

## 21/2020/MRES | Approval of the reserved matters of access, appearance, landscaping, layout and scale for the southern side of the High Street comprising 11 retail units and 26 residential dwellings, with associated engineering works, infrastructure, car parking and landscaping

Dear Sir/Madam,

Exeter Cycling Campaign would like to **object** to the current plans for the high street and residential dwellings that are a part of the Cranbrook town centre development. The current design introduces dangers to both pedestrians and people who cycle.

### Parking access

This application comprises two blocks, identified as A and B, which both introduce similar issues regarding access to the parking provided for residents. This access is provided by a tunnel through the new buildings from the relevant access road, this being Court Royal for block A, and the new nursery access road for block B.

Figures 1 & 2 relate to block A and show the access route in plan and elevation. The plan view shown in figure 1 makes clear that the building abuts the shared path on the eastern side of Court Royal with no gap. This means that a driver emerging through the tunnel to reach Court Royal has very poor visibility of path users. Moreover, cars will have to protrude out onto the path in order for the driver to gain proper visibility of traffic on Court Royal, thereby blocking the shared path whilst they wait to join the carriageway.

The elevation shown in figure 2 gives a sense of the gradient of the shared path crossing this entranceway. People cycling north on the path may approach the entrance with a little speed as they travel down hill, whilst those travelling south will be compelled to lose their momentum that should help them up the slope if they must pause to check for emerging cars.

A gap is needed between the path and building to provide the necessary visibility to make this arrangement safe for those walking and cycling past. Such a gap will also help ensure that the



Figure 1: Plan view of access to block A

path is not blocked by cars waiting to join the carriageway, which would likely render the shared path less convenient and shift cycle traffic onto Court Royal.



Street Elevation -West

1:200

Figure 2: Elevation of block A from the west showing the parking access and path gradient

Block B introduces the same issues on the nursery access road, shown in figure 3, though on that road the pavements appear to be much narrower. Again the building needs to be setback from the pavement to provide sufficient visibility for those driving cars out of the accessway to see users of the path. This path is likely to be used by many families with young children heading towards the nursery, so visibility of path users is essential.

Users of the paths should have priority across the parking accessways for both blocks A and B. This can be marked by not dipping the pavement across the entrances, but instead keeping a raised platform. This will also function as a traffic calming measure to ensure cars are entering or exiting the parking at safe speed. This will also help ensure the safety of those using the doorways that open into the accessway in the current design.

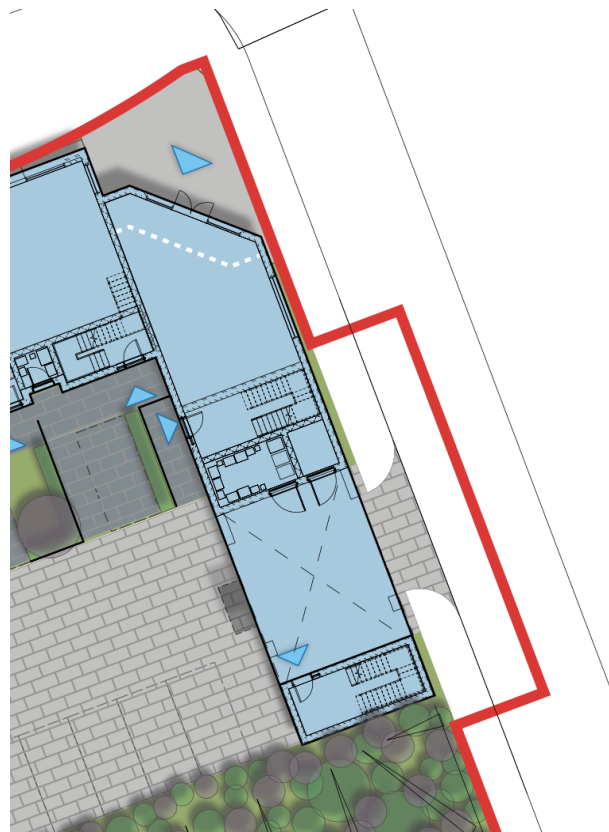


Figure 3: Plan view of access to block B



## Cycle parking

In the outline plans provided, the cycle storage for residents of the new apartments is largely positioned under the access staircases. It is hard to assess the provision in these simple plans, but if this is to be the primary bicycle storage it needs to include Sheffield stands within the hallways to secure bikes. Provision also needs to be made for the storage of adapted cycles and bicycle trailers. There should be sufficient provision for the number of residents, ideally 1 space per bedroom (one Sheffield stand for every two bedrooms). The hallways also need to be accessible only by residents to provide sufficient security.

There are further cycle store rooms marked on the plans. The intended users are not clear, but these could provide parking for those working in the retail units. If that is not the intention then some provision should be made for staff in the 11 retail units.

Exeter Cycling Campaign hopes that the issues raised can be addressed to ensure the new town centre provides a safe environment for all users, whether they are walking, cycling, or driving.

Yours sincerely,

Ben Ayliffe

for and on behalf of:

EXETER CYCLING CAMPAIGN

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