

Introduction

To Whom It May Concern,

To the Planning Inspectorate, and in relation to planning application appeal A & B – PINS Ref AppQ305/W/18/3206401 & 3207387.

I write to the Planning Inspectorate in my capacity of Chairman of Beckington Parish Council, and wish to communicate the following.

Beckington Parish Council writes to you with regard to the above appeals, and wishes to state its position in support of Mendip District Council, and its previous decisions to refuse planning for this site.

You will no doubt note the level of local objection to the application from the original planning applications, and in excess of two hundred public comments stating their objection to these original applications.

I would also draw your attention to the recent planning inspectorate report regarding the robustness of the Mendip District Council Local Plan, based on the Redrow Appeal - Appeal Ref: APP/Q3305/W/17/3187245 Land at Bath Road, Beckington, in which the Planning Inspector (R J Jackson BA MPhil DMS MRTPI MCMI) stated his findings following on from the public enquiry dated 19th – 22nd June 2018. The planning inspector considers the Mendip District Council Local Plan to be robust:-

“However, I have found that the LPP1 is up-to-date and therefore should be given full weight. The determination of the appeal should follow the development plan unless other considerations indicate otherwise. As paragraph 12 of the Framework makes clear development that conflicts with an up-to-date local plan should be refused unless other considerations indicate otherwise.”

It would appear that a precedent has been set regarding the robustness of the Mendip District Council Local Plan, and I would urge you to find in favour of Mendip District Council in this matter.

This document will demonstrate, both our support for the Mendip District Council Local Plan, but also, the significance that should be placed upon the Local Plan, but also how it takes precedent over the National Planning Policy Framework.

Beckington Parish Council have addressed the individual points that form the basis of this appeal below.

Yours sincerely,

Mark Wilson – Chair, Beckington Parish Council

This representation responds directly to the contents of the Appellants Statement of Case Appeal A & B – PINS Ref AppQ305/W/18/3206401 & 3207387

Section 3.10, NPPF Extract 83

Frome is supporting growth in rural areas. Commerce Park is 1 mile from Beckington.

Section 3.10, NPPF Extract 84

A Car Dealership does meet the local needs of Beckington.

It would better serve the local community by installing EVC points at the existing Euro Garages Service Station area, the car parks at Starbucks and the Travelodge, Doctor's Surgery car park and Memorial Hall car park.

Section 3.15 and 3.16

The MDC Local Plan Core Policy 3 demonstrates areas of land have been identified and allocated in and around Frome for this type of development. Therefore, it is not necessary to build outside the development boundary of Beckington.

Section 3.23 (APP/Q3305/W/18/3207387)

Investment in EVC must be focused on areas and locations where they would have maximum impact, i.e.

1. existing service station, coffee shop and hotel.
2. Memorial Hall and Doctors Surgery car park.

Not a car dealership without public facilities and remote from the service station.

The adopted MDC Local Plan takes precedent over the NPPF, as long as its deemed current and adequate. The EVC point investment would be much better directed to trading outlets within the existing service station. This is currently where passing drivers stop for a period and could safely access the EVC points, i.e. would not need to cross the busing Trowbridge Road.

Section 4.2 (APP/Q3305/W/18/3206401) & Section 4.4 (APP/Q3305/W/18/3207387)

Commerce Park, Frome would be a far more suitable position for this development. The land has been designated within the Local Plan for this use and infrastructure work has been completed or is being planned.

Section 4.2 (APP/Q3305/W/18/3206401) & Section 4.5 (APP/Q3305/W/18/3207387)

Commerce Park, Frome serves these areas and does not have the same access issues as this development would generate. The A36/A361 roundabout is not free flowing at peak times. It is at or exceedingly near capacity, so additional peak flows in and out of this development would create issues.

Section 4.2 (APP/Q3305/W/18/3206401) & Section 4.6 (APP/Q3305/W/18/3207387)

This same employment opportunity could be located 1 mile away at a designated commercial area on the eastern side of Frome! MDC has land designated for this type of development within Frome and other principal towns.

Section 4.2 (APP/Q3305/W/18/3206401) & Section 4.7 (APP/Q3305/W/18/3207387)
EVC investment and provision would be far better focused on the existing services station and trading units. Also, the local Doctors and Memorial Hall car park.

Section 4.2 (APP/Q3305/W/18/3206401) & Section 4.8 (APP/Q3305/W/18/3207387)

Why address this lack of EVC by building a car dealership outside the Beckington development boundary. Also, on the edge of an at capacity trunk road roundabout

Section 4.2 (APP/Q3305/W/18/3206401) & Section 4.9 (APP/Q3305/W/18/3207387)

The unsuitability of this site, at the intersection of the A36T/A361 cannot be understated. It is outside the development boundary, the roundabout is at capacity at peak times, the EVC points could only be accessed safely by Car Dealership customers and therefore would not serve EV drivers within the local community or those using the A36/A361.

Section 4.2 (APP/Q3305/W/18/3206401) & Section 4.10 (APP/Q3305/W/18/3207387)

Nothing within the application indicates these EVC points would be available for public use, i.e. free public use and not connected to the Car Dealership. If these EVC points are indeed connected with the Car Dealership business they will not be available for public use, i.e. unless those members of the public are Car Dealership customers.

Section 4.2 (APP/Q3305/W/18/3206401) & Section 4.11 (APP/Q3305/W/18/3207387)

All these are valid points, but simply don't justify building a new car dealership outside the development limits and on the edge of a rural village, which has already had since 2013 a 36% increase in residential housing.

Section 4.4 (APP/Q3305/W/18/3206401) & Section 4.13 (APP/Q3305/W/18/3207387)

CP1 States

"The majority of development will be directed towards the five principal settlements of Frome, Glastonbury, Shepton Mallet, Street and Wells to reinforce their roles as market towns serving their wider rural catchments. Specific proposals for each place are set out in Core Policies 6-10.

In the rural parts of the district, new development that is tailored to meet local needs."

This development is not tailored to local needs and therefore is not in accordance with CP1

Section 4.9 (APP/Q3305/W/18/3206401) & Section 4.15 (APP/Q3305/W/18/3207387)

CP3 states:

4. *Supporting proposals for development of the rural economy as set out in Core Policy 2 which,*

- a. deliver modest clusters of flexible premises able to meet the needs of the rural economy in the Primary Villages identified in Core Policy 1, or*
- b. enable the establishment, expansion and diversification of business in a manner and of a scale which is appropriate to the location and constraints upon it, or*
- c. involve the conversion of existing buildings for an economic use as considered under Development Policy 22.*

5. *Support for viable schemes which extend the range of community infrastructure allowing local people to secure more of their everyday needs locally. “*

This development does not meet the needs of the rural economy of Beckington.

This development does not establish, expand or diversify business in a manner or scale which is appropriate to the location and constraints upon it.

This development does not extend the range of community infrastructure or allow local people to secure more of their everyday needs locally.

Section 4.11 (APP/Q3305/W/18/3206401) & Section 4.16 (APP/Q3305/W/18/3207387)

CP4 states:

“4. Supporting proposals for development of the rural economy as set out in Core Policy 2 which,

a. deliver modest clusters of flexible premises able to meet the needs of the rural economy in the Primary Villages identified in Core Policy 1, or

b. enable the establishment, expansion and diversification of business in a manner and of a scale which is appropriate to the location and constraints upon it, or

c. involve the conversion of existing buildings for an economic use as considered under Development Policy 22.

5. *Support for viable schemes which extend the range of community infrastructure allowing local people to secure more of their everyday needs locally.”*

This development does not:

a) deliver a modest cluster of flexible premises able to meet the needs of the rural economy of Beckington; or

b) enable the establishment, expansion and diversification of business in a manner and of a scale which is appropriate to the location and constraints upon it.

Section 4.19 (APP/Q3305/W/18/3207387)

It is manifestly not the case this site is preferable or more suitable than other areas identified and allocated within the MDC Local Plan.

Beckington currently has plenty of employment sites, which are identified in Annex A. We also refer you to the Beckington Parish Council Objection to Planning Application 2017/0818/FUL.

Section 4.20 (APP/Q3305/W/18/3207387)

Of course, if this application was approved the developer would seek planning approval for the site. The DeFRA MAGIC website indicates this site is designated Grade 3a agricultural land.

Section 4.26 (APP/Q3305/W/18/3206401) & Section 4.26 (APP/Q3305/W/18/3207387)

It is still disproportionate to the economic needs of Beckington. It also does not align with the economic needs of Beckington. This development would not help sustain the economic vitality of the local economy. BPC refers you to Annex A, which lists the businesses within and around the village and number of employees. This demonstrates a thriving local economy.

Section 4.26 (APP/Q3305/W/18/3206401) & Section 4.27 (APP/Q3305/W/18/3207387)

EV customers would be far better served by EVC within car parks attached to Doctors surgery, the Memorial Hall, Starbucks or Travelodge within the Service Station area. Not associated with a Car Dealership across the busy Trowbridge Road and remote of car parking and services in the village.

This is an application for a Car Dealership. It is not an application for EVC points. If the applicant wishes to advance the government EV strategy, then invest in EV points within Beckington Village.

Section 4.26 (APP/Q3305/W/18/3206401) & Section 4.28 (APP/Q3305/W/18/3207387)

This is not an application for EVC alone. The primary purpose of the development is building a car dealership, on agricultural land outside the development boundary of Beckington. The EVC investment would be better focused on the existing Service Station, coffee shop and hotel, or Memorial Hall or Doctors Surgery car parks in Beckington.

Section 4.26 (APP/Q3305/W/18/3206401) & Section 4.29 (APP/Q3305/W/18/3207387)

This development does not align with CP1, CP3 or CP4.

In addition, CP 6 states:

“Provision for between 2,700 and 2,900 new jobs will be made:

- on existing land at Commerce Park which will continue to offer flexible, serviced space for a variety of employment needs.*
- through mixed use redevelopment of redundant or underutilised employment sites within the town where they arise, to deliver flexible space for offices, studios and other residentially compatible small business space.*
- on other fringes of the town where proposals bring forward additional land which deliver flexible modern workspace.”*

This development is not on the fringes of Frome, so doesn't align with any of these three elements of CP6.

Section 4.28-4.31 (APP/Q3305/W/18/3206401) & Section 4.31 (APP/Q3305/W/18/3207387)

The site is outside the development boundary of Beckington. It is also situated on an area of open agricultural land extending north and westwards. Building on this land would break this open northwest aspect - see attached Google Street View images in Annex B.

Section 4.28-4.31 (APP/Q3305/W/18/3206401) & Section 4.32 (APP/Q3305/W/18/3207387)

Explain how Beckington and the open agricultural land on the northwest of the A36/A361 roundabout is urbanised. Building a car dealership in this area would have a very large impact on the area and nearby properties. See Google Street View image of the Bath Audi car dealership in Peasedown St John in Annex C.

Section 4.28-4.31 (APP/Q3305/W/18/3206401) & Section 4.33 (APP/Q3305/W/18/3207387)

BPC do not believe a car dealership business would want to be screened from the A36. To generate business it would request full visual access to the road front. Other sections of this appeal have stressed the importance of the location to a business. See Annex C and the Google Street View image of the Bath Audi dealership adjacent to the A367 in Peasedown St John.

Section 4.32 (APP/Q3305/W/18/3206401)

It is BPC's view this development contravenes MDC's Local Plan Core Policies CP1, CP3, CP4 and CP6. In addition, the proposal would represent an unsustainable and unnecessary form of development that would foster the growth and the need to travel by private transport.

Section 4.37 (APP/Q3305/W/18/3206401) & Section 4.34 (APP/Q3305/W/18/3207387)

The A36/A361 roundabout is over capacity at peak times. A Freedom of Information request has been submitted to Highways England for data relating to current and predicted traffic flows through each spur of the roundabout. This will clearly demonstrate the delay and queue lengths at morning and evening peak times.

In addition, no evidence has been submitted about impact of HGV's and other vehicles entering and exiting both this development and the adjacent Service Station. The HGV turning circle identified in the Traffic Assessment highlights how close vehicles will get to the service station junction. See Annex D. Also, provision of safe passage for pedestrians from the EVC point to the Service Station.

Section 4.38 (APP/Q3305/W/18/3206401) & Section 4.35 (APP/Q3305/W/18/3207387)

The Foul & Surface Water Drainage Strategy (17007-R01-C) Section 1.7 of the indicates the foul water would enter a pumping station adjacent to the Service Station and then be pumped to a 150mm diameter gravity foul sewer on the Bath Road. This is not a sustainable solution and Wessex Water has stated via responses to previous planning applications that the sewerage is at capacity, together with the Sewage Treatment Works.

There are no measures for dealing with the surface water flooding on west boundary the area immediately to the north of the site. This area is frequently seen to have standing water, due to the impervious nature of the substrata.

Section 4.39 (APP/Q3305/W/18/3206401) & Section 4.37 (APP/Q3305/W/18/3207387)

It has been shown through examination of previous Planning Applications the A36/A361 roundabout is at capacity during AM and PM peak traffic flows. Table 16 taken from the Traffic Assessment for Planning Application 2015/2663/FU shows the Trowbridge Road is over capacity during the PM peak flow and the A36 southbound is very near capacity.

The traffic monitoring results incorporated in both planning applications states queue lengths on the A36 southbound and A361 westbound extend beyond the site during the PM peak.

This indicates a high volume of traffic and congestion during AM and PM peak times. This in turn has an impact on traffic entering and exiting this development and the existing Service Station.

BPC would like to highlight the HGV turning circle illustrated on drawing IMA-18-022 Plan 3B of the Transport Assessment. The turning area will conflict with those of vehicles entering and exiting the Service Station. See Annex D.

In addition, there is no safe passage from the EVC bays on the west of the development. This drawing indicates HGVs will pass very close the EVC bays and there is no 'buffer' zone for pedestrians. In addition, the development makes no provision for safe pedestrian passage from the EVC bays across the Trowbridge Road and into the Service Station. Presumably drivers will not just sit in their cars while they are being charged, but instead wish to access the facilities in the service station.

Section 4.41 (APP/Q3305/W/18/3206401) & Section 4.38(APP/Q3305/W/18/3207387)

A quick study of the MAGIC database (<https://magic.defra.gov.uk/MagicMap.aspx>) indicates the site is:

1. part of a Natural England Regional Themed area for High Level Stewardship;
2. is also classified as Grade 3a agricultural land; and
3. adjacent to a Priority area for countryside stewardship measures addressing Lapwing habitat issues.

Section 5.0 (APP/Q3305/W/18/3206401) & Section 5.0(APP/Q3305/W/18/3207387)

The MDC Local Plan has ample provision for a Car Dealership type of development in the Frome Area, without having to resort to building on open agricultural land outside the development boundary of Beckington.

It can be argued a car dealership does not provide 'appropriate' employment for a rural primary village like Beckington. The economic benefits to Beckington are not clear. It's clear the creation of a car dealership would provide employment, although not indicated how this would benefit Beckington Village. It's not clear why this should be at a site in open agricultural land outside the development boundary, instead of 'allocated' land in or on the fringes of Frome.

Beckington already has a well-established car servicing business.

The proposal does not contain any supporting or complimentary facilities or infrastructure for the EVC. The EVC would be better sited within the grounds of the existing service station, coffee outlet or hotel. Here pedestrians have safe access to facilities while their car is charging.

This construction related opportunity would exist if the car dealership was created in or on the fringes of Frome, or elsewhere. So not really a justification to build on open agricultural land outside the Beckington development boundary.

Beckington Parish Council – reply to Appeal AppQ305/W/18/3206401 & 3207387

The adopted MDC Local Plan takes precedent over the NPPF, as long as its deemed current and adequate.

In summary this development contravenes CP1, CP3, CP4 and CP6 of MDC's Local Plan and hence the Appeal should be rejected.

Annex A

Existing employment provision in Beckington in addition to the school, doctor's surgery and farming			
Business	full time employees	part time employees	Total employees
SEA	150		
White Row	48	30	
George Banco	50		
Springmead	37		
Chord UK	15		
Ivy House Dairy	10	10	
The Woolpack	20		
The Foresters	12		
Mes Amis	5		
Beckington Motors	10		
The Aspect Partnership	4		
City Forum	10	10	
Petrol Station	10	10	
Starbucks	5	4	
Travel Lodge	6	7	
John Yerbury Property Developments	7	2	
Beckington Limousines	3		
Standerwick Court		3	
Finlay Consulting	3		
Monastic Productions	8		
Digby Fox TV	5		
Martyn Peters Builders	7		
Marcus Squires	4	1	
Cream	1	2	
Bruges Tozer Architects	3		
Dentpusher	2		
Drive southwest	2		
DF Services	4		
Journeyman Carpentry	2		
Randall of Beckington	1	1	
Village B+B's - Eden Vale, Seymours Court, Old Parsonage	2	2	
Self-employed resident's running businesses from properties in Beckington			
Joel Luega Bath Road	1		
CCS Business Services	1		
Pugvert Sandy Lane	1		
Mike Photography Bath Road	1		
Nico Warminster Road	1		
Jane Mansfield Bath Road	1		

Beckington Parish Council – reply to Appeal AppQ305/W/18/3206401 & 3207387

Mike Goose St property services	1		
Michele Wilson - Bath Road	1		
Gary Peters - Fossil Design - Bath Rd	1		
Beckington Physiotherapy	1		
Abi McGillivray Architects	1		
Clive Winterbourne Altek	1		
Kevin Mitchell Photography	1		
Vernon Mann Media	1		
Kirsty Doonan fitness	1		
Philip Southgate Design	1		
Sarah Cooper Fuge		1	
Stephen Cooper Piano Tuning	1	1	
Steel Fusion	1		
Trackmaps	1		
International Research	1		
Pears & Daniels	1		
TOTAL	467	84	551

Annex B



Beckington Parish Council – reply to Appeal AppQ305/W/18/3206401 & 3207387



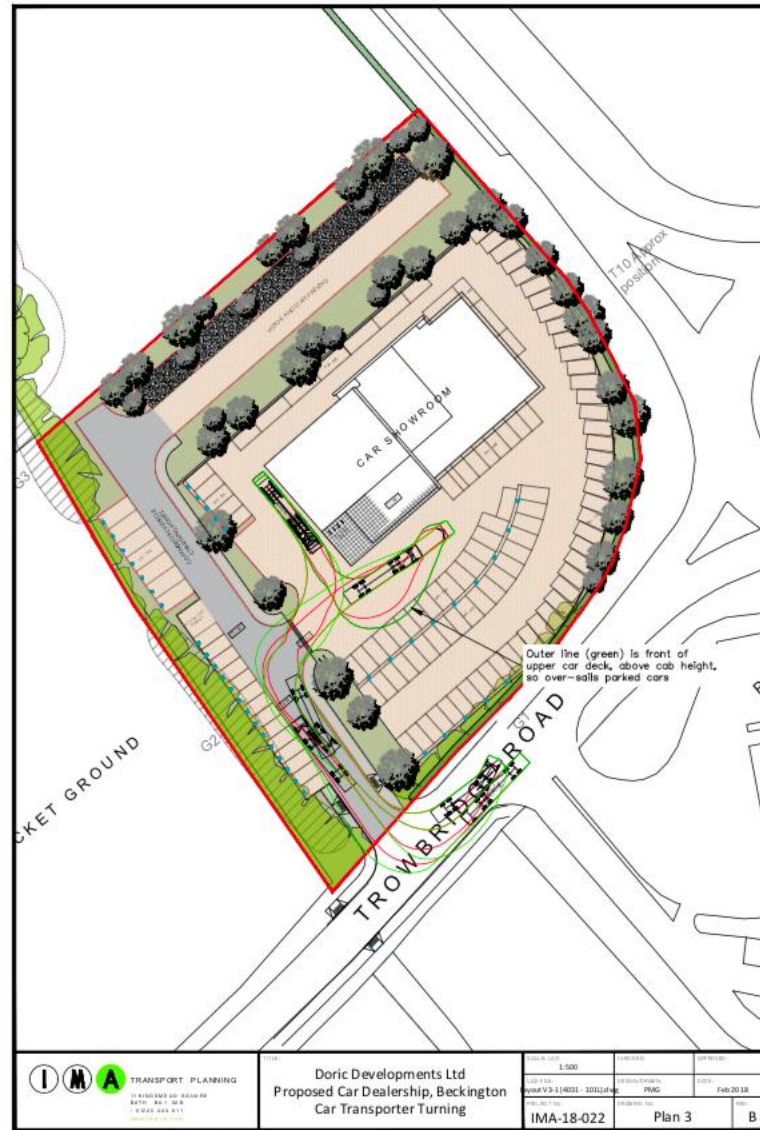
Beckington Parish Council – reply to Appeal AppQ305/W/18/3206401 & 3207387



Annex C



Annex D



Annex E

		AM Peak			PM Peak		
Scenario	Link	Ratio of Flow to Capacity	Max Queue (PCU)	Ave. Delay (Mins/Veh)	Ratio of Flow to Capacity	Max Queue (PCU)	Ave. Delay (Mins/Veh)
2015 Baseline	A36 North	0.59	1.4	0.12	0.80	3.8	0.22
	Trowbridge Road	0.77	3.2	0.24	0.92	9.0	0.70
	A36 South	0.86	5.9	0.20	0.57	1.3	0.06
	Road to Beckington	0.44	0.8	0.26	0.21	0.3	0.10
2020 with Committed Development	A36 North	0.66	1.9	0.16	0.89	7.0	0.38
	Trowbridge Road	0.85	5.2	0.36	1.05	33.5	2.12
	A36 South	0.93	11.4	0.37	0.62	1.6	0.07
	Road to Beckington	0.65	1.7	0.49	0.25	0.3	0.12
2020 with Committed & Proposed Development	A36 North	0.67	2.0	0.16	0.90	7.6	0.41
	Trowbridge Road	0.85	5.4	0.38	1.07	38.5	2.38
	A36 South	0.93	11.8	0.38	0.62	1.6	0.07
	Road to Beckington	0.72	2.4	0.60	0.27	0.4	0.12