



21/0223/OUT | Outline planning application for the construction of up to 61 dwellings and associated infrastructure. | Land At Home Farm Pinhoe Exeter

Dear Michael Higgins

Exeter Cycling Campaign objects to the above application for development.

The site is not conducive to active or sustainable travel, and will result in people relying on private cars. Exeter City Council is committed to getting 50% of (internal to Exeter) journeys made on foot or by bike; this development will not help achieve this goal. Indeed the applicant's own Transport Statement indicates the majority of journeys (73%) to and from the site would be expected to be made by car, with only 2% of journeys made by cycle.

Church Hill is a steep and narrow sunken lane with no footpath for much of its length and is not considered a safe route for cyclists or pedestrians. The suggested alternative access for cyclists and pedestrians through Broadparks Avenue does not currently exist. The cycle facilities on the B3181 are far from ideal, consisting largely of a shared pedestrian path crossing numerous driveways.

We would request that any development on the site should be conditional upon cycle and pedestrian access from Park Lane which would at least provide a route to the north of Exeter, without having to descend a steep road, negotiate the B3181, and then climb back up to the level of the site.

We would also suggest a further widening of Church Hill to accommodate a minimum 2 metre wide footpath, and preferably a 3 metre shared cycle footpath, from where the current footpath stops to the main site access.

We acknowledge that this is an outline planning application and that details of cycle parking for the dwellings will be provided at reserved matters stage. However it is noticeable that the Design and Access Statement and the Transport Assessment make little or no reference to how cycle parking will be accommodated. We therefore recommend that a robust condition is imposed, requiring that cycle parking for all dwellings should be provided in accordance with Exeter City Council Sustainable Transport SPD, Residential Design Guide SPD and Devon County Council Cycle Parking Design Guidance.

All roads in the development must meet the standards laid out in LTN 1/20 (para 1.1.2 and appendices A & B). Namely, using the Cycling Level of Service (CLoS) tool roads must score over 70% and using the Junction Assessment tools (JAT) there must be no RED red-scored turning movements.



For the reasons outlined above, the Exeter Cycling Campaign objects to the current plans and requests that the issues raised above be addressed before any permission is granted.

Yours sincerely,

Martin Crothall

for and on behalf of:

EXETER CYCLING CAMPAIGN

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