

# Planning Application - DCC/4336/2023

## Shared use trail – Cranbrook to Exeter

Closing date 29 April 2023

Details on <https://planning.devon.gov.uk/PlanDisp.aspx?AppNo=DCC/4336/2023>

### Summary for Devon Countryside Access Forum

#### Proposal

To create a new 1.5km stretch of shared use trail from Shercroft Close, Broadclyst, running parallel with the railway and business centres, to Mosshayne Lane, linking Cranbrook to Exeter. The scheme involves a 3.5m wide pathway with a section of boardwalk over sections liable to flooding, including two water courses, and a bridge over the River Clyst. Maps are at the end showing:

- Location map
- Shercroft Close end of trail
- Mosshayne Lane end of trail
- Clyst Valley proposed trail showing Mosshayne Lane

The trail will contribute to Devon County Council's aspirations to develop sustainable modes of transport. The route is anticipated to be mainly used for leisure purposes but could also be used for commuting.

"It is proposed that the shared trail is used to provide a recreational facility for local residents, day visitors, staying visitors, commuters and educational groups. Within these groups there also exists a distinction between the type of user, for example, casual or recreational cyclists, cycle commuters/enthusiasts, bird watchers, recreational walkers or dog walkers, wheelchair and mobility scooter users."

#### Layout and design – extracts from planning application documents

##### a) *Agricultural land*

Use of some existing agricultural land will be required. Agricultural land used temporarily for construction will be returned to agricultural use on completion. Specific details about works compounds are subject to agreement with landowners.

##### b) *Layout standards*

The layout is based on the standards set out in LTN 1/20 Cycle infrastructure design guidance. The original alignment was amended to ensure the trail would comply with LTN 1/20 guidance on maximum allowed gradient, plus environmental reasons.

##### c) *Surface*

The shared trail will be constructed of a non-permeable bound surface at a width of 3.5m. The boardwalk will be Fibre Reinforced Plastic which has a wooden appearance. The surface course will be a non-permeable bound surface

(bituminous material) containing a suitable sized aggregate to ensure a smooth ride for all types of bicycles and wheelchairs whilst still providing surface longevity. The proposed shared trail would have materials sympathetic to the setting and would be used to accommodate cyclists and pedestrians, including people with impaired mobility, wheelchair users and parents / carers with buggies and children. Appropriately vegetated raised embankments will be provided to benefit the environment. Where the path is around existing ground level an appropriately vegetated verge will be provided between the surfaced area and adjacent land boundaries. In the vicinity of tree T17 a permeable surface will be used, as the trail crosses the root protection zone.

**d) *Boardwalk / elevated walkway***

The elevated walkway sections carry the shared trail over a stretch of floodplain to the west of the River Clyst and a marsh (reed bed) to the east of the River Clyst. The structures will be formed with fibre reinforced plastic (FRP) using pultruded sections or individual moulded spans. The sections have been divided into equal spans. Each span will be supported on a galvanised steel cross head beam off piled foundations. Deck level will generally be around 1.5m above existing ground level giving a clearance under the walkway of 1.2m. Parapet will be timber posts bolted to the side of the deck with top rail at 1.4m height and vertical infill between this and the bottom rail.

**e) *River Clyst bridge***

The bridge will have a span of 15.0m and construction with galvanised steel beams and GRP deck. The bridge will be supported on reinforced concrete abutments on piled foundations. Parapet will be timber posts bolted to the side of the deck with top rail at 1.4m height and vertical infill between this and the bottom rail. Erosion protection will be provided in the riverbed / bank, extending under the bridge and for a distance upstream and downstream.

**f) *Access Vehicular and transport links***

The route is not designed for vehicular access, therefore suitable measures to prevent vehicular access are being investigated and will be finalised during detailed design. The scheme will improve the existing network by providing a more direct and secluded route away from busy roads. This route would therefore become the preferred route for cyclists and pedestrians looking to get between Cranbrook and Exeter.

**g) *Fencing and Gates***

It is proposed that limited fencing is used in close proximity to the trail. Existing fencing is in place running parallel to railway line on Network Rail land. In addition fencing is present on the boundary of the Lidl distribution centre land.

**h) *Lighting***

The Lighting Statement states that due to the rural nature of the route and to minimise light pollution the proposed route will not be lit. A lit shared path is already available on London Road / Honiton Road which is parallel with the proposed route.

**i) *Flood plain impacts***

The Flood Risk Assessment and Surface Water Drainage Strategy Statement states the route is in a flood plain. Flood hazards will be managed by automated signs or Flood Boards warning of the risk of flooding at the start and end of the Shared Trail. Depth boards could also be installed on the key bridge over the River Clyst as well as a warning sign at the start and end, so people can make an informed choice. Also handrails / barriers will be in place along the Shared Trail to reduce the risk of users falling into the floodplain.

**j) *Maintenance***

Initially the contractors will be required to maintain the landscaping works. Thereafter the local authority will be responsible for the shared trail and the landscaping maintenance. Day-to-day maintenance will be carried out by Council framework contractors.

**k) *Green Infrastructure***

The Green Infrastructure Strategy (2009) identifies the planning application site as being within The Clyst Meadows where a focus for any development will be on improving access to the countryside and creating habitat, where appropriate. Green infrastructure in the Monkerton-Cranbrook area will be important to ensure planned housing and employment growth is sustainable and creates a healthy environment. Station Road to the east of the site is designated as a 'Countryside Connector' to link rural communities with the wider countryside and create new links where appropriate to improve access for villages and hamlets.

The Proposed Development will form a sustainable transport connection between future communities, thereby strengthening social cohesion and improving accessibility.

Landscaping associated with the scheme includes mature tree planting, bulb planting, fruit trees, wetland wildflower seeding to mitigate vegetation removal for the boardwalk, woodland planting and scrub to connect habitats and provide screening of the distribution centre.

**Comments on Public Rights of Way and connections to the east**

At the eastern end the trail goes through the Broadclyst SANGS site on which there was an earlier consultation. The SANGS site is not mentioned in the planning application nor marked on the location maps.

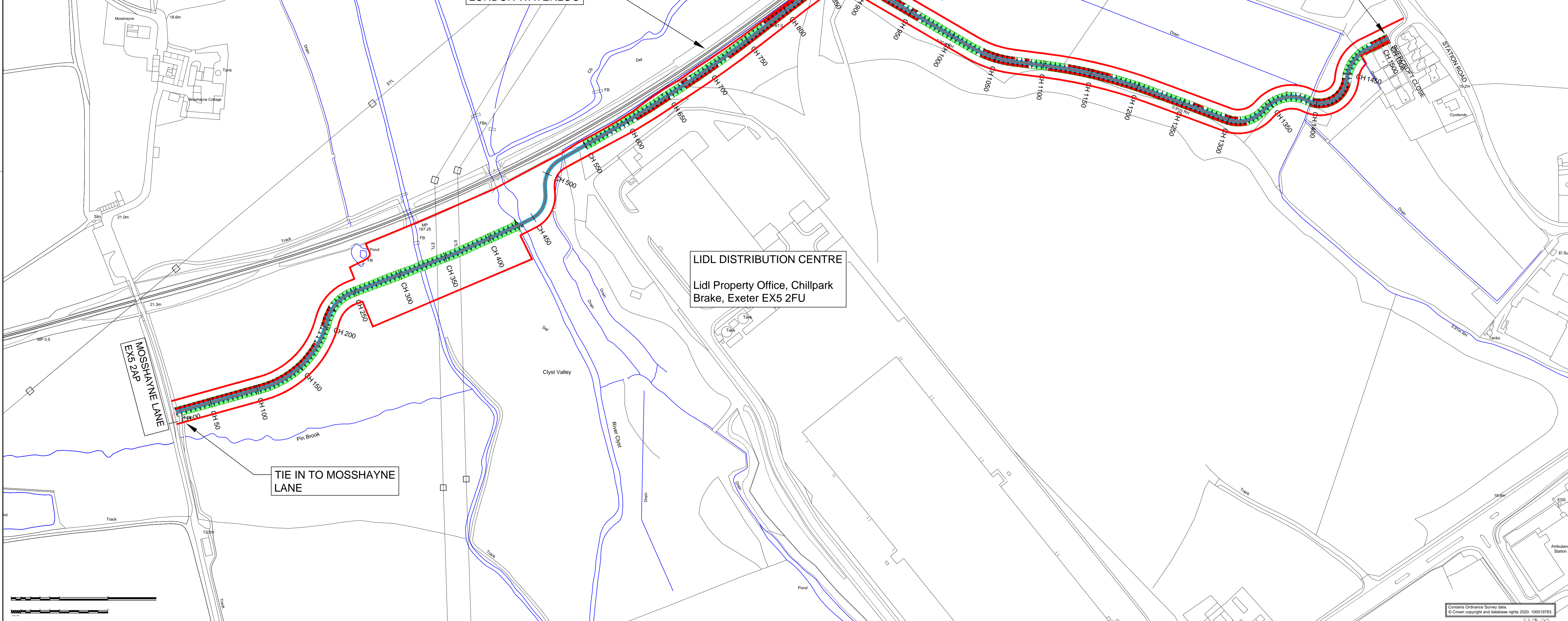
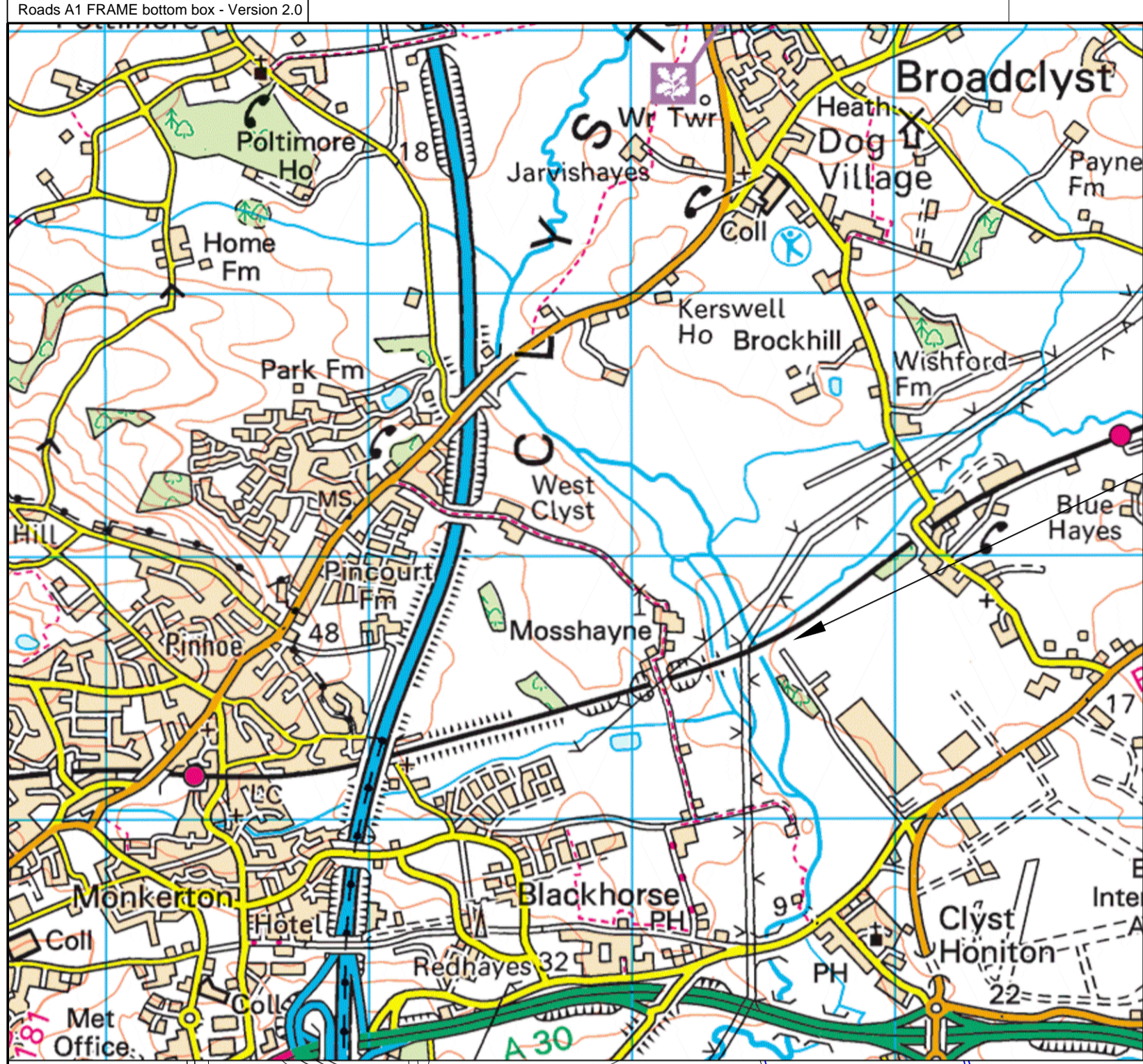
There are no public rights of way to the north, south or east of the trail for some distance. The trail does not connect directly to Cranbrook within the current application. It comes out on Station Road in Broadclyst, a relatively busy road. See the second map. Whilst the proposed trail lies outside of the Emerging Cranbrook Plan area, it will connect with the Bluehayes expansion area, to the west of Cranbrook. It is understood that the Bluehayes applicant is already in discussion with East Devon District Council regarding the development. It will be important to consider how the proposed trail will link in to the Bluehayes Expansion area and beyond. The proposed link can aid in the delivery of

policies contained within the Emerging Cranbrook Plan, for example policies CB1 (Health and Wellbeing at Cranbrook) and CB19 (Coordinated sustainable travel)

### **Comments on Public Rights of Way and connections west**

The Planning Statement (2.7.2. Open Space and Public Rights of Way) states that Mosshayne Lane is signed as a public footpath. It will be retained as a pedestrian / cycle link within the forthcoming Mosshayne development. The shared trail will link with the Mosshayne pedestrian / cycle link. No footpaths, bridleways or byways are affected by the shared trail.

The application contains no information as to how cyclists proceed from the end of the trail, given that Mosshayne Lane is currently a private road. See the third map. However, the Mosshayne Lane development (14/2761/MOUT) was approved with conditions by East Devon District Council in 2016 and the applicant is the landowner. This planning application clearly shows Mosshayne Lane as a cycle route heading north to Killerton. The legal processes for permitting cycle use will presumably be finalised once the development or the trail proceed. The fourth map shows the trail in relation to the much longer Clyst Valley trail proposal, both within the Clyst Valley Regional Park. This map was part of the consultation on the Clyst Valley trail.



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JOB  
**EXETER TO CRANBROOK SHARED TRAIL**

DRAWING TITLE  
**LOCATION PLAN**

Rev	Date	Drawn	Revisions	Chk
-	24.08.2021	AWT	FIRST ISSUE	XX
A	30.03.2023	AS	Updated planning boundary red line	AS

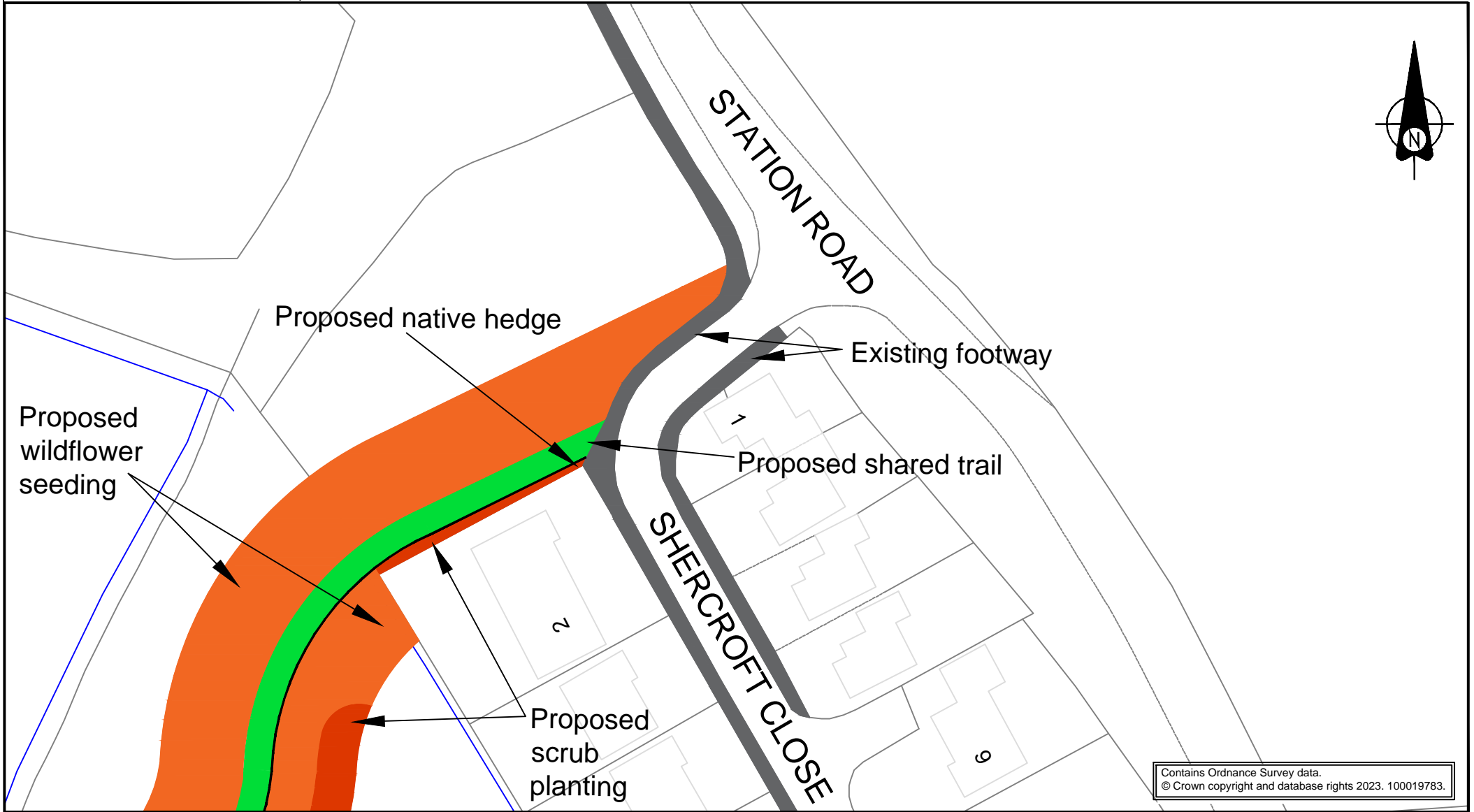
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drawing number	<b>C19013 013</b>	Revision	<b>A</b>
scale(s)	<b>1 : 2000</b>	size	<b>A1</b>


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Roads A4 FRAME bottom box - Version 2.0

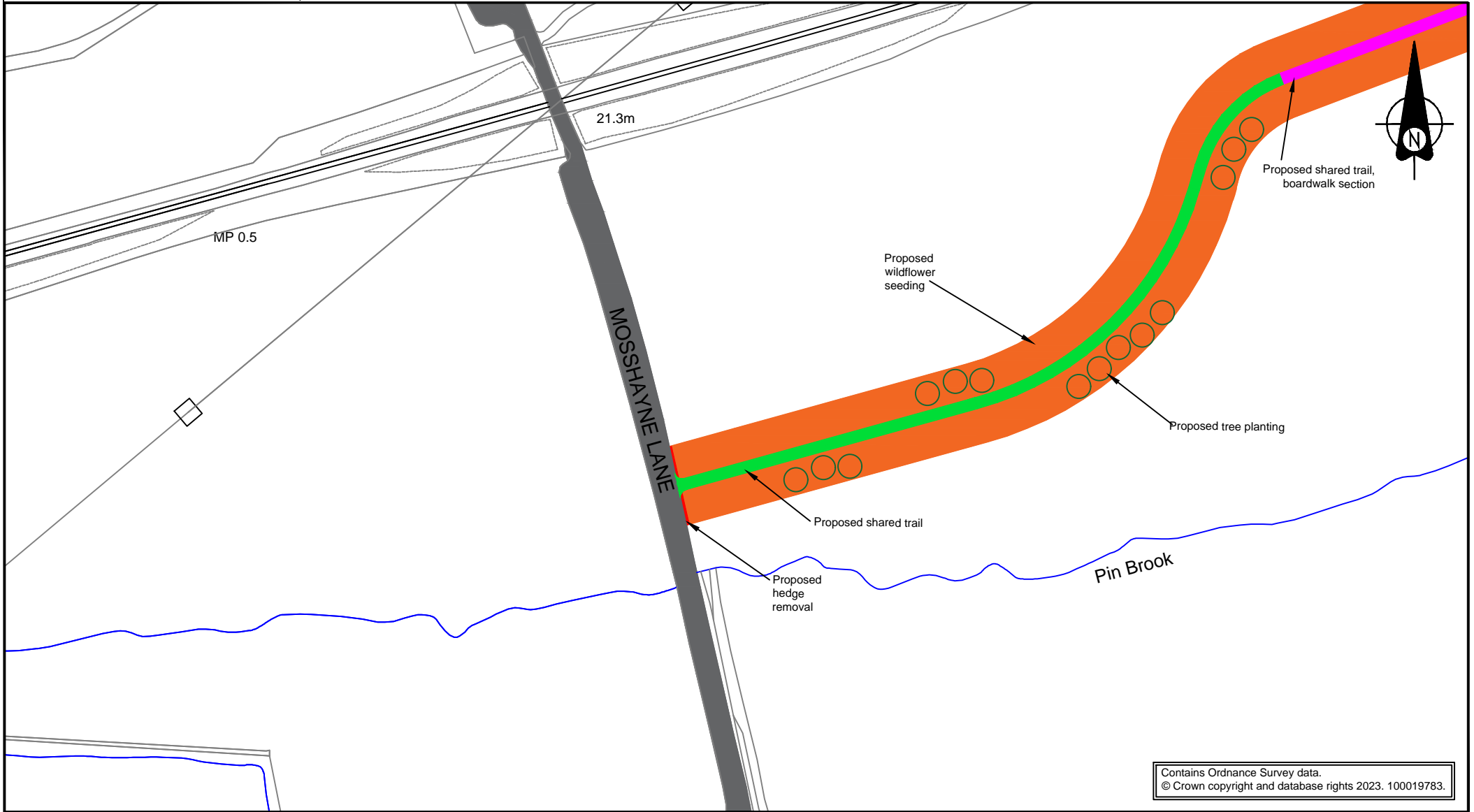


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	EXETER TO CRANBROOK SHARED TRAIL SHERCROFT CLOSE JUNCTION		-	31.3.2023	AS	First issue		
			A	3.4.2023	AS	Details added		
		drawing number	scale(s)		Revision	size		
		C19013/022	NTS		A	A4		

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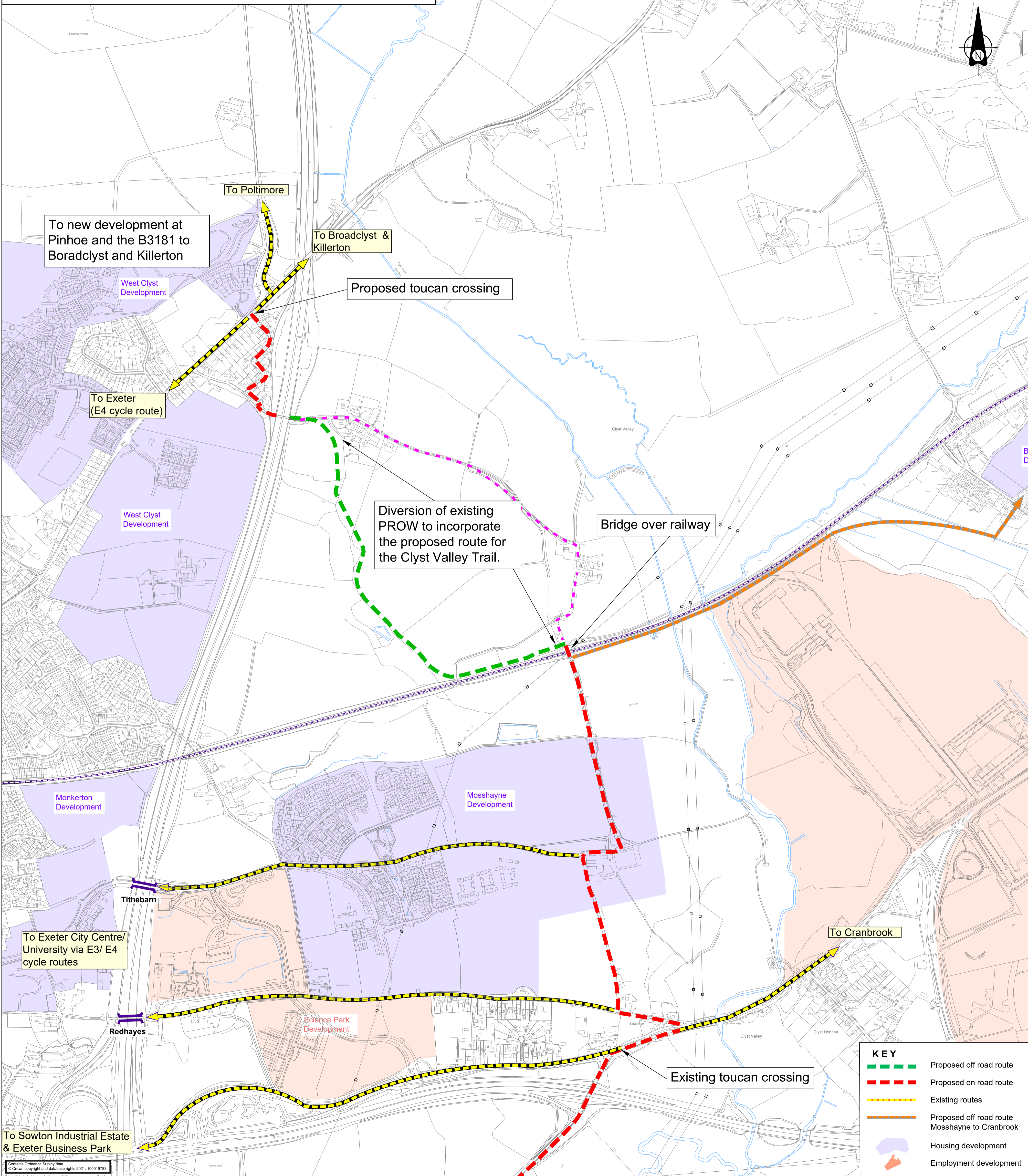
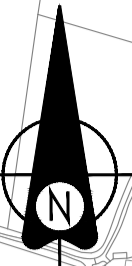


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	<b>EXETER TO CRANBROOK SHARED TRAIL MOSSHAYNE LANE JUNCTION</b>		-	31.3.2023	AS	First issue Details added		
			A	3.4.2023	AS			
		drawing number	C19013/021		Revision	A		
		scale(s)	NTS		size	A4		

# Pinhoe to Clyst Honiton

Clyst Valley Trail proposal map - northern section



To new development at Pinhoe and the B3181 to Boradclyst and Killerton

To Poltimore

To Broadclyst & Killerton

Proposed toucan crossing

To Exeter (E4 cycle route)

Diversion of existing PROW to incorporate the proposed route for the Clyst Valley Trail.

Bridge over railway

Monkerton Development

Mosshayne Development

Tithebarn

To Exeter City Centre/ University via E3/ E4 cycle routes

Redhayes

Science Park Development

To Cranbrook

Existing toucan crossing

To Sowton Industrial Estate & Exeter Business Park

KEY	
	Proposed off road route
	Proposed on road route
	Existing routes
	Proposed off road route Mosshayne to Cranbrook
	Housing development
	Employment development