



21/0835/FUL - Conversion of Locally Listed main school building and Chapel, 47 Homefield Road Exeter Devon EX1 2QR

Dear Emily Perryman,

Exeter Cycling Campaign would like to object to the current redevelopment plans for the site that was once Bramdean school. There is an opportunity to improve the pedestrian and cycling provision along Homefield Road, on which this development sits, as part of these plans, but at present this opportunity has been missed.

The Transport Planning Statement (23rd April 2021) included with this application, highlights in section 4.5 that visibility from the entrance / exit to the site is not up to current standards:

Guidance on suitable visibility splays can be found in Manual for Streets which indicates forward visibility for streets with speeds of 20mph of 25m. The measured distances at the site are therefore below modern standards, however distances of 25m can be achieved when measured to the centreline of the carriageway.

People who cycle **tend not to ride in the middle of the carriageway**, meaning the visibility splays are insufficient to give good visibility of all road users to those exiting the site. Homefield Road forms part of the E3 cycle route, making it a recommended road for cyclists. Any development permission should be contingent on the plans adhering to current standards regarding the visibility splays.

Section 2.2 of the Transport Planning Statement (23rd April 2021) states:

Footways along the site frontage are between 1.5 and 2m in width.

Adjacent to the site, Homefield Road narrows slightly to around 4.5m with a footpath provided on the site side only.

These are generous measurements of the average path and carriageway widths where the site fronts on to the E3 cycle route. The path is in fact quite narrow at points, and is obstructed by streetlights in places, as shown in the picture below. This can limit access to those using mobility scooters or wheelchairs. Section 4.7 of the same document highlights that in the development area some 30% of residents are expected to walk to work, and the conclusions state that:

The Site is shown to be well positioned for access by a range of sustainable modes of transport and local employment and retail facilities.

Given that the developer is keen to emphasise the walkability of services and employment from the new housing, improvements to the pedestrian access should be mandated as part of any permission.



One approach to improved pedestrian access, and safety for those cycling on the E3 cycle route, could be to move the boundary wall back along Homefield Road (which the developer plans to heavily modify) to surrender space to a widening of the pavement. Moving the entrance backwards will also improve the visibility splays from the site exit.

Regarding cycle parking, the site is compliant with Exeter's Sustainable Transport Supplementary Planning Document, but only just. It would be good of the developer to exceed the standard and provide at least one bike space per bedroom on the site, which would be a total of 51 secure covered spaces, instead of the currently provisioned 29 (+ 4 outside visitor spaces). Note also that in Section 7.0 of the Design and Access Statement (revision 2) included in the application it is stated:

Externally, provision has been made for cycles (including electric charging) and the site is centrally located with easy access to shops, schools, and medical facilities.



However at present the Bike Store Plan document included does not demonstrate any provision for electric bike charging, so this should be mandated as part of any permission.

Exeter Cycling Campaign hopes that these comments can help inform changes to the design that will improve the safety of people cycling on the E3 route past the development, and improve pedestrian access to the new development.

Yours sincerely,

Ben Ayliffe

for and on behalf of:

EXETER CYCLING CAMPAIGN

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