

22/0511/OUT | Outline planning application for a residential development of up to 100 dwellings and associated infrastructure (All matters reserved except access). | Land Off Pendragon Road Exeter Devon

Dear Matthew Diamond

As with the previous application for this site, 21/0020/OUT, Exeter Cycling Campaign objects to this application. The applicant's Transport Statement states that the Pendragon Road site is 700m from the Exeter cycle network at Beacon Lane. However the cycle paths along Beacon Lane are far from ideal (a mix of paths shared with pedestrians and narrow on-road lanes largely dangerously adjacent to parked cars). Also, the application site is at the top of a steep incline up either King Arthur's Road or Lancelot Road, which would deter all but the most keen cyclists. The cycle journey timings quoted in the document may apply to a downhill journey from the site, but would be difficult to achieve with a return uphill. The site is not conducive to active or sustainable travel, and will result in people relying on private cars. Exeter City Council is committed to getting 50% of (internal to Exeter) journeys made on foot or by bike; this development will not help achieve this goal. We would request that any development on this site should be conditional upon improvements to the Beacon Lane cycle paths and better provision for cyclists and pedestrians on King Arthur's Road and Lancelot Road.

The applicant's Transport Statement says that all properties will have secure cycle storage. This needs to comply with the standards laid out in Exeter City Council's Sustainable Transport Supplementary Planning Document; Cycle parking must be secure and convenient. The Residential Design SPD sets out detailed requirements for cycle storage at paragraph 6.56 onwards.

- For a single garage measuring 6m x 3m, 0.5m needs to be added to either the length or the width for bike storage. If added to the length, a personal door should be included so the bikes can be taken in and out with the car in situ.
- Individual stores in gardens should have easy access to the road via a gate. For two bikes, the store should measure about 2m x 1m (a 6' x 4' shed will suffice).

The only mention of cycling in the internal road layout is the vague "The two land parcels will be connected by a pedestrian\cycle link." All roads in the development must meet the standards laid out in LTN 1/20 (para 1.1.2 and appendices A & B). Namely, using the Cycling Level of Service (CLOs) tool, roads must score over 70%

and using the Junction Assessment tools (JAT) there must be no RED red-scored turning movements.

There is no mention of cycle facilities in the Design and Access Statement.

For the reasons outlined above, the Exeter Cycling Campaign object to the current plans and request that the issues raised above be addressed before any permission is granted.

Yours sincerely,

Martin Crothall

for and on behalf of:

EXETER CYCLING CAMPAIGN

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