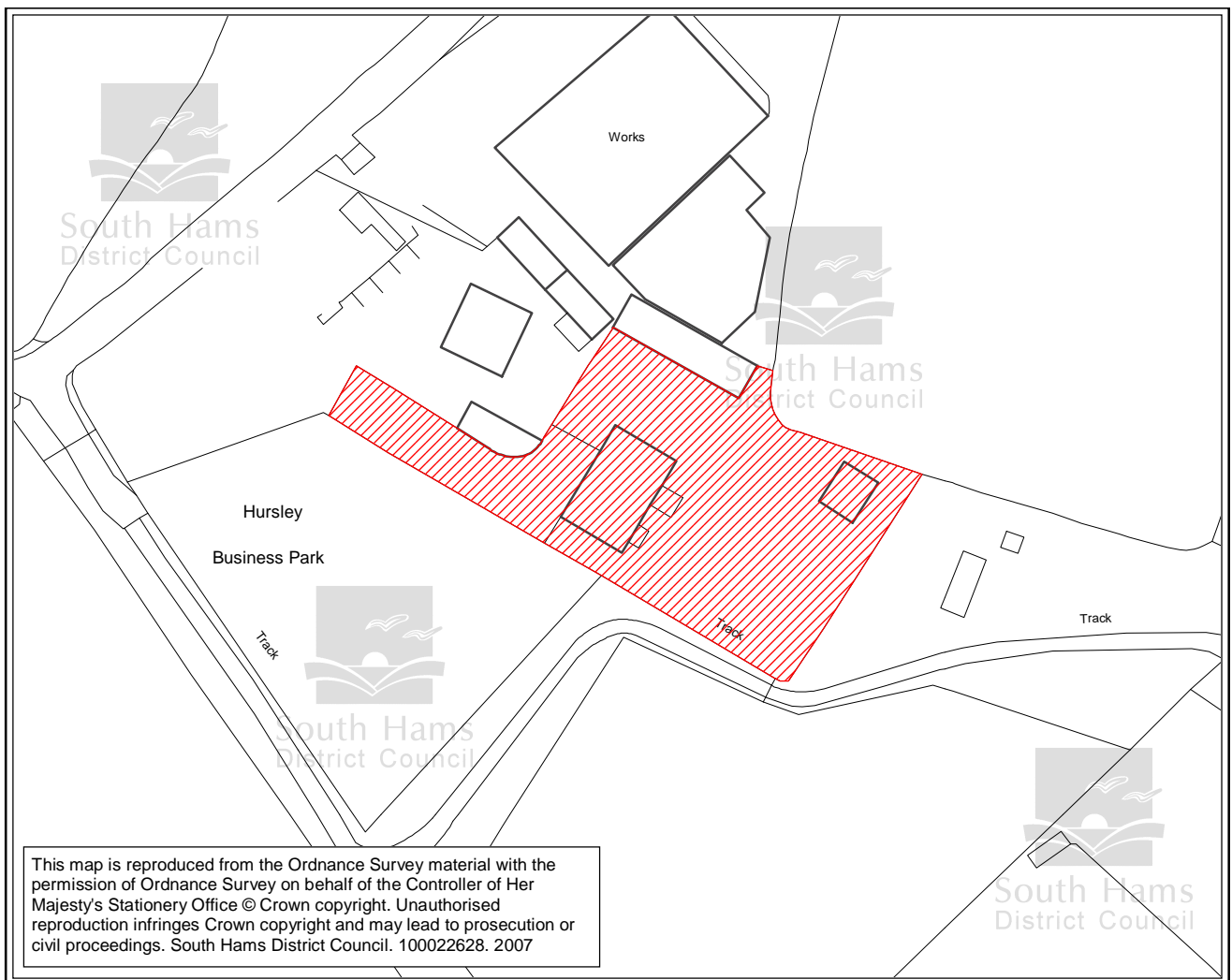


Case Officer: D Kinsella  
Site: Unit 1, Hursley Business Park, Blackeven Hill, Roborough, Plymouth, PL6 7AD  
Application No: 04/0420/08/CU  
Date Received: 14th February 2008  
Applicant: Mr Ford  
Development: Change of use to parking and routine safety maintenance inspections of coach fleet and staff parking



Scale 1:1250  
For internal reference only – no further copies to be made

## **Policies**

Development in the Countryside

## **Consultations**

Devon County Council – County Highways Authority

No objection

South West Water

No comment

Environment Agency

No comment

Environmental Health Section

No objection

## **Parish Council**

Bickleigh Parish Council make the following observations:

Objection

Letters of representation can be viewed on the planning website.

## **Case Officer's Report**

### **The Proposal and Site Description**

This site is located within countryside close to the village of Roborough. The site is located down a narrow lane, which leads to a concrete access with a recessed steel gateway. This access is shared with neighbouring builder's merchants. A further gate with a concrete track then leads into the application site with a two-storey building with a large yard area to the rear. A low-level post and wire fence encloses the site with agricultural fields surrounding the south, west and north.

The proposal is for the change of use to Unit 1 Hursley Business Park to parking and routine inspection of coach fleet and staff parking. Access is proposed via the shared entrance to the site where a one-way system is to be adopted using a circular route around the existing two-storey building. The company currently has twelve 52 seated coaches, which run a contract with Devon County Council for use as a school buses. There are 14 members of staff travelling to the site. The applicants confirmed that due to the nature of the business, no visitors will visit to the site.

### **Representations**

Bickleigh Parish Council raise objection on the grounds of the unsuitable highway and junction with the A386. In addition, they ask that should the application be approved then a condition should be imposed that a Traffic Management Plan be submitted and approved by the Local Planning Authority.

### **Planning History**

04/0668/95/4	Change of use of depot for storage and repair of agricultural machinery and light industrial to secure compound for storage and parking of cars
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awaiting collection or inspection by Police, together with retention of metal shed - Approval

## **Policy Context**

### **Adopted LDF Core Strategy – December 2006**

CS1 – Location of Development – development outside of development boundaries will be strictly controlled.

### **South Hams Local Plan**

Policy SHDC3 : Development in the Countryside – permits small new buildings for appropriate employment development, provided that they cannot reasonably be accommodated within a Development Boundary and providing that there would be little adverse impact on the character, appearance, wildlife or amenities of the area.

### **Devon County Structure Plan**

TR10 – requires the road network to be maintained and enhanced so as to minimise the impact of traffic, reduce congestion, improve safety, promote environmental and economic enhancement and maximise operational efficiency. Development proposals should not adversely affect the road network in terms of traffic and road safety, and access to the network should not detract from, or conflict with, the function of the route.

## **Analysis**

The central concern with this proposal is the impact the use would have upon the local road network and secondly on the hedges and trees bounding the highway. The Parish Council has objected to the proposal on the following grounds:

*It was agreed two for and one against, refusal as road unsuitable for any vehicle other than car/small van. Also there are ongoing major problems existing on the A386 with no solution in sight. If planning granted the Bickleigh Parish Council would like to see a strict traffic management plan implemented.*

The current use of the land is for the repair and storage of agricultural machinery and light industrial to secure compound for storage and parking of cars awaiting collection or inspection by Police, together with retention of metal shed. The site is currently not in use and no vehicles journey to the site. However the permitted use would have generated traffic by Police vehicles, loaders travelling to and from the site on a daily basis. The Devon Highways Officer has raised no objection stating that the traffic movements on the proposed use would not increase traffic movement considerably to the current approved use of the site. The applicant has confirmed that during the summer months, due to the demand, coaches would be likely to leave the depot early in the morning and not return until the evening. However, in the winter there may be coaches returning throughout the day. The Highways Officer was consulted further and raised no objection. The current permission on the land does not restrict the number of vehicles visiting the site and it is considered that the storage and repair of large agricultural machinery and vehicles being delivered to the site for inspection by the Police would generate a high movement of traffic.

The applicants also have confirmed that following concerns regarding large vehicles using the lane leading to Roborough village, that no vehicles will use the road leading to Roborough village. A condition could be imposed to prevent any vehicles using this route. Officers consider a condition would be enforceable as the traffic would directly be related to the use of the site.

One letter of objection has been received. The objection is concerned regarding the additional coach traffic and the impact upon the hedges and trees along the lane.

The traffic has been addressed above, and the impact upon the trees and hedges would not be considered a reason to refuse the application as the activities on the highway are out of the control of the Planning Authority.

## **Conclusion**

Approval

## **Human Rights Act**

Due regard has been given to the provision of the Human Rights Act and in particular to the rights under Article 1 of the First Protocol, namely the right to the peaceful enjoyment of possessions, and Article 8, the right to respect for private and family life. In arriving at a recommendation the rights of the applicants have been balanced against the objections raised by third parties. However, having due regard to objectives of Development Plan Policies and Central Government Guidance and relevant consultation replies, it is not considered that these concerns would override the applicant's reasonable expectations under the Act.

## **Recommendations**

Conditional Approval

## **Conditions**

- 1 - TIM3 (Standard time limit three years)
- 2 - Non Standard  
Access Route to Site

## **Reasons for Approval**

- 1 This application has been determined in accordance with Section 38 of The Planning & Compulsory Purchase Act 2004 which states that planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. This application has been determined in accordance with approved Development Plan Policies; relevant Government planning policy guidance; and approved in the absence of any other overriding material considerations and having given due weight to all other matters raised in this application including technical and other representations received. The relevant Policies are South Hams Local Plan SHDC3; Devon County Structure Plan TR10; LDF Core Strategy CS1.

## **Informatives**

This recommendation refers to drawing nos. SHDC1 (location plan) and SHDC2 received on 28 February 2008.