



23/0047/FUL | Construction of 5 bungalows with associated access, parking and landscaping and demolition of existing stable building. | The Gardens Blackhorse Devon EX5 2FT

23rd February 2022

By Email to: planningwest@eastdevon.gov.uk

Dear Planning Officers,

The Exeter Cycling Campaign is grateful for the opportunity to comment on this application. We would like to comment on this application with a neutral stance. The inclusion of secure bicycle storage facilities is to be commended, but more details are needed, along with clear indications on how the garages meet the requirements of storing all kinds of cycles.

This small development sits close to the E3/E4 cycle route into Exeter, and also close to the Science Park, Sky Park and other areas of employment, as noted in the Design and Access Statement. Facilitating the easy use of bicycles of all types by the future residents for everyday journeys will help the council to achieve its stated objectives around active travel and reduced emissions from private transport.

Plots 2, 4 & 5 - Cycle and Bin stores

We are pleased to see the provision of secure bicycle storage facilities for these plots. However, more clarity is needed in the plans as to the exact details on the proposed secure cycle stores for these properties.

From the site plan (52-LPC-02) and also the plans for the cycle and bin store for Plot 4 (52-LPC-09) it appears that stand alone "cycle locker" style storage is proposed. However no details are given on the plans or in the Design and Access statement.

The indicated storage on the Plot 4 plans suggests an approximately 2mx1m container, which suggests something like this (<https://www.asgardsss.co.uk/bike-storage-x3>) with the capacity to store up to 3 standard cycles. However it is not clear how these storage options would work for cycle trailers, cargo bikes, non-standard cycles, or for e-bikes where the battery cannot be removed to charge it. It would also be necessary to ensure that these are able to be used by those other than the fit, able and adult.

As these are 3 bedroom dwellings, storage of at minimum 3 bicycles easily would be of great benefit to the future residents, following LTN1/20 guidance.

Increasing the details provided in this application about these secure cycle storage facilities and how cycles they would accommodate would enable us to support this application.



Plots 1 & 3 - Garage cycle storage

For these plots the cycle storage is noted on the Site Plan (52-LPC-02) to be inside the double garages. However, neither of the garage plans (52-LPC-06 and 52-LPC-07) make further mention of this. Taking an average saloon (Skoda Octavia) of 4.7m length and 1.8 m wide, there is only 1.3m of available length in which to store bicycles at the rear of the garage.

From the [Exeter City Council's Sustainable Transport Supplementary Planning Document](#) :

5.2.1 Cycle parking must be secure and convenient. The Residential Design SPD sets out detailed requirements for cycle storage at paragraph 6.56 onwards.

- *For a single garage measuring 6m x 3m, 0.5m needs to be added to either the length or the width for bike storage. If added to the length, a personal door should be included so the bikes can be taken in and out with the car in situ.*

As currently shown the plans for the garages are 6m x 6m and so do not meet this requirement (there is no equivalent document for East Devon available on the Evidence Base and Supporting [Planning] Documents). As the width of the pedestrian door in the side of these buildings is not labelled, it is also unclear whether this will be wide enough to allow the easy passage of bicycles (especially adapted cycles and cycle trailers).

These dwellings have 4 bedrooms and so space to store a commensurate number of bicycles should be provided. Finally, suitable electrical sockets should be provided to enable the charging of e-bike batteries where these cannot be removed from the frame.

Impact of works

The site is accessed from Old Honiton Road, on the north side of which is a shared use pavement forming an alternative route to the E3/E4 cycle route. It is important that during the works for this development, the shared pavement is kept clear of parked vehicles as well as mud and other debris. We note that during the construction of the access road, some disruption will likely be necessary, but suitable provision must be made for pedestrians and those on bicycles without requiring them to dismount.

We hope that these comments help further improve this application encouraging more active travel and helping the council to achieve its stated objectives in this regard.

Yours sincerely,

Robert Dunn

for and on behalf of:

EXETER CYCLING CAMPAIGN

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