

COMMITTEE DATE: 18/03/2019

APPLICATION NO: 19/0055/VOC
APPLICANT: Exeter Rugby Group PLC
PROPOSAL: Variation of Condition no. 3 of Planning Application Reference Number: 17/0665/OUT granted planning permission on 26/06/2018 to remove requirement for one-way system on Old Rydon Lane to be implemented/completed prior to implementation of permission.
LOCATION: Sandy Park Lodge (Formerly Primrose Orchard)
Old Rydon Lane
Topsham
Exeter
Devon
EX2 7JP

REGISTRATION DATE: 15/01/2019

EXPIRY DATE:

HISTORY OF SITE

17/0665/OUT – Demolition of existing bungalow to allow construction of a 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 except access). Approved 26/06/18.

18/0998/RES – Approval of the details of the proposed 250 bed hotel i.e. for the reserved matters of scale, layout, appearance and landscaping (pursuant to outline planning permission granted on 26th June 2018, reference 17/0665/OUT). Approved 12/09/18.

DESCRIPTION OF SITE/PROPOSAL

The application site comprises a single storey detached residential property and curtilage on the south side of Old Rydon Lane. The site, which is triangular in shape, is located opposite existing car parking serving the Sandy Park Stadium which lies to the north of the site. The south-east boundary of the site abuts the embankment of the M5 motorway. The site has outline planning permission for a hotel as referred to above.

The outline approval was granted subject to a Section 106 agreement and a number of conditions. This application (known as a section 73 application) seeks to vary condition 3 of the outline consent which relates to the timing of the commencement of the development to remove the restriction on commencement of work until the One-way Traffic Regulation Order on Old Rydon Lane has been implemented.

SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT

None.

REPRESENTATIONS

87 letters of objection have been received raising the following issues –

- Lack of footpath and lighting from motorway bridge to bottom of Old Rydon Lane
- Fundamentally contrary to intentions of original outline consent which developer was aware of signed up to – questions integrity of applicant to now seek to vary condition
- Variation of condition would increase traffic, noise and dirt coming through Old Rydon Lane and Newcourt Way, including construction traffic, with consequent adverse impacts on highway/pedestrian safety
- Why not use route through stadium car park for construction traffic
- Should withdraw permission for hotel until link road from Old Rydon Lane to A379 is completed
- Status of Old Rydon Lane not appropriate for construction traffic
- Attempt to make Newcourt Way and Old Rydon Lane the route for construction traffic contrary to the original commitments, and assessment of acceptability of the scheme – an underhand process
- Old Rydon Lane part of strategic cycle network – relaxation of condition would compromise this and undermine sustainable transport choices
- Contrary to local residents wishes and the basis on which they supported the original proposal
- Not insisting on TRO implementation prior to commencement opens up prospect of construction traffic on Newcourt Way/Old Rydon Lane
- Undermine future of TRO in its entirety, i.e. first step in arguing it is unnecessary.

1 letter of support raising the following points –

- Acknowledging delivery of TRO is out of applicant's control
- Suggests TRO is not necessary
- Other options to mitigate impact exist e.g. control of construction traffic routes
- Amendments to access points to ensure safety in absence of one-way introduction.

CONSULTATIONS

County Head of Planning, Transportation and Environment (Highways) – Comment as follows and recommend retention of a requirement for the one-way to be in place prior to hotel being brought into use.

“Observations:

The submitted application is vary condition 3 of Planning Reference 17/0665/OUT to remove the requirement of the one-way system on Old Rydon Lane to be implemented/completed prior to the implementation of permission at Sandy Park Lodge, Old Rydon Lane, Exeter

Background

The County Council, as highway authority, were consulted on the outline application in 2017, where concerns were raised over the impact on Old Rydon Lane (ORL). The highway authority considered ORL to be unsuitable for staff/delivery traffic due to the narrow nature of the road, raising concerns on public safety and intensifying vehicular movements on a Green Infrastructure Route, ultimately recommending refusal. However, in discussions with the applicant, an eastbound one-way section along ORL

was proposed, mitigating these concerns. This was subsequently approved at ECC committee meeting that took place on Monday the 30th October 2017 (with advice from the ECC solicitor) and secured via a Grampian Condition.

In addition to the one-way section, the applicant will provide a traffic island on ORL (secured at reserved matters stage, Planning Ref:18/0998/RES) preventing right turning vehicles into the proposal, meaning that (ultimately) all staff/delivery traffic will have to be accessed via Clyst Road. This in combination with the one-way system have been conditioned as part of any proposal.

HATOC

The one-way and contraflow cycle lane went to Exeter Highways and Traffic Orders Committee on Monday the 14th January 2019 where the matter was resolved and approved by Devon County Council members. The full details of the Agenda/minutes can be viewed via:

<https://democracy.devon.gov.uk/ieListDocuments.aspx?CId=168&MId=2922&Ver=4>

Proposed Variation of Condition

The One-way system was secured by condition and the applicant contributed a S106 sum to fund such a scheme. The removal of Condition 3 introduces the idea of removing the pre-commencement condition. Given that the ECC members have approved the Grampian one-way system at outline and DCC members have approved the scheme at HATOC, the **County Council as highway authority cannot support the application to remove the condition.**

This is in the interests of protecting Old Rydon Lane (the narrow nature of the road, raising concerns on public safety and intensifying vehicular movements on a Green Infrastructure Route). These are consistent with the reasonings for the refusal of the original outline planning application (17/0665/OUT).

*If the Local Planning Authority were to recommend approval for the application, it is thought that the application would only be acceptable **if Condition 12 of the outline consent was discharged appropriately (CEMP) and that a pre-occupation condition was added.***

The applicant has yet to discharge condition 12, to which the highway authority would expect all construction traffic to be directed via Clyst Road. This should prevent any traffic using ORL while the hotel was being constructed and therefore mitigates the concerns that have been highlighted in previous highway responses.

*It should be noted that DCC Engineering Design Group are currently working on the detailed design to implement the one-way restriction. The one-way order that was agreed at HATOC has not yet been sealed and normally takes place nearer to the expected date of the works. The road space and closure have been provisionally booked for the week commencing the 27th May 2019, with the fully implemented scheme **expected** to be in place by the end of June 2019.*

*Henceforth, whilst the highway authority would not wish to delay the project, it does need to **protect the nature of ORL and fulfilling the conditions agreed by both ECC members (ECC planning committee) and DCC members (HATOC).***”

Central Government Guidance

National Planning Policy Framework (NPPF)

Exeter Local Development Framework Core Strategy 2012

CP1 – Spatial approach

CP9 – Strategic transport measures to accommodate development

CP10 – Meeting Community Needs

CP15 – Sustainable design and construction
CP16 – Strategic green infrastructure
CP18 – Infrastructure requirements and developer contributions
CP19 - Strategic Allocations

Exeter Local Plan First Review 1995-2011 Saved Policies

AP1 – Design and location of development
AP2 – Sequential approach
T1 – Hierarchy of modes of transport
T2 – Accessibility criteria
DG1 – Objectives of urban design

Development Delivery Development Plan Document (Publication Version): -

This document represents a material consideration but has not been adopted and does not form part of the Development Plan.

DD1 - Sustainable Development
DD13 - Residential Amenity
DD20 - Sustainable Movement
DD30 - Green Infrastructure

Exeter City Council Supplementary Planning Documents

Planning Obligations SPD 2009
Sustainable Transport SPD 2013

OBSERVATIONS

Background

The outline planning permission for the hotel was granted subject to various conditions and a S106 Agreement. One of the conditions (no. 3) is a Grampian condition which prevents implementation of the consent until such time as a Traffic Regulation Order (TRO) in respect of the introduction of a one-way system (east bound only) along a stretch of Old Rydon Lane between the railway bridge and the application site has been both approved and implemented. The current wording of condition 3 as imposed is set out below –

“Pre-commencement condition: The development hereby approved (planning application no. 17/0665/01) shall not be implemented until a Traffic Regulation Order (TRO) in respect of the introduction of a one-way system (east bound only) along a stretch of Old Rydon Lane between the railway bridge and the application site has been approved and implemented by Devon County Council as the relevant Highway Authority, and all works necessary to implement the Order have been completed to the Highway Authority's satisfaction and the Order brought into force.

Reason for pre-commencement condition: To ensure that traffic associated with the servicing of the hotel, and associated use of staff parking spaces provided directly on the hotel site, is managed to protect the capacity of the highway network and the safety of pedestrian and cycle users of Old Rydon Lane in the vicinity of the site.”

Under the provisions of the S106 Agreement the applicant was also obligated to pay a financial contribution of £40,000 to Devon County Council prior to the commencement of the development towards the implementation of the one-way system.

Since the outline, and subsequent reserved matters, for the hotel were granted the necessary approval of the required TRO has been granted by the Devon County Council's Highways and Traffic Orders committee (HATOC) thereby fulfilling the first part of condition 3's restriction on the implementation of the development. The applicant has also been invoiced by DCC for the financial contribution towards implementation of the TRO as set out in the S106 agreement and this invoice has been paid. However, the implementation of the TRO rests with DCC as the Highway Authority, and whilst this is understood to be in hand there is currently no fixed date for the work to be carried out.

The issue, and applicant's suggested solution

This situation has created a problem for the developer in terms of entering into a contractual commitment for the construction of the hotel given that the physical implementation of the TRO is outside of their control. The result is uncertainty as to when construction of the development would be able to be commenced, and thereby inability of the applicant to enter into a contractual agreement with a construction company/hotel operator for delivery of the hotel development.

Given that the relevant TRO has been approved, and that the applicant has paid the obligated financial contribution to facilitate its implementation, the applicant has done everything that is within its control in respect of condition 3 as imposed. Therefore, in order to overcome the obstacle to entering into the necessary contractual commitments, the potential loss of a major new International branded hotel coming to the City and to ensure delivery of the hotel, the applicant is seeking to vary the condition as set out below to remove the prohibition on commencement until such time as the one-way TRO has been implemented.

Suggested variation of condition 3 –

The development hereby approved (planning application no. 17/0665/01) shall not be implemented until a Traffic Regulation Order (TRO) in respect of the introduction of a one-way system (east bound only) along a stretch of Old Rydon Lane between the railway bridge and the application site has been approved by Devon County Council as the relevant Highway Authority.

Consideration

The formal consultation response from DCC as Highway Authority highlights that their initial view when consulted on the outline application for the hotel was one of concern based on Old Rydon Lane being unsuitable for staff and delivery traffic due to its narrow nature leading to a recommendation of refusal. However this was overcome with the proposal for introduction of a one-way section on part of Old Rydon Lane secured through a 'Grampian condition' (condition 3 as attached to the outline approval). Responding to this application to vary the condition to remove the requirement for the one-way TRO to be implemented on the ground prior to the implementation of the hotel consent, DCC as Highway Authority have indicated that they could not support an application to remove the condition. However, they have indicated that if the Local Planning Authority were minded to recommend approval to a variation of the condition this would only be acceptable if it retained a pre-occupation clause i.e. requirement for the TRO to be implemented prior to the hotel being brought into use, and condition 12 of the outline consent

relating to a CEMP (Construction and Environment Management Plan) were discharged incorporating provision for all construction traffic to be directed via Clyst Road.

This stipulation would not overcome the obstacles to contractual obligations for the delivery of the hotel being entered into. Whilst such a variation would allow work on the construction of the hotel to commence in advance of the one-way TRO being implemented it is considered unreasonable to expect parties to commit to the significant financial outlay involved with the, albeit unlikely, prospect that once completed the hotel could not be brought into use if the TRO implementation (which is not within their control as it rests with the highway authority) had not taken place. The implementation of the one-way TRO now rests solely in the hands of the Highway Authority following the approval of the TRO, and the applicant's payment of the required financial contribution to DCC. In their formal consultation response DCC indicate that although the one-way order agreed at HATOC has not yet been sealed (which normally takes pace nearer to the expected date if the works) the road space and closure have been provisionally booked for the week commencing the 27th May, with the fully implemented scheme expected to be in place by the end of June 2019.

There has been significant concern raised in representations that removing the stipulation of the one-way TRO having to be implemented prior to commencement of the development is intended to allow Newcourt Way/Old Rydon Lane to be used as the route for construction traffic, or that this would be the result of such a relaxation in any event. The introduction of a one-way restriction in itself does not prevent construction traffic from using this route to approach the site (east bound traffic would still be allowed), it merely stops it being used in both directions. However, one of the other conditions attached to the outline approval (condition 12) requires the submission and approval of a Construction Environmental Management Plan (CEMP) prior to commencement of the development. It is through this document that the routes for construction traffic associated with the development would be stipulated. There is no proposal to vary this condition and indeed in connection with this application to vary condition 3 the applicant has made a written commitment that any CEMP submitted in respect of the scheme will specify that all site traffic will access the construction site via Clyst Road and thereby not use Old Rydon Lane.

Condition 12 reads as follows -

“Pre-commencement condition: *A Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of development on site and adhered to during the construction period. This should include details of monitoring and mitigation measures to control the environmental impact of the development during the construction and demolition phases, including site traffic and traffic routing, the effects of piling, and emissions of noise and dust. The CEMPs should contain a procedure for handling and investigating complaints as well as provision for regular meetings with appropriate representatives from the Local Authorities during the development works, in order to discuss forthcoming work and its environmental impact.*

Reason for pre-commencement condition: *In the interest of the environment of the site and surrounding areas. This information is required before development commences to ensure that the impacts of the development works are properly considered and addressed at the earliest possible stage.”*

Conclusions

Based on the Highway Authority's formal consultation response it is clear they are actively pursuing the implementation of the one-way TRO, with an intention that the works are completed in the not too distant future (June 2019). As mentioned above implementation is now entirely within the control/gift of the Highway Authority. This, coupled with the control over construction traffic routes afforded by condition 12 of the outline approval through the submission of acceptable CEMP, is considered to minimise any potential adverse impacts arising from the proposed variation of condition 3. The construction period for the hotel is likely to be fairly extensive thereby giving the Highway Authority ample time to implement the one-way TRO ahead of the hotel being ready for occupation/use. In this context it is considered that it would be unreasonable to refuse the request to vary the condition and that the issues raised in the representations would remain adequately addressed as they were in the decision on the original outline planning consent, and through the subsequent reserved matters approval (which includes the traffic island preventing right turn into the hotel site for vehicles travelling in an eastbound direction along Old Rydon Lane).

Indeed, with the TRO having been approved (as required by the condition) there is no longer any doubt about the achievability of the one-way TRO that was considered a pre-requisite to the acceptability of the scheme in terms of transportation impacts. The applicant, having made the required S106 financial contribution towards the implementation of the TRO, has thereby enabled delivery of the measure required to make the development acceptable from a transportation impact perspective. In these circumstances, and with the requirements of condition 12 in place, it is considered that the limitation on commencement until the TRO has been physically implemented has become less critical, and in the context of it being outside the applicant's control, could be considered unreasonable.

Consequently, it is considered that the application to vary the condition should be approved. As a S73 application results in a new consent it is necessary to repeat all previous conditions as part of the decision notices as well as the specific condition being varied.

RECOMMENDATION

Approval subject to conditions as follows –

1) Application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted must be begun not later than two years from the final approval of the last of the reserved matters to be approved.

Reason: To comply with Section 92(2) of the Town and Country Planning Act 1990 (as amended).

2) The development hereby permitted shall not be carried out otherwise than in strict accordance with the submitted details received by the Local Planning Authority on 24th April, 11th July and 8th September 2017 in respect of planning application ref no. 17/0665/OUT (including dwg. nos. 1632 L01.04 Rev B, SPH-KT-L01.03-D, SPH-KT-L01.02-D, SPH-KT-L02.01-A, SPH-KT-L03.01-A and 1632L03.02 A) as modified by other conditions of this consent.

Reason: In order to ensure compliance with the approved drawings.

3) **Pre-commencement condition:** The development hereby approved (planning application no. 17/0665/01) shall not be implemented until a Traffic Regulation Order (TRO) in respect of the introduction of a one-way system (east bound only) along a stretch of Old Rydon Lane

between the railway bridge and the application site has been approved by Devon County Council as the relevant Highway Authority.

Reason for pre-commencement condition: To ensure that traffic associated with the servicing of the hotel, and associated use of staff parking spaces provided directly on the hotel site, is capable of being managed to protect the capacity of the highway network and the safety of pedestrian and cycle users of Old Rydon Lane in the vicinity of the site.

4) Unless otherwise agreed in writing by the Local Planning Authority the building hereby approved shall achieve a BREEAM 'excellent' standard as a minimum, and shall achieve 'zero carbon' if commenced on or after 1st January 2019. Prior to commencement of development of such a building the developer shall submit to the Local Planning Authority a BREEAM design stage assessment report to be written by a licensed BREEAM assessor which shall set out the BREEAM score expected to be achieved by the building and the equivalent BREEAM standard to which the score relates. Where this does not meet the BREEAM minimum standard required by this consent the developer shall provide prior to the commencement of development of the building details of what changes will be made to the building to achieve the minimum standard, for the approval of the Local Planning Authority to be given in writing. The building must be completed fully in accordance with any approval given. A BREEAM post-completion report of the building is to be carried out by a licensed BREEAM assessor within three months of substantial completion of the building and shall set out the BREEAM score achieved by the building and the equivalent BREEAM standard to which such score relates.

Reason: To ensure that the proposal complies with Policy CP15 of Council's Adopted Core Strategy and in the interests of delivering sustainable development. The design stage assessment must be completed prior to commencement of development because the findings may influence the design for all stages of construction.

5) **Pre-commencement condition:** Prior to the commencement of the development hereby permitted, a detailed surface water management plan shall be submitted for written approval to the planning authority (who shall consult with Highways England on behalf of the Secretary of State for Transport). Surface water management shall be implemented in line with the approved plan and maintained as such thereafter.

Reason for pre-commencement condition: To protect the integrity of the adjacent M5 motorway embankment and drainage system.

6) **Pre-commencement condition:** Prior to the commencement of the development hereby permitted, a detailed landscaping plan and planting schedule for the treatment of the M5 motorway boundary shall be submitted for written approval to the planning authority (who shall consult with Highways England on behalf of the Secretary of State for Transport). Planting shall be undertaken in accordance with the approved schedule and maintained as such thereafter.

Reason for pre-commencement condition: To protect the integrity of the adjacent M5 motorway soft estate.

7) Prior to the development hereby permitted being brought into use, a revised travel plan for the whole of the Sandy Park site, incorporating the hotel, shall be submitted for written approval to the planning authority (who shall consult with Highways England on behalf of the Secretary of State for Transport). The travel plan measures shall be implemented in accordance with the agreed plan.

Reason: In order that the development promotes public transport, walking and cycling, and limits the reliance on the private car.

8) Prior to the development hereby permitted being brought into use, a revised Match Day Access Strategy shall be submitted for written approval to the planning authority (who shall consult with Highways England on behalf of the Secretary of State for Transport). Thereafter the hotel shall only be used and operated in accordance with the approved Match Day Access Strategy.

Reason: In the interests of highway safety, the efficient operation of the local and strategic road networks, and to safeguard the amenities of neighbouring residents.

9) Samples of the materials it is intended to use externally in the construction of the development shall be submitted to the Local Planning Authority. No external finishing material shall be used until the Local Planning Authority has confirmed in writing that its use is acceptable. Thereafter the materials used in the construction of the development shall correspond with the approved samples in all respects.

Reason: To ensure that the materials conform with the visual amenity requirements of the area.

10) **Pre-commencement condition:** A detailed scheme for landscaping, including the planting of trees and/or shrubs, the use of surface materials and boundary screen walls and fences shall be submitted to the Local Planning Authority and no development shall take place until the Local Planning Authority have approved a scheme; such scheme shall specify materials, species, tree and plant sizes, numbers and planting densities, and any earthworks required together with the timing of the implementation of the scheme. The landscaping shall thereafter be implemented in accordance with the approved scheme in accordance with the agreed programme.

Reason for pre-commencement condition: To safeguard the rights of control by the Local Planning Authority in these respects and in the interests of amenity.

11) In the event of failure of any trees or shrubs, planted in accordance with any scheme approved by the Local Planning Authority, to become established and to prosper for a period of five years from the date of the completion of implementation of that scheme, such trees or shrubs shall be replaced with such live specimens of such species of such size and in such number as may be approved by the Local Planning Authority.

Reason: To safeguard the rights of control by the Local Planning Authority in these respects and in the interests of amenity.

12) **Pre-commencement condition:** A Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of development on site and adhered to during the construction period. This should include details of monitoring and mitigation measures to control the environmental impact of the development during the construction and demolition phases, including site traffic and traffic routing, the effects of piling, and emissions of noise and dust. The CEMPs should contain a procedure for handling and investigating complaints as well as provision for regular meetings with appropriate representatives from the Local Authorities during the development works, in order to discuss forthcoming work and its environmental impact.

Reason for pre-commencement condition: In the interest of the environment of the site and surrounding areas. This information is required before development commences to ensure that the impacts of the development works are properly considered and addressed at the earliest possible stage.

13) No construction/demolition work shall take place outside the following times: 8am to 6pm (Mondays to Fridays) 8am to 1 pm (Saturdays) nor at any time on Sundays, Bank or Public Holidays.

Reason: In the interests of residential amenity.

14) **Pre-commencement condition:** No development related works shall take place within the site until a written scheme of archaeological work has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include on-site work, and off-site work such as the analysis, publication, and archiving of the results, together with a timetable for completion of each element. All works shall be carried out and completed in accordance with the approved scheme, unless otherwise agreed in writing by the Local Planning Authority.

Reason for pre-commencement condition: To ensure the appropriate identification, recording and publication of archaeological and historic remains affected by the development. This information is required before development commences to ensure that historic remains are not damaged during the construction process.

15) Noise from mechanical building services plant shall not exceed the limits set in Table 6.5 of the Sandy Park Hotel Noise Impact Assessment report dated April 2017 by WSP Parsons Brinckerhoff.

Reason: In the interests of the residential amenity of the occupants of surrounding properties.

16) **Pre-commencement condition:** The applicant shall undertake a noise impact assessment for this application, which shall be submitted and approved in writing prior to commencement of the development. This report shall consider the impact of noise from the development on local receptors and shall include noise from patrons, deliveries, collections and events.

If, following the above assessment, the LPA concludes that noise mitigation measures are required, the applicant shall then submit a scheme of works to ensure that the development does not have a significant negative impact on local amenity. These measures shall be agreed in writing by the LPA and shall be implemented prior to and throughout the occupation of the development.

Reason for pre-commencement condition: In the interests of the residential amenity of the occupants of surrounding properties.

17) **Pre-commencement condition:** Prior to the commencement of the development hereby approved a Wildlife Plan which demonstrates how the proposed development has been designed to enhance the ecological interest of the site, and how it will be managed in perpetuity to enhance wildlife has been submitted to and approved by the Local Planning Authority. Thereafter the development shall be carried out and managed strictly in accordance with the approved measures and provisions of the Wildlife Plan.

Reason for pre-commencement condition: In the interests of protecting and improving existing, and creating new wildlife habitats in the area.

18) No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework, National Planning Policy Guidance and the Department for Environment, Food and Rural Affairs Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems, and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

i) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

- ii) Include a timetable for its implementation; and
- iii) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: - To ensure the satisfactory drainage of the development.

19) **Pre-commencement condition:** The development shall not begin until full details of drainage works have been submitted to and approved by the Local Planning Authority in writing.

Reason for pre-commencement condition: To ensure the satisfactory drainage of the development.

20) No more than a maximum of 40 staff/servicing parking spaces shall be provided on the site of the hotel building itself i.e. on the land on the south of Old Rydon Lane, and these spaces shall only be used by staff/servicing vehicles and not at all by hotel guests or visiting members of the public.

Reason: To ensure that highway impacts of the scheme on Old Rydon Lane are limited to staff/servicing related traffic.

21) No part of the development hereby approved shall be brought into its intended use until the footpath (of at least 3m in width) and crossing of Old Rydon Lane located adjacent to the frontage of the building, have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority and retained for that purpose at all times.

Reason: To ensure that adequate facilities are available for the traffic attracted to the site.

22) Prior to the construction of any bridge over the public highway, a detailed Approval In Principle for the footbridge shall be submitted and approved in writing by the Local Highway Authority (Devon County Council).

Reason: To ensure the integrity of adjacent structures and land.

23) No part of development shall commence until a Car Park Management Plan has been submitted to and agreed in writing by the Local Planning Authority outlining how adequate car parking will be provided for the onsite guests/staff/deliveries/Match Day uses, and be maintained during construction works on site, and once the hotel is open for use.

Reason: To ensure that adequate onsite parking provision is provided for all uses.

24) No part of the development hereby approved shall be commenced until details (including timeframe for delivery) of the access into the staff car park/delivery area have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of permeability and encouragement of the use of sustainable modes of transport.

Local Government (Access to Information) 1985 (as amended),

Background papers used in compiling the report:

Files of planning applications available for inspection from the Customer Service Centre, Civic Centre, Paris Street, Exeter. Telephone 01392 265223