

**To: Head of Planning Services
Mid Devon District Council
Phoenix House
Phoenix Lane
Tiverton
EX16 6PP**

From: Development Management (East)

Our Ref: ED-00045MOUT-2024

Case Officer: Fiona Harris
Telephone:

PLANNING APPLICATION – HIGHWAY CONSULTATION REPLY

APPLICATION NUMBER: 24/00045/MOUT

APPLICANT:

DETAILS OF APPLICATION: Tidcombe Hall Tidcombe Lane Tiverton Devon EX16 4EJ

LOCATION: Tidcombe Hall Tidcombe Lane Tiverton Devon EX16 4EJ

Observations:

Introduction

I have visited the site and reviewed the planning documents. The site is accessed off an unclassified County Route which is restricted to 30 MPH.

The number of police recorded collisions in this vicinity, from our data reference (A running record of 5 years, currently January 2018 to December 2022) is one severe collision upon the Lime tree cross in 2020.

Transport Assessment

The Trip rate for proposed development seems reasonable. This also incorporates the proposal for a Closure of Canal Bridge in Tidcombe to through traffic. The proposal will only be accepted if the prohibition was for all vehicles except busses, cyclist and pedestrians. This proposal has been discussed with the County Highway Authority (CHA) in great detail over the past few months, together with traffic count surveys carried out in late 2021 and all the information that has been submitted shows that this closure would make a safe and suitable route for pedestrians and cyclist.

This would also help with the impact the Tiverton EUE development would have on the Tidcombe Lane / Blundell's Road junction, by reducing the number by 40 vehicles per day using this junction and the narrow Tidcombe Lane. The TRO would remove around 110 existing daily trips from passing over Tidcombe Bridge in accordance with the 2021 traffic

survey. Our own assessment of Tidcombe Bridge, with the Tiverton EUE in place projected over 2000 vehicles a day travelling over Tidcombe Bridge by 2032, these 2000 trips would primarily involve existing trips accessing the A361 via Heathcoat Way that would switch to Tidcombe Lane to access the new A361 junction via the Tiverton EUE. Should the Tidcombe Bridge closure TRO be implemented, that existing traffic would continue to use Canal Hill as it does at the moment and not create additional traffic along Canal Hill but does create a betterment of removing this traffic from Tidcombe Lane.

From the current Transport Assessment there is an average of between one and two vehicles per minute along Canal Hil from the development during peak hours. If the proposed Tidcombe Bridge TRO is implemented then the additional development trips along Canal Hill would increase by only 7 movements in peak hours due to Traffic no longer passing along Tidcombe Lane.

Should the Tidcombe Bridge TRO be approved, pedestrians particularly school children to Tidcombe primary school will be walking on a very lightly trafficked section of highway, that in accordance with Manual for Streets 1 and 2 can be regarded as a shared space. Tidcombe Lane is served by circular bus services 353/352. These services are financially supported by D.C C and operated by Dartline. They operate approximately half-hourly, having two longer gaps between 10:45 - 11:45 and 13:15 -15:15. The first arrival in Tiverton Bus Station is 0810 and the last departure 1750, meaning it is possible to reach Exeter by 0853, but would need to return on the 1630 from Exeter to connect with the last bus, so not very practical for any work journeys.

We would like to seek a contribution from this development to provide a 07:30 arrival at the Bus Station Monday – Friday, to connect with the 07:35 departure to Exeter, giving an 08:18 arrival. An 18:20 departure from the Bus Station Monday – Friday, to connect with the 17:35 from Exeter which arrives at 18:12. Additional journeys from the Bus Station at 11:15 and 14:45 to fill the present gaps in service and make it half-hourly for most of the day. The addition of these extra journeys takes the service beyond what is operable with one driver, so does entail a significant cost increase. We would therefore like to seek a contribution of £30,000 per annum for a minimum of three years.

In the vicinity of the development there is a bus stop on one side of Tidcombe Lane, suitable for anti-clockwise circulars.

A new approach is being considered with regards to Travel Plans to achieve a better travel planning outcome. This will be implemented by the Developer contributing £500 per dwelling to be secured through a S106 Agreement. DCC will produce a Travel and Action Plan to encourage other modes of transport, which will be including details for monitoring/surveys of assessing the impact including overseeing voucher and their usage.

Contributions would also be required towards the A361 junction scheme of £2631 per dwelling which is to be secured through a S106 Agreement.

There will be additional traffic in the Wilcombe Estate area however in accordance with the Transport Statement, these increases will amount to one vehicle per minute during the peak times, therefore not creating a trip generation intensification impact that is severe upon the local highway network.

The trip generation upon on Canal Hill would also be greater but again the figures show this would not be a severe impact.

Therefore the County Highway Authority (CHA) would have no objection to this application but would recommend a number of conditions, including a Construction and Environment Management Plan (CEMP) to help mitigate the effects of construction upon the local highway network with features such as 'just-in-time deliveries, routeing plans, employee/contractor car sharing and wheel washing facilities. In addition to secure cycle storage to encourage sustainable travel, especially for shorter trips and helping to reduce vehicular trips.

Recommendation:

THE DIRECTOR OF CLIMATE CHANGE, ENVIRONMENT AND TRANSPORT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, MAY WISH TO RECOMMEND CONDITIONS ON ANY GRANT OF PLANNING PERMISSION

1. Off-site Highway Works; No development shall take place on site until the off-site highway works including the Traffic Order for the Prohibition of all vehicles except Busses, Emergency Vehicles, Cyclists and Pedestrians across the Canal Bridge to have been submitted and approved by the Local planning Authority and then constructed implemented and made available for use.

REASON: To minimise the impact of the development on the highway network in accordance with the Nation Planning Policy Framework.

2. 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;
3. 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

4. The proposed estate road, cycleways, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, road maintenance/vehicle overhang margins, embankments, visibility splays, accesses, car parking and street furniture shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins, For this purpose, plans and sections indicating, as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.

No development shall take place until details of secure cycle/scooter storage facilities have been submitted to and approved in writing by the County Planning Authority. The development shall be implemented in accordance with the approved details.

REASON: To promote sustainable travel to in accordance with the Mid Devon Local Plan 2013-2031.

Officer authorised to
sign on behalf of the County Council

15 February 2024

General Data Protection Regulations Notice:-

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