



# Birks Grange Village Blocks A-E 22/1746/RES

2nd February 2023

Matthew Diamond  
Assistant Service Lead  
Exeter City Council

Dear Matthew

Exeter Cycling Campaign is grateful for the opportunity to comment on the application for approval of reserved matters for alterations and refurbishment of Birks Grange Village. [22/1746/RES](#)

The Campaign understands the need for improved student accommodation and does not object to this. We are however concerned that little thought or provision has been made for people who wish to travel on bike.

Local council and national strategies are that half of journeys should be by foot or cycle. Furthermore, NPPF para 110 mandates that 'appropriate opportunities to promote sustainable transport modes can be made'. The application as it stands appears to fall short of this.

For this reason we feel we must **object** to this application until these shortfalls can be addressed.

Our concerns centre around cycle parking and access for people cycling.

## 1. Cycle Parking quantities

It is not clear from this application how much cycle parking will be provided.

The statements about cycle parking are difficult to understand and don't reassure that cycle parking policies will be met.

*For example, there "will be...40 additional covered spaces and 10 uncovered spaces at the upper level of the Birks A-E courtyard. These additions will maintain the 1:4 cycle space provision across this portion of the Streatham Campus."*

*"The existing building : There are two bike stores... located around the perimeter of the building"*

The extant national standard for cycle parking numbers in [LTN 1/20](#) (table 11-1) mandate one cycle parking space per bed. We seek reassurance that these standard cycle parking numbers will be met.

## 2. Cycle Parking design

LTN 1/20 describes the design of cycle parking (section 11). Cycle parking needs to provide for (recommended 5% of spaces) for non-standard bike types and allow sufficient space for storage and manoeuvrability.

Cycle parking should be of a Sheffield stand design with minimum clearance to walls and between stands (see LTN1/20 table 11-2). Two-tier stands should be avoided.

Cycle parking should be secure and secured with CCTV and/or passive surveillance.



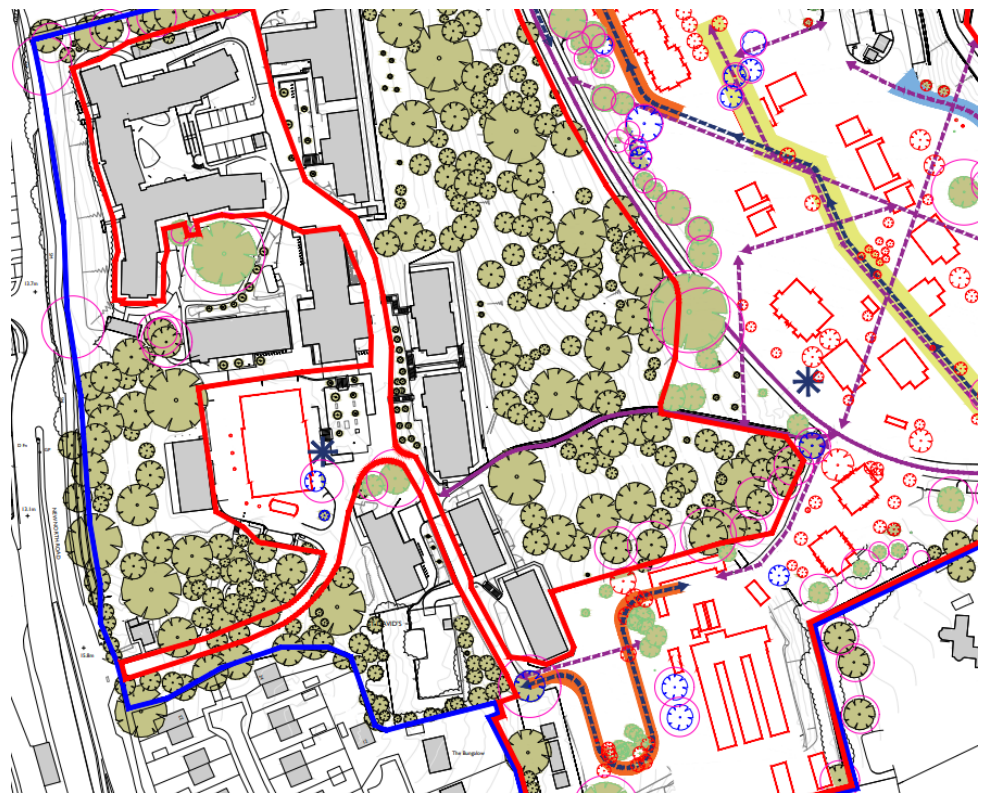
Cycle storage areas should include charging points for e-bikes whose battery cannot be removed.

We seek confirmation that the bike storage design will meet these LTN1/20 standards.

## 3. Cycle access

The access drawing shows the access arrangements for people driving and walking. However, there appears no provision for people cycling. Granted, the topography of the site is challenging.

However, the 'estates only' road west of the greenhouses could be opened up as a cycle path which flattens the gradient up to Clydesdale Avenue.





This road is described as being available for private cars during visitor weekends. It seems a small provision to open this up throughout the year for people cycling.

We hope that these comments help to improve this application. We look forward to these issues being addressed so that we can remove our objection.

Yours sincerely,

Mike Walton

for and on behalf of:

EXETER CYCLING CAMPAIGN

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