



03 March 2019

Dear Ms Nakata

**18/1053/FUL | Change of use of former care home to provide 19 residential units, partial demolition and redevelopment of a two storey side extension, associated car and cycle parking, private amenity space and public footpath. | Alphin House Mill Lane Alphington Exeter Devon EX2 8SG**

The Exeter Cycling Campaign welcomes the opportunity to comment on this application. We are pleased that the travel statement makes good references to cycling and its potential as a mode of transport, particularly as the development is aimed at those aged 55 and over. The Exeter City Council strategy for 2018-2021 seeks to see year on year increases in physical activity levels and less and less inactive people and a well-designed development can contribute.

However, provision within the development for those who cycle could be improved:

#### **Location/design of cycle storage for residents**

We note and welcome the statement in the Design and Access Statement that say:

“Front entrances are situated in clusters to provide passive surveillance from other residents and avoid isolated areas given the vulnerability of the end user “ but note that this courtesy has not been extended to people who chose to cycle.

The Design and Access Statement says: “Due to the layout of the existing building and the limited space at private entrances, these (the cycle parking) have been placed near main entrance to the site to discourage antisocial behaviour.” The design, includes the requisite capacity, lighting and Sheffield stands therefore meeting basic requirements. However, smaller cycle parking shelters, dotted around the site, overlooked by residents would reduce the feeling, and risk of isolation particularly for more vulnerable residents. Closer proximity of cycle parking to front doors would also benefit those who might use [cycles as a mobility aid](#) or to carry heavy items. The storage of non-standard cycles such as tricycles, cargo bikes, and of mobility scooters should also be considered along with future proofing by provision of charging facilities for electric cycles.

#### **Visitors**

Consideration should also be given to the provision of secure cycle parking for visitors to the site, whether they are grandchildren, care workers or friends of a similar age. Again, these should cater for non-standard cycles and mobility scooters.

## Traffic levels

We note that Mill Lane is described in the Exeter City Council Planning Portal comments by local people as a popular walking and cycling route, particularly for school children, and that it is narrow, and without pavements in part. Whilst traffic speeds are generally low in the area, Mill Lane is identified as a quiet route in both the Exeter Cycling Map and the [Exeter Cycle Campaign Master plan for 2030](#). Consideration should be given to implementing and enforcing a 20mph zone for the Lane if this is not already in place.

Yours sincerely

Carolyn Worfolk

for and on behalf of:

**EXETER CYCLING CAMPAIGN**

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