



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

**20/00453/FUL, Heavitree Brewery Plc, Trood Lane, Matford, Devon, EX2 8YP**

29<sup>th</sup> August 2020

Dear Sir / Madam,

The Exeter Cycling Campaign would like to submit an objection to the planning application for the above application on the basis that there are no details regarding sustainable transport in the application at all.

There is no cycle parking available with a very high number of car parking spaces. There are 16 parking spaces in application form plus 8 garages. This equates to 3 parking spaces per house not including the ample space on driveway areas. This number of parking spaces strongly encourages excessive car ownership and does not enable sustainable transport.

This development is within easy commutable distance to most areas of Exeter including being very close to employment hubs such as Marsh Barton. Without provision for sustainable transport, people will continue to commute by car even for very short journeys.

### **Teignbridge Streets and Movement Planning Guidance**

This development has not been designed in line with the Teignbridge planning guidance, which states that ***“new development is to be planned to make provision for the necessary infrastructure to enable and encourage active travel by bicycle”***

The relevant points from the design guidance in relation to cycle parking requirements are as follows:

- Each new residential unit must be designed to have secure cycle spaces, allowing 1 space for each 1 or 2 bed dwelling, and 2 spaces for dwellings with 3 or more bedrooms such that:
  - All spaces are easily accessible for residents and are covered and protected from the weather and are provided with a tamper-proof anchor point connected to a securely fixed object such as a masonry wall or concrete floor.

- Where garages are proposed to be used for cycle storage, in addition to the single garage unit dimensions (minimum internal 6m x 3m) there must be a minimum of 0.5m additional length or width added, with a separate door in addition to the garage door, to allow for independent bicycle access
- Electric bicycle charging should be made available in garages and measures taken to facilitate the future provision of electric bicycle charging at other external storage locations, such as by providing pre- installed ducts and draw wires for future power supply
- Visitor cycle parking should be provided close to dwelling entrances, at destinations likely to attract visitors by bicycle.

National guidance has also been released by the Department of Transport and should be referenced to ensure this planned development is compliant.

### **Recommendation**

It is recommended that one of the two options are taken forward:

1. Some of the parking spaces are replaced with a secure bicycle shelter with a minimum of 7 Sheffield stands in addition to 4 Sheffield stands for visitor cycle parking. These should be installed following Devon County Council design guidance and be suitable for non-standard cycles i.e. trikes and cargo bikes.
2. The garages are adapted to ensure they meet the above requirements in terms of size and electric charging points in addition to 4 Sheffield stands for visitor cycle parking. These should be installed following Devon County Council design guidance and be suitable for non-standard cycles i.e. trikes and cargo bikes.

If these points can be addressed within the designs or a condition can be added to this effect, we will happily remove our objection to this application.

Kind regards,

Alex Tait

for and on behalf of:

**EXETER CYCLING CAMPAIGN**

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