



23/0909/OUT | Demolition of existing buildings and development of 54 new-build affordable and supported independent living housing including staff offices and community space. | Claremont And (Former) Exe Engineering Works 62/64 Alphington Road Exeter

Dear Zulema Nakata,

Exeter Cycling Campaign is grateful for the opportunity to comment on this application. We would like to ensure that suitable conditions are imposed upon this application in relation to cycle parking.

The applicant has included a cycle parking space for every resident which is welcome, along with provision for visitors. Section 4.10 of the applicant's Transport statement states:

4.10 Cycle parking will be provided within several dedicated cycle stores, which will be secured and sheltered. This includes 54 cycle spaces for residents and six spaces for visitors. There are also 12 spaces proposed with provision to be used by a cycle hire scheme. A total of 72 cycle parking spaces will be provided, which is above the minimum number of cycle parking as set out in the Sustainable Transport SPD Policy.

The outline plans currently lack detail on how the cycle stores will be *secured and sheltered*. There is no information about the kinds of cycle stands that will be provided. The applicant **should be required** to provide additional detail about the cycle store structures and the stands therein. These must be compliant with the requirements within Exeter City Council's Sustainable Transport Supplementary Planning Document, which state that:

5.2.1 Cycle parking must be secure and convenient

And the recommendations of the Exeter City Council's Residential Planning supplementary planning document (ECCRSPD):

6.60 Sheffield stands provide a simple and convenient means of securing bikes within communal areas.

The cycle storage for resident's should keep bikes out of the elements, should be **secure**, should include suitable lighting for use at night, and should contain Sheffield stands or similar rather than vertical stands of any kind. Ideally there would be some power available for those that wish to charge electric bikes without the need for batteries to be charged within the main building.

The current planned access to cycle parking for residents is via a side gate to reach the storage at the back of the building. This makes accessing bikes less **convenient** than if the cycle parking was towards the front of the site. The ECCRSPD states that:



6.59 The first choice location for cycle parking for flats is within the building, either in a ground floor communal area close to the main entrance, under stairs or in underground or semi-basement areas. If the nature and size of space between buildings allows separate storage, facilities may be incorporated into boundary walls or elsewhere where the storage will not dominate the space being created

The applicant may wish to consider whether the cycle parking can be relocated within the site to make it more convenient to residents. As a car free development making bike access as easy as possible should be considered a priority.

Finally, the applicant should clarify what will become of the planned 12 spaces for hired bicycles given that Co-Bikes has ceased trading.

We hope that these comments help the applicant refine the design for this site, making for a successful car free development.

Yours sincerely,

Ben Ayliffe

for and on behalf of:

EXETER CYCLING CAMPAIGN

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