

**17/1086/FUL | Construction of 60 bed student accommodation building on corner of St David's Hill and Howell Road, with new pedestrian access on St David's Hill, footpath and landscaping. | Exeter College Further Education Hele Road Exeter Devon EX4 4JS**

23rd October 2017

Dear Matthew

Exeter Cycling Campaign note submission on 16th October of Part 1 (Alternative Options for Accommodation Block) and Part 2 (Economic Justification) reports from GVA. We reiterate our previous comments that the development fails to deliver an appropriate route through the site from Exeter St David's Station to Queen Street. It is particularly disappointing to see that the submitted visuals misleadingly show a cyclist using the proposed path. The submitted landscape masterplan shows that the majority of this path will in fact consist of steps. The route will therefore not be accessible to cyclists, and it is misleading to illustrate otherwise (see Figure A below).



**Figure A:** Revised visuals are misleading as they show a cyclist (circled red) using the proposed path from Howell Road to the centre of the campus. The Landscape Masterplan indicates the majority of the path to comprise of steps, which do not permit cycle access. This can also be seen less clearly on the visual (circled orange).

The path will also be inaccessible to mobility impaired users, such as those using wheelchairs or other mobility aids. It is unclear whether there will be step-free access to/from this part of the site from central campus in the event that either the bridge at second floor level within the building or the stepped bridge between Yew Trees is closed (see 1259 SK22 Landscape Sketch). We question whether this is appropriate in the context of the public sector equality duty under the Equality Act 2010. Notwithstanding this, the current design does not fully accord with policy CP9 of the Exeter Core Strategy (improvements to pedestrian and cycle links), nor paragraphs 32 and 35 of the NPPF concerning safe and suitable access for all, and disabled access.

GVA acknowledge at paragraph 1.7 of the Economic Justification report that 60% of students arrive from elsewhere in Devon, West Dorset, South East Somerset and North East Cornwall. The development of Cranbrook is also identified as a driver of future growth. A high proportion of these students can be expected to arrive by train at St David's Station. The proposed path through the site from the junction of Howell Road should be the most direct route for these arriving/departing students. It is therefore essential that the route from the station to central campus should be safe, accessible and convenient for all users, including pedestrians and cyclists of all ages and abilities.

Exeter Cycling Campaign's previous response noted the opportunity to explore a bidirectional cycleway up St David's Hill and Hele Road. We encourage further exploration of this to improve cycle safety on routes to the College, including the stretch between St David's Station and Queen Street campus. We note from the Design and Access Statement that Exeter College intend to have their finalised Masterplan adopted by ECC as Supplementary Planning Guidance. We strongly suggest that provision of such a route is included in the Masterplan and made a condition of ECC adopting the Masterplan as an SPG.

Yours sincerely  
Carolyn Worfolk

for and on behalf of:

**EXETER CYCLING CAMPAIGN**

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