

Exeter Tesco Site: pre-application Design and Access Statement

The Exeter Cycling Campaign is grateful for the opportunity to comment on the pre-application plans for the proposed development next to Tesco, Exeter on Russell Way.

The details we examined are found here:

<https://zedpods-my.sharepoint.com/:f/p/projects/EqSCydWDKuxPpz-Balya504BA--y-MdPNxwH3Rqp2szilw?e=0DvDAi>

Our comments are as follows

Striving to be environmentally sensitive

We welcome the intention for these buildings to be “*super insulated, triple-glazed, with heat recovery ventilation.. With solar panels ...and the fabric efficiency designed to create ultra-low to net-zero carbon homes*”. This should now be standard for any new build.

How do we travel?

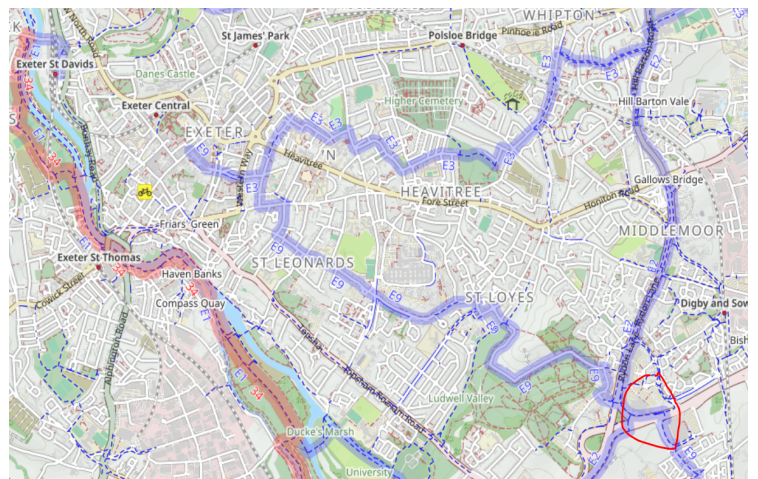
Despite this commitment to low carbon building materials and running, the scheme is let down by inadequate attention to how people will travel to this site.

Devon County Council, Exeter City Council’s and central government’s declaration of a climate emergency and commitment to move rapidly to a low carbon near-future means that we must be building new housing to enable low carbon transport. The city and county’s immediate targets are for 50% of journeys to be by foot or bike. New housing developments need to enable and support this.

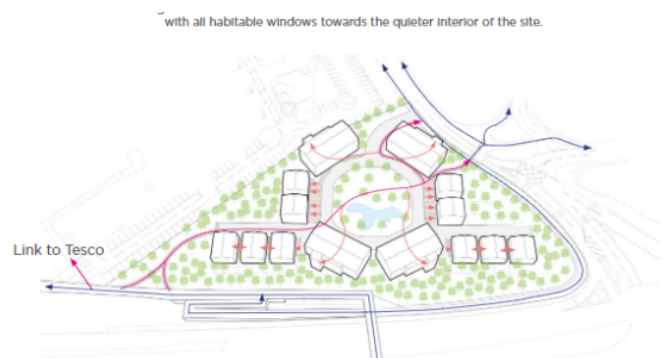
On-site cycle paths and access to cycle routes

The opening statement in the Site Assessment section (2.0) that the “*Local site accessibility is good; the site is located approximately 14 minutes drive southwest of Exeter city centre*” gives the lie to where the developer’s thinking is focused - in prioritising car use. This is out of step with where this city and county want to be.

There are actually good cycle paths very close to this site (the ‘E9’ and ‘E2’ routes). The application would be strengthened if reference was made to the accessibility to these cycle routes and a commitment made in the plan to connect on-site cycle paths to these cycle routes.



We note that the plans suggest permeability to and through the site for people walking. There is already informal pedestrian access through this site and this must be maintained. We are disappointed



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to see barely any mention of paths for people cycling to access and traverse the site. This omission means the pre-application plan currently doesn't meet the city and county policies (and NPPF guidance) for prioritising access for people cycling. These cycle paths need to be separate from the footpaths and have junctions that give people cycling and walking priority over cars.

We would expect cycle paths to and through the site to meet the extant LTN 1/20 design standards for width, build quality and junction design.

The pre-application Design and Access Statement correctly states that *"Unofficially pedestrians can cut a corner across the site to a bollard entrance to the Tesco car park."* This has been a long standing issue for accessing the Tesco site. We understand there is a ransom strip preventing this. It would be our expectation that this planning application would resolve this inhibition to accessing the Tesco site.

Storage for cars and storage for bikes

There is plenty of thought given to car parking on this site. However, there appears no mention of cycle parking. We see instead the site design, like so many others in and around Exeter, prioritising car access and storage. The cycle parking needs to be the most convenient and accessible

transport mode available to residents. Best practice suggests that cycle parking will be close to front doors and car parking more remote.



Car Parking Schedule	
Maximum Parking Allowance	81
Car parking spaces provided	54
Spaces per dwelling	1

Ground Type	Surface Area (m²)
Total Site Area	10,279 (1.03 Ha)
Permeable Walkway	700
Permeable Road Surface	2,558
Woodland Area	4,400
Private Green Spaces	649
Communal Green Space	1,011
Building Foundations	946

Furthermore, there are no discernable measures to prevent car parking on the access roads and the central square. Without such measures these will quickly become dominated by parked cars, making it unpleasant and unsafe for people walking and cycling.

Exeter City Council has mandated minimum cycle parking standards, which we would expect any new development to exceed.

We look forward to these issues being addressed as part of the formal development application being submitted.

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