

43/2017/1121

Scale: 1:5000

Printed on: 9/5/2018 at 16:16 PM







# PROPOSED STORAGE BUILDING

**NOTES**

1. All dimensions are to the outside unless otherwise indicated.

2. All materials shall be of standard quality and shall conform to the latest specifications of the relevant authorities.

3. The contractor shall be responsible for obtaining all necessary permits and approvals from the relevant authorities.

4. The contractor shall be responsible for ensuring that the building is constructed in accordance with the approved plans and specifications.

5. The contractor shall be responsible for ensuring that the building is constructed in accordance with the relevant building codes and regulations.

6. The contractor shall be responsible for ensuring that the building is constructed in accordance with the relevant safety standards.

7. The contractor shall be responsible for ensuring that the building is constructed in accordance with the relevant environmental standards.

8. The contractor shall be responsible for ensuring that the building is constructed in accordance with the relevant fire safety standards.

9. The contractor shall be responsible for ensuring that the building is constructed in accordance with the relevant accessibility standards.

10. The contractor shall be responsible for ensuring that the building is constructed in accordance with the relevant sustainability standards.

**Materials/Finish**

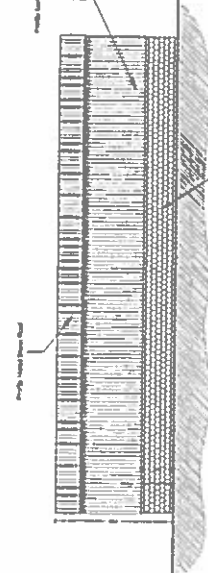
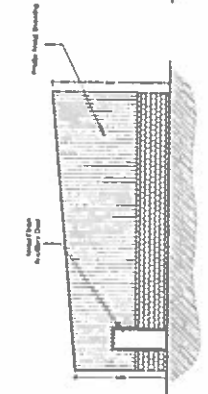
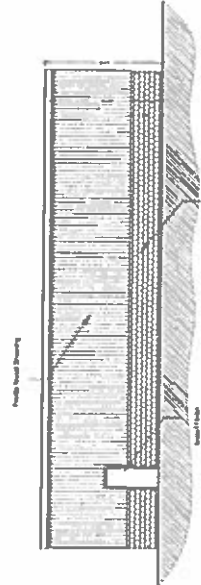
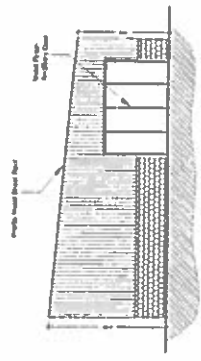
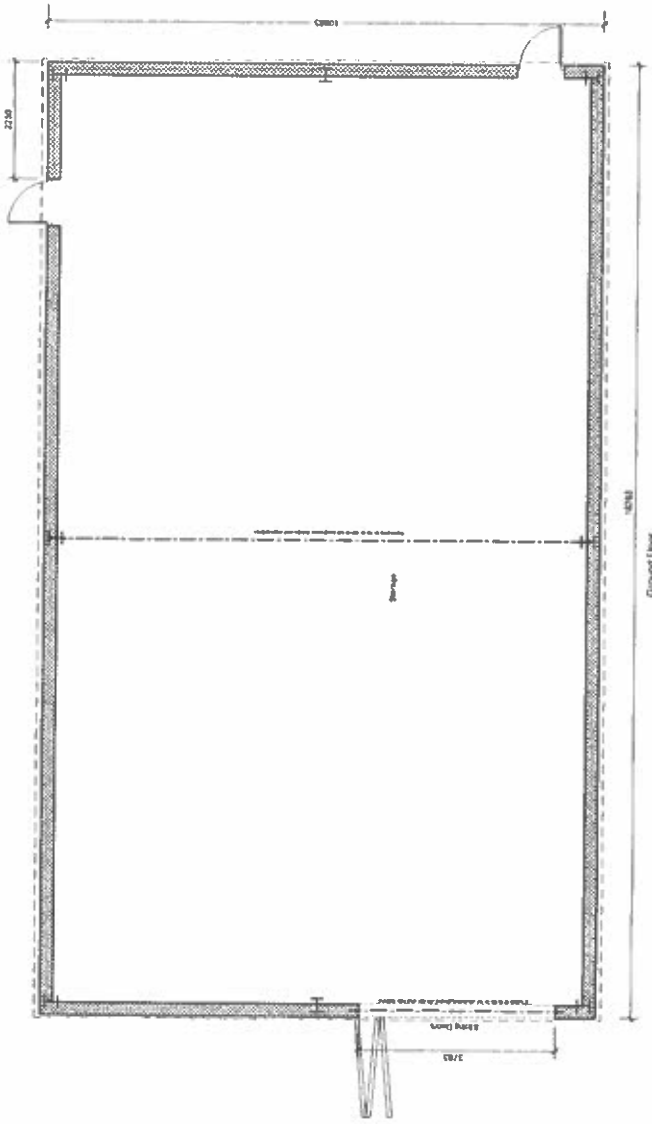
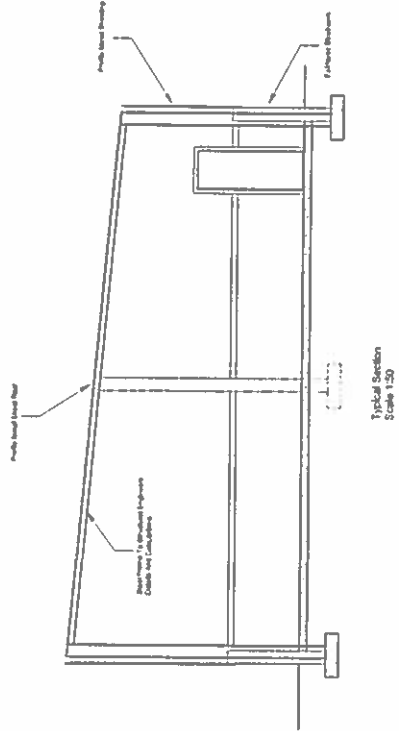
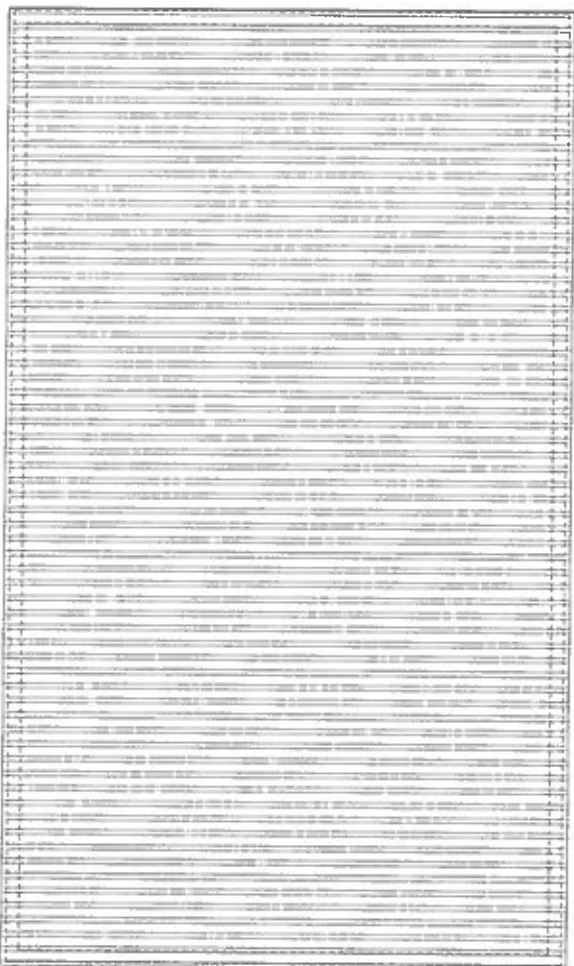
Roof: Profile Metal Sheet/Ply

Walls: Concrete Blockwork to Local Authority approval

Floor: Concrete Slab to Local Authority approval

Doors: Metal / Iron

Other: Areas of workmanship are to be to Local Authority approval.



Prepared & Issued by: <b>mpas</b> Project No: <b>2017-18</b>	Date: <b>2017-18</b> Scale: <b>200</b>
Drawn by: <b>mpas</b> Checked by: <b>mpas</b>	Project Name: <b>Proposed Storage Building</b>



# EXAMPLE OF CAMPING POD

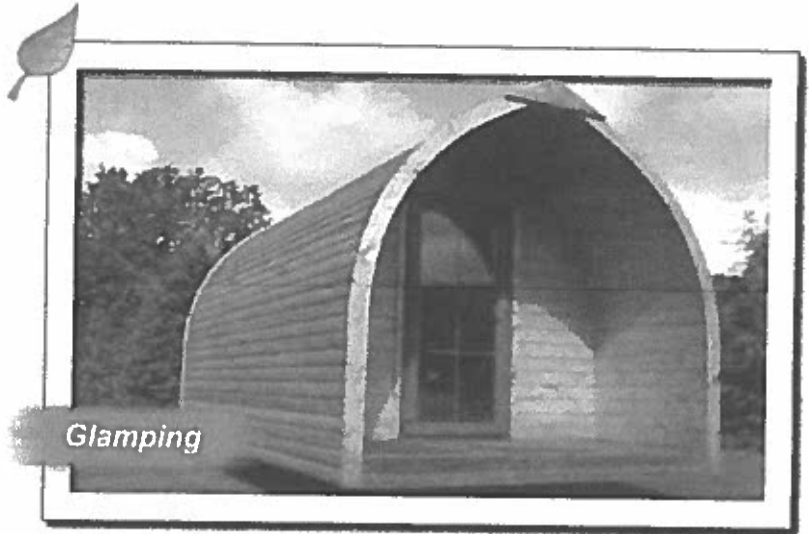
## Premium Log Pods



Log Pod camping pods have become an industry byword for luxury camping, often referred to as '**Glamping**'. Manufactured by skilled craftsmen from top quality materials and supplied from our own factory in South Wales our Log Pods have been designed to give campsites, holiday park and hotel owners a cost effective route into the popular and lucrative Glamping sector.

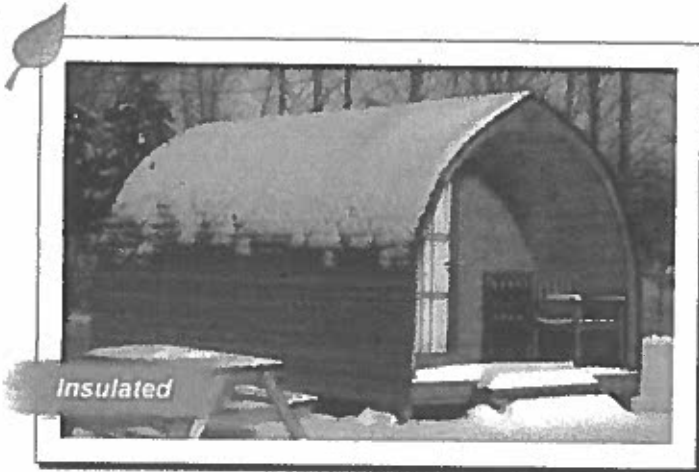
Warm in winter and cool in summer, our Premium Log Pods are fully insulated for all year round occupation. Supplied with a certified electrical system allowing for home comforts such as lighting, heating and TV

they offer your guests the ultimate '**home away from home**' experience letting them get '**back to nature**' without the inconvenience or effort normally associated with traditional camping under canvas.



Glamping

## Generate all year round income



Insulated

For site owners and operators one of the greatest benefits of Log Pods is the ability to accommodate visitors all year round no matter what the famous British Weather can throw at you. They can also broaden your customer base as you will find that they encourage people to holiday with you who would not normally consider traditional camping in a canvas tent.

Log Pods can also be sited on ground which would not normally be suitable for camping allowing you to maximise your revenue by letting pitches on land that would otherwise be unused. With their generous floor space and

headroom along with a luxury feel they are sure to be a hit with your guests, whilst their ever increasing popularity and long service life are sure to have a positive impact on your business.

## Outstanding luxury camping

In meeting the needs and expectations of our customers, a Log Pod combines smooth curves and natural beauty with all the quality and practicality that you would expect from a craftsman built luxury product.

- Fully mobile multi wheeled chassis
- Visually pleasing 'Arched' design
- Deep covered porch area with decking
- Double glazed door and window
- Suitable for wheelchair access
- Certified electrical system installed
- Metrotile shingles or Loglap exterior
- Choice of finish to suit your site
- Blends effortlessly into rural landscapes
- Very spacious luxury timber interior



For a friendly no obligation quote tailored to your requirements just call 01269 850 005 or email [trevor@thelogpod.co.uk](mailto:trevor@thelogpod.co.uk)







**WARD :** Prestatyn North

**WARD MEMBER(S):** Cllr Rachel Flynn  
Cllr Tony Flynn  
Cllr Paul Penlington

**APPLICATION NO:** 43/2017/1121/ PF

**PROPOSAL:** Use of land for the siting of an additional 65 touring caravan pitches and 39 timber camping pods, storage building and associated works

**LOCATION:** Ffrith Beach Victoria Road West Prestatyn

**APPLICANT:** Mr Noah Robinson Lakeside Prestatyn Ltd.

**CONSTRAINTS:** C1 Flood Zone  
PROW  
Article 4 Direction

**PUBLICITY UNDERTAKEN:** Site Notice - Yes  
Press Notice - Yes  
Neighbour letters - Yes

**REASON(S) APPLICATION REPORTED TO COMMITTEE:**  
**Scheme of Delegation Part 2**

- Recommendation to grant / approve – 4 or more objections received
- Recommendation to grant / approve – Town / Community Council objection

**CONSULTATION RESPONSES:**

PRESTATYN TOWN COUNCIL

“Objection.

Chairman gave a brief history of site that was purchased by Prestatyn Urban District Council in 1933 and opened to public in 1935. It had been purchased for public recreation and leisure and was made available to town’s residents and visitors to enjoy open space, fresh air and exercise, together with unrestricted access to the beach.

Since 1933 local government has changed and Denbighshire County Council (DCC) are the successor public body in title which means they are current property owners. However in recent years Denbighshire County Council has leased much of the site to a tenant company.

DCC planning portal has received many written objections and views about proposed development. Ward Councillors T. Flynn and R. Flynn have called a public meeting on Monday 12<sup>th</sup> February 2018 at Alive Church, Prestatyn commencing at 6.00pm.

**RESOLVED OBJECTION**

Loss of open public space and adverse impact upon local environment/ecology.

Insufficient highway infrastructure for large number of touring caravans. Development within flood risk zone.

Dune system and public access to beach requires protection and improvement.

Size and scale of proposed development would lead to over concentration of caravans on site and in locality.

Landscape value impact assessment of caravan development required.

## NATURAL RESOURCES WALES

No objection subject to the imposition of planning conditions relating to the base levels of the touring caravan site and flood evacuation plan details

## DWR CYMRU / WELSH WATER

No objection

## BADGER GROUP

The group is surprised that no badger activity was found on the site. Have concerns relating to the development on the grounds of considerable reduction in foraging opportunities and the possibility of sett damage.

## DENBIGHSHIRE COUNTY COUNCIL CONSULTEES –

### Highways Officer

Have given consideration to the following elements of the proposals;

- Capacity of existing network
- Accessibility
- Site access
- Site Layout
- Parking

The following information has been reviewed as part of the assessment of the proposals;

- Site Plans
- Transport Statement
- Planning Statement
- Design and Access Statement
- Construction Traffic Management Plan

Having regard to the submitted details it is considered that sufficient information has been submitted.

### **Capacity of Existing Network**

Criteria viii) of Policy RD 1 advises that proposals should not have an unacceptable effect on the local highway network as a result of congestion, danger and nuisance arising from traffic generated and incorporates traffic management/calming measures where necessary and appropriate.

As highlighted in the submitted Transport Statement a net increase in two-way traffic of up to 19 vehicles is predicted during peak hours during the peak holiday season and 27 on a Bank Holiday. The existing site access arrangements are to remain and the predicted traffic flows are not likely to have a significant impact on the local highway network.

Having regard to the scale of the proposed development, the existing highways network and the submitted Transport Statement, it is considered that the proposals would not have an unacceptable impact on the local highways network in terms of capacity.

### **Accessibility**

At 8.7.1 Planning Policy Wales (PPW) specifies that when local planning authorities determine planning applications they should take account of the accessibility of a site by a range of different transport modes. TAN 18 at 6.2 states that walking should be promoted as the main mode of transport for shorter trips. Section 6.2 goes onto specify that when determining planning applications local planning authorities should;

- ensure that new development encourages walking as a prime means for local journeys by giving careful consideration to location, access arrangements and design,

- including the siting of buildings close to the main footway, public transport stops and pedestrian desire lines;
- ensure that pedestrian routes provide a safe and fully inclusive pedestrian environment, particularly for routes to primary schools;
- ensure the adoption of suitable measures, such as wide pavements, adequate lighting, pedestrian friendly desire lines and road crossings, and traffic calming;

Policy RD1 of the LDP states that development should provide safe and convenient access for disabled people, pedestrians and cyclists. Policy ASA 2 of the LDP identifies that schemes may be required to provide or contribute to the following;

- Capacity improvements or connection to the cycle network;
- Provision of walking and cycling links with public transport facilities;
- Improvement of public transport services.

The proposed development is located in a sustainable location and is well served by various modes of transport. Having regard to the location of the existing site and existing arrangements it is considered that the proposals are acceptable in terms of accessibility and the policy requirements identified above.

### **Site Access**

Criteria vii) of Policy RD 1 of the Denbighshire Local Development Plan (LDP) requires that developments provide safe and convenient access for disabled people, pedestrians, cyclists, vehicles and emergency vehicles. In order to comply with this requirement site accesses should meet relevant standards. Technical Advice Note 18: Transport (TAN 18) specifies at 5.11 that new junctions must have adequate visibility and identifies Annex B as providing further advice on required standards.

The site is served by a wide access at the junction with the A548 with good visibility in either direction. The access road leading to the site also features a layby which can operate as a passing place for development traffic prior to entering the main site. It would appear the existing site access arrangements are adequate to cope with the vehicle movements associated with the proposed development.

### **Site Layout (including roads, pavements, manoeuvring, lighting etc.)**

Criteria vii) of Policy RD1 of the LDP states that development should provide safe and convenient access for disabled people, pedestrians, cyclists, vehicles and emergency vehicles together with adequate parking, services and manoeuvring space.

Specific design guidance is contained within the following documents;

- Manual for Streets
- Denbighshire County Council Highways and Infrastructure: Minimum
- Specification for the Construction of Roads Serving Residential Development and Industrial Estates
- Denbighshire County Council: Specification for Highway Lighting Installations
- Denbighshire County Council: General Requirement for Traffic Signs and Road Markings

Having regard to the details provided and guidance identified above, it is considered that the on-site highways arrangements are acceptable.

### **Parking**

Policy ASA 3 requires that development proposals, including changes of use, will be expected to provide appropriate parking spaces for cars and bicycles. Supplementary Planning Guidance Note: Parking Requirements in New Developments (Parking SPG) identifies the required standards.

Policy ASA 3 also identifies circumstances that will be given consideration when determining parking provision. These circumstances are;

- The site is located within a high-densely populated area;
- Access to and availability of public transport is secured;
- Parking is available within reasonable distance of the site;

- Alternative forms of transport are available in the area

The proposed development will result in a loss of 264 parking spaces and retention of 236 of the existing 500 spaces. Although this is a significant loss in parking, it can be shown that the current usage of the site is significantly lower than the remaining 236 spaces. It is also noted that each touring caravan pitch and camping pod will have their own car parking space.

Having regard to the detailed assessments above, Highways Officers would not object to the proposed development, subject to appropriate conditional controls

Ecologist

No objections subject to the inclusion of conditions

Economic and Business Development

No objection, a quality glamping development, and the creation of more jobs would be in line with what the Tourism Growth Plan seeks to achieve.

Facilities, Assets and Housing

No objection

## **RESPONSE TO PUBLICITY:**

### In objection

Representations received from:

S. Owens, 41, South Avenue, Prestatyn  
 K. Kirwan, 46, Meliden Road, Prestatyn  
 David Clark, 54 Ffordd Idwal, Prestatyn  
 Mr John Jones, White House by the Sea, Prestatyn  
 Collette Ashworth, 256 Victoria Road, Prestatyn  
 Natalie Jackson, 7 St Francis Close, Prestatyn  
 Frank Jones, 8 Grasmere Close, Prestatyn  
 Stuart Lawrie, 3 Chester Close, Prestatyn  
 Lesley Brown, 87 Fforddisa, Prestatyn  
 Jean Payne, 64 Stephen Road, Prestatyn  
 Nic Torpey, 48 Ffordd Ty Newydd, Prestatyn  
 Margaret Hampson, 53 Green Lanes, Prestatyn  
 Mr Terry Brown, 26 Knowles Avenue, Rhyl  
 Mr Peter Evans, 85 Ffordd Idwal, Prestatyn  
 J Price, 3 Franklyn Avenue, Prestatyn  
 Andrea Tomlin, 58 Nant Hall Road, Prestatyn  
 Rob Caton, 15 Brig y Don, Prestatyn  
 Ken Prydderch, 8 Wats Dyke Way, Prestatyn  
 Linda Muraca, 9 Mostyn Avenue, Prestatyn  
 Heather Prydderch, 8 Wat's Dyke Way, Sychdyn  
 Allyson Evans, 109 High Street, Prestatyn  
 David Neary, 148 Ffordd Idwal, Prestatyn  
 Stephen Fenner, 21, Berwyn Crescent, Prestatyn  
 Geof Hodgson, 4, Berwyn Crescent, Prestatyn  
 Claire Jones, 1 Lon Dyfi, Prestatyn  
 Richard Large, 63, Ffordd Anwyl, Rhyl  
 Angela Sheridan, 161 High Street, Prestatyn  
 Mark Roberts, 4 Penrhyn Road, Prestatyn

45 Letters raising objections also passed to Planning after Public meeting

Summary of planning based representations in objection:

Visual Amenity:

It is one of the few open areas left in the coastal area so should be kept this way, the development of an open site would impact on the character of the area.

Highway Issues:

Number of caravans using the site will have an adverse impact on the local highway network causing dangers to road users; the area is already congested; queries adequacy of parking spaces on the site.

Impact on Wildlife:

There would be loss of local wildlife if the development is allowed; adverse impact on flora and fauna within the area.

Sand dunes/flood risk

More development would compromise the integrity of the sand dune system

Residential Amenity

Proximity of caravans to nearby properties would cause noise and disturbance for occupiers;

General Comments:

There are enough caravan parks in the area; loss of walking facilities; concerns relating to access to the beach; the land is for use by local people; the development would not benefit the local area or local community; current shower block insufficient for extra caravans; development effectively will result in the loss of public open space.

In support

Representations received from:  
Keith White, 133 Winchester Drive, Prestatyn

12 letters of support also passed to the Council after the public meeting.

Summary of planning based representations in support:

In full support of the proposals which will enhance the 'offer' of Prestatyn;

The proposal would offer good quality camping pods attracting visitors to the area to spend their money;

Will provide job opportunities within the area;

Makes better use of the area which has become run down and investment in the site;

The existing touring site has improved the area;

We are a seaside town and rely on tourists, development is good for the economy of Prestatyn

Comments (Neither in objection or in support)

From 'Friends of the Ffrith' ( c/o 14 Cherry Close, Prestatyn)

Welcomes the proposal for timber camping pods.

It is important that the public footpath is maintained;

Questions plans to move play area

Welcomes discussions with relevant parties in relation to access paths to ensure access but also to avoid damage of the dunes.

**EXPIRY DATE OF APPLICATION: 23/5/2018**

**REASONS FOR DELAY IN DECISION: N/A**

**PLANNING ASSESSMENT:**

**1. THE PROPOSAL:**

1.1 Summary of proposals

- 1.1.1 The proposal seeks full planning permission for the use of land for the siting of an additional 65 touring caravan pitches and 39 timber camping pods, a storage building and associated works at the Ffrith in Prestatyn.
- 1.1.2 The proposal comprises of 3 main elements which are annotated on the plan at the front of this report as A, B2 and C.
- \* A - The siting of 65 touring caravans within an existing redundant car parking area.
  - \* B2 – The siting of 31 timber camping pods of differing sizes to accommodate couples and families on an area of scrub land to the north of the car park.
  - \* C – The siting of 8 timber camping pods, described as ‘exclusive’ family sized units on an area of scrub land to the north of the main leisure/amenity building.
- 1.1.3 To the rear of the main amenity building it is also proposed to erect a storage building to be used in connection with the existing and proposed use to keep tools and equipment required to maintain the site. The proposed storage building would measure 10m by 18m with a lean to roof measuring 4.5m sloping down to 3.5m. The proposed building would be constructed of profiled metal sheeting, colours have not been specified.
- 1.1.4 Parking facilities will be provided for each touring caravan proposed and the majority of camping pods would also be provided with a dedicated parking space. Visitor car parking space is to be provided within the site, and the remaining car parking area would contain 236 spaces.
- 1.1.5 Existing toilet facilities are available within the leisure/amenity building on site and part of the proposal is to enhance/refurbish them to provide toilet and shower facilities for use in connection with the proposed development.
- 1.1.6 In support of the application the following documents have been submitted:
- Pre-Application Consultation Report
  - Planning, Design and Access Statements
  - Construction Management Plan
  - Water Conservation Statement
  - Flood Consequences Assessment
  - Community & Linguistic Impact Assessment
  - Ecology Report
  - Transport Statement

## 1.2 Description of site and surroundings

- 1.2.1 The Ffrith is located on the A548 on Victoria Road West, on the western edge of Prestatyn. It covers an area of some 10ha
- 1.2.2 There is an existing leisure facility at the site, consisting of a bowling alley, sports bar, restaurant and children’s play with a large car park. To the west of the site is an existing touring caravan site comprising of 56 touring caravan pitches and space for 13 motor homes with shower/WC facilities in the form of a detached single storey building.
- 1.2.3 To the north of the site are sand dunes leading to the promenade and Irish Sea beyond. To the western boundary of the Ffrith is open land with a golf course beyond. To the south of the site are residential properties and Pen y Ffrith Caravan Park and The White House By the Sea Caravan Park. To the east are residential properties on Ferguson Avenue and North Wales Bowls Centre.
- 1.2.4 The site has a direct vehicular access off the main A548 Coast Road, also known as Victoria Road West.

### 1.3 Relevant planning constraints/considerations

1.3.1 The site is located within the development boundary of Prestatyn as defined in the Local Development Plan.

1.3.2 The site is located within a Coastal Tourism Protection Zone.

1.3.3 The site is located within a C1 flood zone as defined by the development advice maps within TAN 15: Planning and Flood Risk.

### 1.4 Relevant planning history

1.4.1 Planning permission was granted in 2010 for 56 touring caravans and 13 motor homes along with the erection of WC/shower block and associated landscaping. This planning permission has been fully implemented and the site is in operation.

### 1.5 Developments/changes since the original submission

1.5.1 An updated Flood Consequences Assessment has been submitted in response to NRW's initial consultation response, along with an amendment to the proposal which now includes a storage building. Some additional landscaping details have also been submitted.

### 1.6 Other relevant background information

1.6.1 None

## 2. **DETAILS OF PLANNING HISTORY:**

2.1 43/2009/1253/PF Use of land for 56 touring caravans and 13 motor homes, erection of WC/shower block and associated landscaping GRANTED at Planning Committee on 16<sup>th</sup> June, 2010.

## 3. **RELEVANT POLICIES AND GUIDANCE:**

The main planning policies and guidance are considered to be:

3.1 Denbighshire Local Development Plan (adopted 4<sup>th</sup> June 2013)

**Policy RD1** – Sustainable development and good standard design

**Policy RD5** – The Welsh language and the social and cultural fabric of communities

**Policy PSE12** – Chalet, static and touring caravan and camping sites

**Policy PSE13** – Coastal tourism protection zones

**Policy PSE14** – Outdoor activity tourism

**Policy ASA3** – Parking standards

3.2 Supplementary Planning Guidance

SPG Parking Requirements in New Developments

SPG Conservation and Enhancement of Biodiversity

SPG Trees and Landscaping

Draft SPG Caravans, Chalets and Camping

3.3 Government Policy / Guidance

Planning Policy Wales (Edition 9) November 2016

Development Control Manual November 2016

Technical Advice Notes

Circulars

3.4 Other material considerations

## 4. **MAIN PLANNING CONSIDERATIONS:**

In terms of general guidance on matters relevant to the consideration of a planning application, Planning Policy Wales Edition 9, 2016 (PPW) confirms the requirement that planning applications 'should be determined in accordance with the approved or adopted development plan for the area, unless material considerations indicate otherwise' (PPW section 3.1.3). PPW advises that material considerations must be relevant to the regulation of the development and use of land in the public interest, and fairly and reasonably relate to the development concerned (PPW section 3.1.4).

Development Management Manual 2016 states that material considerations can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment (DMM section 9.4).

The following paragraphs in Section 4 of the report therefore refer to the policies of the Denbighshire Local Development Plan, and to the material planning considerations which are considered to be of relevance to the proposal.

4.1 The main land use planning issues in relation to the application are considered to be:

- 4.1.1 Principle
- 4.1.2 Visual amenity
- 4.1.3 Residential amenity
- 4.1.4 Ecology
- 4.1.5 Drainage (including flooding)
- 4.1.6 Highways (including access and parking)

4.2 In relation to the main planning considerations:

4.2.1 Principle

Local Development Plan Policy PSE 12 relates to chalet, static and touring caravan and camping sites. The policy states proposals for new static caravan sites will not be permitted. It allows for the environmental improvement of existing static holiday caravan or chalet sites by remodelling, provision of new facilities and by landscaping subject to proposals being acceptable in terms of other plan policies and such a proposal; preserves the or enhances the character of the area; demonstrates that any increase in the number of static caravan / chalet units would preserve or enhance the landscape setting of the overall site

PSE 12 encourages new touring and camping sites where all of four tests are met. These relate to the appropriateness of the scale and location; whether the scheme would result in an over concentration of sites in a locality; whether it would make a positive contribution to biodiversity, the natural and built environment; whether the development would appear obtrusive in the landscape, is of high quality layout etc, and has no adverse highway or community impacts.

Policy PSE 13 seeks to protect coastal tourism protection zones from development which would result in the loss of tourism facilities. The policy recognises how the coastal areas of Rhyl and Prestatyn are vital to the visitor economy of the area and an integral part of the regeneration of the coastal area it to re-position the resorts to attract new and higher spending visitor quality attractions, activities, accommodation and environment.

Local Development Plan Policy RD 1 test (i) requires due regard to issues of siting, layout, form, character, design, materials, aspect, microclimate and intensity of use of land / buildings and spaces between buildings, which are matters relevant to the visual impact of development; test (vi) requires that development does not unacceptably affect prominent public views into, out of, or across any settlement or area of open countryside; test (vi) requires the incorporation of existing landscape or other features, takes account of site contours, and changes in levels and prominent skylines; and test (xiii) requires the incorporation of suitable landscaping measures to protect and enhance development in its local context.



There are representations raising concerns over the nature of the development and suggestions that the site should remain open for public use.

The point has been clarified in 'Other Matters' below. It is appropriate to point out that the site is not allocated as public open space and therefore there is no planning requirement to retain the site as open space and the public have no right of access to the site with no 'Right to Roam'.

Policy PSE 12 seeks to resist the development of further static sites, but encourages proposals for new touring and camping sites that are appropriate in scale, do not lead to an overconcentration, make a positive contribution to local biodiversity and natural environment and do not appear obtrusive within the landscape. The policy also encourages the improvements of existing sites provided the development preserves or enhances the character and appearance of the area and it can be demonstrate that the increase in the number of units would preserve or enhance the landscape setting of the overall site.

The site is located within the development boundary of Prestatyn within a Coastal Tourism Protection Zone. The proposals are to extend an existing touring caravan site into an area which is currently a derelict open tarmacked car park. It is also proposed to introduce high quality camping pods within scrub areas to the north of the site and in addition would enhance local biodiversity and landscaping within the site. Static caravans are a more prevalent form of development within this area and therefore it is not considered touring caravan and camping pods would lead to an over-concentration of touring provision in the area.

The principle of tourism development is considered acceptable in policy terms and is in line with what the County's Tourism Growth Plan seeks to achieve.

#### 4.2.1 Visual amenity

Local Development Plan Policy RD 1 test (i) requires due regard to issues of siting, layout, form, character, design, materials, aspect, microclimate and intensity of use of land / buildings and spaces between buildings, which are matters relevant to the visual impact of development; test (vi) requires that development does not unacceptably affect prominent public views into, out of, or across any settlement or area of open countryside; test (vi) requires the incorporation of existing landscape or other features, takes account of site contours, and changes in levels and prominent skylines; and test (xiii) requires the incorporation of suitable landscaping measures to protect and enhance development in its local context.

Planning Policy Wales 3.1.4 confirms that factors to be taken into account in making planning decisions (material considerations) must be planning matters; that is, they must be relevant to the regulation of the development and use of land in the public interest, towards the goal of sustainability. The visual amenity impacts of a development proposal are a material consideration.

There are representations raising concerns over the visual impact of the development and the loss of the open character of the site with further development.

Firstly in relation to the extension of the touring caravan site: to the west is an existing site for 56 tourers and 13 motorhomes with shower/WC facilities block constructed. There is parking within the site and additional landscaping has been undertaken. More recently, planning permission was granted for a small children's play area to the south of the site. The proposal is to extend the existing site to the east, incorporating additional car parking land to provide an additional 65 touring pitches with associated parking and landscaping. The car parking area at present is substantial and therefore predominantly unused. In visual terms it is considered that the extension to the touring site would improve the area and with additional landscaping would enhance the area.

In relation to the camping pods proposed within 2 areas: The sites are located at a lower level than the dunes but at a higher level than the car park/touring site. Area B2 immediately to the north of the car park/touring site would have 31 pods of differing sizes, and Area C to the north of the leisure/amenity building would have 9 larger pods. Some scrub clearance has taken place and it is proposed to continue to clear open areas in order to locate the pods, parking and amenity space. Paths will be gravelled and additional landscaping undertaken within and around the site. Additional visitor parking areas will be made available for the pods. In visual impact terms the camping pods would sit well in the topography of the site, they are low level structures constructed of timber and with additional landscaping within and around the site it is considered that the camping pods would enhance the visual appearance of the area.

Having regard to the scale and detailing of the development it is considered that the overall area of the Ffrith would be enhanced by the development with no unacceptable adverse impacts on visual amenity.

#### 4.2.2 Residential amenity

Local Development Plan Policy RD 1 test (i) requires due regard to issues of siting, layout, form, character, design, materials, aspect, microclimate and intensity of use of land / buildings and spaces between buildings, which touch on the potential for impact on residential amenity; test (vi) sets the requirement to assess the impact of development on the amenities of local residents, other land and property users, or characteristics of the locality, in terms of increased activity, disturbance, noise, dust, fumes, litter, drainage, light pollution, etc.

Planning Policy Wales 3.1.4 confirms that factors to be taken into account in making planning decisions (material considerations) must be planning matters; that is, they must be relevant to the regulation of the development and use of land in the public interest, towards the goal of sustainability. The residential amenity impacts of a development proposal are a material consideration.

There are representations raising concerns in relation to impact of the proposed development on the nearby residential properties.

The closest residential properties to the site are on Brig y Don, some 60m to the south of the proposed extension of the touring site. The existing touring site is in closer proximity to these properties than the area which is the subject of the proposal. There are properties located at The White House By the Sea and Pen y Ffrith Caravan Parks, understood to be occupied by the caravan site owners/operators.

Having regard to the existing use of the site and relationship of residential properties it is not considered that there would be any unacceptable residential amenity impacts.

#### 4.2.3 Ecology

Local Development Plan Policy RD 1 test (iii) requires development to protect and where possible to enhance the local natural and historic environment.

Policy VOE 5 requires due assessment of potential impacts on protected species or designated sites of nature conservation, including mitigation proposals, and suggests that permission should not be granted where proposals are likely to cause significant harm to such interests.

Planning Policy Wales 3.1.4 confirms that factors to be taken into account in making planning decisions (material considerations) must be planning matters; that is, they must be relevant to the regulation of the development and use of land in the public interest, towards the goal of sustainability. The biodiversity / ecological impacts of a development proposal are a material consideration.

This reflects policy and guidance in Planning Policy Wales, TAN 5 and Council's Conservation and Enhancement of Biodiversity SPG, which stress the importance of the planning system in meeting biodiversity objectives through promoting approaches to development which create new opportunities to enhance biodiversity, prevent biodiversity losses, or compensate for losses where damage is unavoidable.

There are representations raising concerns in relation to the impact of development on local wildlife.

An Ecology Report has been submitted with the application. Clwyd Badger Group have raised some concerns in relation to the impact of the proposal which have been discussed with the Council's Ecologist and referred to the applicants agent/ecologist.

Following discussions between the Council's Ecologist and Clwyd Badger Group, it is accepted there is the potential for some elements of this development to be within 30m of a badger sett. As such, it is suggested precautions should be undertaken to ensure that the development does not impact on badgers or result in a criminal offence. The County Ecologist agrees that the issue of loss of foraging habitat is unlikely to be significant, and feel that with a slight modification to approach, the development could proceed without any negative impacts to badgers. Due to the vulnerability of badgers to persecution, the specifics of these measures can not be included within this report, but the County Ecologist is happy to discuss them with the developer and project ecologist at any time.

The County Ecologist has reviewed the submission and has raised no objection to the proposal subject to the inclusion of planning conditions to ensure the development is undertaken in accordance with the mitigation and recommendations within the submitted report and works are undertaken at the appropriate time of year.

#### 4.2.4 Drainage (including flooding)

Local Development Plan Policy RD 1 test (xi) requires that development satisfies physical or natural environmental considerations relating to drainage and liability to flooding.

Planning Policy Wales 3.1.4 confirms that factors to be taken into account in making planning decisions (material considerations) must be planning matters; that is, they must be relevant to the regulation of the development and use of land in the public interest, towards the goal of sustainability. The drainage / flooding impacts of a development proposal are a material consideration.

Planning Policy Wales Section 12.4.1 states 'The adequacy of water supply and the sewage infrastructure are material in considering planning applications and appeals.'

Planning Policy Wales Section 13.2 and 13.4 identifies flood risk as a material consideration in planning and along with TAN 15 – Development and Flood Risk, provides a detailed framework within which risks arising from different sources of flooding should be assessed. PPW 13.4 advises that in areas which are defined as being of high flood hazard, development proposals should only be considered where:

- new development can be justified in that location, even though it is likely to be at risk from flooding; and
- the development proposal would not result in the intensification of existing development which may itself be at risk; and
- new development would not increase the potential adverse impacts of a flood event

There are representations raising concerns that the development would increase the risk of flooding within the area, particular reference has been made to the sand dunes being compromised.

A Flood Risk Assessment has been submitted and in relation to drainage the proposal is to connect the foul sewage to the mains sewer and surface water will be disposed of via sustainable drainage methods, no details have been provided.

Dwr Cymru Welsh Water (DCWW) and Natural Resources Wales (NRW) have been consulted and have not raised any objections to the proposal subject to the inclusion of suitable conditions being imposed if planning permission is granted.

In relation to flood risk, a revised Flood Consequences Assessment (FCA) has been submitted in response to the original consultation comments from NRW. The revised FCA has been assessed by NRW and no objections have been raised, subject to the imposition of planning conditions requiring the submission of finished base and parking levels for the touring caravan site and also requiring the submission of a flood evacuation plan.

In relation to surface water drainage, the proposed new development will create impermeable areas in the form of caravans, pods, driveways and access roads and therefore will increase surface water run-off compared with the existing conditions. The additional surface water flow needs to be managed so that it does not exacerbate the existing surface water flood risks or create new flood risk elsewhere. The risk from surface water runoff should be managed through the use of Sustainable Drainage Systems and a suitable surface water drainage strategy should be secured by the imposition of a suitably worded planning condition.

There are no objections from technical consultees. It is reasonable to assume that an acceptable surface water drainage scheme can be achieved on the site. It is considered appropriate to secure the provision of an appropriate drainage scheme through condition. The proposals are therefore considered acceptable in relation to drainage and flood risk.

#### 4.2.5 Highways (including access and parking)

Local Development Plan Policy RD 1 supports development proposals subject to meeting tests (vii) and (viii) which oblige provision of safe and convenient access for a range of users, together with adequate parking, services and manoeuvring space; and require consideration of the impact of development on the local highway network.

Policy ASA 3 requires adequate parking spaces for cars and bicycles in connection with development proposals, and outlines considerations to be given to factor relevant to the application of standards. More detailed guidance is contained with the SPG: Parking Requirements in New Developments.

These policies reflect general principles set out in Planning Policy Wales (Section 8) and TAN 18 – Transport, in support of sustainable development.

Planning Policy Wales 3.1.4 confirms that factors to be taken into account in making planning decisions (material considerations) must be planning matters; that is, they must be relevant to the regulation of the development and use of land in the public interest, towards the goal of sustainability. The highway impacts of a development proposal are a material consideration.

There are concerns raised within representations in relation to highway safety in terms of the increase in traffic on the local highway network and also in relation to detailing of parking within the site for the touring units and pods.

The proposed development would be accessed from the existing junction on the A548 and no access improvements are proposed. A Transport Statement has been

submitted with the application, which describes the local highway network and standard of the existing access.

Highways Officers have raised no objections to the proposal and have no concerns in respect of the adequacy of the local highway network. In respect of the concern relating to the parking provision on site for the proposed touring units and pods, it is acknowledged that some of the spaces appear small therefore it is suggested that a condition is attached ensuring the spaces meet the minimum size of 2.4 by 4.8m as set out in SPG guidance.

It is not considered, with respect to objections raised, that there are any strong highway grounds to refuse permission here given the scale and nature of the development and the standard of the existing access and road network.

#### Other matters

Denbighshire County Council is the freehold owner of the site. The Council's Facilities, Assets and Housing Section have confirmed that the applicant has a long term Lease agreement with the Council. The land incorporating the lake, bridges, building complex and car park are all incorporated in the lease to the Tenant. The Tenant is responsible for all repair and maintenance of the site within the application site area.

A number of comments have been made during the consultation process in respect of access rights to the site, the loss of open space and loss of access through the site to the beach.

For clarity, there is no 'Right to Roam' over the site or public right to access the site.

The site is not allocated within the adopted Local Development Plan for public open space.

In relation to public rights of way, there is only 1 public footpath within the site which will not be affected by the development proposals. It is acknowledged that the current directional signage is poor and therefore the Council will work with the applicant to ensure this is addressed.

#### Well – being of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act 2015 imposes a duty on the Council not only to carry out sustainable development, but also to take reasonable steps in exercising its functions to meet its sustainable development (or well-being) objectives. The Act sets a requirement to demonstrate in relation to each application determined, how the development complies with the Act.

The report on this application has been drafted with regard to the Council's duty and the "sustainable development principle", as set out in the 2015 Act. The recommendation takes account of the requirement to ensure that present needs are met without compromising the ability of future generations to meet their own needs. It is therefore considered that there would be no significant or unacceptable impact upon the achievement of well-being objectives as a result of the proposed recommendation.

#### **5. SUMMARY AND CONCLUSIONS:**

The principle of the development of tourism accommodation in this location is considered acceptable. It is considered there would be no adverse impact on the visual amenity of the area or local biodiversity. Flood Risk and Surface Water drainage impacts are also considered acceptable. It is not considered that the proposal would result in an adverse impact on the local highway network.

**RECOMMENDATION: GRANT-** subject to the following conditions:-

1. The development to which this permission relates shall be begun no later than 23rd May 2023

2. The development hereby permitted shall be carried out in strict accordance with details shown on the following submitted plans and documents unless specified as otherwise within any other condition pursuant to this permission
- (i) Storage building plans and elevations (Drawing No. 2017-18-200) received 23 April 2018
  - (ii) Site layout as existing (Drawing No. 2017-18-500 A) received 5 December 2017
  - (iii) Site layout as proposed (Drawing No. 2017-18-502 C) received 23 April 2018
  - (iv) Landscaping layout as proposed (Drawing No. 2017-18-900 A) received 23 April 2018
  - (v) Location plan received 24 November 2017.

3. In relation to the use of the touring caravans and camping pods:
- (i) None shall be used other than for holiday purposes only,
  - (ii) None shall be occupied at any time as a person's sole or main place of residence.
  - (iii) No caravan or motor home shall be permitted to be present on the site for a period in excess of 21 consecutive days or to return to the site within a period of 21 days from the date it was last present on the site.
  - (iv) The site licence holder shall maintain an up to date register of the names and addresses of the occupiers of the touring caravans and motor homes, and the dates each caravan or motor home arrives on the site and leaves the site. The register shall be made available on request for inspection by officers of the Local Planning Authority. Responsibility for the maintenance of the register shall be that of the caravan site licence holder or his/her nominated person(s).

4. No development shall take place until a Construction Method Statement has been submitted to, and approved in writing by the Local Planning Authority.  
The Statement shall provide for:
- 1) Site compound location
  - 2) Traffic management scheme
  - 3) The parking of vehicles of site operatives and visitors;
  - 4) Loading and unloading of plant and materials;
  - 5) Storage of plant and materials used in constructing the development;
  - 6) The management and operation of construction vehicles and the construction vehicle routes
  - 7) Wheel washing facilities;
  - 8) Measures to control the emission of dust and dirt during construction;
  - 9) The hours of site works and deliveries.

The approved Statement shall be adhered to throughout the construction period

5. Prior to the use of the extended touring caravan site commencing, details of the layout of the remaining car parking area shall be submitted to and approved in writing by the Local Planning Authority. The car parking area shall be laid out in accordance with such approved details and be made available for parking purposes at all times.
6. The parking spaces provided for individual pitches and camping pods shall be a minimum of 2.4m by 4.8m.
7. Biodiversity  
The development shall be carried out in strict accordance with the recommendations set out in Section 11 of the Ecological Assessment (Document Reference: 2138126 received on 05/12/2017) in respect of reptile avoidance, mitigation and compensations measures, and habitat retention on site.
8. Works which could result in the damage or destruction of active bird nests must take place outside the of the bird breeding season (March - August, inclusive) or immediately following a nesting bird check conducted by a suitably qualified ecologist.
9. No development shall take place until details of the measures to protect the wildlife site/sand dunes during the construction phase and during the lifetime of the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include details of fencing and access arrangements. The development shall proceed in accordance with such approved details.
10. Landscaping

- Notwithstanding the submitted landscaping details, prior to the development hereby permitted being brought into use a full landscaping scheme shall be submitted and approved in writing by the Local Planning Authority.
11. All planting comprised in the approved details of landscaping shall be carried out no later than the first planting and seeding season following the commencement of development. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed in writing by the Local Planning Authority.
  12. **Flood Risk & Drainage**  
The development shall be carried out in accordance with the recommendations contained in the amended Flood Consequences Assessment (FCA) received on 23rd April, 2018.
  13. No development shall take place until the details of the finished base levels and parking areas of the touring caravan site (Area A) have been submitted to and approved in writing by the Local Planning Authority. There development shall proceed in accordance with such approved plans.
  14. Prior to the occupation of the development a Flood Evacuation Plan for the site shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be adopted and implemented in accordance with the approved details.
  15. Only foul water from the development site shall be allowed to discharge to the public sewerage system and this discharge shall be made at or beyond manhole reference number SJ04828950 as indicated on the extract of the Sewerage Network Plan attached to this decision notice.
  16. No development shall take place until a fully detailed scheme of surface water drainage has been submitted to, and approved by, the Local Planning Authority and the approved scheme shall be completed before use commences.
  17. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.
  18. **Lighting**  
Prior to the installation of any new external lighting within the site a detailed lighting scheme for the site which shall include details of existing and proposed lighting shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with such approved details.
  19. **Storage Building**  
Prior to the erection of the storage building hereby permitted details of the colour finish of the wall and roof metal sheeting shall be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with such approved details.
  20. The storage building shall be used for storage purposes only in connection with the maintenance of the site and not for any other purpose.

The reasons for the conditions are:-

1. To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. For the avoidance of doubt and to ensure a satisfactory standard of development.
3. In order that the Local Planning Authority is able to retain control over the uses of the caravans to holiday purposes to prevent use as permanent places of residence.
4. In the interest of the free and safe movement and traffic on the adjacent highway and to ensure the formation of a safe and satisfactory access.
5. To ensure sufficient parking facilities is available within the site for all users.
6. To ensure sufficient parking facilities is available within the site.
7. In the interests of nature conservation.
8. In the interests of nature conservation.
9. In the interests of nature conservation.
10. In the interest of visual amenity and the character of the area.
11. In the interests of visual amenity.
12. To ensure relevant measures are undertaken to limit any risks arising from flooding.
13. To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.
14. In the interest of the management of flood risk.

15. In the interest of the management of flood risk.
16. In the interest of the management of flood risk.
17. In the interest of the management of flood risk.
18. To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.
19. In the interests of visual amenity.
20. For the avoidance of doubt.

#### **NOTES TO APPLICANT:**

Major Development NTA (notification of commencement and site notice requirement)

Please be reminded that you will need a new Site Licence to operate the site.

In relation to Condition 9, the measures are required to reduce the impacts of the development on the County Wildlife Site. As specified in the condition, this should include an access agreement with the owner of the Y Ffridd County Wildlife Site, and appropriate fencing to reduce erosion and damage to the dunes as a result of visitors from the proposed development accessing the site.

#### **Dwr Cymru Welsh Water Advisory Notes**

The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication ""Sewers for Adoption""- 7th Edition. Further information can be obtained via the Developer Services pages of [www.dwrcymru.com](http://www.dwrcymru.com).

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

#### **SEWAGE TREATMENT**

No problems are envisaged with the Waste Water Treatment Works for the treatment of domestic discharges from this site.

#### **WATER SUPPLY**

A water supply can be made available to serve this proposed development. The developer may be required to contribute, under Sections 40 - 41 of the Water Industry Act 1991, towards the provision of new off-site and/or on-site water mains and associated infrastructure. The level of contribution can be calculated upon receipt of detailed site layout plans which should be sent to the address above.