trips during the peak hours appear unlikely, it is accepted that the bulk of trips occur at quieter times and overall the traffic impact of the development is not a significant concern.

It is noted that the traffic count data referred to in paragraph 3.7 is a number of years old (2002 and 2005 respectively). Nevertheless, given the limited vehicular impact of the proposal and that traffic flows in the area have been relatively constant over the last 10 years the omission of up to date turning count data is acceptable.

*Access and on site arrangements*

Access to the site is proposed via a new mini roundabout to the south west of the existing mini roundabout on Matford Park Road and is, in principle, acceptable. The updated plans, illustrated on the Site Plan drawing (1020/B/001 Revision H) have accommodated many of the comments provided on the initial submission and give comfort that a suitable arrangement can be achieved. There are still a number of

points to promote sustainable transport, including

- Dropped kerb Cycle access from Matford Park Road
- Width of onsite footways
- Pedestrian priority over access to disabled spaces

The majority of these are points of detail, and I am confident these can be achieved within the land in question. It is therefore recommended that the final arrangements are secured through condition.

#### Provision for sustainable transport modes

The Secure Cycle parking facilities indicated on the plans for the Depot and the Park and Ride site are broadly acceptable and should be secured by condition. In addition, the potential for cycle Park and Ride interchange (particularly for new development in the South West Exeter area) is likely to grow considerably over future years and therefore provision for this growth, or an indication of how this will be accommodated, will need to be secured through appropriate condition.

A Travel Plan for the bus depot has been submitted alongside the application. The Travel Plan is acceptable and should be implemented in accordance with the submitted details.

#### Park and Ride capacity

The existing Matford Park and Ride has 443 spaces, with up to 300 additional spaces provided in the overspill car park. Whilst it is noted that the full theoretical capacity is rarely available (as spaces are sometimes used by the auction house and employees of businesses in Marsh Barton) the submitted proposals will result in a loss of spaces at Matford Park and Ride.

Matford Park and Ride, along with sites at Honiton Road and Sowton, are a pivotal part of the city's transport network providing additional capacity into the city centre and displacing vehicle trips that could not be otherwise accommodated on the road network. These serve an important role throughout the year, especially around Christmas when demand for travel into the city centre is at its highest. In isolation, the loss of Park and Ride spaces is a concern.

The longer term strategy, as set out in the Local Transport Plan and the Exeter Core Strategy, is for an additional Park and Ride to serve the South West of the city. Plans for a new Park and Ride at Ide are currently being consulted on by the County Council, with an indicative timetable for a planning application to be submitted this winter. This additional Park and Ride capacity is essential for accommodating the growth plans earmarked for the Exeter area.

Although identified in relevant plans and policies, there is not yet certainty over the delivery of this site. To allow time for these proposals to be progressed, and ensure that adequate provision is provided in the Park and Ride sites for the upcoming Christmas, it is recommended that works on the depot are not commenced before 4<sup>th</sup> January 2016.

Following this, and prior to opening of any additional Park and Ride sites, it is vital that to the usage of the 477 Park and Ride spaces is maximised. This can be achieved by ensuring spaces are only used by users of the Park and Ride. The applicants have proposed a number of possible measures to achieve this, and it is noted that it is clearly in their interest to do so. The details of the Car Park management should be agreed prior to any closure of the overspill parking and secured through a condition.

Finally, the overflow parking also serves the auction house and car boot sale on Sundays. The proposed development will reduce the parking provision for this, as a result displacing parking onto adjacent premises and streets. Consequently, I would wish to see the restrictions on Matford Park Road reviewed to ensure this any change in demand can be accommodated. A contribution toward this is therefore requested from the developer.

### Summary

In summary, the main period of traffic generation is outside peak hours and the access arrangements can be made acceptable. The reduction in Park and Ride capacity is a significant concern, but proposals for further provision on this side of the city will overcome these concerns. Subject to appropriate conditions, the submitted proposals can be acceptable from a highway view.

### **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. An appropriate agreement to secure a financial contribution in the sum of £5,000.00 towards implementation of Traffic Regulation Orders in the immediate vicinity of the site.
2. No part of the depot development hereby approved shall be commenced until 4<sup>th</sup> January 2016.  
REASON: To ensure adequate Park and Ride capacity is maintained for the 2015 Christmas period.
3. No part of the Depot development hereby approved shall be brought into its intended use until the access, on site vehicular and secure cycle parking facilities, Cycle access to the Park and Ride and pedestrian facilities have been provided and maintained in accordance with details to be submitted to and approved in writing with the Local Planning Authority, and retained for that purpose at all times  
REASON: To provide a safe and suitable access and adequate facilities to promote the use of sustainable modes, in accordance with Section 4 of the NPPF.
4. No part of the development hereby approved shall be brought into its intended use until a strategy for providing secure cycle parking and ancillary facilities at the Park and Ride, including proposals to accommodate further increases, has been approved in writing with the Local Planning Authority, and implemented in accordance with this strategy.  
REASON: To provide a safe and suitable access and adequate facilities to promote the use of sustainable modes, in accordance with Section 4 of the NPPF.
5. A Car Park Management Plan for the Park and Ride site shall be submitted to and agreed in writing by the Local Planning Authority prior to commencement of any part of the development. A review of the impacts of this management plan shall be undertaken within 3 months of occupation of the development and the Car Park Management Plan updated on a quarterly basis thereafter, unless otherwise agreed with the Local Planning Authority.  
REASON: To ensure that adequate onsite parking provision is provided.
6. At the commencement of use of the development the Travel Plan shall be implemented in accordance with the terms and details approved by the Local Planning Authority.  
REASON: To ensure that the development promotes all travel modes to reduce reliance on the private car, in accordance with paragraph 36 of the NPPF.

### **OFFICER RESPONSE:**

The update regarding the proposal for an additional Park and Ride to serve this side of the city is welcomed.

It is understood that the review and implementation of Traffic Regulation Orders (TROs) requested in point 1 above is in the interest of relaxing TRO's on highways in the area so as to accommodate more on street parking to compensate for reduction in spaces from the occasional overflow parking. This would need to be secured through a legal agreement which could take the form of a unilateral undertaking made by the applicant. The recommendation is therefore varied as to include a requirement for a contribution of £5000 being secured for the purposes of implementation of Road Traffic Orders in the vicinity of the site that allow for additional on road parking.

The applicant has indicated that the Park and Ride car park area could be maintained to be available up to 4<sup>th</sup> January 2016, however the overflow area could not be maintained for parking without very significant detrimental impact on the construction programme. The proposed development includes works for provision of a new access that would necessarily involve the closure of access to the Park and Ride site. This too could be timed not to coincide with the December Christmas Shopping period of maximum demand. Whilst the suggested condition 2 is not recommended, an alternative additional condition as set out below is recommended:

*Condition 16. Before development hereby approved is commenced a programme of works shall be submitted to and agreed in writing by the Local Planning Authority which shall maximise the availability of parking at the site during the construction period. Unless otherwise agreed in writing construction works, including highway works, shall only be carried out in accordance with that agreed programme. Reason: In the interest of sustainable transport.*

Condition 3 as suggested above should be added to the recommendation as Condition 17.

Condition 4 as suggested above should be added to the recommendation as Condition 18. Condition 8 attached to the agenda should be amended to refer to the Depot only rather than the development as a whole.

The wording of suggested condition 5 above shall replace that of condition 9 attached to the agenda report.

The aims of suggested condition 6 are considered to be covered by condition 7 attached to the the agenda report.