

PLANNING COMMITTEE

24 AUGUST 2017

ADDITIONAL INFORMATION

Correspondence received and matters arising following preparation of the Agenda

Item 5 : Pages 5-30 : Ref 17/0006/02

Exeter Golf & Country Club Practice Ground, Newcourt Drive

1 further representation from a local resident re-iterating the principal concern as relating to access issues, urging various parties to get together and discuss alternatives, including resolution of ransom situation.

Further extensive representation, with supporting photographs, on behalf of the Exeter Cycling Campaign maintaining an objection to revised proposals based on concerns summarised as follows –

- **Significant negative impact on road safety along Old Rydon Lane and hence ‘strategic cycle route E9’**
- **Lack of deliverable pedestrian and cycle connections to Admiral Way**
- **Poor quality pedestrian and cycle infrastructure through site on what should be a ‘strategic route’**
- **Very low housing density that does not make most efficient use of scarce land resources**
- **Not consistent with the Newcourt Masterplan**

The applicant has also confirmed that a Stage 1 Road Safety Audit has been carried out which concludes as follows -

“2 Issues Raised at this Stage 1 Road Safety Audit

*2.1 No highway safety issues were observed at the time of the site visit for this Stage 1 RSA.
However, the Auditors would recommend the following (in no particular order):*

a. One Way Vehicular Route - 3m wide (constant width) between Holland Park and Newcourt Drive. To be demarcated by carriageway edge lines.

b. Existing northern boundary hedge line to Holland Park II to have a regime of maintenance to ensure that users of the cycle lane are not compromised.

c. Ensure that appropriate signing is provided for the One Way (Vehicle) Only route at both Holland Park and Newcourt Drive junctions.

d. Ensure that appropriate signing is provided for the cycle route.

e. Ensure that appropriate signing is provided to the west of Holland Park indicating two way traffic.

f. Ensure that appropriate signing is provided to the west of Newcourt Drive to indicate NO ENTRY westbound.

2.2 *It is further recommended that full detailed plans are presented for a Stage 2 RSA as soon as is practicable.*"

DCC as Highway Authority have commented as follows in respect of the revised proposals -

"Further to our recent meetings and receipt of these revised plans I would comment as follows.

The previous access arrangements were acceptable to the highway authority, but your Members had some concerns regarding Old Rydon Lane. The revised plans appear to address those concerns and bring forward further elements of the E9 cycle route and are acceptable to highway authority officers. However, your Members should be aware that the elements of one way flow and traffic restrictions will all require Traffic Regulation Orders that will almost certainly need to go before the local HATOC. These works should therefore be included in an appropriate legal agreement with appropriate 'Best Endeavours' clauses. I note that our specific request for concerns about potential speed increase on Old Rydon Lane to be considered in the Stage 1 Road Safety Audit have not been taken on board. The Stage 2 audit will need to specifically address this issue, and the detailed design will need to incorporate any appropriate speed reduction measures, in advance of a TRO being considered by the HATOC. All of these matters will need to be included in the appropriate legal agreement and funded by the developer.

The additional widening to the E9 cycle route to 3m is welcomed as is the provision of the adopted area to the south eastern boundary."

In response to this the developer has provided the following response from the Safety Auditor –

"I have spoken to Tim about Brian Hensley's concerns about the possibility of vehicles increasing speed along the proposed section of One Way eastbound on Old Rydon Lane.

Our comments are:

- 1. Only local traffic uses the lane and whilst this section of c/way does open up a little the likely increase in speeds would possibly be minimal.*
- 2. The c/way will be reduced in width to accommodate the cycle route and may help to reduce speeds or at least be a status quo to 1 above.*
- 3. We are not too keen on vertical traffic calming across the vehicle lane as this could encourage Powered Two Wheelers to bypass using the cycle route and other issues that vertical obstacles can bring forward such as additional signing / bollards / kerbing etc etc.*

Our recommendation at this point in time is to be aware of the possible increase in vehicle speeds and to await the full stage 2 design plans and how the original recommendation in the Stage 1 Audit will be addressed.

If it is considered that 'positive' traffic calming/reallocation of road space of some sort is to be provided then we would recommend that this is 'drawn out' on site at the Stage 2 time and would suggest that a form of separation between vehicles and cyclists could be achieved by road markings - e.g. a narrow width of hatching with continuous white lines and a minimum c/way width for vehicles.

Hope the above helps and that Brian can gain some comfort that there is a good chance of a solution being brought forward."

Notwithstanding the additional representations, and acknowledging the comments of the Highway Authority in respect of the revised proposals, the officer recommendation remains one of approval as set out in the main report.

**Item 6 : Pages 31-42 : Ref 17/0724/03
Moberly House, Lower Argyll Road**

In response to concerns raised about a potential increase in pedestrian movements along Glenthorne Road, the applicant has commented as follows:

“The existing Moberly hall is not self-catered. All 139 Moberly students use catering facilities at Birks Hall to the south and thus walk up and down Glenthorne Road for two meals daily. Potentially, the existing footfall is 139 x 4 pedestrian movements per day + trips to the central/academic campus. The proposed Moberly building would be self-catered and therefore the total number of pedestrian movements per day would actually be less than existing. There haven’t been any reported incidents with cars and pedestrians on Glenthorne Road so, on the basis of a reduction in usage, there would not appear to be any concern.”

**Item 7 : Pages 43-56 : Ref 17/0461/03
Land adj Omaha Drive and Blakeslee Drive**

Nothing to update.

**Item 8 : Pages 57-68 : Ref 17/0440/02
Phase 2, Land north, west and south of Met Office, Hill Barton Road**

Further additional representation from adjoining land owner raising following issues –

- **Cannot accept potential bus link to their land without physical barriers – need absolute certainty it will be used as a bus only link**
- **Concern from potential development partners over highway performance and an uncontrolled link could be risk to bringing a scheme forward**
- **Object to potential build out to discourage private motor vehicle use being shown on their land and outside red line denoting reserved matters application site – not acceptable for measures to secure bus only access to fall on adjoining land owner**
- **Question whether it is technically feasible for bus to utilise proposed link in absence of appropriate detail i.e. swept path analysis**

Further comments on revised plans on behalf of Exeter Cycling Campaign stating –

- **Welcome amendments to include cycle storage provision for dwellings, introduction of traffic calming via ‘raised tables’, greater pedestrian/cycle connections from site to existing ‘Met Office’ path and bus/cycle/pedestrian only link to adjoining land in southern part of site.**
- **Trust connections will be delivered prior to first occupation, and without complications related to any third party landownership which should be resolved now.**
- **Query how restriction of southern access to bus only use will be enforced and suggest an appropriate bollard approach is adopted.**

DCC as Highway Authority have confirmed that they are satisfied with a bus only link and that physical barriers are not necessary to achieve this in their opinion. However the County have highlighted the desirability of a further pedestrian connection to the adjoining commercial land in the vicinity of plots 228/229 and accordingly an additional condition is proposed as follows –

6) No part of the development hereby approved shall be commenced until details (including timeframe for delivery) of a proposed pedestrian/cycle connection of a minimum 3 metre width between the Met Office path and the southern boundary of the site between the parking for plots 227/228 have been submitted to and approved in writing by the Local Planning Authority. Thereafter the said connection shall be constructed in accordance with those details up to the boundary of the applicant's land ownership with the adjoining land to the south prior to the first occupation of more than 65 dwellings included within this application, or such other trigger agreed in writing by the Local Planning Authority as part of the details to discharge this condition.

Reason: In the interests of permeability and encouragement of the use of sustainable modes of transport.

Item 9 : Pages 69-74 : Ref 17/0862/03
Land off Exeter Road, Topsham

Nothing to update.

Item 10 : Pages 75-82 : Ref 17/0946/03
The Quay Bridge, The Quay

A further statement has been received from the Environment Agency which is circulated with this sheet.

DCC Highways: No objection however the application affects parts of the Quay is Highway Managed at Public Expense and a Section 171 consent may be required. An informative to advise the applicant in this matter can be attached to any consent.