



19/01619/MAJ | Land At West Exe Park, Alphington, Devon

20th October 2019

Dear Ms Williams,

The Exeter Cycle Campaign wishes to put forward its objection to Teignbridge District Council planning application 19/01619/MAJ Land at West Exe Park. It is understood that outline permission for this development has been granted, however we wish the following points to be on record as part of the reserved matters application.

The Cycle Campaign would like to express its regret that outline planning permission has been granted with such poor infrastructure for cyclists. The development is going to be close to the major South West Exeter expansion, and it can be assumed people will want to commute by bike from that housing to this scheme. As things stand, there are only 4 cycle parking bays, and cyclists are expected to share access with heavy goods vehicles. This is completely insufficient and dangerous, and goes against everything local and national governments are trying to achieve with regards climate change and sustainable transport. The planning statement for this reserved matters application even quotes national and local policy, yet this development is in blatant contravention of those very same policies.

The National Planning Policy Framework is quoted in the planning statement, where it is rightly described as being in favour of sustainable development. The Teignbridge Local Plan Section EN3 Carbon Reduction Plans is quoted, saying that development proposals are required to minimise their carbon footprint both during construction and whilst in use. So the developer is well aware of the planning regulations, however they have only been able to manage to include 4 cycle parking spaces and no segregated access. On this basis, this development should not have been granted planning permission.

The Cycle Campaign is pleased to note the Section 106 agreement with the Council, particularly relating to widening the path alongside the A379. The Cycle Campaign considers this essential and expects the agreement to be met in full. Having said that, it is a shame that the agreement does not insist on a segregated cycle lane. If this had been provided to the access point at the new roundabout, and beyond into the proposed industrial estate, access could be considered 'safe' for people on bikes. People will only start to use sustainable transport if you make it a genuinely viable option, and this scheme falls short in this regard. Shared access with cyclists and HGVs is not 'safe'. The Section 106 agreement is to be welcomed, but only because it is better than the current provision.

Kind regards,

Michael Kerr

for and on behalf of:

EXETER CYCLING CAMPAIGN

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EXETER CYCLING CAMPAIGN October 2019