

61-63 Haven Road- Initial Consultation Response

23rd January 2023

By Email to: kirsty.curnow-bayley@exetercityliving.co.uk

Dear Kirsty Curnow-Bayley

Exeter Cycling Campaign is grateful for the opportunity to comment on these initial proposals for this important quay-side site.

We welcome the proposal to provide a dense development within a highly accessible location. We also understand that the development will be car-free/ low-car , which is also supported; Exeter needs more car-free/ low-car housing in accessible locations such as this to enable walking and cycling in the city.

The Exeter Cycling Campaign does have some **comments** about how the development can best enable cycling and walking. We trust these comments can be incorporated and clarified within a full planning application.

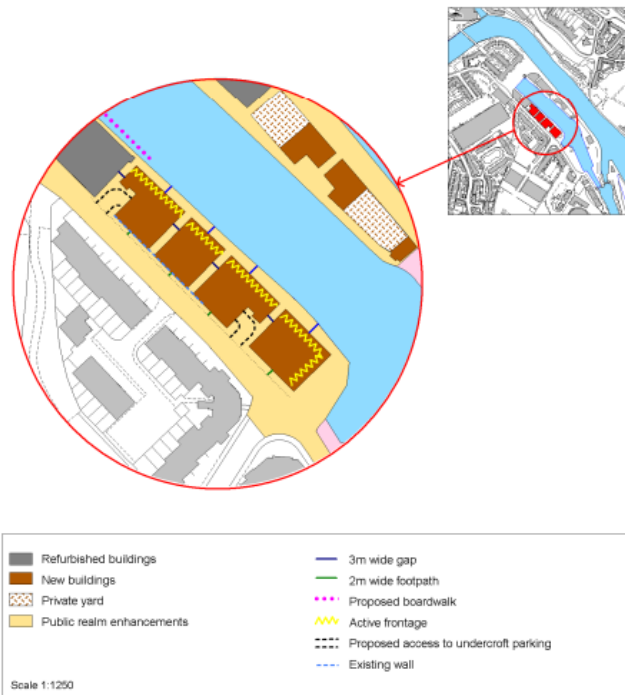
1. Quayside public access

As noted within the consultation information a key public benefit of the site is improving public access to the canal basin. The proposals clearly note how visual and physical access will be provided between the buildings to the water's edge. The proposed plans also show a clear route around the perimeter of the blocks along the waterfront. However this area is shaded in two tones on the plan and is not explicitly noted as a public route, as shown below.



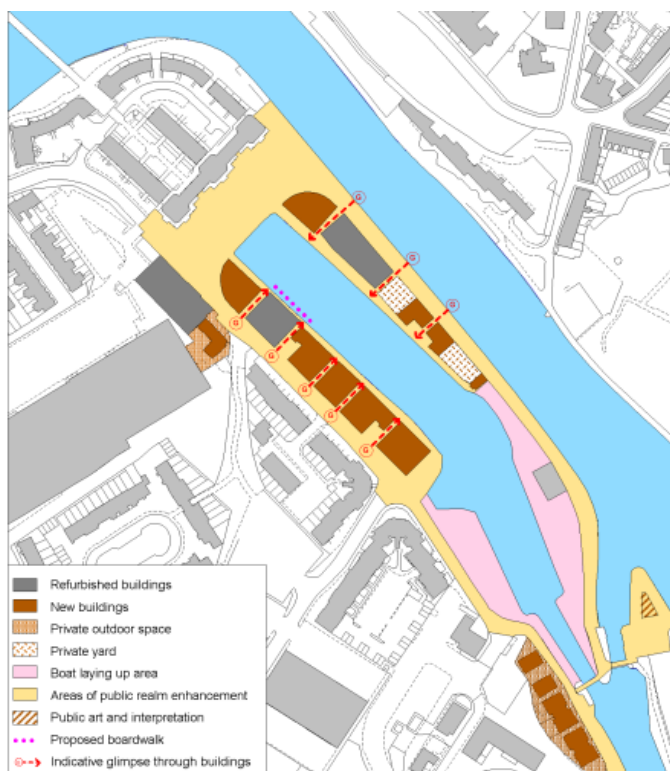
Providing a clear pedestrian route of suitable width along the quayside is vitally important for enhancing the permeability, walkability and attractiveness of the basin. The Canal basin masterplan notes that this should be a minimum of 3m wide as shown on the extract below. We would suggest that this is the minimum width needed for a public route and additional width should be provided for any spill out space associated with the club and commercial units. The current proposed route width appears particularly tight on the corner of block C to the south of the site.

Recommendation: Provide a clear pedestrian route of a minimum 3m width linking from the Boatyard Bakery to the North to Maritime Court to the South.



2. Improvements to Haven Road/ Maritime Court

The current state of Haven Road/ Maritime Court to the rear of the site is poor. The pavement is very narrow and the road surface is potholed, making walking and cycling difficult along this stretch. This section of road has high pedestrian and cycle usage which will increase with the new development, in addition to the development of nearby sites including Haven banks. This area is also noted as an area of public realm enhancement with 'pedestrian priority design' within the Canal basin Masterplan SPD (extract below).



The proposed ground floor plans show an unchanged very narrow pavement width which is not suitable to support pedestrian movement. In order to support the development of this site and the Haven Banks development the road needs to become more pedestrian and cycle focused. This should include, removal of/ limited street parking, a raised shared surface with steep transition ramp, clear signage noting pedestrian and cycle priority and a 20mph speed limit.

[Recommendation: Provide developer contributions towards highway improvements as noted above.](#)

3. Cycle parking

We welcome the aspiration that this development should be low/no-car, and that cycle stores are shown conveniently located adjacent to communal residential entrances. No details have yet been given on cycle parking numbers or on the types of parking space to be provided. Given the proposed location adjacent to key cycling routes, and as a car free/ low car development, the scheme should provide a high standard of cycle parking. We would advise that this includes cycle parking rates in line with LTN 1/20 standards of one residential cycle parking place per bed. Cycle parking should accommodate non standard bike types (such as cargo, trikes and trailers- LTN 1/20 recommends typically 5% of cycle parking should be provided for non-standard cycles) and allow provision for charging points for e-bikes (and scooters) to be built into cycle storage areas.



Furthermore within multi-unit developments such as this there is no garage space where bike maintenance can be done, so having some flexible space provision for this purpose would be welcome.

Recommendation: Provide a high level of cycle parking facilities in line with LTN1/20 guidance on quantity, security and type of parking.

Whilst the cycle stores are shown adjacent to residential entrances, we are concerned that the narrow width of these passages and their covered nature could make the passages between blocks feel unsafe.

Recommendation: Consider wider passage widths and opportunities for ground floor unit windows to face on to the passage to improve passive surveillance.

We hope that these comments help inform the development of the scheme towards a full planning application, and help embed active travel as a key part of the proposals.

Yours sincerely,

Mike Walton

for and on behalf of:

EXETER CYCLING CAMPAIGN

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