

Haven Banks Planning Application draft comments

Introduction

- Low car scheme welcomed
- Car free routes, with limited vehicle access welcomed
- Aim for permeability welcomed
- Cycle hire point & public parking for cargo bikes welcomed
- Welcome the implementation of a travel plan and future monitoring but note that delivery of infrastructure has the biggest impact on increasing cycling, rather than 'promotion' of cycling.
- Key areas of concern, where we feel the scheme could be improved for the benefit of cycling are noted under the headings below.

Permeability

- A permeable street network is crucial to enable walking and cycling, and is especially important in this central highly pedestrian area adjacent to the quay.
- The proposed scheme generally has good connections into the neighbouring streets.
- However not connecting to Diamond Road is a missed opportunity.
- Diamond road is especially useful as it connects directly to the river path, and cycle route 34, through a break in the flood defence wall on Haven Road.
- We understand that residents of Diamond Road have objected to a connection.
- However opportunities for change to the urban structure are rare, buildings can change over decades, streets often stay for centuries.
- Connecting to Diamond Road will increase not only the permeability but the legibility of the street network in the area for pedestrians and cyclists.
- ECC's sustainable transport SPD notes that as a general rule pedestrian and cycle access should be provided '*wherever a site boundary abuts an existing highway or public open space*'.
- **Recommendation:** create a pedestrian and cycle link to Diamond Road as part of the new urban structure. If well designed this could funnel pedestrians from the car parks on Michael Browning Way through the site and past the commercial units en-route to cricklepit bridge.

Cycle routes

- The provision of cycle routes through the centre of the scheme is welcomed and adds to permeability of the wider street network.
- The scheme is unlikely to be significant through route for cyclists, other than for the limited area of housing to the south and west, therefore a shared surface approach is appropriate.
- The travel plan notes within section 3.7.3 that a marked cycle lane is proposed through the public square, however this does not appear to be illustrated on the proposed site plans or visualisations.
- Given the nature of the space, as a public square with hospitality activity, which is unlikely to act as a significant through route for cyclists, a shared surface without demarcation would be appropriate.
- **Recommendation:** provide the public square as a shared space without demarcating cycle lanes.

- The path within the central 'street' is presented as a shared space for both pedestrian and cycle use.
- The width of the route is noted as 2m on page 123 of the Design and Access Statement, and appears narrow on the visualisation presented on page 102.
- Table 6.3 within Local Transport Note 120 states a minimum width of 3m for shared pedestrian and cycle routes.
- **Recommendation: widen the shared use path within the central street to a minimum of 3m to meet LTN 120 guidance.**
- The proposal of a raised table across Haven Road to link with plaza terracina is welcomed.
- There is an opportunity to extend the paving from the public square across the roadway. In combination with a steep transition ramp for vehicles this will clearly signal pedestrian and cycle priority in the area.
- There also needs to be clarity on how this improvement within the public highway will be delivered e.g through a section 106 agreement.
- **Recommendation: provide detail of proposed paving layout and clarity on how a raised table on Haven Road will be delivered.**
- It is not clear in the application what the legal status of the new routes through the site will be (e.g public rights of way or permissive routes).
- **Recommendation: new routes through the site are established as public rights of way to safeguard the future use of these spaces as part of the city's street network.**
- The use of inlaid corten within the paving could be an attractive element to the scheme referencing the site's industrial heritage. However care needs to be taken that it doesn't present a slip risk to cyclists.
- **Recommendation: provide reassurance through a condition requiring evidence of successful comparator case studies and wet slip resistance tests that the inlaid corten does not present a slip hazard to cyclists.**

Amount of Cycle parking

- The application notes that the site is in a prime location for cycling, being located next to national cycle route 34 and close to the city centre. The transport statement notes that almost the entire city is within a 5km cycle.
- As a car free scheme even greater emphasis is placed on the importance of cycling. It is reasonable to assume that without regular access to a car, and in this central location, the number of residents cycling will be significantly higher than the average.
- Whilst the scheme proposes policy compliant levels of secure cycle storage for residents, higher levels of storage are appropriate in a low-car scheme within the city centre. The parking standards referenced are now 9 years old, and we suggest they should be reviewed as part of development of the new local plan.
- **Recommendation: Increase cycle storage levels to provide 1 long stay secure cycle space per bedroom in line with the suggested minimum cycle parking noted in table 11.1 of LTN120.**

Quality of Cycle parking

- Secure, covered cycle parking rooms are illustrated on the plans and this is noted and welcomed, as is the provision of a cycle hire hub.
- However no provision appears to have been made for storage of cargo and other non-standard bikes within the residential cycle stores. Provisions should also be made for charging of electric cycles, and the potential for future use of electric scooters. This will future proof the development for this increasingly important mode of transport.
- **Recommendation: Provide space for storage of cargo and other non-standard cycles within the secure residential cycle stores in line with guidance in LTN 120 that recommends typically 5% of cycle parking should be provided for non-standard cycles. Provide clear proposals and space allocation for charging of electric cycles within residential cycle stores.**
- The transport assessment notes that visitor cycle parking is provided through 12 sheffield stands. The site location plan appears to show several hoops within the public square close to the retail units. However the residential visitor cycle stands appear to be located adjacent to the Water Lane site entrance and remote from the residential entrances.
- ECC sustainable transport SPD notes that '*at premises where visitors stay for hours rather than minutes, covered parking is preferable*' and we would suggest this is appropriate for visitors to residential units.
- **Recommendation: Provide covered visitor cycle parking close to the principal residential entrances for convenience and security.**
- The secure cycle storage should be provided with enough circulation space for residents to easily and conveniently access their bikes. No details are provided of the type of cycle racks, however if two tiered racks are proposed these require additional space in front of the rack to ensure adequate access. Currently the aisle space between racks appears tight on the plans.
- **Recommendation: Ensure enough space is provided to access cycle racks. The rack manufacturer Turvec recommends a minimum of 2.1m in front of two tiered racks.**
- An additional concern is that a number of the cycle parking areas are located adjacent to refuse stores and service spaces with minimal overlooking from residential units and sometimes unpleasant access routes, particularly the rear of block B.
- Due to the location of the scheme adjacent to cycle route 34 and in close proximity to the city centre there is an opportunity in a development of this scale to place cycling at the heart of the development.
- Cycle storage which can be accessed via the principle entrances from the central street, rather than via convoluted rear pathways will encourage greater use and provide additional activation to the street.
- **Recommendation: Consider providing access to cycle stores from the principal street to embed cycling as a convenient and safe form of daily transport.**