

## 21/1495 Exmouth Junction Ph4 Ph5

The Exeter Cycling Campaign is grateful for the opportunity to comment on the application for residential units at the Old Coal Yard Exmouth Junction Mount Pleasant Road.

The details we examined are found here:

<https://publicaccess.exeter.gov.uk/online-applications/applicationDetails.do?activeTab=externalDocuments&keyVal=QZY0CIHBISI00>

We welcome the aspiration to build a car-free development.

### Enabling safe cycling as a viable option

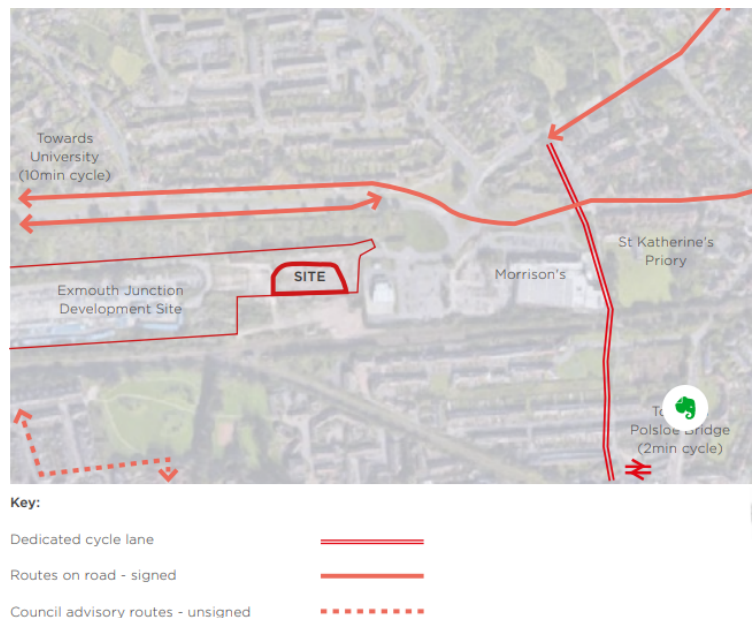
Para 3.2 in the Transport Statement states: “3.2 One of the primary factors when considering the suitability of a new development is its proximity, accessibility, and connectivity in relation to key local facilities by non-car modes. Within this context the development should give priority first to pedestrian and cycle movements both within the scheme and with neighbouring areas.”

And para 3.7 states “3.2 One of the primary factors when considering the suitability of a new development is its proximity, accessibility, and connectivity in relation to key local facilities by non-car modes. Within this context the development should give priority first to pedestrian and cycle movements both within the scheme and with neighbouring areas.”

This underlines the importance of designing junctions and paths that are safe and give priority to people walking, wheeling, scooting or cycling.

The current design of junctions and connectivity to the site currently falls short of this aspiration.

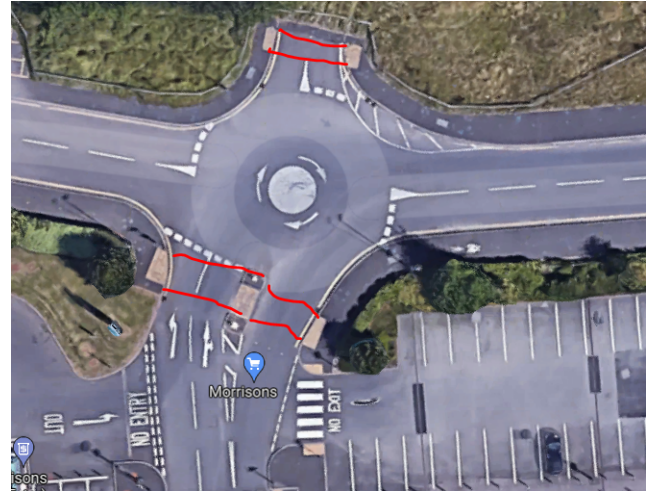
The diagram in section 3.2 of the Design & Access Statement demonstrates that there is insufficient connectivity from the east of the development site into the cycle network. From the east of the site one of the strongest desire lines of travel will be to St.Katherine's road. Currently residents of this development will need to navigate the mini-roundabouts and the Morrisons' HGV access road to reach St.Katherine's road. This route needs to give priority to people cycling and walking.



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The upgrades that are necessary to provide this safe connectivity are:

- Give pedestrian and cycle priority across the arms of the small roundabouts
- Improve the outstanding conflict point where people cycling need to leave Prince Charles Road and access St.Katherines Road. This is part of the key E4 strategic Cycle route and is widely used by children going to/from school. This junction (highlighted) currently gives priority to the Morrisons HGVs as well as customers. This priority needs to be reversed so that children walking/cycling are prioritised over this junction, with Give Way signs for vehicles and permanent changes to the road surface to reinforce this priority.



**We ask that these upgrades are made a condition of granting the planning application.**

## CarParking

It is vital for the success of this development that it remains a car-free residential area. Experience from other developments in Exeter is that well-intentioned plans to create car-free areas quickly become dominated with cars, often illegally parked. This degrades the public realm and makes it less safe for people walking, scooting, wheeling and cycling.



We suggest that the double-yellow lines need to be supplemented with physical measures in place to stop the footpath / bike lane becoming a car park lot.

We're surprised that there is no provision for a Co-Cars parking on the site.

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## Cycle Parking

The Transport Statement (para 4.9) commits to one cycle parking space per apartment. This isn't sufficient. It is laudable that there are only 19 car spaces for the 89 apartments (some of which are two and three bedroom). A near-car-free development like this needs to **exceed** the cycle parking standards set out in the [Exeter Transport SPD](#). This SPD suggests at a minimum there needs to be one cycle parking space for each 1 or 2 bed apartment and 2 for a three bed apartment.

Furthermore, the cycle parking spaces **must** allow room for non-standard bike forms (see LTN 1/20 para 11.4).

The Transport Statement states that "there will be visitor cycle parking" but doesn't state how many. The drawings infer that there will be 12 bike stands but the application should commit to more than this the number of cycle stands (which must be the Sheffield design and align with the dimensions laid out in [LTN 1/20](#) para 11.4)) at the front of the development.

Table 2 - Cycle parking standards (minimum)

The standards below are cumulative, eg. for retail, cycle parking is required for both staff and customers. The absence of a use from this table does not mean no cycle parking is required. Applicants should consider likely numbers of residents, staff and visitors, and assess their likely needs by comparison with the following examples.			
Land use		Number of cycles	Notes
<b>Parking for residents</b>			
Houses and flats	1 or 2 bedrooms	1 per dwelling	
	3+ bedrooms	2 per dwelling	
HMOs, bedsits, cluster flats, student accommodation	For first 10 bedrooms	1 per bedroom	
	For 11 <sup>th</sup> bedroom upwards	1 per 2 bedrooms	
Retirement flats (includes staff parking)	For first 4 flats	1 per flat	Assumes lower age limit of 60 or less. Reduce requirement if age limit is higher.
	For subsequent flats	1 per 5 flats (minimum 4 spaces)	



Thank you for your attention to these matters.

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