

Application Summary Application Number: 22/00245/FPM

Address: Albany House Cartwright Road Stevenage Herts SG1 4QJ Proposal: Demolition of the existing building and construction of a new food store, petrol filling station, commercial unit, together with associated car parking, servicing and landscaping

Comment Details

Commenter Type: Organisation

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment: This comment is submitted on behalf of Cycling UK Stevenage.

To meet National Guidance LTN-1, traffic free links to existing cycleway infrastructure on Martins Way to the South, Great Ashby bridleway to the North and Great Ashby Way to the East are essential if this development is to go ahead. In line with SBC Local Plan IT5, these links must be from the existing traffic-free network to all the cycle parking provided at the store and must include safe routes across the car park. This infrastructure on both Wedgwood Way and Cartwright Road should be in place before building work commences. This will enable construction workers to travel sustainably and ensure safety for cyclists when vehicles associated with construction are going to and from the site.

The SBC Local Plan SP6 states the intent to "create the conditions for a significant increase in passenger transport, walking and cycling". Traffic on Wedgwood Way already includes buses, car transporters and articulated lorries going to and from industrial units including the Allied Bakery on Cartwright Road. The new store itself will generate a significant increase in car traffic. An expectation for cyclists of all ages and levels of experience to leave a traffic-free environment to use the road carriageway on Wedgwood Way and turn right into or out of the vehicular access road would be a significant barrier for people cycling and thus be directly against SP6f.

All cycle parking for customers must be close to the entrance to the store. There should be provision for cycles with trailers, cargo bikes and adapted cycles with protection from poor weather. There should be trolley parking adjacent to all cycle parking so that customers do not have to leave a loaded bike unattended to return their trolley. The location of secure cycle parking for staff and contractors should be close to the staff entrance and should include facilities for non-standard bikes and electric charging points. Attention should be given to the safety of lone staff accessing cycles in the early hours and at night as well as the security of the cycles.

Cycle parking should not be on the edges of the carpark away from the store as shown adjacent to Cartwright Road on the current plan.

The Draft Travel Plan para 4.16 states that the 5km catchment for where a car journey can replace a short car journey would include nearly all of Stevenage. We note that the most direct route for residents of the Valerian Way estate, The White Way estate and the new East of Stevenage development involves the use of Gresley Way between Fairlands Way and Martins Way where there is no cycling infrastructure. In line with SP6, the developer should be required to make financial contributions to the creation of this route to the vicinity of the site.