

Committee Report – 14th April 2022

Application Number: 1/0910/2021/FUL

Registration date: 17 August 2021

Expiry date: 12 October 2021

Applicant: Mr Jason Mugford

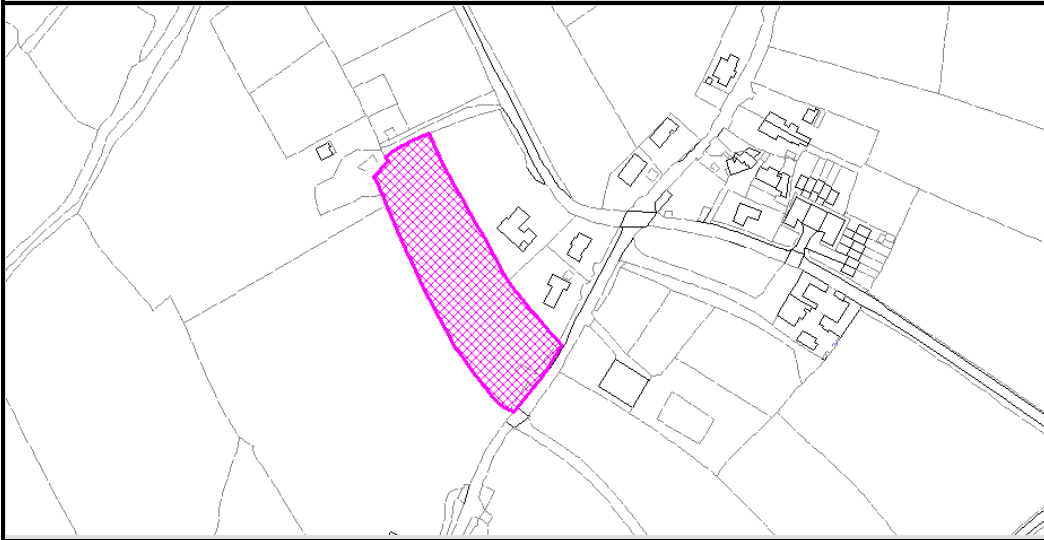
Agent:

Case Officer: Kristian Evely

Site Address: Seabreeze Certificated Location Caravan Site,
Long Lane,
Appledore,
Devon,
EX39 1NF,

Proposal: Change of use of land to increase maximum
number of pitches from 5 to 15

Recommendation: Grant



Reason for referral:

Councillor Hames call-in. Reasons for call in:

1. Adverse impact on character and appearance of the site and surrounding countryside
2. Contribute to coalescence between Appledore and Northam
3. Detract from setting and special qualities of the AONB
4. Adverse access due to inadequate highway conditions and lack of footways
5. Adverse effect on amenities of neighbouring residents
6. Any economic benefit outweighed by the adverse environmental and other impacts

Relevant History:

Application No.	Description	Status	Closed
1/0874/2012/FUL	Formation of new field access (and closure of existing)	PER	04.02.2013
1/0139/2016/FUL	Full planning permission for the permanent siting of Lodge Accommodation and Store	REF	30.03.2016
1/0551/2017/FUL	CL Store and Seasonal Supervisory Caravan	REF	24.08.2017
1/0024/2019/FUL	Change of use of 5 unit caravan and camping club site to all year round 30 pitch touring caravan site and provision of supervisory unit.	REF	08.04.2019

Site Description & Proposal

Site Description

The application relates to a broadly rectangular and relatively flat grassed parcel of land measuring approximately 150 x 45 metres, tapering to approximately 38 metres at its northern extent. The site has a vehicular access at its southern boundary and is enclosed on all four sides by mature hedgebanks and vegetation.

The site is bounded by existing residential dwellings to the east, the Long Lane public highway to the south and open fields to the north and west. Further to the north, at a distance of approximately 100 metres are the Northam Burrows and the Taw and Torridge Estuary.

To the east of the site is located the small hamlet of dwellings known as Watertown, whilst Appledore is approximately 400 metres to the north east, with Northam the same distance to the south and Westward Ho! a similar distance to the southwest.

Since 2015, the site has formed part of a Certificated Location (CL) of the Caravan Club, accommodating up to five caravans. A storage building was permitted on appeal in 2017 (3196529) and is sited to the south of the site.

Proposed Development:

The application seeks a change of use, which would enable a maximum of 15 caravan pitches on site (10 hard standing pitches and 5 grass pitches).

Additional landscaping is proposed, in the form of new hedgerows and tree planting.

Waste water will be disposed of via mains sewer.

Consultee representations:

Northam Parish/Town Council:

25.02.2022

It was resolved to recommend that this proposal be refused on the following grounds:

It would detrimentally change the character of the site, surrounding area and coastal location, contrary to policy NOR of the NDaT Local plan 2031, with specific reference to Local Plan Strategic Policy ST09 as it would have an adverse impact on the unspoilt character, appearance and tranquillity of the site which forms part of the Undeveloped Coast and the adjoining areas to the west, south and southeast which also form part of the Undeveloped Coast.

It proposes development of a piece of land that would contribute to coalescence of the settlements of Appledore and Northam (Policy NOR(h) para 10.355 of the NDaT Local Plan 2031

The proposals do not support AONB, NOR(k) and DM18 (2)(h) which support development that respects the landscape setting including the special landscape character and qualities of the adjoining Area of Outstanding Natural Beauty/protects and enhances the setting and special qualities of the Area.

There are no pavements in the area and this does not allow for safe passage for pedestrians. It is contrary to ST14(f) and DMO8A and ST03, DM01(a) ST10(3)(g) and DM18(2)(e) of the Local Plan.

Concerns were expressed regarding noise pollution and also from barbecues. Attention is drawn to the fact that planning permission was granted for a single gate, this is in breach as a double gate has been installed. Planning consent was also granted for a container to be clad, to date the container is installed but no cladding has appeared.

17.09.2021

It was resolved to recommend that this application be refused on the grounds that:

It would detrimentally change the character of the site, the surrounding area and coastal location, contrary to policy NOR of the NDaT Local Plan 2031.

It represents development of the undeveloped coast, contrary to para 10.355 of NDaT Local Plan 2031.

It proposes development of a piece of lands that would contribute to the coalescence of the settlements of Northam and Appledore (policy NOR(h), para 10.355 of the NDaT Local Plan 2031).

It would have a detrimental effect on the AONB, contrary to policies ST14(f) and DM08A of the NDaT Local Plan. Similarly, the extended views of the Burrows SSSI would be compromised, contrary to the expectations for the transition zone as outlined in para 3.23 of the NDaT Local Plan 2031, contrary to policy ST03.

The proposal would have an adverse impact on the visual amenity for local residents and visitors alike, contrary to NDaT Local Plan 2031 policy DM01(a).

The local highway infrastructure is not sufficient to allow the safe passage of caravans that may use the site, which is contrary to policies ST10(3)(g) and DM18(e) of the NDaT Local Plan.

AONB Team:

23.02.2022

Planning Application 1/0910/2021/FUL - Change of use of land to increase maximum number of pitches from 5 to 15 at Seabreeze Certificated Location Caravan Site Long Lane Appledore

Thank you for consulting the North Devon Coast AONB Partnership, with regard to this application. I apologise for the delayed response, but we have been extremely busy lately.

Having studied the plans and proposals, we have the following comments to make.

The site is located on the edge of Northam Burrows Country Park, whose boundary also forms the designated boundary of the AONB. As a result the proposal lies outside the AONB, but does have the potential to affect the setting of the protected landscape. Whilst we would agree with the submitted LVIA that key views from Northam Burrows Country Park are primarily seaward, as illustrated in the LVIA (Viewpoint 2 from the former tip road and Viewpoint 4 from across the Skern) the view inland would be affected by this proposal. The LVIA viewpoints 2 & 4, do illustrate that permanent development at this location would have the effect of increasing the developed area, in the setting of the AONB, when viewed from the Burrows. Over the past 20 years, the former green corridor that lay adjacent to Northam Burrows Country Park has been steadily eroded between Westward Ho! and Appledore and this application is another example of how this area is steadily being lost.

In addition, Northam Burrows has one of the darkest night skies, within the designated AONB and this is steadily being eroded by development on the edge of the Burrows. Therefore, we have concerns regarding potential light spill affecting the dark night skies and tranquillity of the Burrows at night.

The proposed site, is also located on the site of the former RAF Northam Radar Station, which was a large dispersed site, operating during World War 2, which was located both on and off the Burrows. Whilst we acknowledge that no known archaeological features are likely to be harmed by the proposal most of this former site has largely remained free of development, so this may be something that needs to be considered. We would suggest that you seek additional advice from your own Conservation Officer as well as the County Council Environment Section with regard to the heritage impacts of the proposal.

In conclusion, the proposal does have the potential to impact upon the setting of the designated AONB and planning policy dictates that this should be a consideration when making a planning decision. In our opinion, the proposal as it stands has potential to reduce the undeveloped green space on the edge of the designated area, as illustrated by Viewpoints 2 & 4. Nonetheless we recognise the important role that tourism, has to play in the economic recovery of the area and as result we do not recommend outright refusal of the application.

However, we would be concerned if this proposed caravan park became larger, or became a permanent feature within the setting of the AONB. This we believe would be contrary to AONB Management Plan Policy, as a result we would recommend the following.

1. That permission be given for occupancy of the site, on a temporary basis rather than permanent, a suggested period being from April until October, to prevent the development becoming a permanent feature within the setting of the AONB.
2. That no external lighting be erected on site, that could have the potential to affect the dark night skies of the AONB as per AONB Management Plan Policy A2 ("Preserve the dark skies, peace and tranquillity of the AONB")

We trust you will make not of our recommendations, when considering this planning application.

Natural England:

28.02.2022

No objection

05.10.2021

No Objection

Environmental Protection Officer:

10.02.2022

Further to the comments in the initial consultation response dated 1 October 2021, the Environmental Protection Team acknowledges the amendments to the application.

The reduced number of pitches from 20 to 15 with all new pitches located on the western boundary, the introduction of screening on the eastern boundary and the site management plan outlining site rules all assist in alleviating the previous concerns with regards amenity impact. Subsequently, the Environmental Protection Team has no objections to the proposed development.

If the proposed development is to be served by an existing non-mains foul drainage provision, the applicant will need to demonstrate that the provision has sufficient capacity to accommodate the additional loading.

01.10.2021

In relation to the above application, the Environmental Protection Team acknowledges that the site is currently used for camping and has no records of complaint from residents of neighbouring properties with regards disturbance to their residential amenity. However, due to the close proximity of existing dwellings, the Environmental Protection Team has concerns for the potential detriment to their residential amenity from the significant increase in pitches being sought in this application. Having regard for the close proximity and the limitations for introducing any effective attenuation measures, the Environmental Protection Team is unable to support this application.

DCC Archaeology Section:

21.03.2021

Application: 1/0910/2021/FUL

Seabreeze Certificated Location Caravan Site Long Lane Appledore Devon EX39 1NF - Change of use of land to increase maximum number of pitches from 5 to 15: Historic Environment

My ref: ARCH/DM//37445

I was aware of this one, I was copied into Dave Edgcombe's AONB response, but the HET have no comments to make on this application.

Conservation Officer:

21.03.2021

Thank you for consulting on this proposal.

The granting of permission for caravans at this location is regrettable in terms of the introduction of modern white boxes onto an area of land that forms the backdrop to the Burrows and the views to the ridgeway road to Appledore.(Churchill Way)

There are other issues that give cause for concern but are not matters to be addressed under the conservation considerations. However it is worth mentioning that Oyster Cottage, a grade II listed building sited on the corner of Long Lane and Broad lane, has for years suffered damage from large vehicles negotiating around the corner as well as cracks within the walls from the volume and size of modern vehicles passing. The addition of visitors towing large caravans to the existing coaches for Skern Lodge and the current volume of building related vehicles and the rise of courier vans has added to the issues experienced by this property. It remains with the Highways Officer to resolve in terms of signage and management.

The area of land to the north west of long lane forms the site of the former RAF base at Northam. The remains have recently been listed and while the majority of the former communications station fall within the management of the burrows there are areas containing strategic structures on the fringes of the Burrows that are now in private ownership . This site is one that forms land on the margins of the former RAF station.

The 1947 aerial view indicates the low key use of the land in this area and how the post war development has altered the rural nature of the area which links to the burrows and open coastal fringe/AONB.

The continuation of this process is seen in this proposal which will have some impact on views from the burrows and will erode the open nature of the landscape with the installation of caravans. The nature of caravans are that they are visually obvious within the landscape as white shapes amongst the field pattern. The hedges here are not sufficient to provide a level of screening that would conceal caravans on site. Nor with the prevailing weather are they likely to hide the scale of modern caravans and motorhomes.

There is a level of harm within the environment and on the listed building at Oyster Cottage. The more highly graded building at Diddywell is more sheltered in the landscape and there is no visual harm to this heritage asset.

The level of harm is less than substantial under the guidance as set out in paragraphs 199-203 of the NPPF but this impact is cumulative in nature given the level of development that this area has experienced in the recent past.

Devon County Council (Highways):

04.01.2022

Further to discussion with the planning officer and applicant, I have no objection subject to the imposition of a condition that the site shall not cater be allowed to cater for children, but be for adults only as the applicant advises. If such a condition can be applied, then there is a lower impact on the safety of pedestrians which can walk from the site up Broad Lane without a footway and join the footway network there.

Devon County Council as Highway Authority does not comment on the transport sustainability of a proposal, that is left for the LPA to consider along the other environmental, economic and social aspects of sustainability.

21.09.2021

Observations:

The route to and from the site for touring caravans and mobile homes via the A386 and Broad Lane is considered acceptable. While there is a section of approximately 100m on Long Lane that is relatively narrow, there is adequate forward visibility between the junction with Broad Lane and the site access for vehicles to safely negotiate this narrow section of road. Broad Lane, as the name implies, is wide enough with adequate forward visibility to accommodate the likely increase in vehicle traffic attracted to this site.

However, the site is remote from services and facilities and is not served by any form of footway. Access to such facilities that tourists would expect to travel to such as shops and pubs is not safely achievable on foot and therefore access is not considered safe and suitable for all people with a resultant unacceptable impact on highway safety.

Recommendation of Refusal:

The site is not considered to have safe and suitable access for pedestrians contrary to NPPF (2021) paragraph 110 and Local Plan policy DM05.

Representations:

Number of neighbours consulted:	3	Number of letters of support:	3
Number of representations received:	8	Number of neutral representations:	0
Number of objection letters:	5		

Objections:

- Harm to the character and appearance of the area
- Harm to the landscape character/undeveloped coast
- Contribute to coalescence of settlements (NOR H)
- Harm to the AONB
- Substandard highways
- No footways
- Harm to neighbouring amenity
- Economic benefits outweighed by harm
- Impacts on tranquillity of this area (due to arrival of caravans etc).
- Junction to the site is dangerous.
- Increase in air pollution
- Previous appeal decision and previous comments from Environmental Protection indicate the scheme isn't acceptable.
- Impact on listed building.
- Disagree with the AONB officers comments.

Support:

- The site can accommodate 20 caravans
- More tourism contributing to economy
- Adult only site
- Negligible impact on highways
- Clear need for overnight camper van facilities in the area (proven by carparks being overwhelmed)
- Reducing pressures on Appledore car parks.

Policy Context:

North Devon and Torridge Local Plan 2011-2031:

ST03 (Adapting to Climate Change and Strengthening Resilience); ST04 (Improving the Quality of Development); ST07 (Spatial Development Strategy for Northern Devon's Rural Area); ST09 (Coast and Estuary Strategy); ST10 (Transport Strategy); ST13 (Sustainable Tourism); ST14 (Enhancing Environmental Assets); DM01 (Amenity Considerations); DM02 (Environmental Protection); DM04 (Design Principles); DM05 (Highways); DM06 (Parking Provision); DM08 (Biodiversity and Geodiversity); DM08A (Landscape and Seascape Character); DM18 (Tourism Accommodation);

Government Guidance:

NPPG (National Planning Practice Guidance); NPPF (National Planning Policy Framework); WACA (Wildlife & Countryside Act 1981); NERC (Natural Environment & Rural Communities);

Planning Considerations

The main considerations with this application are:

- Principle of Development
- Character and Appearance
- Residential Amenity
- Biodiversity

- Highways
- Drainage
- Heritage
- Conclusion

1. Principle of Development

1.1. This site is within the countryside and therefore Policy ST07 of the North Devon and Torridge Local Plan (NDTLP) is relevant. Policy ST07 of the NDTLP sets out the spatial development strategy for northern Devon's rural area, and clarifies that in the countryside, beyond Local Centres, Villages and Rural Settlements, development will be limited to that which is enabled to meet local economic and social needs, rural building reuse and development which is necessarily restricted to a Countryside location.

1.2. Policy ST13 is also relevant, which sets out the overarching approach to tourism development within the district and states 'High quality tourism development that promotes a year-round industry will be supported. Tourism growth should be sustainable and should not damage the natural or historic assets of northern Devon.'

1.3. Policy ST07 and ST13 should be read in conjunction with policy DM18, which relates specifically to Tourism Accommodation. Policy DM18 of the NDTLP sets out the local planning policy context in relation to the provision of tourism accommodation. Part 2 of the policy relates to development in the countryside, and notes:

Outside the Sub-regional, Strategic, Main and Local Centres, the development of new and the expansion or rationalisation of existing tourism accommodation will be supported where it:

- (a) is related directly to and compatible in scale with an existing tourism, visitor or leisure attraction; or
- (b) reuses or converts existing buildings; or
- (c) improves facilities for or diversifies the range or improves the quality of existing tourism accommodation;

1.4. This proposal is directly related to the existing tourism facilities on site and will improve the range of existing tourism accommodation at the location via an increase in the number of pitches and provision of hard standings with electric hook-ups. In terms of scale, this increases the existing facilities by a maximum of 10 caravans, which is considered to be compatible with the size of the site, and the existing facility. The site is also in proximity to Northam Burrows, Appledore, and Westward Ho!, which all have strong links to the tourism industry within the district. The proposal is compliant with DM18 (2) in this regard.

1.5. Policy DM18 (d) reiterates that the scale of the proposal shall be appropriate to the size of the existing settlement or attraction. As previously noted, the increase in the number of plots is considered to be commensurate with the size of the site, and the overall site area. Thus, the scale of this scheme is considered appropriate, whilst the potential economic benefits from increased tourism are noted.

1.6. The remaining criterion in DM18 require the proposal to have an acceptable impact on the character and appearance of the area, acceptable highways impact, cause no significant harm to heritage assets or important landscapes and have an environmental enhancement. These points will be considered in the remaining report.

1.7. In addition to the above, because of the sites location regard has to be given to policy ST09 (Coast and Estuary Strategy). In particular, ST09 (7) notes:

"Development within the Undeveloped Coast and estuary will be supported where it does not detract from the unspoilt character, appearance and tranquillity of the area, nor the undeveloped character of

the Heritage Coasts, and it is required because it cannot reasonably be located outside the Undeveloped Coast and estuary."

1.8. In this case the proposal is the expansion of an existing facility and therefore it cannot reasonably be located outside the Undeveloped Coast designation. Nonetheless, the proposal will only be supported where it does not cause harm to the area's landscape character. This will be discussed further in section 2.

1.9. 3rd party representation and the Call-In reason notes policy NOR (para H) is relevant which seeks to avoid "development that would contribute to coalescence between Appledore and Northam and the designated Green Wedge in Northam;"

In the opinion of your Planning Officer, this would not be a sufficient reason for refusal. In particular, NOR10 relates to the 'green wedge', and this proposal is not within this area. In addition, the proposal does not relate to residential development, is minor in nature, and would not result in any significant coalescence between the two settlements over and above what already exists. Finally, the spatial policies detailed above would support increased tourism development on this site (subject to other material considerations).

1.10. For the reasons discussed above, this proposal has policy support and is acceptable in principle, subject to the remaining material considerations.

2. Character and Appearance

2.1. Policy ST04 of the NDTLP encourages improved design quality, and notes: development will achieve high quality inclusive and sustainable design to support the creation of successful, vibrant places. Designs will be based on a clear process that analyses and responds to the characteristics of the site, its wider context and the surrounding area, taking full account of the principles of design found in Policy DM04.

2.2. Policy DM04 then proceeds to detail 14 design principles which should be taken into consideration within any new development. The crux of DM04 requires new developments to be of high-quality design, including being well related to their surroundings, be of an appropriate scale, include quality materials, and to be sympathetic to the character and appearance of the local area.

2.3. Policy DM08A is also relevant which relates to landscape impacts and seeks to ensure that proposals do not cause undue landscape harm.

2.4. One of the key considerations when reviewing applications for new or extended caravan parks is the impact on the surrounding landscape/character and appearance of the area. A Landscape and visual impact assessment was submitted with this application, produced by David Wilson Partnership. The LVIA assessed the scheme based upon a maximum of 20 caravans on site. Since then, the description has been amended and the scheme only relates to a maximum of 15 caravans. As the number of caravans has decreased, it can be assumed that the findings of the report are still relevant (if anything a reduction in the number of units will only decrease the impact).

2.5. As noted within the LVIA, the site falls within the Devon County Council "Taw Torridge Estuary" Landscape Character Area and within the Torridge District Landscape Character Type (LCT) 4F: Dunes. The Devon Character Assessment describes the landscape:

"This is a flat, sky-dominated landscape with strong sensory characteristics. The habitats within the mosaic (dunes, beach, saltmarsh, mudflats and farmland) each have unique qualities of pattern, colour and texture which are juxtaposed in different combinations. The salty smell of mudflats and the sea are ever-present, as are the calls of birds. Within the dunes, the landscape feels disorientating, and has a strong sense of enclosure, isolation and wilderness. This contrasts with the open views towards the surrounding settlements, and the time-depth associated with the strip fields at Braunton. The estuary settlements have a strong maritime character, with historic quays and impressive bridges."

2.6. The LVIA document is produced by a qualified landscape consultant and significant weight can be attributed to its contents. The document concludes:

"The proposal is for an increase in the levels of use for the site for touring caravans to 20 units, an increase of 15 on the current useage. The area of landscape and visual influence of the site for this scale and type of development is small, extending to around 1km from the site. Beyond that distance, effects are predicted to be negligible.

Landscape effects on the host landscape are assessed as being minimal, as are landscape effects on the AONB and the neighbouring landscape. Visual effects are predicted to be moderate adverse on the closest neighbours to the site and slight adverse on people walking on Northam Burrows. Mitigation through hedgerow management to thicken the visual barrier between the site and neighbouring areas would help to reduce the scale of effect.

Visual effects from other areas are predicted to be minimal."

2.7. 3rd party representation disputes the findings of the LVIA report; however, the Planning Officer would advise that as the report is produced by a qualified individual it can be generally considered to be accurate. The AONB team were consulted on this application. The AONB team recognise that the proposal does have the potential to impact on the setting of the AONB (due to intensification), however, do not object. Two conditions are recommended, including a seasonal occupancy condition (to limit the permanent impact of the site on the AONB) and an external lighting condition (to limit the impacts on dark skies). Subject to condition, and taking into consideration the AONB comments and submitted LVIA, it can be concluded that whilst the proposal may have some impact on the landscape character, this would not be significant enough to warrant a reason for refusal.

2.8. The applicants have submitted a planting scheme which will help limit the impact on any neighbouring dwellings, however, it will be important to retain and protect the existing hedgerows on site. As such, a hedgerow protection plan will be required by condition.

2.9. Based upon the above, the proposal can be said to be compliant with ST07, ST09, ST13, ST14, DM08a and DM18.

3. Residential Amenity

3.1. Policy DM01 of the NDTLP confirms that development will be supported where it would not significantly harm the amenities of neighbouring occupiers or uses or result in harm to the future occupiers of the development from existing or allocated uses.

3.2. Policy DM02 of the NDTLP relates to Environmental Protection and seeks to ensure proposals have an acceptable impact with regards to hazards and pollution.

3.3. The Councils Environmental Protection Team were consulted on this application. Whilst initial concerns were raised, these were removed following the submission of a management plan, the provision of enhanced planting, and the siting of new plots on the opposite boundary.

3.4. 3rd party representation notes that there would still be the potential for nuisance arising from this development due to intensification. Whilst the Planning Officer sympathises with these residents, there is no local evidence to suggest that touring caravan sites cause significant noise nuisance, and indeed, no complaints have been received from this established site. Based upon this, and the lack of any objection from Environmental Protection, policies DM01 and DM02 are satisfied.

3.5. The submitted landscaping scheme will be conditioned to limit any impacts on neighbouring amenity and ensure that caravans will be physically separate from neighbours. In addition, a further condition will be imposed to ensure that the site complies with the submitted management plan.

4. Biodiversity

4.1. Local Planning Authorities have a statutory duty to ensure that the impact of development on wildlife is fully considered during the determination of a planning application under the Wildlife and Countryside Act 1981 (as amended), Natural Environment and Rural Communities Act 2006, The Conservation of Habitats and Species Regulations 2010 (Habitats Regulations 2010). This is also supported by Policy DM08 of the NDTLP. In addition, Policy ST14 seeks to deliver biodiversity enhancement through development.

4.2. A wildlife trigger list was submitted with this application, along with a statement justifying the lack of any formal Ecological Report. This is considered reasonable, and there are unlikely to be any significant ecological concerns resulting from the scheme. Due to the amount of landscaping proposed, net gain is achieved. Overall, policies DM08 and ST14 are satisfied.

4.3. Subject to conditions to secure the additional planting, the proposal is considered to accord with policies DM08 and ST14 of the NDTLP.

5. Highways

5.1. Policies ST10 and DM05 of the NDTLP seek, among other things, to ensure that development does not adversely affect the local or strategic highway network and that vehicular accesses are safe and well designed. In addition, DM06 of the NDTLP seeks to ensure that appropriate parking provision is delivered as part of development.

5.2. The Highways Authority initially objected to this scheme due to the increase in pedestrians using the highway (where no footpath exists). The applicants submitted additional information, including a management plan indicating this is an adult only site. Subject to a condition limiting any children on site, Highways have removed any objections.

5.3. In terms of 'sustainability', the planning officer considers this location to be 'Sustainable' for the purposes of tourism. Namely, it is in proximity to a variety of tourism attractions and the Northern Devon Coast. Once here, it is unlikely visitors will need to travel far to access many of the Districts tourism assets.

5.4. The site has adequate parking and turning.

5.5. Based upon the above points, it is considered the proposal complied with ST10, DM05 and DM06 of the NDTLP, along with national policies within the NPPF.

6. Drainage

6.1. Policy ST03 of the NDTLP notes that development should 'adopt effective water management including Sustainable Drainages Systems, water quality improvements, water efficiency measures and the use of rainwater'. In addition, policy DM04 notes development should provide effective water management including Sustainable Drainage Systems, water efficiency measures and the reuse of rainwater.

6.2. The NPPF and Planning Practice Guidance provide further advice on foul drainage, with a hierarchical approach being used. The PPG notes new development should aim to discharge foul water into the public sewer; however, if this is not possible then a package treatment plant may be used. It proceeds to note if a package treatment plant is not possible to use, then a septic tank will be considered. Justification for the use of alternative drainage systems other than mains drainage is required.

6.3. This application proposes to utilise an existing drainage system, which connects into the mains sewer. This is acceptable and the proposal is policy compliant regarding drainage.

7. Heritage

7.1. This application is approximately 100 metres from Oyster Cottage, which is a grade II listed building. In addition, the site is approximately 100 metres from the former Northam Chain Home Radar Station, which is also grade II listed.

7.2. Policies ST15 and DM07 of the NDTLP, and Part 16 of the NPPF requires that great weight is given to the conservation of heritage assets, with any harm caused to the heritage asset or its setting to be outweighed by the public benefits of the proposal. This is reinforced by Sections 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, which require the Local Planning Authority to have special regard to the desirability of preserving the building/s, its setting or any features of special architectural or historic interest which it possesses.

7.3. Paragraph 199 of the NPPF states: When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

7.4. The Council's Conservation Officer was consulted on this application, and notes that the proposal will cause less than substantial harm to the setting of any heritage asset. In the opinion of the Planning Officer, this harm is outweighed by the economic benefits of the scheme.

7.5. Devon County Council's Historic Environment Team raise no objections with regards to below ground heritage.

8. Conclusion/Recommendation

8.1. The principle of holiday accommodation/an intensification of the existing caravan site is acceptable. There would be some minor landscape harm which arises from the scheme, and less than substantial harm to the setting of the listed buildings/structures; however, this will be limited and would not be sufficient to refuse the application when taking into consideration the economic benefits arising from the tourism use. Conditions will be required to limit impacts on neighbouring amenity and highways safety. There are no drainage or ecological concerns. Approval is recommended.

Human rights

Consideration has been given to the Human Rights Act 1998.

Conclusion

It is therefore considered that subject to the compliance with the attached conditions and taking into account all other material planning considerations, including the development plan the proposal would be acceptable.

Recommendation

GRANT subject to the following conditions

- 1 The development to which this permission relates must be begun no later than the expiration of three years beginning with the date on which this permission is granted.

Reason: The time limit condition is imposed in order to comply with the time requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the approved plans listed in the Plans Schedule.

Reason: To ensure the development is carried out in accordance with the approved plans.

- 3 The premises/site shall be used for holiday accommodation only and for no other purpose.

Reason: To ensure that the holiday accommodation is occupied in accordance with the justification for the development provided.

- 4 No caravans, motorhomes or tents shall remain on site or be brought onto the site between the 1st November and 31st March each calendar year.

Reason: To limit the landscape harm which would arise from the siting of caravans on this site overwinter, and limit the site as a touring site.

- 5 This development shall be limited to 15 touring pitches only, and not for static caravans. For the avoidance of doubt, no more than 15 touring caravans/motor homes shall be present on site at any one time.

Reason: To limit the landscape harm which would arise from the siting of static caravans on the touring caravan areas of the site.

- 6 Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order), no external lighting shall be installed on the site unless otherwise agreed in writing by the local planning authority.

Reason: To protect the character and appearance of the surrounding area, neighbouring amenity, and ecology

- 7 Prior to the excavation of any of the 'hard standing pitches', a plan for the protection and enhancement of the boundary hedgerows shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details, which shall include the timing of any fence protection and subsequent removal.

Reason: To protect the hedgerows on this site from damage before and during the course of development, and to ensure the management and enhancement thereafter.

- 8 The landscaping hereby approved shall be implemented in accordance with the agreed details. The planting shall be completed within the first available planting season once the development is brought into use. If within a period of five years from the date of the planting of any tree, that tree, or any tree planted in replacement for it, is removed, uprooted, destroyed, dies or becomes seriously damaged or defective another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure that the development is carried out in accordance with the agreed details and limit neighbouring amenity impacts.

- 9 The development hereby permitted shall only be occupied by persons over the age of 25.

Reason: To limit the use of the surrounding highways network by children

Plans Schedule

Reference
Location/Site Plan

Received
09.02.2022

