
From: Beavis, Ian
Sent: 18/10/2017 11:56:51
To: Lloyd Orriel
Cc: Jamie Hlland; Richard Cord; Higgins, Michael; Hassan, Karime; Robbins, Andy; Brian Hensley
Subject: RE: Sandy Park Hotel
Importance: High
Attachments: SP-KT-XX-XX-DR-A-XX-1632-L01.07A - Autro-track 181017.pdf

Hi Lloyd

Thanks for your reply. Yes I thought I saw you in the car park, but was off to a meeting so didn't have time to speak. I did catch up with Jamie yesterday afternoon.

My understanding of your response is that you are concerned about conditioning any permission on the one-way scheme on Old Rydon Lane in case that scheme can't be delivered. Therefore you consider that without this scheme our development does not mitigate its impact.

From our understanding of your response, your only outstanding issue with regard to this application is the traffic impact on Old Rydon Lane to the west of the site. So far, we have proposed to amend the layout of the access junction to make travelling to and from the west difficult, and to have part of staff contracts that they would not access the site from the west. I note in your response that you have concerns that this is not enforceable without a TRO.

Therefore, to fully mitigate the impact of our development, we would be happy to provide the following further mitigation measures:

- To amend the layout of the access junction into the Hotel further (as shown in the attached sketch). This would make movements to and from the west physically impossible for any vehicle, as shown by the auto-tracking. This would prevent the need for any TRO as the attached measures would physically prevent any movements to and from the west to the Hotel site.
- To include the condition of staff contracts preventing access to and from the west in the Hotel Travel Plan, and commit to monitoring this on a regular basis to record any incidences of violation of this condition.

If necessary, a TRO could be made to enforce the restricted movements from the west. We would suggest that the TRO is not to make Old Rydon Lane one-way eastbound (given your concerns about this scheme) but to ban the left-turn out of the Hotel and the right-turn into the Hotel. This TRO could be easily achieved through signage within the highway boundary, but in our view would not be necessary as the revised access junction attached physically prevents these movements.

The above mitigation would not make the Hotel permission dependent on the one-way scheme on Old Rydon Lane, and would prevent any movements to and from the site from the west.

I think it is also important to remember that the impact we are talking about here is 10 trips in the peak hours. There are 10 trips in our forecasts that would access the site from the west in the AM peak, and return in the PM peak. This is the impact that you consider to be severe as defined in NPPF. It also worth noting that any impact would only be temporary until the link through to the new A379 junction is constructed.

I also note in your response that we would need to update our capacity assessments if the site was not able to be accessed from the west. We have done this and I can confirm that this results in the A376 / Clyst Road signalised junction still operating within capacity. I will provide the outputs from these revised assessments later today.

Can you please review our suggestions above and confirm whether this would alleviate your concerns and allow a positive recommendation?

I am more than happy to discuss at any point.

Many thanks

Ian

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From: Lloyd Orriel [mailto:Lloyd.Orriel@devon.gov.uk]

Sent: 17 October 2017 16:24

To: Beavis, Ian; Richard Cord

Cc: Jamie Hulland

Subject: RE: Sandy Park Hotel

Hi Ian,

Sorry for not being able to pick up the phone today – I have been out and about. I may have seen you just in the car park?

Anyway, DCC have refused the application in its current status due to the uncertainty of the TRO – the proposed eastbound only section (as discussed in our last meeting) is not presented in the formal application and there is no certainty as to whether it could be actually achieved.

Jamie and I did discuss this option with Cllr Leadbetter (who informed local residents, albeit a select few) to see whether a one way system would be acceptable in principle. However there is a degree of uncertainty in the delivery of such a scheme – if a grampian condition is recommend and the one-way TRO was to be refused at HATOC, where would this leave the application?

I have attached my response and an email from my manager, Brian Hensley, who has responded to concerns raised by Andy Robbins/Mike Higgins.

Richard, I have spoken to Mike and he mentioned that you sent me an email this morning? – I have not received this..... please can you try again please?

Apologies for not speaking to you today – I am available to discuss tomorrow if you wish. My direct number is 01392 38 3365

Regards

Lloyd

From: Beavis, Ian [<mailto:ian.Beavis@wsp.com>]
Sent: 17 October 2017 11:44
To: Jamie Hlland; Lloyd Orriel
Subject: Sandy Park Hotel

Hi Jamie and Lloyd

I have tried calling both of you this morning with regard to the Sandy Park Hotel application.

I understand from Mike Higgins that you are still recommending refusal of the application? I haven't had the details though from Mike yet, but Richard mentioned to me that he thought it was in relation to the bridge over the motorway? If this is the case it would be good to understand your concerns, as there isn't a capacity issue here.

I had thought at our last meeting that we had agreed the situation with regard to the transport issues, to allow you to make a positive recommendation.

Richard has today confirmed in writing to Mike regarding the commuted sum that would be contributed towards the scheme you wish to implement on Old Rydon Lane, and the reduction in staff parking spaces from 50 to 40.

Please could you give me a call back asap so I can understand your concerns?

I am at County Hall this afternoon so could call in if you are available at all between 2 and 3:30?

Thanks

Ian

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