

17/0727/03: Spreytonway, St Germans Road. Demolition of existing buildings and structures to provide a replacement building comprising of 131 student bedrooms

28th May 2017

Dear Paul

Exeter Cycling Campaign welcomes the opportunity to comment on the proposed development of Spreytonway, St.Germans in the University of Exeter. We offer the following comments on access and cycle parking arrangements.

<http://pub.exeter.gov.uk/scripts/acolnet/planning/AcolnetCGI.gov?ACTION=UNWRAP&RIPNAME=Root.PgeDocs&TheSystemkey=74550>

Executive Summary

Exeter Cycling Campaign supports the development of high density student accommodation on the University campus as a way of reducing journey distances. We also welcome the intent to provide this accommodation without car parking facilities.

However, we express **CONCERN** with some of the current proposals, for the following reasons:

- The proposed plans are contradictory about the amount of cycle parking to be provided. Furthermore, for a development providing no vehicular parking the provision of the bare minimum cycle parking spaces lacks ambition.
- The Transport Statement fails to meet Council's policies of enabling permeable access to the site for people cycling.
- Insufficient consideration has been given to the highway network around the Proposed Development, particularly in terms of how residents will access the site.

Detailed comment and recommendations are provided below. The Applicant should be made to address these before any consent is granted and improvements to the proposals must be secured by planning condition.

Cycle Parking

Exeter Cycling Campaign welcomes the Applicant's provision of secure cycle parking for residents.

However, the Planning documents are contradictory about how many cycle parking spaces will be provided. The Planning Statement suggest there will be 52 cycle parking spaces:

2.4.3 Whilst the development will not provide parking for students, the existing access to Spreytonway will be used to access two disabled car parking spaces. An existing cycle store within the application site will be extended to provide an additional 52 covered secure spaces for cycles.

Whilst the Transport Statement suggests this number will be 71 cycle parking spaces:

Bicycle Parking

- 4.1.4 Bicycle parking will be provided at the rear of the building in the south west corner of the site. The cycle parking will be located in an existing storage building. The cycle parking standards in the Sustainable Transport Supplementary Planning Document sets out that cycle parking should be provided for 1 space per bedroom for the first 10 bedrooms and thereafter, one space per 2 bedrooms should be provided. Therefore, a minimum of 71 spaces is to be provided for the scheme. Access to this bike store will be from St German's Road and past the west side of the building.

For a building that will have no student parking provision the Exeter Cycling Campaign would like to see the developer providing more than the bare minimum of 71 spaces and closer to one space per resident.

This cycle parking is in the covered cycle parking sheds nearby. For people visiting by bicycle for short-stay visits the cycle shed is unlikely to be convenient. Sheffield stands should be provided close to the entrance to the building to cater for these visitors. These Sheffield stands should be visible, well-lit and ideally covered.

Connectivity to St.Germans Road, Pennsylvania Road, Prince of Wales Road.

Exeter Cycling Campaign is concerned about the lack of safe routes into / out of the site for people who cycle. There is no evidence in the Transport Statement that the developer has given thought to making permeable walking and cycle routes to the location, as stipulated in the Sustainable Transport Supplementary Planning Document (Mar'13) which refers to the *Exeter Core Strategy* requiring permeable layouts that encourage travel by foot and cycle.

The Transport Statement points to the proximity of the E4 and E34 cycle routes to demonstrate ease of access by bicycle. However, near this development these routes are largely merely road signage and provide no provision (segregated or even unsegregated) for people cycling.

The most obvious route to/from Spreytonway to/from the city centre by bicycle will be along St.German's Road. However this is a currently a narrow, one-way route which is ill suited for people cycling and walking. A safer access to Spreytonway needs to be found.

The collision statistics show that the Union Road/Pennsylvania Road junction is the site of a clustering of collisions. With the increased foot and bicycle movements at this junction that this development will bring further thought needs to be put into making this junction safer. The Exeter Cycling Campaign would challenge the Transport Statement's assertion that "no review is required of the design arrangement along the highway network within the vicinity of the site" and would ask that this is reviewed in the light of the additional cycle and foot movements that this development will bring.

Recommendations

- Increased cycle parking provision, ideally at one space per resident
- Short-stay cycle parking Sheffield stands near to the entrance
- Review the design arrangement along the highway network within the vicinity of the site, particularly the access via St.Germans for people on bicycle.

Kind regards,

Mike Walton

for and on behalf of:
EXETER CYCLING CAMPAIGN

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