



19/1406/FUL | Construction of 60 dwellings (use class C3), means of access, public open space and associated infrastructure. | Land West Of Ringswell Avenue, Comprising Part Of The Grounds Of Former St Luke's School Exeter

13th November 2019

Dear Mr Higgins,

This proposed development has many positive elements that the campaign is pleased to note: no through traffic, minimal designed-in on street parking, some cycle storage, good permeability onto the development from various directions and good use of alternative road materials which are known to encourage drivers to slow down and be extra cautious.

The Campaign does however **object** to this development on the following grounds:

- 1 – Insufficient cycle parking for the number of residents.
- 2 – The cycle parking that is included does not serve the majority of residences.
- 3 – Lack of detail on the pedestrianised area in the centre of the development – can people on bikes pass through this without having to use the pavement?
- 4 – Lack of detail on the access point to the south from Warwick Road.

I will address each of these points in turn below.

The Sustainable Transport Supplementary Planning Document has not been included with those listed in the Planning Statement. This policy (Table 2) requires the following minimum cycle storage for all newbuild residences:

- 1 or 2 bedrooms – 1 cycle parking space per dwelling
- 3+ bedrooms – 2 cycle parking spaces per dwelling

The designs at present appear to provide for 4 no. undercroft cycle storage locations consisting of 4 cycle parking bays. A total of 16 cycle parking spaces, or possibly 32 if bikes are able to be chained on both sides. To be compliant with the SPD, there should be as a minimum 91 cycle parking spaces across this development (27 at one per dwelling for the one and two bed dwellings, and 64 at two per dwelling for the three and four bed dwellings). The Campaign would hope to see the provision of cycle parking increased to be in line with the local policy.

The Sustainable Transport SPD also requires this cycle parking to be secure and convenient (Paragraph 5.2.1). This means individual stores have access to the road via a gate, or if in a garage, a separate door and an additional 0.5m of length or width. Cycle storage must be additional to that provided for bins. Based on this, the Campaign would expect to see each residence having its own cycle storage facility. This way sustainable modes of transport such a cycling become as convenient as using a car, something the Exeter City Corporate plans seeks to achieve.

The Exeter Core Strategy has at its heart the need for Exeter to transition to a low carbon, sustainable economy. It highlights transport as a major producer of carbon emissions, and requires developers to make the fullest contribution possible to the mitigation of climate change, in particular by promoting public transport, walking and cycling (Objective 1). The permeability of this proposed scheme is good for walking, but at present these



designs fall short on promoting cycling as they do not provide people with the means to store safely and conveniently their bikes.

Paragraph 10.55 of the Exeter Core Strategy requires developers to design layouts that are permeable, and pedestrian and cycle friendly. The Campaign notes the prevention of through vehicular traffic in this scheme and welcomes it. However the designs should make it clear whether people on bikes are able to pass through the central barriers on the development without having to use the pavement. The Campaign would like to see this permeability clearly on the plans.

Allowing people on bikes to pass the central barriers gives them improved permeability and freedom, encouraging the use of a sustainable mode of transport. Forcing people on bikes to mount the pavement is not only counter to the aims of the Exeter Core Strategy, it is dangerous for both the person on the bike, and any pedestrians using the footpath. The Manual for Streets also requires that 'routes should avoid the need for cyclists to dismount' (Paragraph 6.4.3).

The additional access point for pedestrians and cyclists from Warwick Avenue is good, however details are lacking on width. Local Transport Note 1/12 Shared Use Routes for Pedestrians and Cyclists recommends a minimum width of 3.0m for shared use paths (Paragraph 7.34). Anything such as sign posts and street lights must be located outside of this width. There should be additional detail provided that makes clear the design of this access route, showing it to be compliant with the minimum width requirements.

Overall, the Campaign welcomes the efforts made by the developers to create safe residential streets that will encourage the use of bikes. The insufficient, inconvenient cycle parking, and the lack of certain key details, does unfortunately mean the Campaign must object to this development in its current form.

Kind regards,

Michael Kerr

for and on behalf of:

EXETER CYCLING CAMPAIGN

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