



18th January 2021

Dear Mr Jeffrey,

I am writing on behalf of the Exeter Cycling Campaign to object to the current plans for cycle parking provision in the student accommodation development at 26-28 Longbrook Street, Exeter. In summary the objections relate to:

1. The amount of cycle parking included in the plans.
2. The safety of the entry / exit to this cycle parking from outside the building.
3. Accessibility to the cycle parking for disabled users from within the building.

#### 1. Amount of cycle parking

Exeter City Council's Sustainable Transport Supplementary Planning Document (STSPD), table 2, indicates that the expected allocation of cycle parking for student accommodation should be as follows:

*HMOs, bedsits, cluster flats, student accommodation:*

*For first 10 bedrooms 1 per bedroom*

*For 11th bedroom upwards 1 per 2 bedrooms*

Moreover, the same table indicates that additional cycle parking must be provisioned for visitors, to the amount of:

*Student accommodation: One space per 20 beds (minimum 2 spaces)*

For the 108 bedroom development at 26-28 Longbrook Street these requirements would lead to the provision of **64 cycle spaces**, rounding the visitor allocation down.

Section 5.1.4 of the STSPD states that:

*Newbuild properties will always be expected to include cycle parking in accordance with the policy requirement. It is accepted that this may be more difficult to achieve with conversions.*

It is unfortunate therefore that the current plans for this new student accommodation do not adhere to the requirements set out in the council's STSPD. Section 4.5 of the transport plan submitted as part of application 20/1769/FUL states the following:

*A total of 24 cycle storage spaces will be provided on site. Survey data from the Exeter University Travel Plan demonstrates that 7.0% of students cycle to the University from their term-time address, which would require approximately 8 cycle spaces to meet demand. However additional spaces have been proposed to cater for students who use a cycle for other journeys and to encourage more of them to cycle to their teaching campus.*

The plans state plainly that the development will not adhere to the council's minimum requirements. Moreover the Exeter Transport Strategy and Liveable Exeter initiatives indicate a need to encourage more active modes of travel to help alleviate traffic and reduce pollution within the city. The spirit of these initiatives would suggest that developments should be striving to exceed the council's minimum requirements where possible.

The proposed number of cycle storage spaces is insufficient to allow all those residents who might choose to cycle to store a bicycle for the purpose. As such the Exeter Cycling Campaign object to the low number of cycle spaces being provided in this development.

## 2. External access to the cycle parking

The application includes a document entitled Longbrook Street Rear Service Yard Access Strategy. This plan makes clear that the yard to the rear of the accommodation is a highly congested space. Commercial vehicles supplying John Lewis, Sainsburys, and other commercial units use the space. There is customer collection parking for John Lewis, parking which thus has a high turn over of cars, meaning more vehicle movements than longer term parking. There is also further private parking in this space. It is in to this very active yard that the plans indicate people choosing to cycle will exit the cycle parking.

This is not a safe space for people who choose to cycle to move about in. Access to the cycle parking should ideally be to the front of the development onto Longbrook Street. This is a long straight section of road, giving good visibility for people leaving the cycle parking to join the carriageway and ample opportunity for other road users to see people on bikes.

## 3. Accessibility to the bike storage for disabled users from within the building

The plans include document 1191\_PL116A Plans + Schedule of Accommodation which shows the internal floor plans of the accommodation. These make clear that the only access to the cycle storage from within the building is via a staircase. This makes no allowance for a user of an adapted cycle who may not have the ability to use stairs, but who will need cycle storage provision.

An internal stair-free access way to the cycle parking that is connected to the elevator serving the accommodation should be provided, or additional cycle parking provision should be included for those who cannot access cycle parking connected only by stairs. The former solution is preferable as it ensures all users feel equivalently treated, and it also means other students are not deterred from choosing to cycle by having to take a non-standard (non-elevator) route down to street level from their accommodation.

For the reasons outlined the Exeter Cycling Campaign object to the current plans and request that the issues raised above be addressed before permission is granted.

Yours sincerely,

Ben Ayliffe

for and on behalf of  
Exeter Cycling Campaign.