

**PLANNING COMMITTEE**  
**30 October 2017**  
**ADDITIONAL INFORMATION**

**Correspondence received and matters arising following preparation of the Agenda**

**Item 5: Application Ref: 17/0750/FUL – The King Billy, 26-28 Longbrook Street**

One additional letter of comment stating the uncertainty in respect of the Bus and Coach Station will mean that the highway works as expressed by the Highway officer in their comments may no longer go ahead.

The Highway Officer has stated that there is still no highway objection to this scheme even if the proposed signalling works on Longbrook Street/King William Street are not implemented.

**Item 6: Application Ref: 17/0848/FUL – Gipsy Hill Hotel, Gipsy Hill Lane**

As the applicant has appealed against non-determination, the recommendation in the report of the City Development Manager for this application is updated as follows:

If Exeter City Council were the determining Authority for this planning application, it would REFUSE the proposed development for the following reason:-

The proposed development will increase vehicle traffic on Gipsy Hill Lane and Pinn Lane, which are adopted Green Streets in the Sustainable Transport Supplementary Planning Document (March 2013) intended for use as footpaths and cycleways with no access for motorised traffic. Gipsy Hill Lane is also a Green Infrastructure Route in the adopted Core Strategy and a primary cycle route as part of the adopted (in principle) Strategic Cycle Network for Exeter. The additional traffic generated by the proposed development will reduce the attractiveness and functionality of these routes for walkers and cyclists, contrary to Policy CP17 of the adopted Core Strategy, saved Policies T3 and DG1(a) of the adopted Exeter Local Plan First Review, emerging Policies DD20(a) and DD25(g) of the Development Delivery Development Plan Document (Publication Version July 2015) and paragraph 41 of the NPPF which seeks to protect routes critical in developing infrastructure to widen transport choice. In addition, the roads giving access to the site (Gipsy Hill Lane and Pinn Lane) by reason of their inadequate widths, lack of segregated footways/cycleways, lack of street lighting, and poor visibility at the junction between them, do not provide safe and suitable access to the site for all users, contrary to saved Policy AP1 of the adopted Exeter Local Plan First Review and paragraph 32 of the NPPF, and the increased traffic generated by the proposed development will make these routes less safe for existing users, particularly walkers and cyclists.

A late letter of support was received from Mr Paul Boulton, Senior Leader for Isca Community Church. This stated that the hotel has been important for the church group in making connections with the local community and hosting events. Mr Boulton believes that the application will help improve the facilities at the hotel for everyone and, as the facility is in the heart of the community, it is vital that a quality service can continue to be provided and the property is fit for the future.

**Item 7: Application Ref: 17/0665/01 – Sandy Park Hotel, Old Rydon Lane**

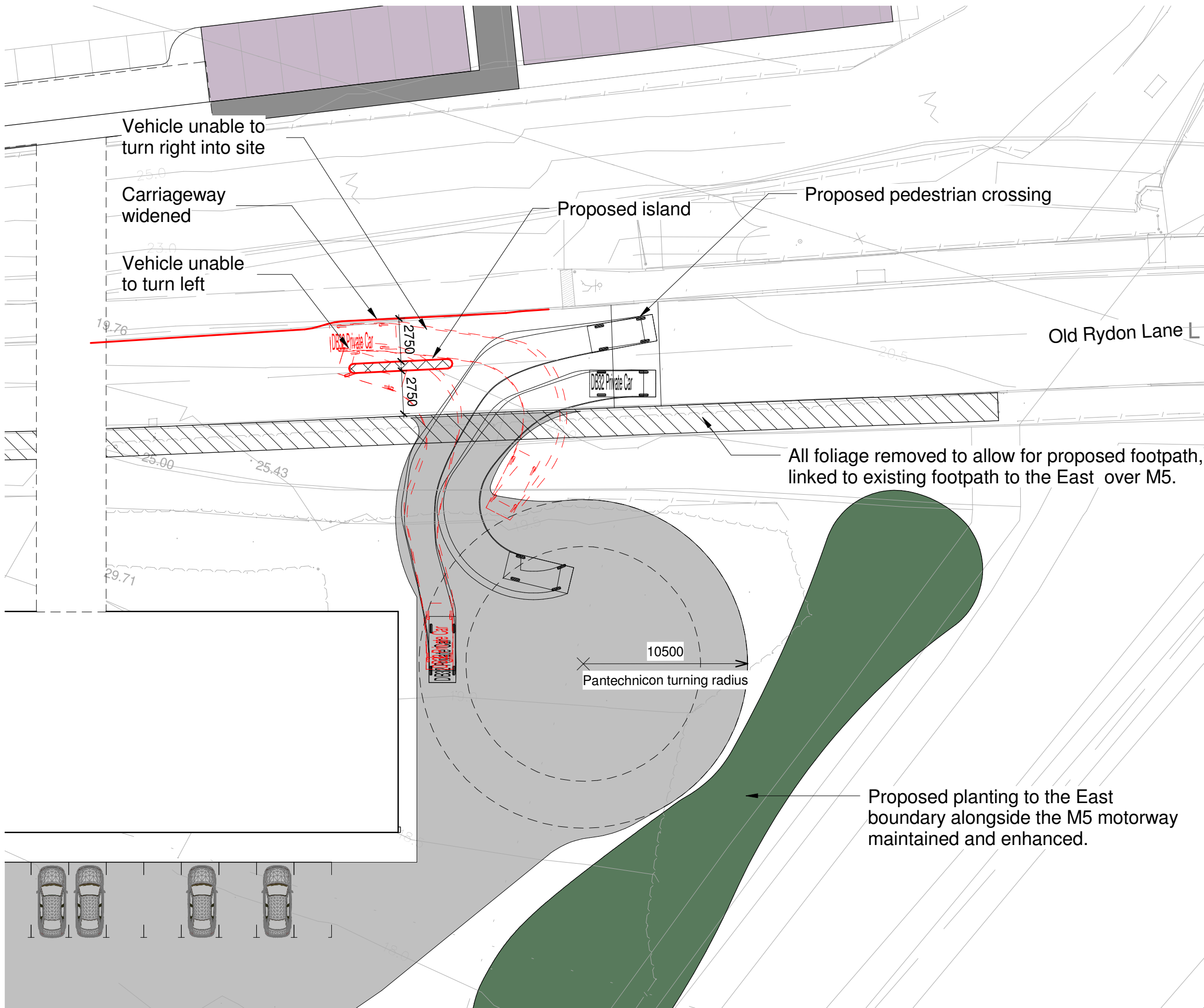
In response to the on-going concerns of the Highway Authority the applicants have, through their Transportation Consultant, submitted a proposal for a traffic island within the carriageway of Old Rydon Lane immediately outside the proposed vehicular access to the hotel site itself (drawing attached as Appendix A). The purpose of the proposed traffic island being to prevent

vehicles travelling east along Old Rydon Lane from turning right into the hotel staff/servicing car park, and to prevent vehicles leaving the site from turning left to travel up Old Rydon Lane. The applicant's consultant has advocated that this measure, along with the proposed contribution to a Traffic Regulation Order introducing one way traffic along a section of the road, would successfully mitigate the impact of the hotel scheme and address the Highways Authority's concerns.

DCC as Highway Authority have considered this additional measure but have indicated that in their view this would not overcome their concerns and therefore their recommendation of refusal as previously set out remains.

In response the potential introduction of a one way section on Old Rydon Lane as part of the scheme Highways England have indicated that this could potentially affect their consultation response and recommendation. In order to establish whether or not this would be the case Highways England have sought clarification whether or DCC have modelled the potential impact of the introduction of such a one-way scheme upon the distribution of trips, or considered the impact on the operation of junction 30. At the time of preparing this update to Committee it is not clear whether or not this is the case.

In the event that Members sought to approve the application incorporating the one-way proposal notwithstanding the Highway Authority's recommendation of refusal, any such decision would have to be subject to further clarification that Highways England were satisfied with the scheme before the decision was issued.



Contractors to check all dimensions on drawing.

Any discrepancies must be reported to Kensington Taylor or the contract administrator before proceeding.

Do not scale from planning drawings, work to figured dimensions.

This drawing must be read in conjunction with all relevant consultants drawings.

This drawing © Kensington Taylor Architects.

Revision Schedule		
Revision Number	Revision Date	Revision Description
A	Oct 2017	First Issue

**DRAFT ISSUE  
FOR DISCUSSION**



**KensingtonTaylor**

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Project  
**Sandy Park Hotel**

Title  
**Turning Head - Car**

as proposed Author AP Checked by RC

Date 18/10/2017 11:44:07 Scale As indicated @ A3

Drawing number **1632 L01.07** **A**

**Turning Head Car**

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