



22/2000/MRES | Reserved matters application (access, appearance, landscaping, layout and scale) for construction of 135 dwellings, etc. | Land North Of Tithebarn Green Phase 3

21st November 2022

By Email to: planningcranbrook@eastdevon.gov.uk

Dear Sir/Madam,

Exeter Cycling Campaign would like to **object** to the current reserved matter application for Tithebarn Green phase 3. The reasons for this objection are stated here and expanded below:

- A lack of clarity of priority for pathways crossing roadways and for the intended use of these paths.
- The lack of connections to the path wrapping to the south-east of the development, and its narrow width.
- A lack of easily accessible bicycle parking for residents and no bicycle parking for visitors.

Priority for path users

There is a curved road that forms the backbone of the site, running from Mill Lane, across Mosshayne Lane, and into an adjoining development. Running alongside this road is a broad pavement.

There is a lack of clarity over whether this path is intended as shared use, i.e. cyclists and pedestrians, or pedestrians only. This should be clarified, both in the plans and with signage on site, ideally such that it is a shared path. This would provide a car free route for cyclists from Mill Lane to Mosshayne Lane, which then provides onward connections towards Exeter or Cranbrook via Blackhorse Lane.

The current intended hard landscaping also provides insufficient indication to road users that path users have priority where the path crosses side roads. The external levels document suggests that the broad pavement is not a raised platform across side roads. This despite recent updates to the highway code indicating that pedestrians and cyclists should have priority over vehicular traffic at such crossing points. Raised platforms make this requirement more obvious to people driving vehicles and should be seen in all new residential developments. It also makes the pavements easier to use for the disabled. The currently planned rumble strips are only to one or other side of these pavements and are much less of an indication of priority. There is a change of surface type to draw attention to the junction,

but again raised platforms for the pavement should be provided. Figure 1 shows two sideroads being crossed by the pavement as examples of points where the pavement should exist as raised platforms.



Figure 1. A cut-out section from 22_2000_MRES-HARD_LANDSCAPE_2_OF_4-2320904.pdf showing a broad buff coloured pavement crossing two side roads. The pavement should be built as raised platforms at these points.

Giving priority to path users over private motor vehicles would not only align with recent changes to the highway code, but would make the development consistent with the hierarchy of users described in Strategy 11 of the East Devon Local Plan 2016-2036. This strategy section is specifically targeted at the area being developed in this proposal and states that:

We will promote high quality and integrated transport provision at East Devon's West End where, working with partner organisations, we will secure a provision based on a hierarchy of;

1. *Walking*
2. *Cycling*
3. *Frequent and high quality Public Transport provision (given priority over other road users)*
4. *Private motor vehicles.*

Path around the south-east of the development

A path is planned wrapping around the south-east of the development area. This is welcome but needs adjustments to make it more suitable. Document 22_2000_MRES-HARD_LANDSCAPE-2320906.pdf, and the associated sub-area documents make it clear that there are no paved connections, with dropped kerbs, between this path and a broad swath of housing. Residents of sites 123, 122, 118, 117, 111, 112, 113, 114, 115, 116, 97, 96 could all benefit from access to this path being improved by occasional paved drop kerb access, allowing those with pushchairs, mobility scooters, wheel chairs, etc. to make use of this path to access their homes.

Space allowing, this path should also be broadened and made into a shared use path to enable cyclists to access Mosshayne Lane without passing through the site.

Cycle parking provision

The provision of cycle parking in this site is poor, particularly for those properties that do not benefit from a garage with their property. This will tend to be those buying the more affordable homes, and thus those who might benefit most from reducing their travel costs. These properties will have to store bikes in garden sheds or stores. Figure 2 shows some excerpts from document 22_2000_MRES-MOSSHAYNE_PHASE_3-2320917.pdf, marking out the route of access to the rear gardens for some properties (shown in yellow). In each case the properties shown are those without garages (Danbury and Almouth types).



Figure 2. Examples of rear access routes to properties. Left panel: Marked in yellow, the route to the back garden is approx. 27m. Right panel: Marked in yellow, the route to the back garden is approx. 30m.

To access a bike when leaving the front door of property 66, a 54m return trip is required with a bike down a narrow and poorly lit passageway. Likewise, departing property 102 by



the front door necessitates a 60m roundtrip to get a bike from the garden shed. Moreover, these passageways provide access for multiple properties. If any residents start to accumulate detritus outside their back gates, other users will be unable to safely use the passageways. Compare these hurdles to the convenience of accessing a car that is sitting 2-3m from the front door. The additional effort in the simple process of accessing one's bike will work against East Devon's intention to encourage greater use of cycling in the developments on the fringes of Exeter.

To mitigate this the developers should provide cycle hangars in place of some car parking along the frontages of the properties. Each hangar, which might require the removal of one or two car parking spaces, but could provide bicycle parking for several houses. This would enable residents to store their bikes outside the fronts of their properties in the most accessible possible location.

As a final note, there is no provision indicated for any public cycle parking. This takes up minimal space and allows others to visit friends and family on this site easily, without requiring access to garages and sheds. The site includes the provision of 8 visitor car parking spaces on top of the 223 allocated parking spaces. For a site with 135 homes the current provision is skewed very heavily in favour of private cars rather than bikes, despite the site's location on the edge of Exeter with good local cycle connections.

FAO Planning Authority

We would ask that the planning authority impose conditions on the development that, as far as is possible, the promised pedestrian and cycling infrastructure is put in place prior to any occupation of the site. This is critical in ensuring that new residents have active travel options available to them when they move in, which is the period in which they will form their travel habits.

Unless new developments contribute to making cycling easy, safe, and convenient, the reduction in the use of private motor vehicles that East Devon council claims is desired, and that developers promise, will not happen. We hope that the comments provided here help improve this development, enabling it to become an active, safe, and less car-centric community.

Yours sincerely,

Ben Ayliffe

for and on behalf of:

EXETER CYCLING CAMPAIGN