

HIGHWAYS TECHNICAL NOTE

Title: **East Devon – Call for Sites (Employment)** Project No: **BTC21021**
Land north of Martins Gate, Sidmouth Road, Report No: **BTC21021/R/01**
Aylesbeare, Exeter, Devon

Client: **Glanvill Partners Ltd**

Subject: **Traffic & Access - Highway Safety**

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Revision: **-** Date:

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1.0 Introduction

- 1.1 Bellamy Transport Consultancy Ltd has been commissioned by Glanvill Partners Ltd to prepare a **Highways Technical Note** in support of the promotion of land for employment purposes at a site located to the north-west of Oaklands Garage (referred to as Land north of Martins Gate), near Aylesbeare, Exeter, as part of East Devon District Council's 'Call for Sites' in preparation for its new Local Plan.
- 1.2 The site in question is located on the north side of the A3052 Sidmouth Road with an extensive frontage to the public highway. Part of the site has previously been the subject of a planning application (reference number: 19/0100/FUL) that sought planning permission for the change of use of agricultural land for the siting of 80 self-storage containers, including the installation of a gravel surface. While the application was subsequently withdrawn, comments and a recommendation of no objection were made by the local highway authority (Devon County Council) to the local planning authority (East Devon District Council) in its formal highway consultation response dated 20 March 2019, as referred to below.
- 1.3 Bellamy Transport Consultancy Ltd has been requested to consider the suitability of the site for employment use, potentially focusing on the provision of a general B8 storage-type business.

2.0 Traffic & Access

- 2.1 Generally, according to TRICS and from traffic surveys conducted elsewhere, B8 storage type development schemes do not generate a significant volume of traffic. This was acknowledged by the local highway authority when considering the aforementioned planning application, highlighting the '*low frequency visit*' for such a use as that proposed previously.
- 2.2 While it is acknowledged that any new development would generate an increase in vehicular movements to and from the site, it is considered that the traffic generated by the development of the proposed site for storage purposes uses can be accommodated on the local highway network in terms of capacity, and that the movement of traffic to access such uses is unlikely to lead to any significant detrimental impact upon highway safety.



- 2.3 There is also potentially scope for the site to accommodate other employment uses such as the provision of small light-industrial business start-up units, subject to the appropriate assessments being carried out to establish the traffic impact of such types of use at the point of access and on the local highway network.
- 2.4 With regards to access, the site already benefits from an existing wide entrance with a geometric layout (see **Plate 1** below) and extent of visibility splays (bearing in mind that the A3052 is subject to a 50mph speed limit) that the local highway authority has previously deemed to be acceptable, stating:

‘The intended access for the proposal is to utilise the existing access which has been recently improved. This access provides acceptable visibility to our latest design guidance in both the easterly and westerly directions.’



Plate 1: Existing entrance serving the site off the A3052 Sidmouth Road looking eastwards

- 2.5 The extent of the visibility splays in both directions are shown in **Plates 2** and **3** below.



Plate 2: Existing visibility in the westerly direction



Plate 3: Existing visibility in the easterly direction



- 2.6 Further improvements to both (a) the geometric layout of the entrance (potentially introducing a kerbed radius on both sides) and (b) the extent of the visibility splays available to drivers of vehicles when emerging from the site access onto the A3052 are achievable.
- 2.7 It should also be noted that there are regular bus services operating every half an hour throughout most of the day (Monday to Friday, with further services on both Saturdays and Sundays) that run past the site along the A3052 in both directions linking Exeter to the west to Sidmouth, Honiton, Seaton and Lyme Regis to the east.

3.0 Summary

- 3.1 In summary, there are no reasons in traffic, access, and highway safety terms why this site cannot be considered further for employment use.

