



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

**19/01384/MAJ - Land At South West Exeter NGR 291652 89142, Markham Lane, Shillingford Abbot, Devon. Approval of details for 27 dwellings and associated infrastructure and open space (approval sought for layout, scale, landscaping and appearance)**

4<sup>th</sup> March 2020

Dear Ms Williams

Exeter Cycling Campaign welcomes the opportunity to comment on the development proposal for this site. We note that the application is for approval of details relating to Parcel 12a of the development granted outline planning permission under reference 15/00708/MAJ.

We previously commented on 15/00708 on 1<sup>st</sup> February 2019 and have considered relevant aspects of those comments to this application as follows:

### **Access for People Walking and Cycling**

We were pleased to note that the Developer noted the importance of providing "safe, attractive and accessible routes providing an opportunity for new residents to travel to these facilities on foot, cycling or by bus rather than using the private car" in the sustainability statement accompanying the outline application.

We note that this application for Parcel 12a lies adjacent to a proposed public open space, which offers the potential for walking and cycling routes to the proposed school site adjacent to the A379. However, if Parcel 12a is constructed before these routes are established the only travel option for residents will be by car around the existing road network.

We therefore recommend that conditions are imposed on this development to establish of-road cycle routes through the proposed public open space to the school before occupation of completed properties.

### **Cycle Parking**

The Design and Access Statement March 2015 for the wider Matford Barton development says:

*"Cycle parking facilities will be provided at all points of interest within the site i.e. the educational facility, local centre etc. Parking facilities will also be incorporated within the design of the residential areas and individual properties where appropriate."*

And suggests cycle parking principles that "could" be followed.

8.3.5. *The following principles shall be applied wherever possible;*

» *Cycle parking should be good quality and placed in prominent locations to help increase sustainable travel choices.*

» *Cycle parking spaces for individual dwellings should be provided within the curtilage of the residential dwelling.*

» *For flats cycle parking should be provided as a secure communal facility.*

We are concerned that Plots 12001-12004 do not appear to have any provision for cycle storage. We also note that the garage for plot 12024 is remote from the house, which would deter the use of bicycles stored there.

If cycling is to be encouraged as a sustainable mode of transport, providing health benefits, giving young people independence, helping reduce CO<sub>2</sub> emissions, improving air quality and easing congestion we urge you to insist the applicant makes cycling an easy choice for future residents of this development.

Kind regards,

Roy Russell

for and on behalf of:

EXETER **CYCLING** CAMPAIGN

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