



18/1330/OUT | Mixed use development to provide town centre facilities comprising uses within Classes A1 (Retail), Class A2 (Financial and Professional Services), Class A3 (Cafes and Restaurants) with associated Drive-Thru's, Class A5 (Hot Food Takeaways), Class D2 (Assembly and Leisure) with associated means of access, access roads, service yards, car parking, infrastructure, public realm and landscaping (all matters reserved except access). | Land North Of Honiton Road And West Of Fitzroy Road Honiton Road Exeter EX1 3RS

7th October 2018

To: Matthew.Diamond@exeter.gov.uk

Cc: Lloyd.Orriel@devon.gov.uk;

Dear Matthew

I believe that you already received a response from the Exeter Cycling Campaign in March, which demonstrated the below:

- Substantially adverse effects of the proposed development on the area's air quality
- Insufficient provisions for cycling infrastructure, both within the development itself and on adjacent roads
- Non compliance with the adopted Monkerton and Hill Barton Masterplan

These points were made in a very informed way and I would like to again challenge that this application does not in fact meet the NPPF and Exeter Local Plan guidelines.

1. *"Meet the local needs for community, cultural, social, education and recreational facilities, particularly within the urban extensions."* - Exeter Local Development Framework
2. *"Developments should be located and designed where practical to:.... give priority to pedestrian and cycle movements"* - NPPF

Current public transport offerings focus on facilitating movements outside of the immediate area, such as into the city centre (RED buses) or further afield Falcon (Falcon is a long distance bus service and not for local journeys). However, it has been identified that buses run through local areas i.e. to Monkerton / Cranbrook only every hour, which only facilitates marginal travel within the local area, by those who cannot drive / do not own a car - in other words transport by private vehicle is the more convenient mode of transport - roughly halving the public transport travel time and eliminating waiting times. Therefore, this development will

only increase this problem by providing abundant parking.

As mentioned there is a number of offices and a proposed residential development just a couple of minutes walk away, so **local citizens / office workers should be made the focus of this development. Therefore, there is no need for drive through facilities.** The development could also provide convenience outlets for the nearby park and ride facilities, but as there is **only one lengthy pedestrian access point this cuts off the development from the surrounding area, making access to the development inconvenient for pedestrians and cyclists who must walk around the development and compete with unimpeded, fast moving cars.**

As the development is more convenient for cars, it therefore prioritises private transport and so, rather than improving the limited surrounding cycling infrastructure, the development would increase car traffic on the surrounding “quieter roads, suitable for cycling” and actually inhibit the development of a “naturally active” area.

Yours sincerely

Laura Anne

for and on behalf of:

EXETER CYCLING CAMPAIGN

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