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## 1. INTRODUCTION

- 1.1.1 This Technical Note (TN) provides a review of the key transport issues associated with a proposed residential development on the outskirts of the village of Lympstone in Devon across a site area of approximately 7.5 hectares. The site forms a parcel of the preferred allocation for development of approximately 100 dwellings - site reference GH/ED/72 within in the working draft of the East Devon Local Plan.
- 1.1.2 The site is located in the north of Lympstone and bordered to the north by agricultural fields, to the east by properties fronting Exmouth Road (A376), to the south by Meeting Lane and to the west by Nutwell Road. Vehicular access to two existing buildings within the site boundary is via Meeting Lane.
- 1.1.3 The location of the proposed development site is outlined in **Figure 1.1** below:

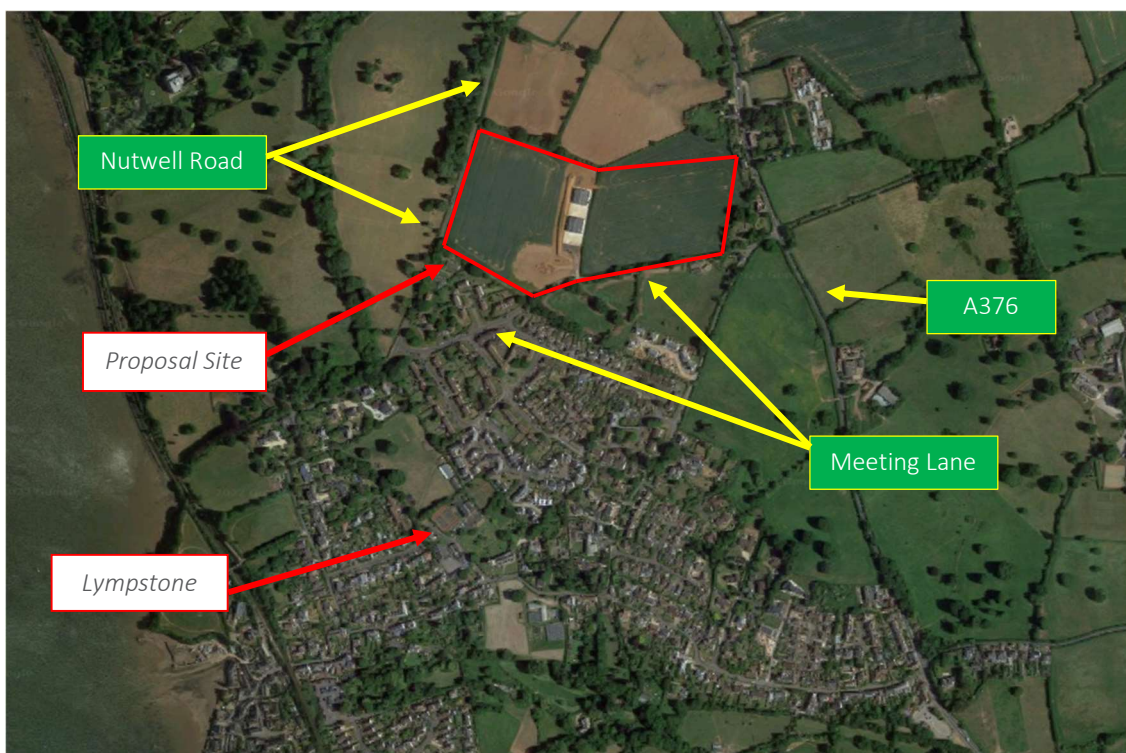


Figure 1.1: Location Plan



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1.1.4 It is understood that the site will be developed for residential use together with associated access road(s) and open space areas. There are no layout proposals available at the time of the writing of this report.

## 2. SUSTAINABLE TRANSPORT ACCESSIBILITY

### 2.1 Local Services and Facilities

2.1.1 There are a number of local services and facilities within Lypstone and the surrounding area and due to its proximity to Exeter and Exmouth - leisure, retail, employment, education and health facilities are situated within 10km (6 miles) of the site.

2.1.2 The village itself has a range of services and facilities including a primary school, convenience store, village hall, train service and regular bus service into Exeter and Exmouth. It also benefits from being on the route of the Exe Estuary trail, providing a walking and cycling connection to Exmouth and Topsham / Exeter.

### 2.2 Pedestrian / Cycle Accessibility

2.2.1 In terms of pedestrian accessibility, the site is accessible from the rest of Lypstone via Meeting Lane. It is likely that a frequent destination for pedestrians will be the train station 'Lypstone Village'.

2.2.2 The village centre is around 950m from the centre of the site - slightly further than the 800m 'walkable neighbourhood' described in Manual for Streets (MfS), but within the 15-20 minute neighbourhood principles which are commonly applied to new developments.

2.2.3 Footway provision surrounding the site is currently limited and the routes into the village will require more detailed assessment during the planning application stage. Footway provision into the village begins on Meeting Lane approximately 100m west of the existing site access, and it is likely that the onsite design would accommodate a new pedestrian access connecting into the existing footway on Meeting Lane.

2.2.4 There are no dedicated cycle facilities within the immediate vicinity of the site, however the National Cycle Network (NCN) Route 2, known as the Exe Estuary Trail, is located at the western extent of Lypstone along the banks of the River Exe, heading north towards Exeter (approximately 8 miles / 45 minutes). and south towards Exmouth (approximately 3 miles / 16 minutes).

2.2.5 Routes between the site and the Exe Estuary Trail typically comprise of relatively narrow and low-speed roads, some with footways and others with shared-use by motor vehicles, pedestrians and cyclists. Whilst the gradient between the site and the village centre may be a disincentive to some cyclists, modern bicycles (particularly the rising popularity of electric bikes) overcome this to a significant extent.

2.2.6 An Indicative shared pedestrian / cycle access into and out of the site situated on Meeting Lane at the south-west corner of the site, tying into the existing footway is shown on the access drawing 24612-HYD-XX-XX-DR-TP-0002 provided at **Appendix A**.



Figure 2.1: Potential pedestrian / cycle access onto Meeting Lane

2.2.7 It may also be possible to provide a footway on the eastern side of Nutwell Road, replacing the existing verge from the southern side of the proposed vehicular access (see Section 5) and linking with the existing footway at the Nutwell Road / Meeting Lane junction. It will necessary to obtain either a topographical survey or on-site measurements to confirm that a suitable footway can be provided without requiring the removal of any existing trees at the back of the verge. In addition, there is also an existing stone 'marker' on the verge immediately north of the northern existing access to properties on Nutwell Road and the acceptability of its removal would need to be investigated.

## 2.3 Public Transport Accessibility

2.3.1 The site is well placed to benefit from existing public transport provision with bus stops located on Meeting Lane approximately 150m to the west of the existing site access. These stops are served by the Stagecoach number 56 bus between Exeter St David's and Exmouth, with buses running approximately hourly to Exmouth and Exeter.

2.3.2 Rail access is available at Lypstone Village station providing a service on the Avocet Line between Exeter St David's and Exmouth. Train services are frequent, providing an approximate half hourly service to Exeter and Exmouth on weekdays.

## 3. HIGHWAY SAFETY

3.1.1 At this preliminary stage, a basic search has been undertaken for Personal Injury Accident (PIA) data in the vicinity of the proposed development site. The search has been conducted through the "CrashMap" website ([www.crashmap.co.uk/](http://www.crashmap.co.uk/)), a subscription service that provides details of PIA incidents recorded in England over the last 22 years. A review of accident data indicates that there have been five 'Slight'

collisions at or around this location in the data available for the latest available five-year period (to June 2021).

- 3.1.2 Although overall numbers are small, the Meeting Lane/Harefield Road/A376 junction has experienced a cluster of accidents; although these are all slight in severity. The junction to the A376 from Meeting Lane has fairly poor visibility in both directions due to high hedgerows and a steep gradient south of the junction. Visibility from/onto vehicles exiting Meeting Lane at the A376 junction is likely to be a key consideration for the LHA, particularly due to the vertical alignment to the south which limits visibility from/of vehicles travelling northbound on the A376.
- 3.1.3 In addition, a serious accident was recorded at the Nutwell Road / A376 junction in 2017, which is just inside the 5-year review period. Potential assessments of the A376 junctions could be undertaken subsequent to discussions with the LHA, informing their scope and safety considerations will need to be considered.
- 3.1.4 If accident levels are a concern, then there is potential to restrict access from Meeting Lane to the A376, with vehicles instead being re-routed to the Longmeadow Road traffic signals; this will be considered during the planning phase. However, it seems probable that routing via the Nutwell Road / A376 junction, which has a lower accident record than the Meeting Lane / A376 junction, and incorporates a right-turn lane, should be deemed acceptable by the Local Highway Authority (LHA).

## 4. PLANNING POLICY

- 4.1.1 The National / Local transport policy relevant to the proposed development is contained in the following policy documents: -
  - » National Planning Policy Framework (2018)
  - » East Devon Local Plan (2013-2031)
  - » Manual for Streets (2007)
  - » Manual for Streets 2 (2010)
- 4.1.2 To encourage sustainable travel, electric vehicle (EV) charging points will be provided in line with the UK Government's Approved Document Part S (Adopted 2022). Part S states that each dwelling should have access to an electric vehicle charging point.

## 5. POTENTIAL ACCESS STRATEGY

### 5.1 Vehicular Access Strategy

- 5.1.1 It is anticipated that vehicular access will be taken from Nutwell Road. It is unlikely that access will be taken from the A376 due to the availability of land and visibility constraints.
- 5.1.2 It is noted that Nutwell Road along the frontage of the site is currently National Speed Limit (NSL). To facilitate a vehicular access, a reduction in speed limit to 30mph from the access point to the existing 30mph speed limit, together with street lighting, would be necessary. It is recommended that early liaison with the LHA (DCC) be undertaken to establish the feasibility of this.
- 5.1.3 Provision of a principal highway access (with possible secondary pedestrian access – see Section 2.2.7) onto Nutwell Road appears to be achievable and confirmation of Highways Maintainable at Public

Expense (HMPE) extents suggests no issues<sup>1</sup>, provided that HMPE is contiguous with the client's land ownership.

- 5.1.4 A Stage 1 Road Safety Audit (RSA1) would need to be undertaken on the access junction designs. Consideration will also need to be given to the location of the accesses along Meeting Lane and Nutwell Road. An indicative vehicular access option for the site is shown on drawing 24612-HYD-XX-XX-DR-TP-0001 at **Appendix B**. A swept path of a large refuse vehicle successfully entering and exiting the site is also shown.
- 5.1.5 The site topography would need to be considered in terms of earthworks to physically form an access and internal highway in line with DCC design guidance.
- 5.1.6 In terms of emergency access, this could potentially be via the pedestrian / cycle access onto Meeting Lane, with this access being provided at an acceptable width in line with LTN 1/20 which is the latest guidance on cycle design.



Figure 5.1: Potential access location on Nutwell Road

## 6. TRIP GENERATION ASSIGNMENT AND METHODOLOGY

### 6.1 Forecast Trip Rates

- 6.1.1 A primary highways consideration arising from the proposed development site would be the forecast trip generation for the site. A comprehensive trip generation assessment should be undertaken at planning application stage to determine the potential vehicular trips associated with any proposed development.
- 6.1.2 There are two approaches that can be undertaken to ascertain the development trip rates:

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<sup>1</sup> At this stage, we have made reference to freely-available HMPE information on the DCC website. NB that DCC caveats on that site that the information is not necessarily up-to-date and should not be used for scaling / design purposes. Full HMPE data should be obtained at planning stage to confirm its accuracy.

1. Utilising the latest Trip Rate Information Computer System (TRICS) database to derive the predicted arrival and departure trips likely to be generated by a development proposal.
2. Obtain the trip rates utilised by nearby consents for similar land uses. This approach would need to be confirmed as acceptable to DCC.

## 6.2 Junction Modelling

- 6.2.1 Dependant on the predicted traffic impact of the proposed development, junction modelling may need to be undertaken at junctions within the local highway network. The specific junction modelling requirements will need to be established through scoping with DCC. It is further noted that the A376 experiences significant congestion at peak times.
- 6.2.2 In order to undertake any junction modelling, traffic surveys will be required at all junctions to be assessed. Additional surveys may need to be carried out near to sensitive receptors in order to inform environmental assessments such as noise and air quality.

## 7. SUMMARY / CONCLUSION

- 7.1.1 This Technical Note (TN) has been prepared by Hydrock to provide a review of the key transport issues associated with a proposed development site on land north of Meeting Lane in Lymestone in Devon.
- 7.1.2 The provision of a principal highway access onto Nutwell Road, with a pedestrian / cycle access onto Meeting Lane appears to be achievable and would likely provide the most suitable form of access for the proposed development site.
- 7.1.3 It is recommended that the views of the LHA, being DCC, are sought at an early stage in respect of the proposed access arrangements in order to seek agreement to the proposals in the context of the impact of any proposed development during the highway peak periods.

*Hydrock Consultants Ltd*

# TECHNICAL NOTE

## Appendix A

### *Indicative Pedestrian / Cycle Site Access Drawing*

## Appendix B

### *Indicative Vehicular Site Access Drawing*