



17/1320/FUL | Construction of 61 dwellings with associated public open space, infrastructure and landscaping. | Land At Sandrock Gipsy Hill Lane Exeter EX1 3RP

16th March 2018

Dear Matthew

Exeter Cycling Campaign note provision of revised plans. While we welcome improvements to the scheme in terms of treatment of the E3/E4 strategic cycle routes, overall the scheme still degrades the quality of the network and **compromises the safety of pedestrians and cyclists on Pinn Lane**. There also continue to be seemingly unresolved issues regarding creation of an access onto Tithebarn Link Road. We must therefore reiterate the Campaign's objection to the proposed development. Our full comments are set out below, and should be read in conjunction with our original response where this relates to safety on Pinn Lane.

Effect on E3 and E4 Strategic Cycle Routes

The proposed realigned route is slightly less direct than currently, but could be an improvement East-West. This section of E4 will now be almost completely segregated from cars, with the new path through the Public Open Space and the installation of bollards at the junction of Pinn Lane and Gipsy Hill Lane preventing cars from crossing the route. This is good, particularly with the modal filter just installed by DCC further west along Hollow Lane outside the Ellen Tinkham School. The bollards should be spaced to continue to allow access for necessary path sweepers, disabled cyclists and cargo bikes to the northern part of Pinn Lane. The only area of conflict remaining on the E3/E4 route will be in the vicinity of Gipsy Hill Hotel just after the Redhayes Bridge – the provision of the realigned route through the Linden site should not therefore be used to justify additional traffic along Gipsy Hill Lane at a later date.

It is important that signage and road markings are clear to ensure that cyclists travelling from the Redhayes Bridge know to join the realigned path to the right rather than heading straight on as at present.

In order to ensure cars cannot treat the realigned route as a layby at its eastern end (where it branches off Gipsy Hill Lane closest to Redhayes Bridge), it may be beneficial to bring the proposed bollards closer to the existing Lane. This will reduce the 'offroad' space and remove the ability of a car to pull in and park (blocking the route of pedestrians and cyclists). As the plan submitted is a Section 278 drawing, the potential for illegal parking here should be established now and the bollards moved accordingly if it is technically possible for it to occur.

Safety of vulnerable road users along Pinn Lane

Notwithstanding the above, all 62 homes will still be accessed off Pinn Lane and have to drive along its full length for access. This will unquestionably degrade this route. Although not a "numbered route" it is heavily used by people walking

and cycling from Pinhoe and Monkerton in the north to the technical college, schools and centres of employment at Exeter Business Park and Sowton to the south and forms a vital radial route. It is also used as part of activity walks during lunch breaks for people working at the Business park. As stated in our previous objection the condition of these lanes is not optimal due to often narrow width, poor sightlines and lack of footways or cycleways. In several places Pinn Lane is too narrow for two cars to pass without forcing pedestrians and cyclists to stop and wait against adjoining hedgerows. The success of Pinn Lane and surrounding lanes as quiet pedestrian and cycle routes is therefore entirely dependent on the absence, or extremely low volumes, of vehicle traffic. DCC's decision to stop-up the lane has largely succeeded in this regard, and any increase in vehicle traffic beyond that associated with existing dwellings and hotels accessed from the Lane would be detrimental and unacceptable. It is hard to see how the "indicative cycle route to be designed by DCC" can be delivered across the gardens of private houses and Exeter City Council Technical College land (figure 3). The revised plans cannot therefore be said to address the negative impact on the southern section on Pinn Lane in a meaningful way and **Exeter Cycling Campaign must maintain an objection on these grounds.**



Figure 1

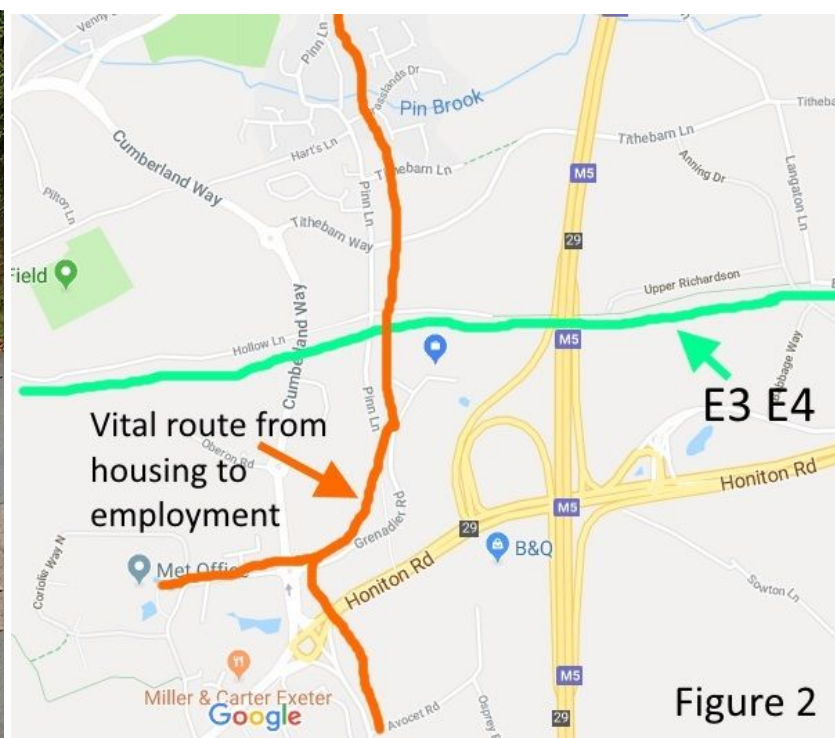


Figure 2

Figure 1 showing conflicts between people walking and cycling and people driving on the southern section of Pinn Lane. Drivers overtaking people on one side of the road are 'forced' into the space used by people walking and cycling on the other. There is no protection and no lighting on this heavily walked /cycled route.

Figure 2 showing the E3-E4 route in green (that has been adequately addressed in the revised plans) and the north-south route in amber that has **not been meaningfully addressed in the revised plans.**

Figure 3 showing detail of where the "indicative cycle path" would need to be delivered - across private housing.

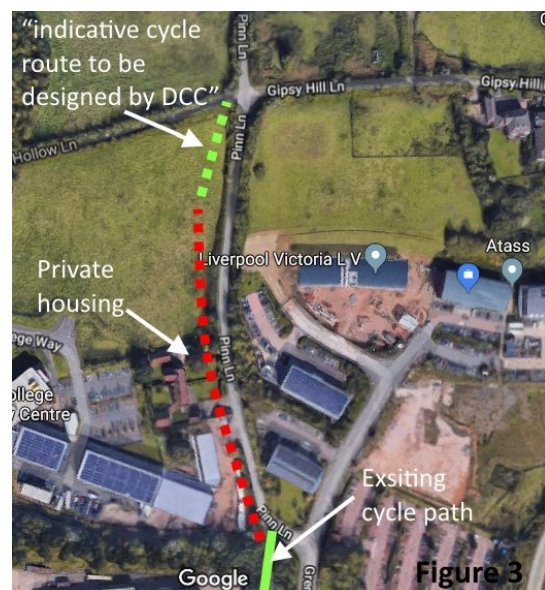


Figure 3

It is **regrettable the Campaign's suggestion of the primary access to the Tithebarn Link Road has not been pursued.**

This would unquestionably be the most appropriate means of vehicle access to the site and remove the objection relating to Pinn Lane above.

If planning permission is granted, it is essential that a contribution to enhancement of the active travel network in this area is provided as mitigation, noting that the alterations outlined above are only required as a result of the proposed development and should not be counted towards this purpose.

If planning permission is granted, safety for people walking and cycling along the Pinn Lane route and Gipsy Hill route during the construction phase must also be addressed.

Permeability of development

The applicant continues to show a pedestrian and cycle access to Tithebarn Link Road, which is welcome. However Mr. David Thompson has once again objected on the grounds that no accesses of any kind can be opened onto the Link Road. This is disappointing, and the Campaign have previously submitted Title Registry (the Title Plan is not publically available) indicating that both Linden Homes and other involved parties have had and continue to have interests in the land either side of the link road, including through White Rock Land. **Ultimately there doesn't seem to be any good reason why such an access cannot be provided**, as it will not impact on the amenity of existing or new residents, and surely cannot pose a safety risk as it will exit onto an existing footway.

The need for developments to be permeable and well connected and integrated with surrounding areas is a key theme of the NPPF and even more so in the draft NPPF just published. Failure to provide a pedestrian and cycle access to the north will mean that residents to the north will have to double back on themselves to access employment and facilities at Pinhoe or indeed planned employment growth at the north end of the Science Park (accessed via the new pedestrian/cycle overbridge recently opened on Tithebarn Link Road). It is therefore essential that a link to the north is provided. There does not seem to be a good public interest reason why such a link shouldn't be provided, and if a restrictive covenant does exist the reason for this must be fully explained and a definitive solution agreed between all parties to ensure that a link is provided **before any consent** is implemented.

Cycle Parking

The applicant's commitment to provide cycle parking is welcome. However, the low density nature of the scheme (only 26 dph) means there is ample space to provide **dedicated** cycle parking on plot with the same or greater priority as car parking. We note that none of the garages for the revised house types submitted indicate provision of sufficient space for cycles, or indeed cycle racks that can be easily accessed even with the garage occupied by vehicles. For dwellings without garages, reference to 'combined cycle and bin stores' goes against best practice, and relying on garden sheds around the back of dwellings is also not ideal from a convenience perspective. Dedicated, safe and attractive cycle parking can and should be accommodated on plot at the front/side of dwellings for maximum convenience and encouragement of cycling.

Yours sincerely

Bridget Walton

for and on behalf of: EXETER CYCLING CAMPAIGN exetercyclingcampaign.org.uk