



Ms Debbie Crowther
Exeter City Council Planning

20/0238 Land To The South Of Oxygen House Grenadier Road Exeter Business Park Exeter EX1 3LH

Thank you for the opportunity to respond to the Application for [the development of office space on the land to the south of Oxygen House](#).

The Exeter Cycling Campaign has concerns about this application. These concerns centre on:

- The degree to which the design assumes and designs for private car use
- No apparent acknowledgement of or provision for people choosing to cycle to this destination
- Insufficient adherence to the sustainable travel paragraphs of the National Planning Policy Framework or city and county strategies

Context

We note that the previous planning applications relating to this site were granted before the city and county councils declared climate emergencies and committed themselves to working towards a net-zero future from 2030.

We have considered this application in the light of National Planning Policy Framework statements that:

- (para 102) “opportunities to promote walking, cycling and public transport use [must be] identified and pursued” and that (para 108) “appropriate opportunities to promote sustainable transport modes can be – or have been – taken up” and further that
- (para 109) applications must “give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas” and must
- “address the needs of people with disabilities and reduced mobility in relation to all modes of transport” and
- “minimise the scope for conflicts between pedestrians, cyclists and vehicles” and finally that they must be
- “designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”

We note that [Exeter City Council's Corporate Plan](#) seeks to make Exeter the most active city in England, where active travel is promoted, where sustainable means of travel are safer, cheaper, quicker and more convenient than private car ownership. The Council aims to double cycling to work.

Of particular importance too is the [Devon Climate Emergency](#) declaration (to which Exeter City Council and Devon County Council are signatories) which commits to “*Travelling less and using improved walking, cycling and public transport infrastructure more often*”.

This proposed development is very close to the E4 strategic cycle route.

Concerns

We note and approve of the Application’s stated “*high aspirations for a sustainable led design process*” and to “*develop a strategy that reduces the parking arrangement*”. However, we could find limited evidence of how this aspiration manifests in this application. The design statement that “*Predominantly staff will access the site via private transport*” (para 2.8.1) is a particular disappointment and doesn’t support the city, county or national strategies and design guidance outlined above.

Recommendations

To meet the stated aspirations of the Developer and the city and county strategies for active travel and carbon reduction we would have expected to see in this application some or all of the following measures proposed:

- In excess of the city council’s minimum provision for cycle parking. This parking should be covered, secure, well lit and immediately in front of the entrances to the buildings
- Cycle parking racks should be ‘Sheffield stand’ designs so that cycles can be secured locked and not damaged
- Cycle parking should make provision for non standard bikes (cargo bikes, trikes etc)
- Electric charging points for electric cycles
- Access to the site for people cycle should ideally be separated from people accessing using car or on foot
- When the building is designed there should be adequate shower, locker and storage facilities for people who cycle to work
- *Reduced* private car parking provision
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We trust that the Developer can be asked to seriously consider our concerns and address these shorfalls.

Thank you

Mike Walton

for and on behalf of:

EXETER CYCLING CAMPAIGN

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