



Dear Howard Smith

## **21/1822/OUT Land South Of Redhills and West Of Hadrian Drive**

Thank you for the opportunity to review the application for the 21/1822/OUT Land South Of Redhills And West Of Hadrian Drive, Exeter

The Exeter Cycling Campaign does not object to new housing developments but we will and do object to developments that do not meet national and local policies for enabling active travel.

We find ourselves having to **object** to this application.

Our objection is based on a number of concerns:

1. Lack of safe sustainable transport access opportunities
  2. Lack of ambition to meet the councils' policies for enabling half of journeys to be done by foot or bike
  3. Lack of a paved footpath on the side of the road adjacent to whole length of the development
  4. Levels of congestion already experienced along the road entering the city
- The developer states that there are frequent buses based on a 2020 timetable and bus frequency have change significantly since then
  - There is no mention of the number of secure and sheltered cycling parking spaces for residents and visitors
  - There is no mention of having or the number of parking and storage for trike or non standard bikes
  - There is mention of developing a travel plan, but no details at all.
  - There is no mention promotion of car sharing or having a car club or an electric bike station
  - The developer mentions the fact that the National Cycle Network runs along the road outside the development, however this section of route is not suitable for use by a 7 yr old child on their own
  - The developer's proposal that residents walk through the development and then use the pedestrian access to cross the road to access the footpath on the other side

does not seem practical for the residents at the other end of the development and there is no pedestrian crossing proposed at this pedestrian access location. Children will have to cross a busy main road to access this footpath.

### **Cycle parking / storage**

Given Devon and Exeter's climate change declarations and commitments to deliver 50% of journeys by walking/cycling and the establishment of LTN 1/20 design standard we would expect to see:

- There needs to be a lit paved footpath along the full length of the development next to the road
- The developer need to state the number of cycling parking spaces and seek to exceed the minimum cycle parking numbers
- These needs to be secure, undercover cycle parking for residents and visitors and include non standard bikes such as cargo bikes. Some with electric charging (this is vital considering the steep hills residents would have to cycle up to return from the city centre)
- Ensuring cycle parking design meets LTN 1/20 standards and accommodate all bike forms.
- The Exeter Core Strategy requires new developments to make the fullest contribution possible to the mitigation of climate change and the transition to a low carbon economy
- This is to be achieved by promoting public transport, active travel, use of brownfield land and encouraging high density development in the city centre
- This development is on greenfield land on the very edge of the city
- This site is accessed via Redhills, a steep narrow unlit road without footpaths, bounded by high hedges on both sides
- This is not amenable to anyone walking or cycling to and from this site, and in fact could be construed as dangerous given there is nowhere to walk or cycle other than on the carriageway
- The Transport Statement states that the development will result in an additional car every 3 minutes on Redhills. The future residents will resort to driving, adding to the climate crisis and Exeter's traffic problems.

The Gear Change document, which sets out the Prime Minister's vision to transform how we move around. The document states 'we will ensure that all new housing developments are built around making sustainable travel the first choice for journeys'. This development is incompatible with that vision.

Development of this site would also be in contravention of the Exeter City Corporate Plan, which aims to make Exeter a city where sustainable means of travel are safer, cheaper, quicker and more convenient than the private car. Building on a steep hill, up a narrow road, on the edge of the city does not meet these requirements.

The transport and sustainability issues aside, objective 8 of the Exeter Core Strategy requires developments to protect the natural setting of Exeter, including the hills to the north and west. This development will impact those hills.

We hope this application, will be amended before consent is given.

Yours sincerely

Kim Goonesekera

for and on behalf of:

EXETER CYCLING CAMPAIGN

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