

17/1148/OUT - Outline planning permission for up to 155 residential units and a 64-bedroom residential care home. Means of access to be determined with scale, layout, appearance and landscaping reserved for future consideration. | Land At Clyst Road Topsham

25th August 2017

Dear Michael

Exeter Cycling Campaign note the above application. From a sustainable transport perspective, Exeter Cycling Campaign have serious concerns that the proposals as submitted are inadequate and will not constitute sustainable development. We provide reasons for this under section 1 below. The application should not be approved without resolving these issues. We also provide comments on all aspects of the scheme that require refinement, and trust that these matters can be addressed through the determination of the application.

1. Related Off-Site Improvements

Clyst Road is a narrow country lane with no existing footways for most of its length (Figure A). The site is also over 400m from the nearest bus stop and over 800m from Topsham railway station. These distances are not generally acceptable. Section 3.9 of the Design and Access Statement (DAS) gives details of off-site improvements along Clyst Road. This illustrates proposed footways on only sections of Clyst Road, with these being only 2m wide. It is vital that the proposed footway is a minimum 3m wide shared path to reduce conflicts and enable safe use by cycles, adapted cycles and mobility scooters too. 3m is the minimum width specified in the DfT's Local Transport Note on Shared Paths (2012). The path must also be widened at least up to the junction with Tophayes, where an existing footway commences, to provide an acceptable pedestrian link into Topsham. Measures to enforce low vehicle speeds and give priority to cycles on the carriageway of Clyst Road, Tophayes and Elm Grove Road must also be sought. It is vital that an acceptable pedestrian and cycle link from the site into Topsham town centre is secured. If this is not provided, it is impossible to see how residents and visitors will be able to travel to/from the site without using their cars. The proposals would therefore not constitute sustainable development according to the NPPF and local planning policy.

2. Re-alignment of Clyst Road

Notwithstanding the above, Exeter Cycling Campaign has no objection in principle to the realignment of Clyst Road through the site and the retention of the existing route as a pedestrian and cycle-only route subject to the following:

- Clarification must be sought on how access to the restricted section of Clyst Road will be controlled. Paragraph 3.7 of the DAS states "This section of Clyst Road can serve as a pedestrian/ cycle area, with

vehicular access maintained for the two northernmost properties residents". This appears to contradict the statement and Framework Plan (DWG 161113 L 02 03, June 2017) that this narrow section of road is for pedestrians and cycles only;

- Access to/from the restricted section of Cyst Road should be controlled using simple bollards to allow access by all users, including those with cargo bikes, adapted cycles and mobility scooters (See Figure B). Staggered chicane barriers - which have recently been installed on a number of routes and developments around Exeter - must be avoided as they do not allow access for many users (Figure C);
- Pedestrians and cyclists must be given priority where the restricted section of Cyst Road rejoins the main carriageway;
- The realigned section of Cyst Road through the site must still provide good pedestrian and cycle links. This should include a minimum 3m shared path on both sides, distinct surface treatment at junctions and avoidance of car parking on the carriageway. A 3m shared path should also be provided on at least one side of the secondary road branching to the north west.

3. Cycle Parking

A condition must be attached to the permission requiring details of cycle parking to comply with the Exeter Sustainable Transport SPD. This is 1 space per dwellings for 1-2 bed homes, and 2 spaces per dwellings for 3+ bed homes. Cycle parking must be safe, accessible and convenient. Spaces should also be provided for staff at the care home and visitors.

Yours sincerely

Caspar Hughes

for and on behalf of:

EXETER CYCLING CAMPAIGN

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See Appendices below.



Figure A: Looking south down Cyst Road towards Topsham. The proposed 2m footway will link to the narrow pavement to the right. A minimum 3m wide path must be provided along the full length of Cyst Road.



Figure B: Simple bollards with appropriate spacing keep cars out while allowing normal cycles, cargo bikes, tag alongs, adapted cycles and mobility scooters to pass unimpeded. They are also cheap and low maintenance.



Figure C: Recently installed barriers to cycle path at new development in Newcourt, Exeter. These style barriers are impossible for cargo bikes and adapted cycles to pass through, and difficult for ordinary cycles. They must be avoided.