



9 April 2019

Dear Mr Diamond

**19/0315/OUT | redevelopment of the Exeter College Hele Road Campus (including demolition of some existing buildings) to deliver upgraded, purpose-built educational facilities, together with the provision of associated landscaping, pedestrian access improvements and associated infrastructure (with all matters reserved) (Exeter College Masterplan).**

The Exeter Cycling Campaign welcomes the opportunity to comment on this application.

We are pleased to see an emphasis on sustainable transport in the various documents comprising the application however the masterplan fails to acknowledge or address the fact that this area of Exeter is currently one of the worst parts of the city centre to walk and cycle.

We are therefore objecting for the following reasons:

***- lack of provision of a route into site from the NW that would enable access from the St David's Station direction by those using cycles, mobility scooters, wheel chairs or push chairs through to the Hele Road entrance***

The Exeter Masterplan Statement of Community Consultation responds to the request for access at the NW of site by saying "Unfortunately, due to the steep land levels within the north western part of the site, together with the heritage and arboricultural constraints relating to the site, achieving full ramped access across the site has not been possible." We do not accept this explanation and would like to see further consideration of inclusion of a zig-zag path through the site that connects with the Hele Road entrance. Improvements to the Hele Road entrance for cyclists should also be included.

***- inadequate detail regarding cycle parking (cycle parking should be included in the masterplan now or it may get lost).***

*The Planning Statement says the current 70 cycle parking spaces are adequate for current demand. This isn't backed up, and may simply reflect students choosing not to cycle because of inadequate parking facilities. The masterplan should show where, and how much additional cycle parking will be accommodated. Whilst Exeter City Councils Sustainable Transport policy doesn't specifically mention targets for cycle parking at educational establishments the provision should reflect the aspirations of the ECC Corporate Plan "Cycling to work doubled (from 6 per cent to 12 per cent), with 50 per cent of people walking or cycling to work". We would hope to see a minimum of 1 space per 20 FTE students plus 1 per 4 staff and short stay is 1 per 7FTE students*

***- the absence of a protected cycle lane on mains routes adjacent to college (Hele Road and St David's Hill) as part of the overall development.***

The masterplan currently pays scant attention to cycling as a mode of transport to access the site, simply focusing on cycle parking. It therefore does not deliver the "genuine choice of travel modes" required by the NPPF. A statement in a response to traffic concerns in the Statement of Community Consultation is notable by an absence of reference to cycling – "The Development is well connected to the City Centre by foot and by bus with good links to the rest of the city and beyond via existing bus routes." The Planning Statement similarly says "The application site lies within a highly accessible and sustainable location. Exeter Central and St David's Railway Station are located within easy walking distance of the site".

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The area around the station and the college is heavily congested. We would like to see the College work with the council as part of this development to improve walking and cycling links to St David's train station, the City Centre and the University via Bury Meadow.

Yours sincerely

Carolyn Worfolk

for and on behalf of:

EXETER **CYCLING** CAMPAIGN

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