



To Teignbridge District Council:  
planning@teignbridge.gov.uk

**Discharge of conditions 5, 7, 8, 9, 11, 12, 16 & 21 on planning permission 15/01331/MAJ for hybrid application comprising: Full application for conversion of the existing threshing barn and associated linhay to form three dwellings and erection of 16 new dwellings with associated landscaping and access and outline application for dwellings including four gypsy and traveller pitches and public open space (approval sought for access)**

22<sup>nd</sup> March 2020

Dear Sir / Madam,

The Exeter Cycling Campaign is writing with regards to the above application. It is noted that this planning application relates to discharge of conditions associated with the already agreed outline planning.

As this is part of the same development as 19/01130/MAJ please can we ask that our comments associated with this application are considered as the points related to the estate as a whole / access etc... will also be relevant to this section. We have not received feedback that any of the design points have changed based on our previous recommendations, if this is the case we would be happy to review and possibly remove our objection to this application. We have enclosed our previous comments in relation to 19/01130/MAJ below.

*It is acknowledged that cycling has been considered within elements of this application, however there are a number of areas where cycling can be further enabled through improved design, therefore at present we object to this planned development.*

### **Access and Entry Points**

*Within the planning statement that one of the schemes principal components is "Creation of footpath and cycle links to the remaining South West Exeter Expansion area, creating linkages to Exeter and the wider area"; however there are no details relating to these plans apart from some shared use paths on the site layout plan.*

*it is noted that this shared path does not have a width indicated in the designs. In order to allow safe use, the path width must be a minimum of 3.5m. In addition priority crossing across junctions should be included in these plans to ensure that the shared use paths are safe for all ages and abilities.*

*A cycle / pedestrian access point onto Waybrook Lane is welcomed; however it is noted that this is currently a national speed limit lane and is likely to be used as a rat run due to the amount of development in the area. Modal Filtering should be considered here, with a bollard to be added under the A30 bridge, in addition to a reduction in speed limit to 20mph.*

*A number of vehicular access points are noted on the plans. We would expect for the design to enable all modes of transport to safely use the access points currently marked as vehicular entrances. We also expect provision of full width pavements and for any major junctions, segregation for bicycles from both pedestrians and vehicular traffic. The design should also include:*

- 1. Dropped curbs where appropriate to allow filtered permeability. See image 1 in appendix 1 for an example where this has not been completed and has resulted in access issues for many users.*
- 2. If bollards are used to prevent vehicular traffic, adequate space should be allowed for non-standard cycles (i.e. cargo bikes, trikes and trailers). Where possible staggered fencing and gates should be avoided. This guidance should also be applied to the entrances and exits to the green spaces.*

### **Local Links**

*The site is in close proximity to a number of regions, villages. It is essential that high quality walking and cycling routes are provided to the following areas if the goal to reduce private car use is to be achieved:*

- 1. Alphington & Marsh Barton – A continuous foot and cycleway into the village of Alphington, is absolutely necessary for residents of the new estate to be able to safely access these local amenities without requiring use of a car. Given the level of development in the area, serious consideration should be given to adding a fully protected, segregated cycle lane along Chudleigh Road (see images 2 & 3 in appendix 1 for examples of good practice). Allowing those cycling to safely access Alphington will also provide access to West Exe School and the South Western entrance to Marsh Barton along with a number of local facilities.*
- 2. Kennford – Currently a very poor quality, narrow footpath is available along the A379, however this is often not passable by foot or bike, due to the narrow width, uneven surface and overgrowth of weeds and brambles. Kennford has a number of facilities, which the residents of the new development may wish to access including a community centre, cycle shop and post office. It is essential that this path is re-designed and re-built to a much higher specification in order to prioritise those choosing to walk and cycle. See images 4 & 5 in*

appendix 1.

3. *Exminster – Currently there is not a fully safe route to get to the new development from the village of Exminster. As this development lies within the parish of Exminster, it is of vital importance that safe routes for those choosing to walk and cycle between these areas are provided.*

*At present those wishing to travel towards this site, have two choices. The first is to navigate country lanes (Deepway Lane or Days Pottles Lane), both of which are heavily used by car drivers often driving in excess of a safe speed. In addition these routes have some steep gradients, which would put some less experienced people cycling using these routes.*

*The other option is to exit the village under the motorway bridge and travel along Sannerville Way. This route crosses five junctions (two for a storage unit / veterinary practice, two for a petrol station and a further junction to the local farm).*

*Once these junctions are crossed, those walking or cycling towards the new development then need to cross 4 lanes of traffic on a partially blind corner with no crossing point at Dawlish roundabout to proceed towards the Devon Hotel (see image 6 in appendix 1). This shared use foot / cycle path then gradually degrades in width and quality as you travel along it.*

*Consideration should be given to adding an additional cycle path on Sannerville Way on the opposite side of road to the existing shared foot / cycle path. Consideration should also be given to the design of the existing cycle path along the A379 to allow it to be widened and segregated. This will provide a safe and direct route from Exminster to the new development, while providing the added benefit of improving links for both areas to Matford and Marsh Barton. See image 7 in appendix 1 showing this proposal and the numerous junctions that currently need to be crossed.*

### **Cycle Parking**

*The Exeter Cycling Campaign welcomes that cycle storage has been included in the housing, however, aside from the bicycle sheds for the flats, there is little detail about the standard or design of this cycle storage.*

*The cycle parking principles do not specifically reference visitor cycle parking. Sheffield style cycle parking should be provided at convenient locations in each section of the estate for visitors.*

*All cycle parking on the site including any racks provided on the “hard standings” referenced should conform to the Travel Devon Good Practice Guide; which can be found here: <https://www.traveldevontoolkit.info/resources/Cycle%20parking%20design%20guidance.pdf>*

### **Shared Mobility**

*Exeter has an expanding network of e-bikes and pool cars. Consideration should be given to early engagement with this company with an aim to designate space for both e-bikes and pool cars to*

*be installed. Hire by the hour e-bikes will allow people who do not own a bicycle to cycle for their journeys and access to a pool car is likely to reduce car ownership on the estate, thus reducing parked cars and improving safety for other road / path users.*

### **Road Safety**

*This estate should be designed for speeds not exceeding 20mph, signage to enforce this as a formal speed limit would be desirable.*

*It is noted that the designs appear to have large amounts of space allocated to car parking (a total of 323 spaces for just 162 dwellings (roughly two spaces per property). This design is contrary to the strategies planned by neighbouring Exeter City Council with aims to reduce congestion and private car ownership. This space, particularly the on-street parking marked for visitors should be reconsidered as possible re-allocated as space for people choosing to walk and cycle instead.*

### **Pedestrian Safety**

*It is noted within the site layout that the majority of the roads, only have pavement or share footpath on one side. would be present next to the houses in these circumstances. We ask that consideration is given to adding pavements on both sides of each road, to improve safety for those walking and to reduce instances of people unnecessarily needing to cross the road.*

*Thank you for reviewing these comments. Should you have any queries or wish to meet with a campaign representative to discuss our recommendations in more detail, please do not hesitate to contact us.*

Kind regards,

Alex Tait

for and on behalf of:

**EXETER CYCLING CAMPAIGN**

---

[www.exetercyclingcampaign.org.uk](http://www.exetercyclingcampaign.org.uk)

Email: [info@exetercyclingcampaign.org.uk](mailto:info@exetercyclingcampaign.org.uk)

Twitter: [@ExeterCycling](https://twitter.com/ExeterCycling)

Facebook: [ExeterCyclingCampaign](https://www.facebook.com/ExeterCyclingCampaign)



## Appendix 1 – Supporting Images



Image 1 – Milbury Reach development, Exminster – unusable filtered permeability due to high curb. (Photograph credit Tim Pestridge) – note that this has since been lowered.



Image 2 – Segregated Cycle Lane, Royal College Street, Camden. Note that lane marking should be on the outside of the raised features. Photo credit to Active Travel (Wales)

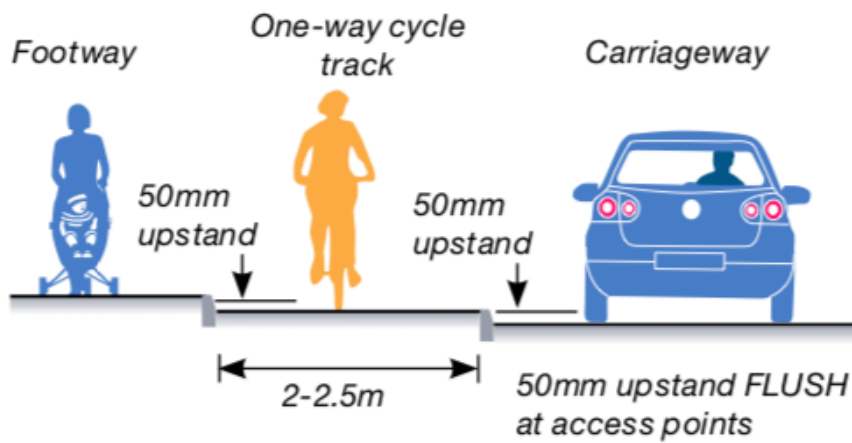


Image 3 – Design example of segregated infrastructure for vehicles, cycles and pedestrians. Note that widths are suitable for one way cycling – this design would need to be replicated on both sides of the street to be effective. Image credit to Sustrans.



Image 4 – An aerial view of a section of the A379, showing unused space that could be reallocated to provide improved pedestrian / cycle facilities.





Image 5 – A second aerial view of a section of the A379, showing unused space that could be reallocated to provide improved pedestrian / cycle facilities.



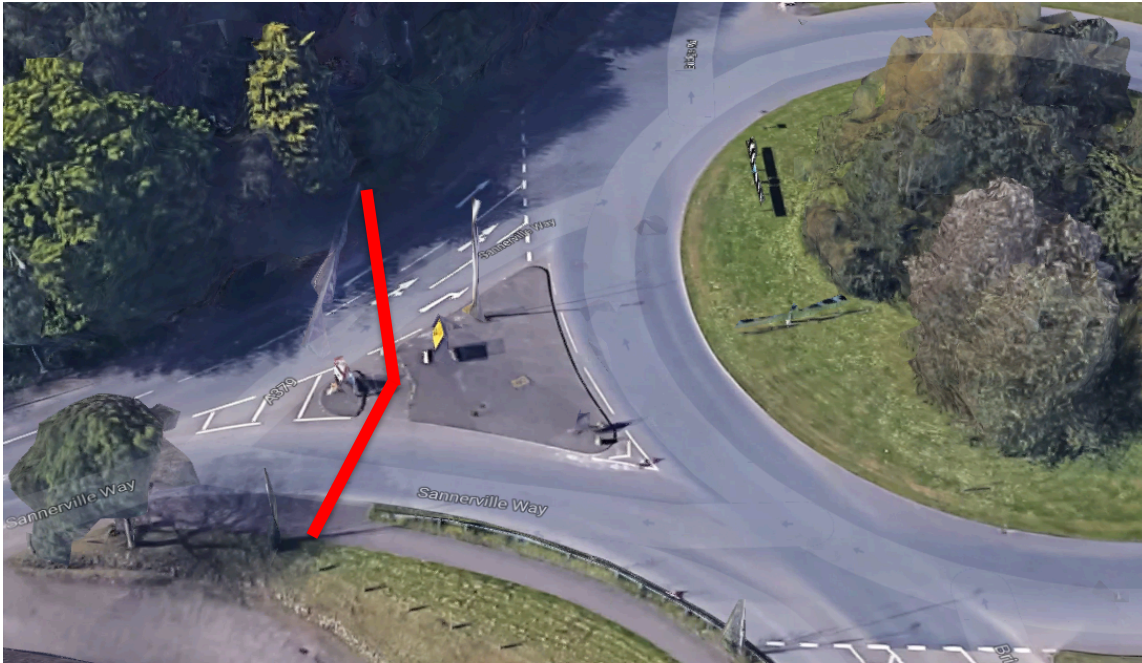


Image 6 – Current crossing point on a major busy roundabout to travel between proposed development and Exminster.



Image 7 – Current shared foot / cycle path along Sannerville Way. Yellow circles indicate the junctions that currently have to be crossed to get between Exminster and the proposed development. The red line shows space on the opposite side of the road where a new cycle path could be installed to provide a direct link to the new development and existing village of Exminster.