

# Proposed Haulage Trailer Park at Greendale Business Park, Woodbury Salterton, EX5 1EW DESIGN AND ACCESS STATEMENT

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ARA Architect  
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## 1.0 INTRODUCTION

This proposal is a resubmission of the previously withdrawn application 22/2121/MFUL. This previous application and the application the subject of this document is for a proposed new haulage trailer storage facility/compound on land opposite Greendale Business Park, Woodbury Salterton. Currently the haulage trailers to be housed within this new facilities/compound belong to the Greendale Haulage Company consisting of approximately 40 haulage trailers. Due to the company not having a designated compound within the Greendale Business Park these haulage trailers are assigned to borrowing temporary available space within other compounds within the Business Park (rented to private companies<sup>0</sup> or o the verges of the Business Parks internal road network. It has been shown through this being the current situation for a number of years that this causes congestion issues and has a high potential for traffic congestion including highway safety issues.

The creation of a new haulage trailer park will resolve this potentially dangerous current arrangement.

### 1.1 Present Use

The site the subject of this planning application consists of in part an open arable field and the grass verge at the junction between White Cross Road, Honey Lane and the internal private roads of Greendale Business Park and the adjacent Hogsbrook Farm both under the ownership of the applicant.

### 1.2 Proposed Use

This application is a resubmission of that previously withdrawn under application 22/2121/MFUL with the addition of a detailed Flood Risk Assessment and Surface Water Drainage Management Plan. The proposal seeks to create a new articulated lorry parking facility to house the 40 haulage trailers that make up the Greendale Haulage Company. With increasing demands of the haulage company services due to in part Brexit, the pandemic and now the energy crises it has become untenable to continue trying to park these haulage trailers on spaces available in the various leased/renting compounds or on the internal road network itself. Furthermore, the location of this new facility is better associated to the existing wellbeing facilities for the Haulage Company staff, contained within the Greendale Business Park Headquarters being the opposite the subject site.

Please note that this facility has recently been expanded to accommodate for its growing demand and need by the various businesses within Greendale Business Park (under application 22/0819/FUL).

The proposed new haulage trailer park is specifically only to house the existing 40 no. haulage trailers that make up the Greendale Haulage Company with the proposal not intending to increase the number of existing articulated vehicles (HGV's) that operate throughout the Greendale Business Park. The existing 40 haulage trailers will use the existing internal road network of the Greendale Business Park and that of Whitecross Road and Honey Lane leading up to the public highway A3052 (Sidmouth Road). This is the existing arrangement for access and egress from the Greendale Business Park therefore it is not considered the proposal will have any impact or change to this existing arrangement.

The creation of the new haulage trailer park will result in the creation of 4 no. new fulltime job opportunities and securing the existing 17 no. fulltime jobs and 2 parttime jobs currently employed by the Greendale Haulage Company. Please note of the 4 new jobs created two of these will be apprenticeship positions.

### 1.3 Site Boundaries

The site is bound to the North and East by the larger Greendale Business Park with the private access road to Hogsbrook on the eastern boundary line and Honey Lane on the northern boundary line. To the West and South the site is bound by other arable fields with specifically on the western boundary line being White Cross Road. The North, West and East of the part arable field the subject of this application is bound by native Devon hedgerows with a sporadic spattering of trees specifically along the northern section of this boundary hedge.

### 1.4 Levels

The site has a cross fall from South to North of approximately 9m.

### 1.5 Site Surroundings

The site is situated within the open countryside and is no other local or national designated areas, however the site is bound to the North and East by the boundary of the existing and proposed employment area specifically relating to Greendale Business Park, in addition the site is bound to the North by flood areas associated with the Grindle Brook however the site itself is outside such flood zones by at least 10m of their boundary.

### 1.6 Planning History

The site the subject of this planning application has one previous application for the retention of a parking and storage area used for agricultural machinery details of this proposal are as follows: -

1.6.1 Planning Reference: 22/2121/MFUL  
Date: 13/6/2023  
Address: Land opposite Greendale Business Park,  
Woodbury Salterton  
Proposal: Proposed new haulage trailer storage  
facility/compound  
Status: Withdrawn

N: B: This application was withdrawn due to a lack of sufficient detail design regarding Flood Risk Assessment and Surface Water Drainage as per comments issued on this withdrawn application by DCC Flood Risk SuDS Consultation. (Details of these comments are included in Appendix A of this document and addressed in the accompanying submitted Flood Risk Assessment/Surface Water Drainage Management Plan).

1.6.2 Planning Reference: 06/2896/COU  
Date: 30/11/2006  
Address: Land opposite Greendale Business Park,  
Woodbury Salterton, Exeter, Devon  
Proposal: Retention of parking and storage area for the  
use of agricultural machinery including a  
temporary use for storage of 12 goods vehicles  
and 6 trailers  
Status: Refused

N: B: This application was refused on the grounds that there were concerns from locals (being predominantly Woodbury Salterton) that the proposal being applied for was larger than its original use by the Transco Company. Concerns were raised that the proposal would negatively impact the nearby residents through intrusion of noise smell and light and furthermore would be an intrusion into the open countryside (including the loss of sustainable hedgerows).

Specifically it was considered that this proposal was contrary to the policies of the time being of landscape character and local distinctiveness development strategy countryside protection and design and local distinctiveness (respectively Policies CO1, ST5, S4 & D1 N: B: not all these policies still remain within the local plan).

## 2.0 PLANNING POLICY

2.1 The strategies and policies of the East Devon District Council Local Plan 2013-2031 that relate to the proposal the subject of this application are as follows: -

- Strategy 7: Development in the Countryside
- Strategy 27: Development at the Small Towns and Larger Villages
- Strategy 31: Future Job and Employment Land Provision
- Strategy 48: Local Distinctiveness in Built Environment
- Policy D1: Design and Local Distinctiveness
- Policy E5: Small Scale Economic Development in Rural Areas
- Policy E7: Extension to Existing Employment Sites
- Policy TC2: Accessibility of New Development
- Policy TC7: Adequacy of Road Network and Site Access
- Policy TC11: Roadside Service Facilities

Please note it is recognised that the proposal the subject of this application is contrary to Strategy 7, we therefore ask this application to be considered a departure from policy and be considered at committee.

2.2 While it is recognised that the proposal is in essence contrary to Strategy 7, we submit the following statements in support of the proposal against the specific criteria of Strategy 7.

### 1. *Landform and patterns of settlement,*

The proposal is situated within the open countryside immediately adjacent the existing business development of Greendale Business Park and the neighbouring Hogsbrook Farm. This would technically be an expansion of the business parks developed area however is considered the most desirable location for this new haulage trailer storage facility. Being immediately adjacent the existing welfare facilities and in a location where its structural form will have the minimum amount of impact on the visual landscape character and that of the neighbouring residents within Woodbury Salterton approximately 850m from the site. This facility is a necessity to allow the continued safe operations of the existing businesses within the business park and to prevent further congestion within the business park itself and potentially along the surrounding public highways. A designated haulage trailer Storage Compound would also improve the safety for existing tenants and users of the business park. The need

for its construction is almost avoidable in terms of continued sustainable economic business and the proposed location being considered the most appropriate taking into logistics, environmental and potential detrimental impacts on the local area.

2. *Important natural and manmade features which contribute to the local landscape character including topography, traditional field boundaries, areas of importance to nature conservation and rural building,*

Taking note of the previously refused application 06/2896/COU the proposal will look to maintain the existing field boundaries and particular the sporadic trees along the northern boundary line, along with additional Devon bank planting along the northern and western boundaries of the proposal further screening the development from neighbouring residents and increasing the natural biodiversity of the site.

3. *The adverse disruption of a view from a public place which forms part of the distinctive character area or otherwise causes significant visual intrusion,*

As aforementioned the proposal will look to create a new traditional Devon bank along the western and northern boundaries in addition to this the entire haulage trailer storage compound will be slightly set down into the landscape to avoid its visual impact from the surrounding countryside and in particular those of the residents within Woodbury Salterton.

The excavation of the site will take advantage of the existing topography whereby the existing access onto the private road to Hogsbrook will remain at its current topographical level. This will help ensure that the proposal will not increase or affect the neighbouring flood zone. Details of which are provided within the Flood Risk Assessment and Surface Water Management Plan submitted in support of this application.

- 2.3 While Greendale Business Park itself is not considered a town or village of a significant size and character to be considered under Strategy 27 it does feature within the Devon Villages DPD whereby the boundary existing proposed employment area is effectively considered a Built-up Area Boundary as shown in the other villages within the East Devon Villages TPD. Again, as aforementioned the proposed subject site is outside this authorised

business use area however for the reasons previously listed in section 2.2 it is considered that this expansion of the Greendale Business Park to provide additional haulage trailer storage space is a necessity for the continued successful and safe operation of the existing businesses within the business park itself.

- 2.4 Strategy 31 will support proposals which create additional employment land provisions with a requirement of around 1 hectare of employment land for each 250 new homes proposed. Not only with this proposal solve a potentially serious congestion issue within the Greendale Business Park but will contribute to this requirement of land provision. This also relates to the ability of the Greendale Business Park to increase the number of employees with a more efficient and safer haulage trailer storage facility existing businesses can expand their operations bringing greater financial input and the ability to employ more staff being 4 fulltime positions. It is therefore considered that the Strategy 31 is in support of the proposals the subject of this application.
- 2.5 Strategy 48 looks to maintain the local distinctiveness within the built environments this also relates to the towns and villages of East Devon with their intrinsic physical built qualities. While the proposal site is not within any of these named villages it is within reasonably close proximity to Woodbury Salterton. Therefore, the proposal has taken great care as to improve the existing boundary treatments to the West of the site and by using the sites topography to set the new lorry park into the ground as not to cause any visual intrusion or impact to the residents of Woodbury Salterton along its eastern boundary. This is further emphasised by the various existing field boundaries between the subject site and this residential area and the existing land topography. It is further considered that with the improved boundary treatment along the western side of the site this will further screen the existing business units of Woodbury Business Park to the East of the site, two of which are currently visible from the easternmost residential properties of Woodbury Salterton.
- 2.6 Policy D1 relates to the design and conceptual impact of the proposal on the surrounding character area and adjacent properties. The proposal is to be set into the existing landscape taking advantage of the sites topography and will also look to improve the most vulnerable site boundaries (being the North and West). This policy strongly reflects that of Strategy 7 and therefore we ask you please refer to section 2.2 of this document.
- 2.7 Policy E5 will support the small scale economic developments within rural areas this specifically relates to the expansion of existing businesses designed

to provide jobs for local people and will be permitted where it either involves the conversion of an existing building or if new buildings are involved is on previously developed land, or if on a green field site (such as that being proposed) it will be well related in scale and form and sustainability terms to the village and surrounding areas (of which Greendale Business Park is considered like a village within the East Devon Villages DPD document).

With this in mind it is considered that the Policy E5 is in support of the proposal it being of a needed scale for its purpose in relation with the existing businesses at Greendale Business Park and is positioned in the best location to relate to said businesses in particular the existing sites welfare facilities.

- 2.8 Policy E7 much like Policy E5 is in support of extensions to existing employment sites. Specifically, under Policy E7 it will support business developments outside the Built-up Area Boundaries which are considered to have met there full or near full occupancy and therefore the Council will permit the small-scale expansion of the site in a manner that is appropriate to its existing size, scale and operations.

In this sense the proposal meets all these criteria's being a necessary extension to the park to allow for the continued safe operations of the existing businesses and to prevent internal road congestion. In addition to the aforementioned points this policy as the other following criteria which are to be met: -

1. *The local highway network is capable of accommodating the forecast increase in traffic established by a traffic assessment or where these can be mitigated either by physical works being undertaken by the applicant or contributions are secured towards the cost of the works.*

While the proposal is specifically designed to alleviate traffic congestion within the Greendale Business Park itself it is not considered that this will have any detrimental impact on the existing public highways with the new facility to accommodate existing haulage trailers which currently access and egress the site on the back of a lorry cabin on a daily basis therefore the proposal the subject of this application will make no change to the current highway traffic.

2. *There will be no detrimental impact upon any nearby residential properties.*



As aforementioned the proposal has gone to great lengths to secure and improve the privacy of neighbouring residents at Woodbury Salterton with the improved Devon hedge bank on the northern and western boundary and for the parking facility itself to be set into the lands topography further reducing its visual impact on said residents.

3. *No protected landscapes or historic interests or other environmental interests are adversely affected, and the existing local biodiversity and habitats are conserved or enhanced.*

With the proposal creating an additional traditional Devon hedge bank and the retention of the existing field boundary hedges and in particular the sporadic trees on the northern boundary it is considered the proposal enhances the biodiversity and habitat of the site. While these features are primarily to help screen the proposal and some of the existing business park further to the East from the surrounding countryside and local residents of Woodbury Salterton the proposal does have the joint benefit of increasing natural corridors between existing animal habitats and thereby improving local biodiversity offsetting against the hard surface area the subject of this proposal.

- 2.9 Policy TC2 relates to the accessibility of new developments, while Greendale Business Park has existing well organised and sufficient access and egress of the public highways adjacent the site this being either Honey Lane or the Sidmouth Road. The internal site road network currently has to contend with the 40 no. haulage trailers that have to (not always at once) occupy what spaces are available on Greendale Business Parks internal road network not having their own assigned compound. This obviously can potentially cause a congestion issue for articulated vehicles accessing and egressing the site related to the various other businesses at the business park and that of the road safety of all users whether they be articulated lorries, smaller vehicles, pedestrians, or cyclists.

Policy TC2 requires that new developments be accessible by pedestrians, cyclists and public transport. While it is considered that the proposed is a new development it is for an existing business which has historically proven to be of a sustainable location proven accessible by the current staff by foot, bike or public transport. Specifically details of these forms of sustainable transport are detailed within the Greendale Business Park website. On said website it specifies that by bus, stagecoach operates a regular bus service linking Greendale Business Park with Exeter City centre, Exeter City St

Dauids Railway Station, and Exeter International Airport. In addition, there are bus links to Sidmouth, Honiton and Exmouth.

By bike there is an existing cycle route from Exeter ending just outside Ebford approximately 3km West of Greendale Business Park and Greendale has privately added an additional section of cycle path from Woodbury Salterton to the Business Park via the A3052. Greendale Business Park also organise and offers a car sharing scheme for any personnel who works within any of the compounds within the larger Greendale Business Park in an effort to reduce costs for workers and to reduce the overall carbon footprint of the users of the park.

With the introduction of the new lorry park the subject of this proposal this number of 40 haulage trailers no longer need to park in the main business park having their own assigned compound.

- 2.10 Policy TC7 supports application which improve the adequacy of the road network and site access, while the proposal does not look to improve the public highway traffic congestion it does improve the internal road network of the Greendale Business Park and prevents any future disruptions that this ongoing issue within the parks internal roads spilling out onto the public highways. In terms of the new access to the haulage trailer storage facility it will utilise an existing access to the subject field in question off the private road which leads from Greendale Business Park down to Hogsbrook Farm therefore there will be no detrimental impact to the existing public highways from the creation of this new access.

It is considered that the proposal will not increase traffic congestion along the surrounding public highways not being an increase to the existing number of haulage trailer parks accessing and egressing the Greendale Business Park the key alterations to traffic movements will be within the Business Park itself in effect reducing movements and improving the Parks health and safety. This is a matter of health and safety as previously addressed which will be improved and issues avoided by having all of these 40 haulage trailers have their own allocated parking spots.

We would like to confirm that while Greendale Business Park's website states the total number of compounds space that the Business Park can accommodate for along with the class usage and opportunity personalisation of each compound for the various business owners needs this does not constitute an amount of current available space for the 40 haulage trailers to be allocated. Currently all of the compounds advertised on the Greendale Business Park website are either being leased or rented to private individual

companies. While these leases are flexible and may change from one private company to another to fit parking provisions for the 40 around this periodic change of compound use would not solve the current issue of having to move the haulage trailers from one position to another. This does not resolve the issue of 40 haulage trailers having any specific designated allocated parking space. The only tenable solution is the proposed new compound the subject of this application.

Please note of the compounds advertised on the Greendale Business Park's website due to current lease terms the Greendale Haulage Company does not have a legal right to use any of these compounds as their designated parking spaces.

- 2.11 Policy TC11 supports roadside service facilities this in essence relates to roadside services alongside motorways or public highways/trunk roads therefore does not technically apply to the new haulage trailer compound the subject of this application being accessed off a private road and solely for the use of the Greendale Business Park Haulage Company only, it does however comply with the various requirements of this policy these are as follows: -

1. *It offers a range of essential services appropriate to the route it serves.*

As aforementioned it is essential for the continued and safe use of the Greendale Business Park internal roads that this facility be supplied so that the 40 haulage trailers are not having to park on the sides of this internal road network.

2. *It is appropriately spaced in relation to other roadside service facilities.*

Again, as previously mentioned the location of this new compound is well situated in relation to the existing welfare facilities located within the Greendale Business Park Headquarters building just North of the subject site.

3. *Access to the trunk road or motorway including any connection to the local road network and internal circulation is satisfactory.*

As previously mentioned, this particular part of the policy does not apply as the new facility will have access onto a private road owned by Greendale Business Park.

- 4. It does not cause a material loss of amenity to nearby residents.*

The proposal is not immediately adjacent to any neighbouring residential property, however, does have a visual impact on those on the East side of Woodbury Salterton, to mitigate this the proposal looks to create a new traditional Devon hedge bank not only obscuring the proposal from these residential properties but also some of the existing industrial buildings (part of Greendale Business Park) further to the East.

- 5. It should be capable of serving traffic travelling in both directions on the route.*

Again, this does not apply as the facility is specifically for the use of the storage of haulage trailers associated with the Greendale Business Park Haulage Company.

- 6. The design of new or improved accesses or other necessary trunk road works should be sufficient to accommodate anticipated travel loads up to 15 years after the opening of the development.*

Again, this criteria does not technically apply to the proposal site as it has already been stated this facility has specifically been designed to house the 40 haulage trailers that make up the fleet of the Greendale Haulage Company.

- 7. The proposals for roadside facilities along trunk roads are subject of major of improvements will not be granted planning permission unless they will be compatible with the future highway design. No roadside service facilities along other routes constituting the high-quality network should be located on sites within the identified Built-up Area Boundary and meet Criteria 1, 2, 3 & 5. Upgrading of existing facilities on this network will need to be compatible with Criteria 1,2, 3 & 5 above.*

Again, this particular criteria do not apply to the proposal site not technically being accessed or servicing a public highway.

### 3.0 THE DESIGN

3.1 The design has been formulated following photo analysis of the site and discussions with the client. The scheme therefore incorporates design details put forward by the client to match/blend with the existing and surrounding area while providing a much-needed facility for the existing Greendale Haulage Company which currently has no compound in which to house its fleet of 40 haulage trailers.

3.2 Greendale Business Park is a well-established and well-known business park just South of the Sidmouth Road and East of the village of Woodbury Salterton. The business park consists of a number of compounds many of which are either leased or rented to various independent companies, these ranging from storage and distribution companies such as Westex Forklifts and also contains office headquarters of various companies and a few entertainment facilities such as go-karting. The business park itself has a haulage company consisting of 40 haulage trailers, these currently do not have any associated compound in which to store these vehicles/trailers and currently have to contend with either using the various spaces within the privately leased or rented compounds or more often having to park on the side of the internal road network of the business park itself.

In the past this has not caused an issue however due to continuing demand after the events of Brexit, Covid pandemic and now the current energy crisis demands on this service has increased to a point that the current situation of using parking spaces available in leased/rented compounds and parking on the roadside is no longer sustainable with the potential for this in the future cause congestion problems within the business park itself and also raises concerns in terms of health and safety for other users of the park including cyclists and pedestrians (staff workers).

3.3 To overcome this potential congestion and health and safety problem within the park itself the proposal seeks to create a new compound specifically to house these 40 haulage trailers adjacent the existing parks main headquarters which also contains welfare facilities for the staff of the Greendale Haulage company. The location of this facility has been carefully chosen not only for its location in connection with the welfare facilities but also for the topographical advantages that can be utilised in screening the new proposal and furthermore the existing industrial units to the East of the proposal site from the neighbouring residents and wider landscape further to the South and West of the business park.

- 3.4 This screening has been achieved by as aforementioned utilising the sites topography setting the new parking facility into the landscape and creating a new traditional Devon hedge bank on the North and western boundary of the proposal site this will successfully screen the proposal site from the easternmost residents of Woodbury Salterton and the wider landscape and as aforementioned in addition will screen units E1 – E4 just East of the proposal site on the opposite side of the private road to be utilised as its access. Not only will this new hedge bank screen the proposed development it will also improve the local areas biodiversity and help detain the existing boundary hedges to the subject site and in particular the sporadic collection on the northern boundary which in the previously refused application 06/2896/COU was a particular point of contention. Further details of the proposed new boundary Devon hedge bank impact on the surrounding landscape character are included in the submitted photographic assessment and impact landscape character document.
- 3.5 Access and egress from this new facility will be by way of an existing field entrance leading onto the private road between Greendale Business Park and Hogsbrook Farm therefore it is considered there is no detrimental impact to the existing public highways adjacent the subject site these being of White Cross Road and Honey Lane. From this new facility the haulage trailers can easily enter the Greendale Business Park and use its main internal access which joins onto the Sidmouth Road (A3052) and will continue normal operations in and out of the business park.
- 3.6 It is acknowledged that this proposed location is outside the current proposed employment area of Greendale Business Park however is a facility that is essential for the continued sustainable and safe operations of the business park and through lengthy analysis between ARA Architecture and the business park itself we have concluded that there are no other existing compounds within this employment area which can accommodate for this new facility. It is considered that while it is recognised and detailed throughout this document that the proposal in this particular location is against some of the local authorities' policies that the benefits this facility can provide far outweighed the harm it may cause an as aforementioned all measures have been taken to mitigate this harm.

## **4.0 FLOOD RISK ASSESSMENT**

- 4.1 The site is not within an area identified by the Environmental Agency as being at risk of flooding and therefore no particular flood precaution measures are proposed.

Further details of the flood risk are included within the submitted Flood Risk Assessment and Surface Water Drainage Management Plan provided by SCP Transportation Planning: Infrastructure Design. This document demonstrates that the existing surface water management system at Greendale Business Park and its associated attenuation pond has the necessary capacity to accommodate for the addition of new haulage trailer compounds the subject of this document.