

16/3021/MFUL: Mixed-Use Development, including 'Park and Change' site, at land off Hawkins Road, Hillside Gardens, Pinhoe, Exeter

6th March 2017

Dear Sam

Exeter Cycling Campaign welcomes the opportunity to comment on access and parking arrangements for this Proposed Development. The documents presented for consultation have been reviewed with full regard to the East Devon Local Plan 2013 - 2031. Of particular relevance are policies:

- TC4 (Footpaths, Bridleways and Cycleways);
- TC6 (Park and Ride and Park and Share/Change);
- TC9 (Parking Provision in New Development);
- Strategy 5B (Sustainable Transport); and
- Strategy 14 (Urban Extension at Pinhoe)

We offer the following comments and recommendations.

Executive Summary

Exeter Cycling Campaign support the principle of development, but are concerned that the Proposals fail to maximise opportunities to facilitate sustainable transport use and encourage a modal shift away from cars. The following issues should be addressed through simple design alterations and/or provision of additional information secured by planning condition:

- Lack of provision for cyclists at the Park and Change facility. Secure, covered cycle parking must be provided.
- Significant under-provision of cycle parking at B1 office, A1 retail and Care Home premises. Provision must be substantially increased.
- Improvements required to Pinn Lane to maximise sustainability of proposals and wider Pinhoe Urban Extension.

These issues are addressed in further detail below, including suggested cycle parking figures.

Provision for cyclists at 'Park and Change' Facility

Exeter Cycling Campaign welcome the inclusion of a 'Park and change' facility as part of the proposals. However, there appears to be no secure, covered public cycle parking as part of this proposal. Provision of such parking is essential to enable people to cycle to the site and change onto buses into Exeter city centre, or vice versa, reducing vehicle trip generation. The site will be connected into the wider Pinhoe urban extension area at Pinn Court Farm and onwards to the Growth Point via Langaton Lane. Provision of cycle facilities as part of the Park and Change would therefore facilitate and encourage a modal shift away from cars on a wider local scale.

Cycle Parking

Proposed cycle parking has been calculated on the basis of standards in the old East Devon Local Plan 1995 – 2011. This plan is extremely dated and does not reflect current expectations of the amount and quality of provision needed to achieve a modal shift away from cars.

Exeter Cycling Campaign recognise that the application site lies within EDDC's jurisdiction. However, given the lack of up to date standards on cycle parking, and the location of the site within the Exeter urban area, we strongly urge EDDC to refer to standards set out in Table 2 of Exeter City Council's (ECC) Sustainable Transport Supplementary Planning Document 2013. Devon County Council Highways regularly refer to/require compliance with these standards in their response to applications in ECC's jurisdiction.

According to the standards, when applied on the basis of the net floor areas and FTE employment estimates provided by the Applicant, the Proposed Development should provide the following minimum number of spaces for each use:

B1 Office

- 81 staff spaces
- One or two ad hoc spaces for visitors

A1 Retail (food based)

- 4 staff spaces
- 10 spaces for customers

Care Home (No specific category, but calculated on basis of 'Parking for Staff – General Rule' and 'Other Residential Blocks')

- 4 staff spaces
- One or two ad hoc spaces for visitors

We strongly advise that the Applicant should be required to meet these standards, with details to be secured by condition if appropriate. Cycle parking should also conform to DCC's design guidance, a link to which is provided as follows: (<http://www.devon.gov.uk/cycle-parking-design-guidance.pdf>).

Access via Pinn Hill

Exeter Cycling Campaign recognise that this application must be considered in the context of a much wider outline consent, and there may be limited scope for securing improvements to Pinn Lane through this specific application.

However, we disagree with the statement at paragraph 2.1 of the Transport Statement that the Proposed Development provides good cycle access to facilities in Pinhoe, including the railway station for onward journeys. There is no protected/segregated cycle route on Pinn Hill, where traffic speeds are often in excess of the 30mph speed limit and the transition from an urban to rural environment encourages higher speeds. There is also not currently a shared use path of minimum 3m width in either direction along Pinn Hill. By definition, the footway is too narrow to safely accommodate both pedestrians and cyclists.

As the most direct route to Pinhoe village and the city centre, pressure on Pinn Hill will continue to grow as a result of development in the Pinhoe Urban Extension area. Plans to increase vehicle movements on Langaton Lane - presently a decent 'quiet route' for cyclists that connects with DCC's E3 route at the Growth Point - are unlikely to fully mitigate this. We therefore encourage EDDC and DCC to explore how Pinn Hill/B3181 can be improved to enable safe and direct cycle journeys to/from Pinhoe Railway Station and the wider cycle network.

Kind regards,

Spencer Powell

for and on behalf of:

EXETER CYCLING CAMPAIGN

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