

---

**From:**  
**Sent:** 18/05/2017 16:59:55  
**To:**  
**Subject:** FW: Comments on Planning Application Reference: 17/0665/01  
**Attachments:** Rydon Lane Hotel.docx

**From:** Gaeron Kayley  
**Sent:** 16 May 2017 07:22  
**To:** planning@exeter.gov.uk  
**Cc:** Higgins, Michael <michael.higgins@exeter.gov.uk>; ray.bloxham@devon.gov.uk; sara.randalljohnson@devon.gov.uk; CLLR Baldwin, Margaret <Margaret.Baldwin@exeter.gov.uk>; CLLR Leadbetter, Andrew <cllr.andrew.leadbetter@exeter.gov.uk>; CLLR Newby, Rob <cllr.rob.newby@exeter.gov.uk>; Cllr Mike Howe <mhowe@eastdevon.gov.uk>; Bishops Clyst <bishopsclyst@gmail.com>  
**Subject:** Comments on Planning Application Reference: 17/0665/01

Please find attached our comments regarding the above planning application.

Kind regards,

Gaeron Kayley

Clyst St Mary Residents Association

# Save Clyst St Mary

11 Clyst Valley Road  
Clyst St Mary  
Near Exeter  
Devon  
EX5 1DD

15/May/2017

**Comments on Planning Application Reference: 17/0665/01 – Location -** Sandy Park Lodge (formerly Primrose Orchard), Old Rydon Lane, Exeter, EX2 7JP - Demolition of Existing Bungalow to allow construction of New Hotel with up to 250 Bedrooms and associated facilities including new pedestrian foot Bridge link as main entrance at high level via Sandy Park Stadium Car Park. (Outline application with all matters reserved). Applicant – Exeter Rugby Group PLC, Sandy Park Stadium, Exeter, EX2 7NN

There is no doubt that Exeter Rugby Club has been hugely successful and provides great benefits to the local economy and this new hotel would complement the stadium's present facilities. Many believe that there is a need for a hotel development in this location, close to Junction 30 of the M5. Such development would support employment growth locally and across the wider city context with the provision of tourist, conferencing, sports and leisure facilities for businesses and the community.

However, the proposals and design for such a large hotel incorporating 8 storeys in this particular location may prove contentious but the main disadvantage of these proposals, (which has and will most certainly be voiced) and features as the main concerns in these comments, is the traffic implications in this area. In particular vehicular access to and from the hotel via the M5 Junction 30, the A376 Sidmouth Road, the Clyst St Mary roundabout, the rural Clyst Road and the very limited highway access of Old Rydon Lane.

At present the A376, A3052 and Junction 30 of the M5 are highly trafficked at peak times being the links to so many arterial routes into and out of Exeter and have been identified as at capacity and remain an area in great need of regeneration and re-design in highway infrastructure. This will be the focus of road improvements in the Greater Exeter Strategic Plan because major development cannot successfully progress until such time as these major traffic infrastructure improvements are in place.

This is substantiated by East Devon District Council's comments recently on the Greater Exeter Strategic Plan "Key pieces of infrastructure such as junctions 29 and 30 of the M5 and the Clyst St Mary roundabout are at capacity and will be significant constraints on future development in much of East Devon. It is difficult to see where future growth could be accommodated in the district if this is not addressed... There is also likely to be a need to pull in substantial government investment to address these issues. Alerting government to this early and tapping in to funding streams as they become available over the coming years will be key to ensuring that these infrastructure constraints do not hold up the delivery of development in the future as they did in the past...."

<http://eastdevon.gov.uk/media/1975597/170117-combined-strategic-planning-agenda-compressed.pdf> (pages 14/15)

The Applicants have already identified the problems of vehicles accessing the hotel via A376, Clyst St Mary roundabout, Clyst Road and finally Old Rydon Lane and common sense dictates that this access and egress is most certainly flawed for such a large hotel. They quote "*Where possible all potential vehicular traffic is to be directed to the main Stadium Entrance off the A379.*"

Due to the topography and substantial differing ground levels, a pedestrian link bridge is proposed from the stadium site across Old Rydon Lane to the entrance of the proposed hotel for hotel users. However, obviously tourists, guests, businesses, and events i.e. in reality most hotel users will require "drop off facilities" from vehicles with any sizeable, bulky items, resulting in substantial vehicle movements on the route via the A376, Clyst Road and Old Rydon Lane. Parking for staff (50 spaces on the hotel site), deliveries, and hotel services will all be directed via the Clyst Road, Old Rydon Lane route.... The Transport Statement reveals that "*The majority of staff will be using Clyst Road between Old Rydon Lane and the A376 Sidmouth Road.*"

However, major road improvements on the A379 have only just been completed, giving improved vehicular access for the stadium. It is agreed that the necessary roadworks to join the two levels of the sites by altering the topography would be financially challenging but they are a possibility in design and access terms. Many people would favour a road linking the stadium site to the proposed hotel included in these proposals to avoid all hotel users circumnavigating the A376, Clyst St Mary roundabout, Clyst Road and Old Rydon Lane. Moreover, if this hotel is approved, will all construction traffic access the site for demolition and building via this inappropriate route? Local authority environmental intervention will require conditions limiting traffic noise and pollution from the initial demolition and construction but the disruption for locals from daily hotel deliveries, collections, patrons, events and staff using the hotel could be very intrusive as referenced by neighbours' objections. It is clear from these objections from those who actually live in and around the proposed site in Old Rydon Lane and the Newcourt area that there are already detrimental traffic issues including rat running, non enforcement of 30mph speed limit, parking and pedestrian problems that are exacerbated on busy rugby match days.

The data in the Transport Statement concludes that during the morning peak traffic period, the proposed hotel associated traffic will create over capacity around this area and it is considered that the additional traffic generated by the development will have a significant impact on the local highway network.

Clyst Road is a minor road and Old Rydon Lane is, as its name suggests, 'a lane' with, at present, no pavements for pedestrians (although the proposals include improvement of the footway bounding the hotel). There is a 30mph speed limit and the Applicants are aware of the problems and comment ... "*It is proposed that deliveries will be made by only light goods vehicles instead of heavy goods vehicles.*" However, it is believed that such proposals are unenforceable because how can a hotel dictate the size of the vehicles that will service them and certainly most construction vehicles are huge? Highway visibility is identified as compromised in some areas around the hotel leading to concerns on safety issues for pedestrians, cyclists and other road users.

There is no doubt that traffic and parking are the main detrimental issues affecting this large hotel proposal. Although only an outline application, it is felt that further detailed proposals are necessary to alleviate the obvious associated traffic and parking problems that will affect this area, even though a more suitable vehicular access via the A379 through to Old Rydon Lane will prove a major financial obstacle for the Applicants. However, these associated traffic issues must be resolved for the benefit of all users of the rugby club, the proposed hotel and the people who live in this vicinity.

Yours appreciatively

Gaeron Kayley (Mr) on behalf of the Clyst St Mary Residents Association