

22/1454/RES

Land At Aldens Farm West Shillingford Road Exeter

Dear David,

Thank you for giving the Exeter Cycling Campaign the opportunity to comment on the proposal for the [Land At Aldens Farm West Shillingford Road](#).

We recognise that this is a reserved matter application but have concerns about some of the statements in the Application. For this reason we feel we must object to this Application until these matters are addressed.

We believe the Application is misleading in suggesting there is connectivity from the site to the cycle network, has given insufficient thought to permeability into / through the site for people walking and cycling and is predicated on an out of date assumption of the use of cars for travelling.

Connectivity for people cycling

We challenge the statements in the Transport Assessment (TA) that imply the site is connected into the cycle network.

The TA states that there are “*Off-road cycle paths along Alphin Brook, and an advisory on road cycle route along part of Alphin Brook Road connecting to various routes*”. It goes on to say that “*there would be good opportunities for journeys from the site to be made via sustainable modes of travel*” and that “*residents of the development will be able to access a range of local facilities on foot and by bike*”. However, there is no safe route for people cycling from the development into the city centre.

It is approximately a kilometre from the development site to the Alphin Brook. This application therefore falls short of the standards laid out in the following policies:

- NPPF (104 & 113): “*opportunities to promote walking, cycling and public transport use are identified and pursued;*”
- NPPF (110): “*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location*”
- NPPF (112): “*a)...development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas and c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles*”

- Exeter Local Plan : T1 “ - Development should facilitate the most sustainable and environmentally acceptable modes of transport”
- Exeter Local Plan : T3 “development should be laid out and linked to existing or proposed developments and facilities in ways that will maximise the use of sustainable modes of transport;“

Access for people cycling

The Transport Assessment suggests that access to the site for people cycling will be via the main junction with Shillingford Road. Safer and more pleasant access to the site should be at a different location: via the path at the north west of the site and via the path into Veitch Gardens.

We would seek confirmation that there is no ransom strip around the site which will inhibit access to the site.



Cycle Parking Numbers

We note that the Transport Assessment commits to one cycle parking space for every 1 and 2 bedroom unit and two spaces for larger units. We recognise that this meets the minimum standards in the Local Plan policy T3 . However, this policy is now outdated. The more recent [LTN 1/20 design standard](#) for cycle parking is for **one cycle parking space per bedroom** (see table 11-1). We would ask that the more modern cycle parking design standards laid out in LTN 1/20 should apply to this development.

Car dominance

Exeter has seen too many new developments whose public space quickly becomes dominated by cars parked on the highway and footway. We can see no proposals in the TA for ensuring that car parking is limited only to the designated car parking places. Such car littering makes the public space hostile for children.

The emerging Exeter Local Plan (which builds on conclusions reached in the Devon Carbon Plan and the Exeter Net Zero Plan) is clear that our city’s future depends on lower car use and half of journeys done by foot or bike. However, the assumption

underpinning this application appears to be the old fashioned one that everyone will drive for their everyday journeys.

Yours sincerely

Mike

Mike Walton

for and on behalf of:

EXETER CYCLING CAMPAIGN

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