

## **Long Lane widening and new link road on Silverdown Office Park, near Exeter Airport**

Report of the Head of Planning, Transportation and Environment

***Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.***

**Recommendations:** It is recommended that

- (a) the scheme shown on drawing number B23006BZ-01-017 be approved for construction at an estimated cost of £3,000,000, subject to funding and legal agreements being in place;**
- (b) the land for this scheme be acquired through negotiation;**
- (c) the Head of Planning, Transportation and Environment, in consultation with the Cabinet Member for Infrastructure, Development and Waste, be given delegated authority to make minor amendments to the scheme design.**

### **1. Summary**

This report seeks approval to proceed with the construction of widening on Long Lane, near the Airport. The section of Long Lane extends from the Airport Terminal entrance, past the hangers and the FlyBe Academy/Hampton by Hilton hotel through to Harrier Court in the east, a length of approximately 1.25 km. It is proposed to widen Long Lane to a width of 6.5m to provide sufficient access in order to develop the employment Enterprise Zone area known as Airpark.

To facilitate the works, a diversion route is required for traffic at the site. This will require the construction of a section of road to connect Silverdown Office Park to the FlyBe Academy access road, known as the "Silverdown Link". This route will ensure that access is maintained to the FlyBe Academy and Hampton by Hilton hotel. Rather than be a temporary route, when the works are completed on Long Lane the Silverdown Link will become a permanent bus only link.

Design and scheme works are funded by the Enterprise Zone, supported by private contributions.

### **2. Background**

The land adjacent to Long Lane has been designated as employment, part of the Enterprise Zone, 'Airpark'. In addition, a scheme is being developed as part of the France-Alderney-Britain (FAB) electric interconnector, and electric converter substation, which includes a proposal for passing bays along Long Lane in order to facilitate vehicle movements to the construction site east of Harrier Court. The Long Lane enhancements proposed would negate the need for these passing bays to be constructed and therefore support the delivery of the FAB connector.

The scheme presented to Cabinet comprises of four main sections:

- Long Lane: Airport Terminal entrance, to Car Park 1

- Long Lane: Car Park 1 to Training Academy/Hotel
- Long Lane: Training Academy/Hotel to Harrier Court
- Silverdown link

The scheme provides benefits to the area, ensuring that access can be maintained to key businesses and to facilitate growth at the Airpark site and the delivery of the FAB connector.

### **3. Proposal**

The proposals for the four sections identified are shown on drawing B23006BZ-01-017 included as an Appendix.

#### Long Lane: Airport Terminal entrance to Car Park 1

The proposals for this section include the construction of a roundabout adjacent to Car Park 1. The roundabout has been incorporated following discussions with the Airport owners to facilitate the provision of a bus loop whereby buses will be able to both enter and exit the airport forecourt area from Long Lane, thereby also enhancing public transport accessibility for the Flybe Hangar and Training Academy, Airpark and the Airport Hotel. The final design for the junction, road and footway has not yet been agreed.

#### Car Park 1 to the Training Academy and Hotel

Widening of the carriageway will take place to ensure a road width of 6.5m and footway is achieved and to ensure tie-in to the proposed roundabout junction. In addition, there will be re-profiling of the carriageway to ensure that long standing drainage issues are addressed.

Improvements to the crossing facility from the north side into the Training Academy are proposed as part of the scheme, which will bring benefits to pedestrians in the area. The crossing will remain as informal (i.e. not signal controlled) but will be made more visible to oncoming vehicles by the installation of footways that are not hidden by vegetation.

#### Training Academy/Hotel to Harrier Court

Widening is proposed to maintain a width of 6.5m and footway through to Harrier Court. This will accommodate the two way flow of HGV traffic along its length and allows for the FAB project to proceed.

#### Silverdown Link

Carriageway will be constructed between Silverdown Office Park and the Flybe Training Academy Access Road. The link is primarily constructed in order to facilitate the works taking place on Long Lane, as without the link an unsatisfactory diversion would be required that impacts on the businesses in the area. Following widening of Long Lane, the Silverdown Link will operate as a bus link to improve connections in the area. The road has been designed as two-way (6m in width) to enable the works on Long Lane to be carried out with less disruption, and to facilitate bus circulation.

There will be the loss of trees and hedgerows as a result of the scheme, which are necessary to widen the road and create the link at Silverdown. Hedgerows are proposed to be replanted to maintain the character of Long Lane. Ecology surveys have been undertaken and all mitigation will be discussed with ecologists.

### **4. Consultations, Representations and Technical Data**

In order to ensure that the scheme has as wide support as possible a total of six meetings have been held with an extensive range of partners and stakeholders. As well as

representatives of Airpark this has included the Airport, Flybe, Airport Hotel, FAB project, Highways England and the main landowners.

The meetings have taken place to ensure that all parties are informed of the project and have been able to provide feedback throughout the design process. This was considered to be of high importance given the difficulty in progressing the widening scheme previously.

## **5. Options and Alternatives**

The scheme has been progressed through discussion with the Stakeholder Group. A key principle was to have 'one scheme once' to try and ensure that all elements were implemented in one go, rather than requiring repeat visits to the area for additional improvements. As a result, the scheme does include elements of enhancement that are above and beyond the minimum necessary to unlock the proposed developments in relation to vehicular access. These have been approved by the Enterprise Zone board, as funder of the scheme.

### Silverdown link

Proposals for both a single and two lane road were considered for this location. The benefits of a two lane link were clear from the outset, with minimal disruption during the Long Lane works expected as well as future proofing the link and creating a better bus service. The single lane would have required traffic management during the works period in the form of traffic lights to enable only one direction of travel at any one time. This would create delay, which was considered likely to be excessive at peak times. Whilst there are cost implications in a widened road, the benefits were considered to outweigh the costs.

### Long Lane Widening

The Long Lane extents that form the scheme have been divided into three. The central section (Car Park 1 to the Training Academy and Hotel) is the section where the greatest benefits are expected due to the narrow road widths. The remaining two sections do allow for forthcoming development and future proof the scheme.

The stretch of Lane from the Flybe Academy junction to Harrier Court has been designed to be widened to 6.5m to accommodate the two way flow of HGV traffic along its length. This is above and beyond what is needed to accommodate the traffic associated with the construction phase of the FAB project (a scheme of passing bays) alone. There is, therefore, a significant element of future proofing allowed for in the scheme. This will help to facilitate future development including expansion of the Airport and additional airside development going forward, therefore fitting with the 'one scheme once' principle.

## **6. Land Requirements**

Land is required in order to complete all sections of the scheme from six landowners. Engagement has taken place with landowners throughout the process and they have been represented at the Stakeholder Group meetings that have taken place.

The scheme has progressed on the basis that there is no allowance in the budget for land acquisition. This is on the understanding that all of the landowners should ultimately benefit from the enhanced scheme. Whilst negotiations have progressed well to date, legal confirmation and sign up from landowners has yet to be finally secured. Construction will not commence until these legal agreements are in place.

## **7. Financial Considerations**

The scheme is estimated to cost £3,000,000 to be constructed over the two financial years 2019/20 & 2020/21. The Enterprise Zone Board has approval to borrow these funds (as part of a wider package of support within the Enterprise Zone) and additional approval is being sought from East Devon District Council's Cabinet on 6 March 2019. East Devon District Council will enter into a funding agreement with Devon County Council to procure the works and oversee delivery of the scheme. Separately, East Devon District Council would enter into funding agreements with the developers to re-coup contributions, which are estimated at approximately £970,000. There is currently no cost to Devon County Council to construct the scheme; however, it will be expected to manage any cost overruns on the scheme and recover these from East Devon District Council.

Construction will not commence until these funding and legal agreements are in place.

There are financial risks to Devon County Council should the scheme not proceed as it reduces the ability of both the County and District to generate the anticipated business rates from the Airpark Development, which would be a shared risk for both organisations.

## **8. Sustainability and Equality Considerations**

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

Age, disability, gender identity, race, religion and belief, sex, sexual orientation, marriage and civil partnership, and pregnancy and maternity should be considered in coming to a decision. A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

An Impact Assessment has been prepared, a copy of which has been circulated to Cabinet Members, and is available on the Council's website at:

<https://new.devon.gov.uk/impact/published/> , which Members will need to consider for the purposes of this item.

No negative impacts were identified.

## **9. Carbon Impact Considerations**

Widening the highway will reduce conflicts between large vehicles resulting in an improvement to traffic flow and therefore fuel efficiency of engines, reducing certain emissions including carbon.

The completed scheme will enable an enhanced bus service to the area, circling the industrial estates and visiting the Flybe Academy and Hotel. This is expected to boost patronage as it increases the viability of travelling by bus to the Airport area. The increase in patronage will result in fewer cars travelling to the area, therefore reducing carbon emissions from cars.

## **10. Legal Considerations**

The lawful implications of the recommendations have been considered in the formulation of the recommendations set out above.

A planning application will be submitted for the Silverdown Link proposal and any conditions will be adhered to. Any traffic regulation orders will be advertised in accordance with the Local Authorities' Traffic Orders(Procedure) (England and Wales) Regulations 1996.

## **11. Risk Management Considerations**

There are four main risks that are associated with the project. The risks are:

- 1) Scheme programme and costs – total scheme costs are estimated to be just below £3m in line with the tenders received through the Devon Minor Works framework. A detailed delivery programme needs to be worked up including mitigating associated risks of cost overruns etc. The works will need to start with the Silverdown Lane link in order to provide the diversionary route. Works to Long Lane itself will need to avoid the busy summer period.
- 2) Funding package – whilst contributions totalling £970k have been agreed a formal funding agreement, including trigger points for payment, has yet to be concluded. This will need to be the subject of further negotiation and legal agreements.
- 3) Progression of the FAB project – this is a major infrastructure project which will cost circa £1.5bn to deliver. Regulatory approval has been delayed by the uncertainties associated with Brexit.
- 4) Landowner consent – the scheme has progressed on the basis that there is no allowance in the budget for land acquisition. This is on the understanding that all of the landowners should ultimately benefit from the enhanced scheme. Whilst negotiations have progressed well to date, legal confirmation and sign up from landowners has yet to be finally secured.

## **12. Public Health Impact**

The scheme is subject to a Road Safety Audit. A Combined Stage 1/2 Road Safety Audit has been programmed and will be completed prior to construction.

The scheme, whilst predominately a road scheme, will allow for the improvement of bus access to the area which in turn may lead to some level of physical activity to reach the stops on foot at both ends of the journey.

## **13. Reason for Recommendation**

The substandard nature of Long Lane and subsequent limitations to the capacity of the current highway network are a direct barrier to the delivery of Airpark, one of the four Enterprise Zone sites. The proposed enhancement will overcome this barrier and secure a number of wider benefits including supporting enhanced public transport connectivity and the future growth of the Airport.

Funding is available to deliver the scheme through the Enterprise Zone and provides an excellent opportunity to deliver the vital infrastructure improvement and to secure a wider set of benefits.

Dave Black

Head of Planning, Transportation and Environment

**Electoral Divisions: Broadclyst**

Cabinet Member for Infrastructure, Development and Waste: Councillor Andrea Davis

*Chief Officer for Communities, Public Health, Environment and Prosperity: Dr Virginia Pearson*

Local Government Act 1972: List of Background Papers

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Tel No: (01392) 383000

Background Paper	Date	File Reference
1. Impact Assessment	1 March 2019	<a href="https://new.devon.gov.uk/impact/published/">https://new.devon.gov.uk/impact/published/</a>

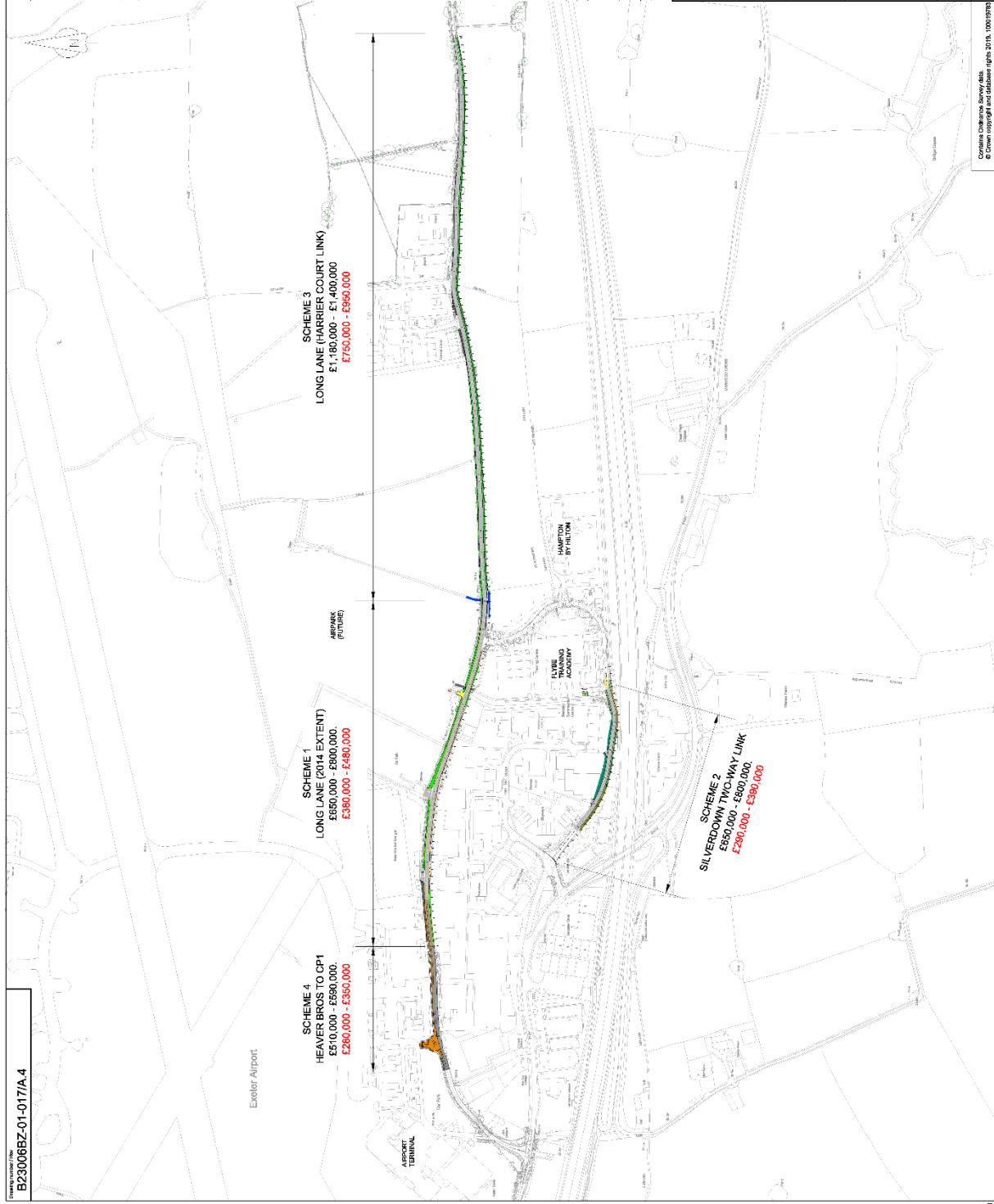
jh260219cab Long Lane widening and new link road on Silverdown Office Park near Exeter Airport  
hk 05 280219

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. DRAWING TO BE PRINTED IN COLOUR.

**KEY**

£510,000 - £590,000	TOTAL SCHEME COST ESTIMATE
£750,000 - £950,000	COST ESTIMATE OF THE ROAD WORKS ASPECT ONLY UNDER FRAMEWORK FOR MINOR

COMBINED SCHEME ROADWORKS COST ESTIMATES:  
SCHEME 1 AND 2 = £750,000 - £970,000  
SCHEME 1, 2 AND 3 = £1,420,000 - £1,820,000  
SCHEME 1, 2, 3 AND 4 = £1,700,000 - £2,170,000  
SCHEME 1 AND 3 = £1,120,000 - £1,430,000



Row	Row Date	Purpose of notation	Drawn	Credited	Field	Apprns
A.4	28/03/19	FOR INFORMATION	SL	MC	MM	MM
A.3	19/03/19	FOR INFORMATION	RRS	MC	MM	MM
A.2	28/03/19	FOR INFORMATION	SL	MC	MM	MM
A.1	18/10/15	FOR INFORMATION	TB	MC	MM	MM



**JACOBS**

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## LONG LANE ENHANCEMENT AND SILVERDOWN LINK

Drawing title  
**LONG LANE & SILVERDOWN LINK  
SCHEME LAYOUT  
SHEET 1 OF 1**

### Fit for Information

1:2500 @ A1 DO NOT SCALE

6200012

A.4  
6BZ-01-017

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Identical names have been discovered on two widely separated sites, at least 200 km apart, suggesting that the same *Amphiprion* was used to name both the southern and northern populations.