

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
6 February 2012

APPLICATION NO:
P/2011 /0670

LOCATION:
LAND EAST OF JUNCTION OF
TANYFRON ROAD WITH SOUTHSEA
ROAD SOUTHSEA WREXHAM
LL11 5PF

DATE RECEIVED:
14/09/2011

COMMUNITY:
Broughton

CASE OFFICER:
JS

WARD:
Bryn Cefn

DESCRIPTION:
PROPOSED TRAVELLERS CHALET
AND CARAVAN PARK FOR ONE
PLOT (ONE CHALET AND TWO
CARAVANS) PLUS AMENITY
BUILDING

AGENT NAME:
MR TREVOR MENNELL

APPLICANT(S) NAME:
MR ANDREW CASH

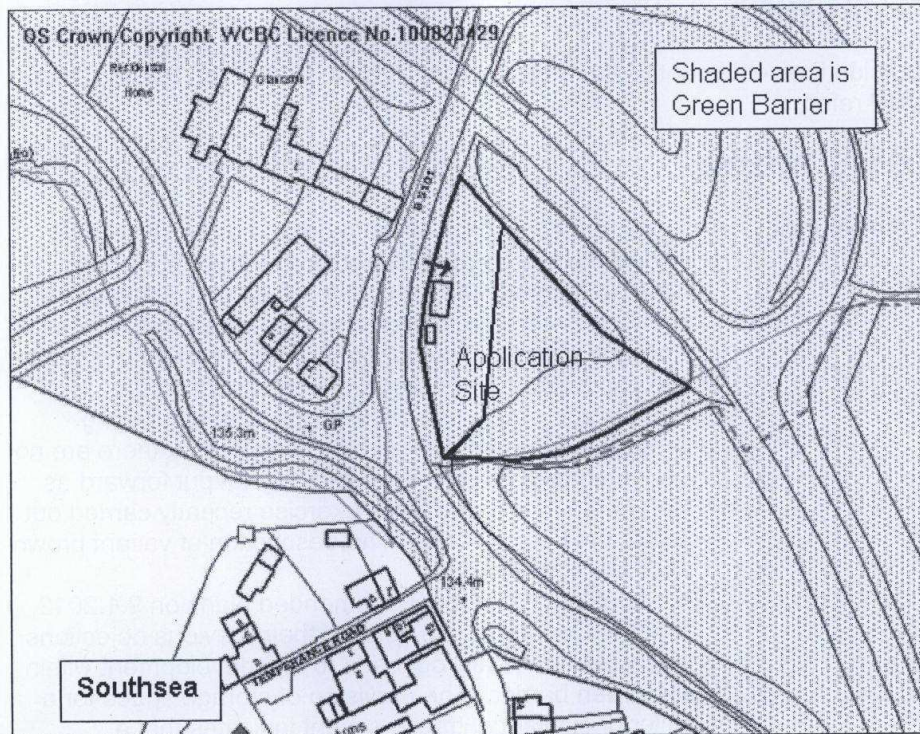
THE SITE

The proposed site area originally measured 0.29 hectares, but this has been reduced following the submission of amended plans. The site is adjoining an elevated section of the classified Brymbo link road, the classified Southsea Road (B5101) and a section of public footpath (linking Southsea and Pentre Broughton).

The general area has been recently cleared, and boundaries have been re-fenced, or new fencing has been introduced. Some surfacing materials have been imported, and some recent alterations have been made around the access area.

The site has been occupied by 3 families.

**REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
6 February 2012**



PROPOSAL

As above. The application has been amended to reduce the number of pitches from four to one, and the pitch will have room for one chalet, 2 caravans, with parking and turning.

Further information (including a tree report, revised Design and Access statement and amended plans) has been submitted.

HISTORY

- 6/22749 Erection of building containing 2 stables. Granted 3.10.94. Part of the hedge is required by planning condition to be maintained for screening purposes. [The site at this time did not form part of a green barrier].
- P/2000/0230 Stationing of caravan for residential use (in retrospect) for temporary period. Refused 8.5.2000. Appeal dismissed 26.3.2001.
[At the time of the appeal, the site contained the stable block, a large shed, a small shed, a couple of kennels, a few poultry houses and 2 van bodies].

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
6 February 2012

DEVELOPMENT PLAN

Outside the settlement limits. Policies PS2, GDP1, EC1, EC4, H9 and T8 of UDP refer.

CONSULTATIONS

- Com Council: Objects. The site lies within a green barrier. The UDP shows the site as agricultural land. Part of the site is liable to flooding and proposals would only exacerbate this issue with increased surface water run-off. Access is an issue, and this has not been adequately addressed in the application. The use will cause impact on the countryside and cause disturbance to neighbouring properties. Survey is required to ensure that there are no contamination issues. The site was not put forward as part of the Alternative Sites exercise recently carried out under the LDP process. The description of vacant brown-field site is inaccurate.
Re-consulted in respect of amended plans on 9.1.2012, and the Council has re-iterated their previous objections, and would be totally opposed to any development within the green barrier. The provision of storage space for a roller or similar contractor's plant indicates that a business use is also proposed at the site.
- Adj Com Council: Brymbo Com Council notified 16.9.2011, and re-notified 9.1.2012
- Local Member: Bryn Cefn ward (S Meyers) Notified 16.9.2011, and re-notified 9.1.2012
- Adjoining LMs: Gwenfro ward (N Rogers) – The land is agricultural land, and not a brown-field site; the land is within a green barrier; the site is an area of known flooding and the proposals will not help surface water run-off; access does not have suitable visibility for vehicles entering and leaving the site; the proposal will impact upon countryside, landscape, townscape and open space of the community and neighbouring properties; the site could be contaminated and therefore unsuitable for residential purposes; the site was not promoted through the recent review of alternative sites under the emerging LDP, and an application made in 2000 for a caravan and this was refused for green barrier purposes. Additional hard core has been delivered to the site.
Brymbo ward (P Rogers) – It has been observed that the use causes highway safety issues as a result of increased traffic visiting the site. The site has been brightly lit up at night, and recent works to trees have made the site less screened than previously.
Both adjoining LMs re-notified 9.1.2012.

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
6 February 2012

- One further comment received (N Rogers). Reduction in number does not alter views, and is opposed to the development for same reasons as stated before.
- Highways: The site has an existing field gate access onto the classified Southsea Road. The access is close to an urban area, and traffic from the north is subject to the National Speed limit, and traffic from the south is subject to a 30mph speed limit. A speed survey has been undertaken, and if the existing access is substantially used by additional traffic, the access will need improved visibility splays. Visibility to the north (towards The Lodge) should be 2.4m x 65m and visibility to the south (towards Southsea) should be 2.4m x 59m. The current access does not include the recommended splays, but there is scope to provide them. The access gates need to be set back 10m from highway and planning conditions are required.
- Rights of Way: Consulted 15.9.2011
- The Ramblers: Notified 15.9.2011
- Welsh Water: Foul and surface water to be drained separately, and no surface water and land drainage to public sewerage system.
- Environment Agency: Consulted 15.9.2011
A very minor part of the site is within a Class C2 zone, and following a site visit by the Development and Flood Risk Engineer, the risk of the use in this location is acceptable, and would meet the requirements of TAN 15. There is a public sewer within 30m of the site, and connection to the mains sewer should be investigated. Re-consulted 9.1.2012, and there previous comments are still valid.
- Access Group: Notified 15.9.2011
- Public Protection: Consulted 15.9.2011
- Site Notice: Expired 12.10.2011
- Other representations (based upon original submission):
21 neighbours notified and 97 letters and emails received raising the following objections:
- The site is within a green barrier area, and the development should not be allowed. The land is required to give Southsea its identity as a village. The use will cause more green barrier and natural habitat to be lost. The green barrier is also endorsed in the LDP, and proposal will be contrary to the policies contained in that plan
 - The land is not brown-field site. Up until recently it was agriculture (grazing) land. The site does not

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
6 February 2012

have a history of uses that have left it unattractive, scarred and brown-field in appearance, character and use. The land has only ever been used for grazing. The road scrapings and fencing should be removed.

- The access will present a danger to road users as it is located on a bend. Visibility is very poor due to a hedge.
- The development has commenced. This development is partly in retrospect.
- Surface water run off from the site will impact upon existing drainage system, which is already overloaded during heavy rain.
- There is no need for this type of development – ample space available on other sites elsewhere in the area.
- It will have an environmental impact on the village.
- The site is within a flood plain. The site has flooded in the past, and it lies at the bottom of 3 slopes. The site used to be marshland in the past, and had pools of water on this. It was locally known as "The Ducks" due to number of birds using this watery area. During a celebration of the Queens Jubilee, the field had to be evacuated due to rain. The site has a 15% risk of flooding.
- Imported rubble and hard core has been tipped onto the site, and this will add to problems with flooding in the area.
- Impact on wildlife and countryside. Absence of ecology evidence is not evidence of absence. The ground was already disturbed before the application was submitted. Loss of wildlife.
- Surrounding properties could be devalued.
- Use could set a precedent for similar developments.
- The scale of the use will cause problems for highway reasons. Traffic is always exceeding the speed limit – particularly for traffic coming from Lodge. The recent addition of extra houses in the area causes problems, and this will make it worse.
- The adjacent public footpath (which is used to access the doctors surgery, shops and chemist in Brynteg), will be less well used. Security for using this path has been compromised by the recent erection of fencing, and the fence restricts light and it is intimidating.
- A previous application for the site was refused before, and there are no differences.

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
6 February 2012

- Planning rules have been broken
- There are two other gypsy/traveller sites in close proximity to the village, and another one would be unacceptable.
- The village landscape will be affected. Significant steps have been taken to landscape and reinstate woodland at the old colliery site (Plas Power), and this use will undermine this good work.
- The use will be less than 10 (yards) from a nearby dwelling, and less than 20 (yards) from 3 others.
- Increased noise and disturbance.
- Southsea has no village facilities, and therefore it is quiet and trouble free. The local schools are full. Public services are already stretched.
- There are empty plots at the nearby Ruthin Road gypsy/traveller site.
- Chalet and caravans are out of character with the area.
- The use will cause parking problems for the area. The proposed layout arrangement will not satisfactorily contain the proposed number of vehicles that will be generated by this number of plots – for both occupants and visitors.
- The proposed use is worrying and could trigger a health issue for a local resident.
- The tree report has not been submitted.
- Granting permission will not help meet Welsh Government targets for traveller/gypsy needs.
- Business uses will be undertaken which may cause ground contamination.
- The applicant also owns and has an interest in a plot of land the other side of the public footpath.
- Tri Plan is only a small factory, employing 4 persons, and there are also dwellings.
- Increased litter in the area, and bin lorries collecting from the site will block traffic on the highway.
- The applicant states as gypsy/travellers that they want to be located away from conventional house dwellers, whereas the location of the site is close to houses.
- No maximum density has been stated for the site.
- Local schools have no capacity for further children.

One letter of support has also been received. The applicants own the land, and the site cannot be used for any other purpose. The fence has made the site

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
6 February 2012

look better, and the occupants have cleared the earlier rubbish, and trimmed the hedges.

A letter has been received from a representative of Glan yr Afon Tenants and Residents association has been received, raising the following objections:

- Development contrary to Green Barrier policy, and it materially reduces the openness of the green barrier between the built-up areas of Tanyfron and Southsea.
- Visibility at access is inadequate
- The site is within flood area, and this part of Southsea has been flooded previously.
- The development will dwarf the small village.
- A large tree was removed.
- The scheme is contrary to GDP1a) as the use does not contribute to the appearance of the nearby locality.
- Increased noise
- The ecology survey took place before the hard standing was illegally laid upon site.
- The loss of this green space will impact upon trying to maintain the village's identity. The green space between The Lodge and Southsea is already affected by the civic recycling plant.
- A caravan was previously refused (P/2000/0230) for the site for reasons of green barrier status and traffic generation. The situation has not changed.
- The existing public footpath along the edge of the site will not be used due to the erection of a boundary fence, which makes the path more hidden. This raises safety and security concerns for local residents.
- The fence is aesthetically unpleasing.
- Local residents have an inherent fear of travellers

All original neighbours re-notified on 9.1.2012 in respect of the amended plans, plus Glan yr Afon Tenants and Residents Association.

5 letters have been received, raising the following:

- The site was refused a bungalow, and there is no reason to support this proposal for green barrier land.
- The revised application includes many discrepancies and contradictions. It states that it will be for the housing of one family, but that

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
6 February 2012

there is room for other travellers. Therefore this will become a transit site for other travellers.

- The keeping for contractor's plant will mean that the site will be used for running a business, and therefore the proposal is not limited to just a residential use.
- The poor state of the land is only due to the significant amount of material that has been brought to the site. It was never a brown field site.
- Existing houses are located very close to the site – with a few metres (8m). Residents are already feeling the effects of noise, nuisance and disruptions on a daily basis.
- The gates are not located far enough back from the pavement. Caravans and plant leaving the site will not have enough room to turn left or right of the access without having to turn across the complete width of the road. Traffic is hazardous given the speed at which traffic enters and leaves the village.
- Numerous near misses have been experienced as a result of vehicles exiting the site.
- The LDP is material – in connection with points 4.6, 5.11, 5.65 and Policy SP14.
- Ruthin Road site is under-subscribed, and there is no need for a further site.
- Unsightly wooden fences and huge ornamental iron gates have been erected. The hedges have been cut back and a wall erected. The existing fence has completely destroyed the openness and aesthetic beauty of the natural surrounding countryside, and it comprised the security of the public footpath which previously had an open aspect.
- Deciduous hedging has died back to reveal the caravans, vans and trucks. The hedge does not screen the site.
- The use will have a detrimental effect on village life, and the appearance of the village.
- Glanrafon is not a factory premises. It is a small family business unit surrounded by nine residential properties. The income generated by these properties will be affected by the use.
- The septic tank was illegally installed by the previous owner.
- There is only 27m (30 yards) of visibility.

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
6 February 2012

SPECIAL CONSIDERATIONS/ISSUES

Policy: Policy H9 of the UDP confirms that in exceptional circumstances, where sites for caravans for individual gypsy/traveller families cannot be accommodated within settlement limits, consideration should be given to other locations, subject to compliance of GDP1. The written text supporting the policy also confirms that new sites are likely to be for individual families, on small sites containing no more than 3 caravans; and these proposals are only supported if the site is not conflicting with other environmental and location based policies. Consideration will also be given to its visual impact upon the surrounding landscape character.

Since adoption of the UDP, it should be noted that WAG Circular 30/2007 has been published, and this is a material consideration for planning applications.

The Circular defines Gypsies and Travellers as 'persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such'. Based upon our knowledge of the applicant and his family, there is no reason to believe that they do not fall within that definition, and future occupancy of the site can be controlled if all other matters are acceptable.

As part of on-going evidence gathering exercise for the LDP (which included The Wrexham Gypsy and Traveller Housing Needs Survey – 2008), it is known that there is a need for more Gypsy and Traveller pitches within the Wrexham area, even though there is some current spare capacity at the Council's Ruthin Road site. The LDP also recognises that some of these new pitches could be made available through private sites, in addition to the proposed new allocation at Ruthin Road.

Whilst there is some current spare capacity on the Council's site at Ruthin Road, the applicant appears unwilling to consider moving there, and the Circular acknowledges that some Gypsies and Travellers may wish to find and buy their own sites to develop and manage, rather than renting a pitch. It should also be noted that the two recent appeal decisions for a gypsy/traveller site at Roseacre, Daisy Lane, Rossett were not dismissed on the basis that there was spare pitch availability at Ruthin Road. Those two appeals were only refused for other fundamental environmental matters, ie significant flood risks.

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
6 February 2012

Although this particular site was not examined as a potential gypsy and traveller site as part of the latest deposit LDP, it should be noted that those potential sites only examined sites that were being promoted for housing (by private individuals) or Council owned land. It did not look at all potential sites within the Wrexham area, and as similar to the UDP the current wording of the deposit LDP does not preclude some new gypsy and traveller sites generated by local need for privately owned single-pitch/family sites – although it is proposed that this would be a maximum of 7 sites.

However in applying Policy H9, issues concerning the green barrier designation, highway, flood risk, and ancillary uses, etc will need to be examined to see if they raise fundamental issues for the use – see detailed comments below. The previous planning history for the site is also a consideration.

Green Barrier: The site is within a green barrier area as defined in the UDP, and Circular 30/2007 confirms that 'green belts' and 'green wedges' can be raised as an overriding objection for new gypsy and traveller sites.

Although 'green barriers' are not specifically mentioned in the Circular, it is noted that the intended purpose of Wrexham's green barriers are very similar to a green belt. Accordingly the adopted UDP verifies the purpose, and these include the need to prevent coalescence of urban areas and villages with others, to safeguard the countryside from encroachment, to protect the setting of villages, and to assist with urban regeneration.

The proposal, when considered in relation to existing landscaping details, current boundaries, and the elevated section of the adjacent Brymbo link road will have limited impact on the openness of the area. It will be well contained from a visual aspect, and providing current roadside landscaping and other landscaping measures are maintained or improved. Subject to suitable controls the proposal will not harm the green barrier designation.

The applicants have agreed to provide a detailed site layout to illustrate the general arrangement of buildings and caravans on the site. This will demonstrate a single family pitch in order to minimise the impact upon the green barrier and ensure that the scale and intensity of future use is controlled, which will also address highway safety concerns (see below).

Previous planning history: Although it is noted that a single static residential caravan was refused permission in 2000 (for part of the same site), and the subsequent appeal was dismissed; the proposed use cannot be compared with that development.

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
6 February 2012

The previous residential use was submitted without any valid justification, e.g. the use was not required for any agricultural or forestry need, or any other justified purpose. As mentioned under the policy section, Policy H9 of the UDP allows consideration of gypsy and traveller sites in countryside locations, and it does not directly exclude consideration of all green barrier locations. Also, in the same way that new agricultural workers dwellings will sometimes be allowed in green barriers, the proposed residential use can be considered if there is no demonstrable harm, or if this does not undermine the purposes of the green barrier at this location.

It is also noted that the previous residential use was also refused for a highway reason, and any comparisons regarding this will be considered under 'Highway Safety' – see below.

Brownfield status: Circular 30/2007 confirms that sites on the outskirts of built-up areas, particularly brown-field sites may be appropriate for this type of use. Despite this, other constraints (eg green barrier) are also relevant and therefore any weight regarding this argument is not a substantial issue for the proposed use. However it appears that there is some evidence to suggest that the field had a more grassland appearance than it does at present, even though the whole field was probably disturbed when the Brymbo link road was constructed.

Design: Providing it is accepted that this use can be supported in principle, there are other site design matters to examine – both in relation to UDP policies PS2 and GDP1, and WAG Circular 30/2007. Also consideration must be given to site design guidance of 'Good Practice Guide in Designing Gypsy Traveller Sites in Wales' dated July 2009.

a) Highway Safety: It is proposed that the use will utilise an existing access point onto Southsea Road, and therefore safety issues arising from any increased use of this existing access onto the classified road is an important consideration.

Based upon recent traffic survey information, Highways have recommended that visibility splays of 2.4m x 65m (northwards) and 59m (southwards) are ideally required for the access, together with some other related design work for access gates, park and turning, etc. Both these splays can be fully provided within the confines of the site and the highway, but this would require the demolition or repositioning of the existing stable building.

The amended plans do not show the position of these splays, and although the applicant is prepared to form the full splays if required, they would prefer to retain the existing highway boundary hedge as a screen to the site.

Whilst the visibility splay in a southerly direction is substandard traffic movements to and from the site would be similar as those generated by the authorised agricultural use. The merits for retaining current screening

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
6 February 2012

measures are important for the area, and providing the scale of use is suitably controlled to one family pitch the highway safety issues will not be significant.

Some objectors have noted that an earlier residential caravan (e.g. P/2000/0230) on site was refused for a highway reason, and therefore the same reason should apply for this proposal. Although this highway reason was included as part of the decision, this reason did not form a significant reason for dismissing the subsequent appeal. The Planning Inspector principally dismissed the appeal on the basis that the residential use had no justification for the location. In any event the previous highway reason can be overcome by the removal of the existing stable building if required.

b) Trees: A tree report has now been submitted, and this verifies the position for root protection areas. Based upon the revised site layout plan these protection areas are not affected, and those areas can be protected by planning condition.

c) Ecology: No pre-development ecology survey information is available for the site, but it is acknowledged that it was probably an area of semi-improved grazing. The submitted survey confirms that there is very little ecological interest within the site/field except the trees which may offer some potential for bat species. This view is shared, and since the trees are intended for retention, the use does not raise biodiversity concerns. Additional planting at the site may also help improve biodiversity if suitable species are chosen.

d) Landscaping: The amended scheme includes some measures to help improve the setting of the site, to ensure that the 'green barrier' purpose of the area is maintained. Specific details of those measures are limited, and therefore further information regarding this landscaping will be necessary if the use is allowed permanently. It may also be necessary to consider the planting of new native hedgerow along part of the eastern edge of the red area.

e) Land Drainage: A very small part of the site is shown on flooding maps to be within a C2 flood zone, but the Environment Agency has confirmed that the site is right on the edge of this area, and only part of the area is also within a extreme flood area – Zone B. As a consequence, they are of the opinion that the use will not cause objectionable flood risks, even on the basis of the amended plans. They do not object.

f) Sewer/Waste disposal: Mains sewerage drainage is now proposed, and this form of disposal is acceptable. Refuse collection facilities are arranged with occupants in the same way as any other new households.

g) Noise and Nuisance: The site is fairly close to other residential properties, and the use may generate noise issues from time to time due to the ancillary outdoor areas, or if ancillary business uses are introduced.

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
6 February 2012

Public protection legislation controls any 'noisy neighbour' issues, and planning conditions will be required to control any ancillary business uses. It appears that the applicant will require a room to store a small pick-up vehicle and space for a roller and some other small contractor's plant. Conditions can be imposed to control the scale of these aspects.

External lighting for green barriers can be an issue for some sites, and the amended scheme confirms that two light columns will be required to improve on-site amenity and safety, and it is indicated that these lights will be hooded to prevent glare. A scheme of measures could help control these details, and some form of lighting for the site is not inappropriate. It is noted that there is already street lighting along Southsea Road, and therefore the area already experiences night-time lighting and therefore it is not totally dark.

h) Amenity block: WAG site design guidance recommends that amenity blocks may sometimes be required for this type of use, and these should have a minimum floor space of 7.5m² for each pitch. The amended scheme provides a building of 40m², indicating space for a kitchen, a day room, washroom and WC. Although larger than the minimum size, it is virtually the same as recent erected amenity buildings at the Ruthin Road site.

Conclusion: Providing the scale of the retrospective use is reduced to one family pitch and that the site is laid out in compliance with adjustments made to the amended plans, following the wording of suitable planning conditions, I am of the opinion that the principle of the use within this green barrier location can be supported.

Enforcement action will also need to be considered if the scale of the use is not reduced to a single pitch after 3 months of the decision.

RECOMMENDATION: That permission be GRANTED

CONDITION(S)

1. The site shall not be occupied by any persons other than gypsies and travellers as defined by paragraph 3 of Welsh Assembly Government Circular 30/2007.
2. The residential use hereby permitted shall be restricted to one family pitch only, and the use shall be restricted to the stationing of no more than 3 caravans at any time (of which no more than one of these shall be a static caravan or mobile/chalet home).
3. Notwithstanding the approved plans, no caravan subject of this permission shall be stationed on the land other than within the areas shown hatched black on drawing no. 0:1755/A/C [rev A].
4. The existing stable building shall be used for agricultural purposes only in connection with the agricultural use of the areas edged blue on the application documents.
5. Both the non hatched (black) areas of the site within the area edged red, and the areas edged blue as part of the application documents shall not

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
6 February 2012

be sold or rented separately to person(s) that are not living within the black hatched area of the site.

6. No more than one commercial vehicle shall be parked or stored on the site edged red, and that vehicle shall not exceed 3.5 tonnes in weight.

7. Full details of any ancillary contractor's plant or roller to be stored on the site shall be submitted to and approved in writing with the Local Planning Authority before it is first brought onto the site. No commercial activities shall take place on the land, including the storage materials not required for the residential use.

8. The existing hedgeline along Southsea Road road frontage as shown on the drawing no. 0:1755/A/C Rev A shall retained, and it shall not be cut down, grubbed out, lopped or uprooted, to a height lower than 3 metres. Any trees, shrubs or hedges removed or being severely damaged or becoming diseased within temporary period of this permission shall be replaced with trees, shrubs or hedging plants of equivalent size and species.

9. Within 3 months of the date of this permission, the use shall be connected to mains drainage, and written evidence of this connection shall be submitted to and approved by the Local Planning Authority.

10. Within 3 months of the date of this permission there shall be no gates or other means of enclosure across the vehicular access point for the site within 10 metres of the highway boundary.

11. Within 3 months of the date of this permission, the vehicular access to the site shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

12. Within 3 months of the date of this permission, vehicular parking and turning areas as shown on the approved drawing 0:1755/A/C Rev A shall be full laid out, surfaced and drained as part of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles (not caravans) at all times.

13. Within 3 months of the date of this permission, all existing and proposed fences within the site, including the blue edged areas) shall be stained to dark brown.

14. No works, including the storage of equipment, machinery, plant or materials of any kind in connection with the development shall take place within the area shown as hatched green on the approved plans, drawing no. 0:1755/A/C Rev A.

15. No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

16. Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 65 metres to the north towards Lodge and 2.4 metres x 42 metres to the south measured to the centre line of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
6 February 2012

REASON(S)

1. The residential use of this countryside site has only been allowed based for a justified rural exception and therefore any future occupation of the site accommodation must be strictly controlled.
2. To control the scale of use in line with the Council's adopted planning policies, and to minimise its impact on the countryside and in the interests of highway safety.
3. To ensure that the site is used only as a single family pitch, to comply with the Council's adopted planning policies in relation to the establishment of privately owned sites for gypsy and traveller use, and to control the location of caravans within the site in the interests of minimising their impacts on the green barrier.
4. To ensure that this agricultural building is retained in connection with the adjacent agricultural land, even though it is located within the residential area.
5. To ensure that the residential use is connected with the adjacent agricultural land to ensure that the combined use does not cause highways safety issues at the existing access point onto Southsea Road.
6. To ensure that the number of commercial vehicles on site are controlled, to protect the amenities of nearby residents, and in the interests of highway safety.
7. To ensure that storage is ancillary to the residential use, and to protect the amenities of the area and local residents.
8. To ensure that the use is still afforded suitable screening and landscaping, in the interests of visual amenities of the area.
9. To ensure that the residential use is connected to mains drainage.
10. In the interest of the free and safe movement of traffic on the adjacent highway and to ensure the formation of a safe and satisfactory access.
11. To ensure that no deleterious material is carried onto the highway, in the interests of highway safety.
12. To ensure that adequate on-site parking and turning facilities are provided in the interests of highway safety.
13. To improve the visual appearance of the site within this countryside location.
14. To ensure the amenity afforded by the trees is continued into the future and to protect trees that are near to the site
15. In the interests of highway safety.
16. To ensure that adequate visibility is provided at the proposed point of access to the highway.

NOTE(S) TO APPLICANT

You are advised that the works to alter the current unauthorised use into a single family pitch for gypsy/travellers should be carried out within 3 months of the date of this permission.

A public footpath is located along the southern edge of the site, and there

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
6 February 2012

shall be no obstruction to this pathway.

You are advised to follow the recommendations of your submitted tree report by Shields Arboricultural Consultancy dated October 2011.

You are advised that additional native tree planting or native hedgerow should be considered along the eastern boundary of the site.
