



**20/0437 / FUL**

## **Land to the North East of Newcourt Road, Topsham**

25<sup>th</sup> May 2020

Dear Mr Higgins,

The Exeter Cycle Campaign would like to lodge its objection to this development. We have several points on which we base this position, which are explained below.

The proposed layout appears to have been designed with cars as the priority mode of transport, and people on foot and bike secondary. The pavement on the right hand side of the main road is interrupted by visitor parking spaces. Nearly all dwellings are provided designated parking for two vehicles *and* double garages. The overall number of parking spaces provided is 69, or 2.55 per dwelling, well over the 1.5 required by local planning rules. The surface treatments could be much improved to tell drivers they are in a residential area.

This car-centric layout is far from facilitating the most sustainable and environmentally acceptable modes of transport, as required by Local Plan policy T1. Nor is it in line with the Exeter City Corporate Plan, which aims to make Exeter the most active city in England, and a city where sustainable modes of transport are safer and more convenient than the private car. It goes against the government's National Cycling and Walking Investment Strategy guidelines, which aim to deliver streets where cyclists and walkers feel they belong. It is also not in keeping with the National Planning Policy Framework, which requires priority to be given first to pedestrian and cycle movements, both within the scheme and with neighbouring areas.

There should be a raised table at the entrance to the development. This will slow vehicles down, and tell any drivers entering the development they are not on a through road, but are in a place where pedestrians and cyclists have priority. The priority across this raised table should be for anyone using the footpath. The give way line for drivers leaving the development should be behind the raised table. The coloured surface treatment shown in small areas of the proposed layout should be standard throughout, so drivers are aware they are not on a road, but in a shared space. The visitor parking should be moved and the pavement continued as far as the green space.

Newcourt Road already serves 60 dwellings. This addition of a further 27 represents a significant increase in traffic. Despite the claims of the Transport Statement, you cannot increase road usage by 50% and not have an impact. Newcourt Road is narrow, just a single lane in places, with no footpaths. A shared use path, paid for by the developer, being a minimum of 3m width, with a dividing line for pedestrians and people on bikes, running from the development to the junction with Topsham Road, should be a condition of planning consent. This would at least provide those who choose sustainable methods of transport a degree of safety, and would represent an improvement on the current situation for the existing dwellings. The Exeter Core Strategy paragraph 10.55 requires developers to ensure their proposals create pedestrian and cycle friendly places and routes, and encourage travel by foot and cycle. The current proposals do not go far enough in mitigating their impact on the local roads. The Core Strategy Objective 1 requires new developments to make the fullest contribution possible to the mitigation of climate change. As transport is our largest source of carbon emissions (<https://data.gov.uk/dataset/9a1e58e5-d1b6-457d-a414-335ca546d52c/provisional-uk-greenhouse-gas-emissions-national-statistics>), this means providing for alternative modes to cars. The fullest contribution possible does not mean a footpath in front of your development that doesn't connect to anything.

The developers own transport statement highlights a traffic collision on Denver Road involving a cyclist. Despite the claim that the collision was 'slight', this only strengthens the case for the developer to install proper cycling and walking infrastructure to their site.

The Campaign is pleased to note the side access door to garages, something often lacking in new developments and a requirement of Exeter City Council Sustainable Transport SPD. However, there is no indication where plots without garages are to store bikes. The SPD is very clear in its requirements: new build properties must have cycle parking that is secure and convenient. This proposed development has failed to provide any for a number of its dwellings.

This application should be rejected and the developer forced to improve its offer, including reducing the number of dwellings to the 23 it already has outline permission for.

Kind regards,

*Michael Kerr*

for and on behalf of:

**EXETER CYCLING CAMPAIGN**

---

[exetercyclingcampaign.org.uk](http://exetercyclingcampaign.org.uk)

Twitter: [@ExeterCycling](https://twitter.com/ExeterCycling)

Facebook: ExeterCyclingCampaign