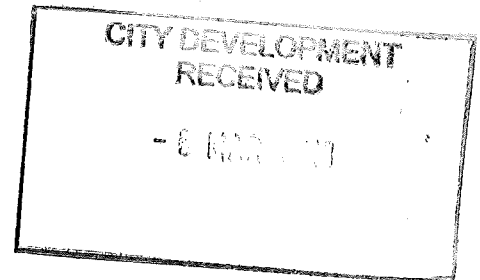


Our Ref: MS/KYG

28 February 2018

Mr M Diamond
Exeter City Council
Planning and Development Control
Civic Centre
Paris Street
Exeter
EX1 1JJ



Dear Mr Diamond

RE APP 18/0076/OUT Development north of Honiton Road, Exeter

On behalf of the Hill Barton Consortium comprising Persimmon Homes, Eagle One and HBL Land I write to **object** in the strongest terms to the proposed development on land North of Honiton Road for mixed use development to provide town centre facilities comprising retail units (food and non-food) (Use Class A1) and restaurant units with ancillary drive-throughs (Use Class A3), together with associated access, access roads, service yards, car parking, infrastructure and landscaping (all matters reserved except access. Application Ref: 18/0076/OUT.

A development of this scale and nature must be serviced by a suitable local public transport network. Sustainable travel nodes must be encouraged in line with Exeter CC's adopted policy especially to serve the intensified land uses proposed within this application. It is recognised that this is an ad-hoc application with no policy setting, allocation or otherwise to support its principle. The site clearly forms part of the Hill Barton development area and proposes linkages within the submission to it. In the exceptional circumstance that this application were to be considered favourably by ECC it is critical that a meaningful contribution is made toward improvements to the public transport network in facilitating and creating enhanced public transport routes via Oberon Road through the Hill Barton Vale Development. This must be seen as an absolute priority to this planning applications acceptability and be a pre-commencement condition of this planning application. A development of this size, impact and scale should make a meaningful contribution towards strategic highway / transport infrastructure improvements this being one. We would be grateful for your written assurances on this point.

There is little / no merit or purpose in the Applicant proposing a connection to the north into the Consortium Land for a Bus Gate without the comprehensive delivery and continuation of the service through and on to Oberon Road. The proposals must be comprehensive and meaningful.

In addition there is a clear and direct conflict between the development proposals and their proximity and influence on neighbouring residential development. The Consortium objects on this basis to the current development proposals which will severely impact on the wellbeing and quality of life of residents of the Hill Barton Vale development directly to the north.



PERSIMMON

- Noise: The Consortium objects to the proximity of the delivery bays, service roads and bin stores which directly abut residential dwellings. This will clearly have a significant and detrimental impact on resident's quality of life. The proposals include retail units including a large supermarket which directly adjoins the residential development; it is likely these units will have extended evening opening hours and delivery / servicing hours. The noise impact from traffic, bin collection, general operational noise, servicing and delivery Lorries is objected to.
- Air Quality. The intensified land use and vehicle movements will have a significant impact on the air quality. The Consortium has significant concerns at the impact the development will have on the public health of adjoining residents in such close proximity. The proposals include servicing bays directly abutting the residential development – there is potential for large diesel lorries and vans to be sat idle with engines running for extended periods in close proximity to young families.
- External lighting. Any service areas, delivery bays or bin areas will need to be appropriately lit at all hours. This will directly conflict with the adjoining residential uses and impact on the health and wellbeing of residents.
- Scale and massing of development. The proposed developments massing is such that it will have a significant detrimental impact on those residents backing on to the proposals. The proposals sit due south of the residential development. Not only do these dwellings back on to the rear side of a retail unit, its serving bay and bin stores which are unsightly but the massing of the building has the potential to block sun light to residents. The development therefore has a significant impact on the amenity of these properties.
- A noise fence is identified on the Applicants layout as being provided by the "residential development". Quite clearly the noise impact is being caused by the proposed retail development and not the residential. Why would the residential development seek to mitigate the noise created of the proposed development? The retail proposals must appropriately mitigate its own impact on adjoining development.

As a matter of priority the Consortium would ask ECC Officers to respond directly confirming how it intends to address the following concerns:

- What steps are being taken to improve the public transport network including opening up of Oberon Road as a pre-commencement condition.
- What revisions are being made to improve the layout to reduce the very significant impact the proposals will have on the quality of life of the adjoining residents? This relates to noise, air quality, layout and design and operational hours.
- What restrictions on operating hours, servicing and delivery hours are being proposed?
- What condition or details are available on the external lighting scheme?

Yours sincerely

Matthew Seaman
Land Director