



# 21/0894/OUT

## Land to the west of Clyst Road, Topsham

5th July 2021

Dear Mr Higgins,

I would like to present the response of the Exeter Cycling Campaign the planning application 21/0894/OUT Land to the west of Clyst Road, Topsham.

The Campaign **objects** to this planning application. Our reasons for this are set out below.

Design and Access Statements from housing developers love to throw around the word 'sustainable'. I think they would call a housing development on the top of a Welsh mountain 'sustainable'. Unfortunately simply using the word does not make it so. This development is not in a 'sustainable location' (Design and Access Statement 5.1.5), it is situated along a single lane road on the very edge of Topsham. It is over a kilometre to Topsham Station and about the same to the nearest bus stop for routes to Exeter. This is not sustainable. These distances and the narrow road into Topsham will encourage the use of private cars by residents, rather than walking, cycling or public transport.

The proposed provision of 2.16 car parking spaces per dwelling belies any claim to sustainability. The developer clearly understands people living on this site will have little option but to drive, and is therefore providing the car parking spaces to allow this. Furthermore, the Exeter City Council Sustainable Transport Supplementary Planning Document indicates an expected 1.5 car parking spaces per dwelling for new housing developments, so the developer is well in excess of that.

The recent Government Gear Change report states: 'We will ensure that all new housing and business developments are built around making sustainable travel the first choice for journeys'. Providing in excess of two car parking spaces per dwelling is not building around sustainable travel. It is building around the private car.

The adjacent site was only granted planning permission on appeal, with the location cited by the planning inspector as being of concern. This application should be denied planning permission on the same basis. As it stands, this development will create a housing estate that will negatively impact

congestion, air quality and the commitments by both County and City Councils for net zero carbon emissions.

Hopefully this application will be denied, but in the event it is not, the Campaign would like to make it clear it will be scrutinising any further applications for this site. The Campaign will expect to see proper provision of cycle parking as set out in numerous national and local planning documents. It will expect to see road layouts and treatments in line with LTN 1/20 and the Manual for Streets, particularly those sections concerned with streets meeting the needs of pedestrians and cyclists before those of cars. The Campaign will be looking for designs that ensure cyclists of all ages and confidence levels feel safe, and that reduce the dominance and speed of cars. This is not and never will be a 'sustainable' location for a housing development. The least the developer can do is not make it another bland car-centric estate with acres of asphalt.

Kind regards,

***Michael Kerr***

for and on behalf of:

**EXETER CYCLING CAMPAIGN**

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