



23/0047/DIS - Discharge of conditions 3 (materials), 5 (cycle parking), 6 (landscaping), and 10 (SAP calculations) of 21/0835/FUL

Dear Laura Dymond,

Exeter Cycling Campaign would like to **object** to the cycle parking provision planned for the redevelopment of 47 Homefield Road. The reasons for this objection are:

- The planned cycle parking for residents is all provided using vertical hangers.
- There are too few cycle parking spaces.
- There is no provision for non-standard / adapted bikes.
- There is no provision for charging e-bikes.

Vertical hangers

Vertical bike hangers can be difficult to use for people with insufficient upper body strength. This makes them unsuitable for children, the elderly, or anyone with any strength issues. As no alternative bike storage options are provided these groups are essentially excluded from storing their bikes in the provided cycle stores. This should be seen in this, and in all developments in Exeter, as unacceptable.

Recommendation: The bike storage should be provided using covered and secured Sheffield stands, which are the most universally accessible type of stands.

Number of cycle spaces

The redevelopment includes 51 bedrooms as per the application form. These are provided in the following units, where the number in brackets is the number of bike spaces for these residences that is required by Table 2 of the Exeter City Council Sustainable Transport supplementary planning document:

5 x 1 Bed (5 total)

18 x 2 bed (18 total)

2 x 3 bed (4 total)

1 x 4 bed (2 total)



This means that the residents require 29 bike spaces to be minimally compliant with the city council's planning guidance. The current planned provision is 31 spaces, which includes 4 spaces for visitors, meaning the provision is currently inadequate.

The developer is working on a site that sits next to a well marked, and well used cycle path that provides access to the city centre and out towards Sowton industrial and retail areas. The council and developer should both be pushing to exceed these minimum requirements for bike parking so that residents can take advantage of this location.

Recommendation: Provide a secure, covered bike space for each bedroom in the development; that's 51 bike spaces.

Adapted bikes and cargo bikes

There is no bike parking provision for adapted bikes, or cargo bikes. This means disabled residents are prevented from storing their bikes securely, and families are unable to store larger cargo / child carrying bikes.

Recommendation: Include some bike parking suitable for non-standard bikes so as not to disadvantage the disabled or family groups.

Charging e-bikes

Section 7.0 of the Design and Access Statement (revision 2) in application 21/0835/FUL stated:

Externally, provision has been made for cycles (including electric charging) and the site is centrally located with easy access to shops, schools, and medical facilities.

However the Bike Store Plan in this discharge application does not demonstrate any provision for electric bike charging, only charging for a mobility scooter. The Design and Access statement formed part of the outline application upon which permission was granted and the developer should be held to it.

Recommendation: Provide charging points for electric bikes as was promised in the original application.

This development is ideally positioned for residents to take advantage of Exeter's established and growing network of cycle routes. Encouraging cycling aligns with the council's Net Zero strategy. At present the developer is doing the barest minimum to encourage cycling, and not even holding to their own promises or the council's requirements.



Exeter Cycling Campaign hopes that the developer will respond with enthusiasm when these issues are highlighted. If not we would hope to see the planning authority impose requirements on the development that improve the matters discussed above.

Yours sincerely,

Ben Ayliffe

for and on behalf of:

EXETER CYCLING CAMPAIGN

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