



21/1291/OUT Land to the North of Exeter, Stoke Hill, Exeter Devon

22nd November 2021

Dear Sir,

The Exeter Cycling Campaign would like to offer the following comments on the proposed development at Stoke Hill (21/1291/OUT). The Exeter Cycling Campaign OBJECTS to the proposed development.

The Campaign notes that the Exeter Core Strategy requires that new developments “make the fullest contribution to the mitigation of climate change and the transition to a low carbon economy, in particular by promoting public transport, walking and cycling, using brownfield land and encouraging high density development in the city centre” (Objective 1). Developments should also “minimise the need to travel and reduce the dependence on the car...” (Objective 5). The Campaign does not believe this application meets either of these objectives for the following reasons:

- It is on greenfield land far from the city centre.
- It is accessed via a steep narrow road.
- The nearest bus stop is five minutes walk away (developers assessment of the walking time) along a road with no footpath or lighting, or alternatively through the adjacent Valley Park (if access is provided) which would also be off-road and without lighting.
- The nearest train station is 24 minutes walk away (developers assessment of walking time).

This development is outside the limits of the city of Exeter, it has poor access to public transport and is accessed along a road with no provision for people walking or cycling. The Stoke Hill road is not wide enough to have a median white line and it has no verge, being bounded in places by high earth banks. It is steep and has several sharp bends. The location of this site, and the poor quality of the access road, is building in car dependence. For cycling and walking to be the mode of choice, it must be at least as convenient and safe as using a car. For public transport to be the mode of choice, it must be available at the point of demand.

Significant upgrades to Stoke Hill road could be made, in line with the standards set out in Local Transport Note 1/20, to provide fully segregated foot and cycle paths (not shared) that are well lit. This would improve the infrastructure to reach the site and help to encourage cycling and walking, but the location of the site remains a major issue.

The Exeter Cycling Campaign welcomes the commitment to adhere to detailed planning policies in matters including car and cycle parking. However this outline planning application is lacking detail in important areas. How will the developer ‘encourage walking, cycling and use of public transport’? How will the developer ensure ‘safe walking and cycling’? What type and how many cycle facilities will be provided? How will the developer prevent the streets becoming dominated by cars? We acknowledge that this is an outline planning application, but it is impossible to support any application that lacks so much pertinent detail.

We request that conditions are imposed on any planning consent, 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. References in planning applications to ‘shared surface’ with sections lacking defined footpaths is always a concern. Cars have a tendency to take over, and a lack of dedicated footway creates the sense that cars are more important than any other form of transport - you couldn’t even be bothered to put in footpaths. A condition that requires a dedicated footpath to all dwellings should also be applied.

In principle, many of the developer’s proposals are positive from a sustainability perspective, and they certainly represent a major improvement on the offering from the majority of developers. However, the location of this site, the dangerous access road and the lack of detail means the Campaign to OBJECTS to this development.

Kind regards,

Michael Kerr

for and on behalf of:  
EXETER CYCLING CAMPAIGN

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