



**18/0010/RES | Approval of Reserved Matters in respect of the appearance, landscape, layout and scale, pursuant to Planning Permission Reference 13/4984/OUT for the construction of 250 dwellings, car parking including garages, internal access roads, footpaths and circulation areas, public open space and associated infrastructure and engineering works together with additional details as required by Condition 8 and 10. | Land Known As Monkerton Farm, On Western Side Of Cumberland Way, Exeter**

1st February 2018

To: [Matthew.Diamond@exeter.gov.uk](mailto:Matthew.Diamond@exeter.gov.uk)

Cc: [Lloyd.Orriel@devon.gov.uk](mailto:Lloyd.Orriel@devon.gov.uk); [Laura.Powell@bartonwillmore.co.uk](mailto:Laura.Powell@bartonwillmore.co.uk)

Dear Matthew

Thank you for consulting Exeter Cycling Campaign on this reserved matters application relating to Outline consent 13/4984/OUT.

The Campaign has concerns regarding aspects of the details submitted for approval and therefore have no option but to object unless certain revisions can be made. As it stands, we do not feel that the plans meet the requirements of Policy CP9 of the Core Strategy, T3 of the Local Plan, or the NPPF's requirements for development to provide safe and suitable access for all users (Paragraph 32) and exploit opportunities for the use of sustainable modes, give priority to pedestrian and cycle movements, and create safe layouts that minimise conflicts between traffic, cyclists and pedestrians (Paragraph 35). They also fall far below the standard of basic infrastructure design required of developers if Exeter City Council (ECC) and Devon County Council (DCC) are to have any chance of realising stated ambitions of an active, healthy and congestion free city.

All comments are made with reference to the submitted Site Layout Plan, the Hardworks Plans 1(6141 L93 01/02 P1), and the Design and Access Statement (DAS).

### **Access**

The access arrangements from Cumberland Way and Pilton Lane/Pinhoe Road do not take account of current works to deliver the first fully segregated section of the E4 strategic cycle route along Cumberland Way. The proposed accesses, which would be below the standard required to facilitate safe and attractive pedestrian and cycle movement as they give priority to vehicles at the junctions, are therefore not deliverable. The

access spur from Cumberland Way was subject to a specific planning application by DCC to facilitate access to the site – see 17/1226/FUL.

### **Conflict Between Strategic Bus Link and Pedestrian and Cycle Route**

Figure 3 of the DAS shows a Primary Bus Link and Pedestrian and Cycle Route following the same alignment along Harts Lane towards Hill Barton Road, west of the Primary Route through the site. Provision of a high quality public transport link is part of the adopted Monkerton Masterplan (albeit on a different alignment) and approved through the outline consent. Exeter Cycling Campaign support its provision in principle. However, Harts Lane is extremely narrow and it would be unsafe for buses to share it with people walking and cycling in its current form. The applicant has provided no detail about how this link will work in practice. Given provision of this link and a pedestrian and cycle link were key elements of the Outline consent and the adopted Monkerton Masterplan, it is not feasible to determine this RM application without resolution of this issue.

It is vital that both a high quality bus link and pedestrian and cycle link are provided, with segregation of buses and people walking and cycling. Fundamentally the link must be safe, and also attractive to people walking and cycling, forming part of the continuous route through the site from Cumberland Way to the east and Hill Barton Road to the west via Pilton Lane and Harts Lane. The route will be a key link for pupils and staff walking and cycling to St Luke's School, with high peak flows in the morning and late afternoon, so the route must be capable of accommodating high volumes of both pedestrians and cyclists, with minimal conflicts. This route should extend up to the signalised crossings at Hill Barton Road, which are currently off the desire line as there is no footway or cycleway on the north side of Harts Lane opposite the school.

It is also essential that a raised parallel crossing, segregating people walking and cycling, is provided at the point where the proposed cross site pedestrian and cycle link crosses the Primary Route. These crossings are increasingly common in the UK and provide a much better user experience at low cost. Such a crossing is currently being built at Newcourt Way related to the secondary access for Ikea.

### **On site movement network**

The width of the footways and cycleways along Primary and Secondary Routes is unclear. However, given the excellent connectivity to the new fully segregated E4 route along Cumberland Way, and the opportunity for this area of Exeter to set a new benchmark in active travel design, we would expect to see a segregated cycle route along the full length of the Primary Route through the site.

This could be achieved through a 2.5- 3 metre wide ‘two way’ route along one side of the road carriageway (as per Cumberland Way) , or through 2m wide ‘stepped’ cycle tracks adjacent to 2m wide footways either side of the road carriageway. These options would add between only 1 or 2 metres to the adoptable highway width compared to installing the usual 3m wide ‘shared’ paths either side. However, they would be a significant improvement by minimising conflicts between people walking and cycling, improving the safety and attractiveness of both modes and discouraging private vehicle use. Either segregated option could be easily connected into the existing access spur to E4 built by DCC. They would also enable a segregated route to be continued through future development of fields to the south, eventually connecting into the DCC Cabinet Approved E3 Strategic Cycle Route at Hollow Lane.

If ECC and DCC are serious about achieving modal shift and building a high quality and joined up network across the city, it is essential that developments such as this are required to deliver good design from the outset in the spirit of local and national policy, and not simply rely on DCC to retrofit infrastructure with limited public funds later on. I attach the following link to Transport for London’s adopted London Cycle Design Standards (2016) , which are applied to schemes across London and should set the benchmark for what Exeter aspires to and begins to expect of new developments such as the one at Monkerton Farm <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-this-page-2>.

Yours sincerely

Seb James

for and on behalf of:

**EXETER CYCLING CAMPAIGN**

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