



18/0920/FUL | Gipsy Hill Hotel, Gipsy Lane, Exeter, Devon EX1 3RN

7th September 2018

Dear Matthew

Exeter Cycling Campaign object to the proposed expansion of the Gipsy Hill Hotel on grounds of safety and sustainability because of the impact upon the strategic cycle route.

Gipsy Hill Lane now forms part of the primary cycle route between the East of Exeter and Exeter. This route is set out as a Primary route in the Exeter Cycle Map within the LTP3 and Exeter Cycle Strategy. This is an adopted Green Street in the Exeter City Council (ECC) Sustainable Transport SPD and the Monkerton & Hill Barton Masterplan (2010). It also enjoys protection through Policy CP17 (strategic east-west 'greenway') and Policy CP9 (step change in sustainable transport) of the ECC Core Strategy.

Both Pinn Lane and Gipsy Hill Lane are heavily used by people walking and cycling between their homes and place of work. This applies in all directions from the junction of Pinn Lane, Gipsy Hill Lane and Hollow Lane. With regards Gipsy Hill Lane in particular, people cycle eastbound from Exeter to their place of work at the Growth Point (Exeter Science Park, Skypark, Airport, and Lidl Distribution Centre/Exeter Gateway), and westbound from the new communities at Cranbrook and Tithebarn Green to their place of work at Exeter Business Park, Sowton, the city centre and university. The Lane is also used by pupils and staff walking and cycling to/from St Lukes School and Exeter College Technology Centre on Cumberland Way via Hollow Lane.

The importance of this route and the imperative to make this route safe was taken into account by the Planning Inspector in his recent refusal of the previous Gypsy Hill application (17/0848/FUL).

Since this previous Gypsy Hill application the Sandrock development has been accepted by DCC Highway Authority and by ECC planning committee. This planning acceptance was granted with a Grampian condition ensuring that off-site infrastructure to protect people cycling has been delivered.

However, there remains part of the Gipsy Hill Lane (between the Hotel and the diverted cycle route) where people cycling and walking still interact with vehicles. The Planning Inspector's comments on his refusal of the previous application expressed concerns over safety and the opportunities to provide a shift to sustainable transport modes.

Conclusion

The Campaign agrees with the Planning Inspectorate's analysis that safety for people walking and cycling is key along this important strategic cycle route. This latest Gypsy Hill hotel proposal (18/0920) will degrade this safety, and on this basis the Exeter Cycling Campaign objects.

The Campaign has reviewed the proposals from DCC for mitigation measures to address these safety concerns. The Campaign understands these mitigation measures to include giving people walking and cycling priority when crossing Gipsy Hill Lane, will have a raised table (of a height gradient similar to that deployed at the north-west end of Queens Street Exeter), will use coloured tarmac that will not fade and will provide good visibility for both people cycling and people driving. Provided these measures are secured with a Grampian condition the Campaign would remove its objection to this proposal.

Yours sincerely

Mike Walton

for and on behalf of:

EXETER CYCLING CAMPAIGN

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