

19/0650 Exmouth Junction, old Coal Yard

5th June 2019

Dear Matthew

Thank you for the opportunity to respond to [19/0650 Exmouth Junction, Old Coal Yard](#).

Having given the proposed development careful consideration the Exeter Cycling Campaign has some concerns and observations about the proposed development. We would ask that these are carefully considered before granting consent to this application. These concerns centre on:

- Access from the site to the cycle network
- Dominance of motorised traffic on the site

Overall

The Exeter Cycling Campaign welcomes how the developer has endeavoured to build sustainable transport into the design of this scheme. We particularly welcome the access for people walking and cycling from Mount Pleasant Road, the provision of ~1000 cycle parking spaces and the provision of Co-Car car-share.

Access from the site to the cycle network

The access to the site needs to be greatly improved for people walking and cycling if the development is to reach its aspiration for being a location where cycling modal share is high.

Whilst the access to Mount Pleasant Road for people walking and cycling is to be welcomed, this is only one corner of the site. Safe access needs to be built for people cycling into/out of the east site of the site, opened up to the north of the site and considered on the south of the site.

Access to Mount Pleasant Rd

The Campaign welcomes the intention to provide access for people walking and cycling to Mount Pleasant Road from the north of the site. However we have the following concerns :

- how will motorised traffic be physically prevented from using this entrance, particularly if the entrance is to also be accessible for emergency vehicles. A physical modal filtering solution must be implemented at this junction to that it doesn't degrade into being used for residents' motorised transport.
- it is not clear how residents / visitors using cycles will join the access road leading to Mount Pleasant Rd. The master plan seems to suggest that cyclists need to travel to



the east of the site to join the access road to the west. The desire line will be straight from the buildings to the north west of the site. This desire line should be catered for with dedicated pedestrian and cycle paths.

- The Mount Pleasant Rd entrance will be useful for people travelling into the city centre. The development site is about 685m long. If a person's destination is to the north or south of the development then having only this west-end access represents an unnecessary elongation of a journey.

Access to Morrison Roundabout

There appears no provision for providing safe access to the development site for cyclists approaching from the Morrisons roundabout. To achieve the desired modal share of residents cycling this junction needs to have a safe, protected cycle path from the east end of the site to join up to the cycle paths at the east end of Prince Charles Road. This will be an important measure to ensure safety for children cycling to the schools to the east of the development site.



Access to the cycle network

The proposed development is correct in pointing to the proximity of the E4 cycle network along the Prince Charles Road. However, there is currently no connectivity from the west end of the site to the E4 cycle network.



The Stoke Hill roundabout is an intimidating place for people cycling and, as the collision map shows, dangerous.

The Campaign requests that serious consideration is given to providing a connecting cycle path from the site to the E4 route on Prince Charles Rd. Having no provision to join the site entrance to the E4 route here will deter people from choosing to cycle.

The Campaign requests that Developer contributions are sought for (i) the design and building of the cycle path along Mount Pleasant Rd, (ii) that the possibility of using / purchasing land from St. Michael's church for this purpose is sought and (iii) contributions are sought to assist with the current DCC work on the E4 strategic cycle route path extension from Prince Wales Rd to Union Rd.

Access to the north of the development

The Campaign would concur with the conclusions of the Design Review Panel that “*Additional pedestrian & cycle connections to the wider city north of the site would be beneficial*”. To deliver a high share of people cycling and walking the site needs to be very permeable for these transport modes. This means opening up safe access not only at the west end but also to the north.

Access to the south of the development

The site needs to be made as permeable as possible for people walking and cycling. Only by doing so will people find it more convenient and safe to cycle, and will then choose to do so.

The Campaign therefore suggests that serious consideration it is given to connecting up the development site’s proposed green space to Priory Park, the other side of the railway line.



The imperative to increase permeability to achieve cycling modal share

These proposals from the Exeter Cycling Campaign would, if adopted, mean that the developer would indeed be meeting its NPPF obligations to “*focus on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*” (para 103) and that “*appropriate opportunities for sustainable transport modes have been taken up*”.

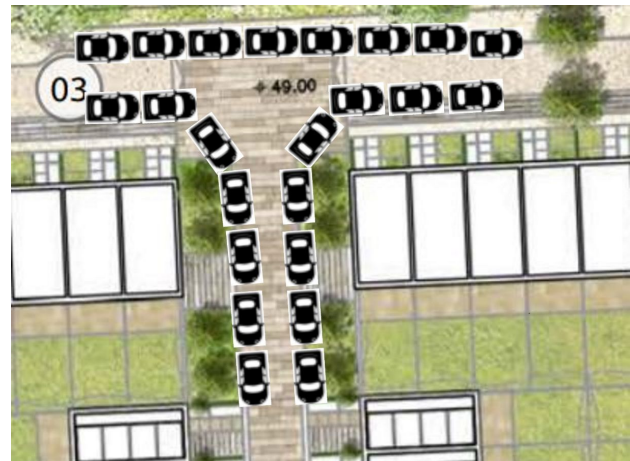
Furthermore, they would “*contribute to development or improvement of, the primary cycle routes and key local cycle/pedestrian links*” (Development Delivery Development Plan Document (DPD) July 2015 (Policy DD20) and will “*contribute towards providing improvements to cycling and pedestrian links between the proposed development and the wider area.*” (LTP3).

It is to these policies and guidance that we appeal and ask the Planning Team and the Applicant to give these proposals serious consideration.

Dominance of motorised traffic on the site

Car Parking

This Applicant's proposal makes bold statements about its intentions to have a high modal share for people walking and cycling and to discourage the use of private cars. However, we have seen little in the proposals that will actively disable the parking of cars in the development and away from the foot/cycle paths. Based on other developments in the city we fear the site will, if no physical measures are built in, soon resemble other sites where car parking dominates every available space, including the pavements and cycle paths. We would strongly urge that measures are built into the site plan to inhibit this.



Safe cycling and walking within the site

As well as ensuring the site has many entrances for people walking and cycling it also needs safe space within the site. The Campaign echoes the calls from the Design Review Panel that there needs to be "a designated cycle route within the site". The plans should demonstrate how an eight year old can safely travel from their home using safe cycle paths (which cannot be parked on) to access cycle routes in the vicinity. This on-site cycle route must have priority over the road used for motorised traffic on site (particularly at all the junctions).

The Exeter Cycling Campaign requests that these concerns and proposals are seriously considered and responded to and that planning consent is made contingent upon the delivery of these improvements.

Kind regards,

Mike

Mike Walton

for and on behalf of:

EXETER CYCLING CAMPAIGN

exetercyclingcampaign.org.uk

Twitter: [@ExeterCycling](https://twitter.com/ExeterCycling)

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