



20/1380/OUT | Outline planning application for up to 80 dwellings and associated infrastructure (All matters reserved except for access).

4th December 2020

Dear Mr Jeffrey,

The Exeter Cycling Campaign is pleased to offer the following comments regarding planning application 20/1380/OUT Land at Redhills Exwick Lane.

Primarily, the Campaign considers the location of the development to be totally inappropriate. The location results in this proposed development being in breach of several local and national planning documents.

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. The developer is clearly not expecting the residents to use active modes of travel or public transport, or it would not be offering 2 parking spaces per dwelling, as stated in the Transport Statement (Paragraph 5.5.1). This is in excess of the maximum 1.5 car parking spaces per dwelling set out in the Sustainable Transport Supplementary Planning Document and the Local Plan policy T10.

The Transport Statement quotes the National Planning Policy Framework. The Campaign takes particular notice of the wording in Section 35 of the NPPF as quoted in the Transport Statement: 'Plans should protect and exploit opportunities for the use of sustainable transport modes...'

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 is clear in paragraph 6.1.2 that the development will result in an additional car every 2 minutes on Redhills. This site is not appropriate for sustainable transport modes, and the future residents will resort to driving, adding to the climate crisis and Exeter's traffic problems. This is not the fault of the future residents - why should they take the risk of walking on a dangerous road? Or permit their children to do so?

It is noted that a footpath runs along the eastern boundary of the site. Again, this is steep and unlit. It is also unpaved, being formed from loose stone and rubble. Hardly an improvement on the dangerous road.

This result - the residents driving - will be totally against the spirit and the letter of the government's recent Gear Change document, which set 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'. It is clear that the location of 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 concrete over those hills.

The Exeter Cycling Campaign strongly objects to this development.

Kind regards,

Michael Kerr

for and on behalf of:

EXETER CYCLING CAMPAIGN

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