

23/1237/RES Phase 3 And Seabrook Square, Exeter Cycling Campaign Response

The Exeter Cycling Campaign is grateful for the opportunity to respond to the planning application 23/1237/RES Phase 3 And Seabrook Square and offers the following comments.



We have reviewed the details here:

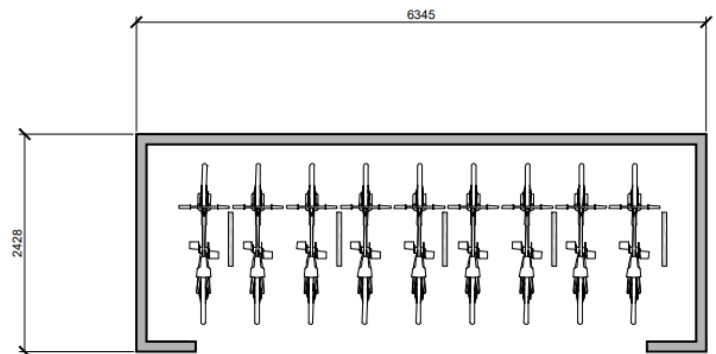
<https://exeter.gov.uk/planning-services/permissions-and-applications/related-documents/?appref=23/1237/RES#>

We do have some concerns about this development that we would request are given attention to before consent is granted. These concerns relate to:

- Permeability of the site for people walking, scooting, wheeling and cycling
- Designing safe routes and junctions for active travellers
- Cycle parking provision
- Opening up the ransom strips

Cycle parking

Residential cycle parking: It is good to see that cycle parking will be provided in many of the garages. However, for the affordable housing provision the cycle parking is tucked away in inaccessible sheds. This is suboptimal for people who are more likely to need to use a bike rather than a car for transport. Can more accessible cycle parking design solutions be found for the affordable housing?



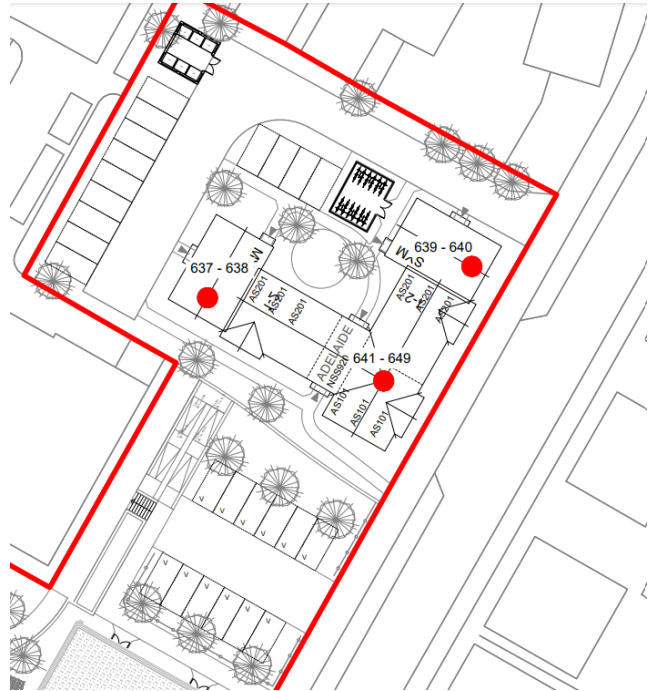
Bike store design: The bike store design appears to only accommodate standard form bikes. Non-standard bike forms (cargo bikes, trikes, stretch bikes etc) are becoming much more common and this transport option needs to be provided for. The bike shed should therefore be designed to allow safe storage for non-standard bike forms and allow for charging of bike batteries. Bike parking near the Square needs to also accommodate non-standard bike forms.

It is not clear to us whether the bike stores for the residential areas are secured or not. One drawing implies there are no doors to the cycle store. If these are intended for residential accommodation then they need to be secure.

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We have concerns about the locations of the cycle parking for Seabrook Square. The NPPF paragraph 29 lays out that *“the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel”*. We are unsure whether the cycle shed at the north end of the Square is for residents or visitors to the community building. If the former and not the latter then there is no safe, easily-accessible cycle parking for visitors to the community hall. Can this omission please be corrected. See [LTN 1/20](#) section 11 for standards for cycle parking.

We would refer back to our comments on the previous application which we believe are generally still valid (19/0280 Seabrook Square):



We had hoped to be able to see evidence that there is safe, protected cycle paths through all the Seabrook Phases. This would have reassured that there will be safe access to the Square from the 'Village Street'. From the Application drawings we are struggling to see this. We're disappointed to see that the Application implies that cars have priority into the Square. The highway layout should prioritise the foot and cycle path across the entrance to the Square with a raised platform, different surface, and give way/Stop markings for vehicular traffic. Designed in this way it will begin to meet the 'Development Delivery Development Plan Document - DD20 sustainable Movement' stipulations and those of the Sustainable Transport Supplementary Planning Document (March 2013). It is imperative that the Square grants safe and convenient access to Trinity School since it "creates the nodal entrance space to the School." (from Design Code Compliance document). Furthermore, we note that the Newcourt Masterplan 2010 talked about "These schools should be located to provide safe, convenient pedestrian and cycle access to the primary schools from all residential locations in the Masterplan".

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We can find no commitment to the number of cycle parking spaces for the community hall nor for the housing in the Square. Cycle parking spaces need to meet (and preferably exceed) the standard laid out in the LTN 1/20 (see table 11-1)

Table 11-1: Suggested minimum cycle parking capacity for different types of land use

Land use type	Sub-category	Short stay requirement (obvious, easily accessed and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	5% of total capacity co-located with disabled car parking.	5% of total capacity co-located with disabled car parking.
Retail	Small (<200m ²)	1 per 100m ²	1 per 100m ²
	Medium (200-1,000m ²)	1 per 200m ²	1 per 200m ²
	>1,000m ²	1 per 250m ²	1 per 500m ²
Employment	Office/Finance (A2/B1)	1 per 1000m ²	1 per 200m ²
	Industrial/Warehousing (B2/B8)	1 per 1,000m ²	1 per 500m ²
Leisure and Institutions	Leisure centres, assembly halls, hospitals and healthcare	Greatest of: 1 per 50m ² or 1 per 30 seats/capacity	1 per 5 employees
	Educational Institutions	–	Separate provision for staff and students. Based on Travel Plan mode share targets, minimum: Staff: 1 per 20 staff Students: 1 per 10 students
Residential	All except sheltered/elderly housing or nursing homes	–	1 per bedroom
	Sheltered/elderly housing/nursing homes	0.05 per residential unit	0.05 per bedroom
Public Transport Interchange	Standard stop	Upon own merit	–
	Major interchange	1 per 200 daily users	–

Permeability of the site for active travellers

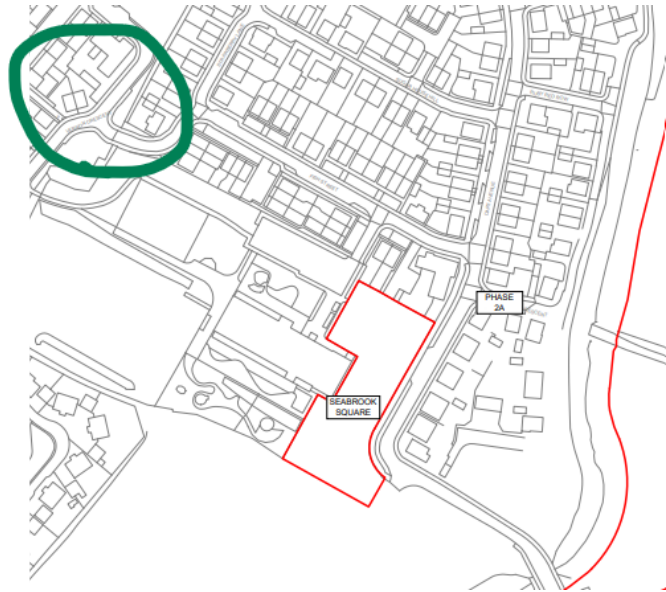
Active travel link: We were heartened to read on the DAS that “A pedestrian and cycle link is provided in the NE corner of the site onto the existing network at Newcourt Road” but are struggling to see this explicitly confirmed in the drawings. Can we clarify that this pedestrian/cycle link (circled in red) is this link?

Link to Admiral Way: There is currently no access/egress from Dart Ave onto Admiral Way (blue circle). We understand this to be because of a condition based upon a condition of occupancy of an earlier application requiring it to be opened prior to the occupation of not more than 650 dwellings. We would ask that this occupancy level is accessed and, if the condition met, action taken to open this for active travellers so that there is a reasonable route from the Phase 3 development NE along Admiral Way to the shop and Newcourt community hall.



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Fish Street ransom strip: the access to Fish Street from Vernon Crescent has recently been blocked. (green circle). This created particular difficulties for children and parents travelling by foot, scooter or bike from Newcourt to the school and safely onto Topsham. This requires urgent attention to unblock again and we would ask that this is included in the design / consenting / contributions for this development.



The Topsham Millenium Wood will be an important natural space for residents on this Phase 3 development. It is not clear what the access to this wood will be. The drawings are not clear. Can it be confirmed that there will be three (shown in red circles) access points to the wood?



Safe movement across the site

The DAS drawings refer to 'Village streets' but we can see no definition of what this entails. Will these roads be traffic reduced, will they have safe space for people walking and safe separate space for people cycling? We would ask that there are safe routes across the site on these village routes and connect up to the school. The junctions in particular need to be designed to clearly give priority (now encoded in the Highway Code) to people walking / cycling rather than driving.

Thank you

Mike

Mike Walton
07305 920 574

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On behalf of
EXETER **CYCLING** CAMPAIGN
