

46/2006/040

DAVID & LINDA FRY

CHANGE OF USE OF LAND TO A 40 CARAVAN TOURING SITE BETWEEN 1ST APRIL AND 30TH SEPTEMBER, WITH ACCESS IMPROVEMENTS, ANCILLARY TOILET AND SHOWER BLOCK AT LAND AT GREENACRES CARAVAN PARK, WEST BUCKLAND ROAD, CHELSTON, WELLINGTON (RESUBMISSION OF 46/2006/004).

315605/120524

FULL

PROPOSAL

The site is located some way to the south of the Chelston roundabout, adjacent to Chelston Nurseries, and on the eastern side of the road, nearly opposite Little Jurston Farm. It is proposed to use an existing certificated site for a 40 caravan touring site with additional facilities and improved access. There has been vehicular access onto West Buckland Road, but this is currently unused, and it is proposed to permanently close this access. The new amenity building would be stained timber cladding to match the existing stable, it would contain disabled washroom, male and female washroom/WC and showers. The point of access to the site would be increased in size to achieve a 6m width and a 12m depth up to the gates. The site is well screened by means of a hedge/trees around the site. The amended details indicated the acceptance of a condition relating to details of a new sewerage treatment plant. The site has had rallies of the application size and there has apparently been no history of problems. The site had a certificate of lawful use issued in April 2002 for the stationing of up to three touring caravans for use as a single family group between 1st April and 31st August in any year.

The applicant submitted the same proposal in April 2006, but did not include a transport statement which was required by the County Highways Authority. The current application does include a Transport Statement, which concludes inter alia that the proposed development will not generate a significant volume of traffic on the local roads. On the given assumptions, there will be a total of 13 - 14 caravan trips undertaken daily, with 81 - 82 other trips by car only to reach outside facilities, the proposed development would generate 3 trips in and out in the AM peak and 10 during the PM peak, these figures represent a 0.2% and 1% increase in traffic in the AM and PM peak hours respectively.

CONSULTATIONS AND REPRESENTATIONS

HIGHWAYS AGENCY – does not propose to give a direction.

COUNTY HIGHWAYS AUTHORITY - The site is outside the development boundary for Wellington, in an area where development is strictly controlled. From a transport point of view, it is an unsustainable location outside settlement limits; there will be a dependence on private transport; however as this is for tourism, it must be a matter for the Local Planning Authority to determine if the planning merits and tourism policy outweighs the sustainability issues raised. The proposal will use an existing access from Hayward's Lane, which is in close proximity to West Buckland Road (A38,

which is a busy and fast stretch of highway. The previous application was recommended for refusal due to the highway safety implications arising from the increase in traffic from this proposal. The traffic report indicates that the proposed development will not generate a significant volume of traffic and this impact will be negligible, this has been agreed with the Somerset County Council Traffic Analyst. Thus it is considered to be unreasonable to raise a highway objection and conditions are recommended.

COUNTY ARCHAEOLOGIST – limited or no archaeological implications and so no objections. ENVIRONMENT AGENCY - needs details of the septic tank, soakaway to be of sufficient size. May require consent to discharge. WESSEX WATER - there appears to be a public water main running through the site. FIRE BRIGADE – Means of escape in case of fire should comply with Approved Document B1, of the Building Regulations 2000. Detailed recommendations concerning other fire safety matters will be made at Building Regulations stage. Access for fire appliances should comply with Approved Document B5, of the Building Regulations 2000. All new water mains installed within the development should be of sufficient size to permit the installation of fire hydrants conforming to British Standards. According to our records the Fire Authority responded to an application for a Caravan Site Licence under the Caravan Sites & Control of Development Act 1960 on 25 June 2002 and our observations on this matter are unchanged. I enclose a copy of the Guidance for Fire Precautions at Caravan Sites sent to the applicant at this time.

LANDSCAPE OFFICER - subject to retention and management of the existing hedgerow with tree planting it should be possible to soften the impact of the proposal, no servicing toilet block through the hedge. DRAINAGE OFFICER – The applicant should be advised that suitable and satisfactory drainage provision shall be made. With respect to the proposed use of the existing septic tank the applicant shall ensure that the septic tank systems capacity is satisfactory to provide drainage for the maximum likely number of occupants of the sit at any one time. ENVIRONMENTAL HEALTH OFFICER - drainage details/septic tank facility details needed.

PLANNING POLICY – Policies EC25, and S1 apply, it should not harm the landscape, be adequately screened, has good access, being in close proximity to the A38, and not in a floodplain. The County Highways Authority views on highway safety should be sought, subject to this, it appears there are no policy objection subject to details.

WELLINGTON TOWN COUNCIL – supports the proposal.

WELLINGTON WITHOUT PARISH COUNCIL - no objections or comments.

ONE LETTER OF OBJECTION, fear the site may become a gypsy site and a permanent residential site; such use would affect property values; increase in traffic on the road in a location close to Foxmoor nurseries where there is already significant level of traffic; this is a fast road, and the junction is on a bend.

POLICY CONTEXT

S1 General Requirements, S2 Design, M1 and M3 Transport access and circulation requirements of new development, EC25 Touring caravan and camping sites will be permitted provided that the proposal would not harm the landscape and be adequately screened, has good access to the main road network and is not situated in a floodplain or an area at high risk of flooding.

ASSESSMENT

The site is well screened by existing high hedges. There have been objections from one neighbour; it is considered that the area is in the midst of substantial change, with the applications with Committee resolution to approve for the cattle market and Business Park, and this scheme is relatively small in comparison. The Local Planning Authority is encouraged to support tourism, and this site is ideally suited given its location close to a motorway junction, proximity to all the facilities in Wellington, and the site being in a location, which would have minimum impact on any neighbours. Potential traffic impact has been an issue, and until the require transport assessment was submitted, this was potentially a major issue. The submitted assessment suggested that the proposed scheme was acceptable giving little increase in traffic. In conclusion the proposed development is considered to be acceptable and a positive development for tourism.

RECOMMENDATION

That permission is GRANTED, subject to conditions

Time, landscaping, buildings not over sewer or safeguarded area, former access permanently closed, visibility, surfacing, percolation test, details of foul and surface water drainage, touring caravans only with no permanent residential habitation. Notes from Environment Agency, Fire Brigade and Wessex Water.

REASON(S) FOR RECOMMENDATION:-

The proposed development is considered to be in accordance with the Taunton Deane Local Plan Policies S1, S2, M3, M5 and EC25 as it will provide a suitable location for touring caravans in a location close to the Motorway and the local amenities in Wellington and is not considered to have any adverse effects on the local character or amenities of the locality.

In preparing this report the Planning Officer has considered fully the implications and requirements of the Human Rights Act 1998.

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NOTES:

