

Application Number

P/2012/1131

Site AddressLand Off Edginswell Lane
Edginswell
Torquay
Devon**Case Officer**

Miss Alix Cathcart

Ward

Shiphay With The Willows

Description

Erection/replacement of logging contractors shed and associated hard standing and track

Executive Summary/Key Outcomes

This proposed relocation of a nearby existing business is considered an appropriate use to be sited in the countryside. The site is directly adjacent to the new line of the South Devon Link Road, where it would join the existing by pass. The site is therefore sensitive, being prominently in view from the new road, in particular by traffic leaving Torbay. The appearance of the development in the landscape is therefore considered to be the main issue in this case. The siting originally proposed was considered too prominent, with outside storage of particular concern. However, if the applicants submit a revised siting with the building and outside storage less prominent, it is hoped that it will be possible to support the proposal.

Recommendation

Provided that satisfactory revised details are submitted which address the Landscape Officer's concerns, the Head of Spatial Planning be given delegated authority to issue an approval decision, subject to appropriate conditions.

Site Details

The application site is a field with access from Edginswell Lane, situated to the north west of Hamelin Way on the approach to the Riviera Way roundabout.

The site lies within areas shown on the Local Plan Proposals Map as a Countryside Zone and Area of Great Landscape Value.

The application is coming before Members for decision because the land within the application site falls within the compulsory purchase procedures for the South Devon Link Road.

Detailed Proposals

The application proposal involves the relocation of an existing business which is sited further along the same access track, adjacent to the Newton Abbot-Paignton railway line. The premises is a logging business, which is being displaced by the construction of the South Devon Link Road.

The business requires a timber building, 18.5m long by 6m deep, with mono-pitch roof 5.5 maximum height, one part of which would be enclosed and the remainder open sided, with associated yard where machinery and equipment would be parked and an area for wood to be stored in piles. Materials: Rear elevation: timber spaced boarding; side elevation box profile steel cladding; roof box profile polyester steel sheeting.

The application, as submitted, proposed a siting in the western corner of the field, adjacent to Edginswell Lane.

Details of the nature of the business have been requested, so that the applicant company's needs can be understood.

Summary Of Consultation Responses

Highways and Engineering Officer: The proposed logging shed makes use of the existing access with the adopted highway and therefore Highways would raise no objection.

Environmental Protection Officer: No objections.

Arboricultural Officer: No arboricultural constraints.

Landscape Officer: The area falls within Rolling Farmland Character Type and Area of Local Character: 1D Hamelin Way and Parson's Bridge in the Torbay Landscape Character Assessment and is described as:

'the area comprises a pattern of sloping arable and pasture fields defined by hedges that follow the contours. The hedgerows and trees along the eastern side of the area create a significant screen along the urban edge. There is significant noise from the by-pass apparent through much of the area. The north-western part of this area at Parsons Bridge is identified for road improvements in the Torbay Local Plan. The bypass is becoming well integrated being partially screened by cuttings and establishing planting; the side slopes are identified as being of local conservation interest.'

I have no doubt that this modest development can be successfully assimilated into the landscape without affecting landscape character. However the position of the building illustrated on the drawing dated 3.12.12 is not the best position for the building being on the highest part of the site and clearly visible in elevated views from the north. I recommend that the building is sited as far north on the site as possible and adjacent to the new A380 road junction embankment. The

yard should be sited to the south of the new building and will be screened by the building itself in views from the new road junction (see attached sketch plan). The building can be accessed from the existing lane.

I also recommend that:

- The building should be painted a dark earth colour and preferably constructed of timber.
- I understand that the applicant wants to site a shipping container on the site to which I strongly object to in this rural landscape, if more storage space is required then a small timber shed would be more appropriate.
- The development will be adequately screened by existing hedgerow and trees from the south and the proposed shrub and woodland planting on the new embankment to the north. I would however recommend that a landscape condition be attached to any approval to secure some 'gapping up' of the existing hedgerow on Edginswell lane.

With the amendments above I raise no objection to the proposals on landscape grounds and can recommend approval.

Summary Of Representations

No representations.

Relevant Planning History

None found.

Key Issues/Material Considerations

Local plan policies contain strong support for local businesses. In the case of this proposal, where the business is being displaced by construction of the new road, this is particularly the case. There is therefore support, in principle.

The proposed development would be relatively small in scale and relates to a business for which it is accepted that a siting in the countryside is appropriate and would meet the criteria for Policy L4. The main issue in this case is considered to be the resulting visual impact of the proposal, which would be in close proximity to the alignment of the new slip road linking Hamelin Way with the South Devon Link Road, which would be elevated at this point.

The proposed new building and the associated machinery equipment and log piles would be prominently in view from the new road. It is considered that its visual impact would be unduly intrusive and could not be supported. This view has been formed with the benefit of having seen the landscape proposals associated with the new road, which show a seeded verge at road level, dense

shrubs along the crest of the embankment and woodland planting on the outer slope.

It is however, wished to endeavour to accommodate the relocation needs of this business and, accordingly, the applicants have been invited to consider a siting closer to the foot of the embankment of the new road, as recommended by the Landscape Officer. There is continuing liaison at the time of preparation of this report, with the housing of machinery and equipment in buildings to be considered, if revised siting is not a practical option. The elements which it is hoped that a revised scheme would incorporate are: optimum siting of the building or buildings; minimising outside storage of machinery and equipment; using the built structures as screening of any storage which has to be outside.

In all other respects, in particular the impact of the proposals on the nearest occupiers, the proposal is considered to be satisfactory.

S106/CIL -

The impact of the relocated business on local infrastructure would be the same or similar to its existing impact and, in these circumstances, no sustainable development or financial contribution would be sought.

Conclusions

At the time of the preparation of this report, revised siting details have been invited from the applicant, but not yet received. Details will be reported at the meeting. Provided that satisfactory revised details are submitted which address the Landscape Officer's concerns, it is expected that the proposal would receive officer support, subject to conditions addressing the following matters: outside storage of machinery and equipment, extent of outdoor log storage and the height of log piles; building materials and colours; landscaping. If revised details are submitted and Members are minded to approve, it would be requested that the Head of Spatial Planning be given delegated authority to issue an approval decision, subject to appropriate conditions.

Relevant Policies

- ES Employment and local economy strategy
- E9 Layout, design and sustainability
- L2 Areas of Great Landscape Value
- L4 Countryside Zones
- T21 Improved northern approach road