

PLANNING STATEMENT

Proposed Glamping Pitches

The Grange, Mablethorpe Road,
Theddlethorpe, Mablethorpe, LN12 1NN



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DOCUMENT HISTORY

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1 INTRODUCTION

- 1.1 This statement accompanies a planning application for the change of use of land at The Grange to provide 2 no. glamping pitches.

2 THE SITE & SURROUNDINGS

- 2.1 The Grange is located on the western side of Mablethorpe Road (A1031) within the village of Theddlethorpe St Helen (Figure 1). The property consists of a detached dwelling, stables, paddocks and a menage. The main vehicular access is almost central within the frontage to Mablethorpe Road, on the northern side of the dwelling (visible in Figure 2). There is also a secondary access to the south of the property. The property contains a large number of mature trees, many of which are along the roadside frontage.
- 2.2 The land to the north and west of the property is in agricultural use. To the south is a dwelling (Hunters Gap) which similarly has equestrian facilities. Adjacent the northeast corner of the property, on the eastern side of Mablethorpe Road, is March Cottage. In November 2020 planning permission was granted to convert the garage at March Cottage into two holiday cottages and for the siting of two log pods within the garden (application reference N/180/01576/20). As can be seen in Figure 3 the log pods are in place and in use for holiday accommodation.
- 2.3 The site is within the 40mph speed limit which covers the whole of the village.

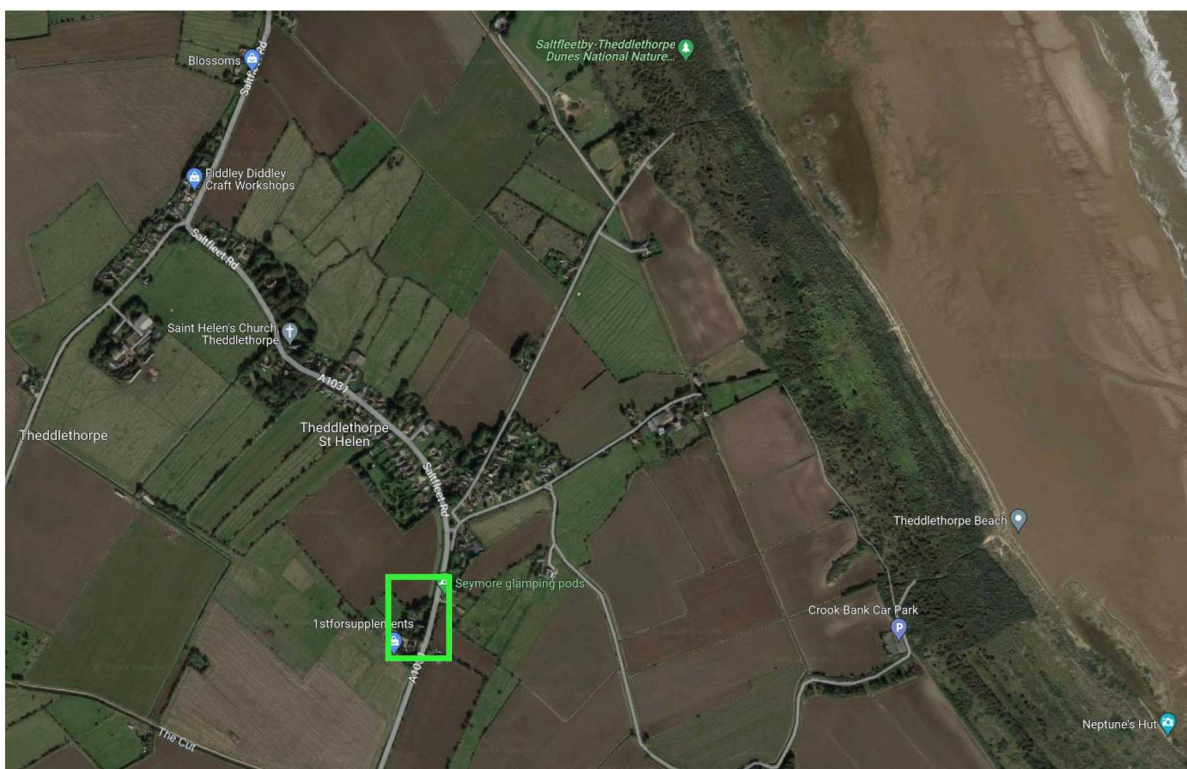


Figure 1: Aerial photograph showing the location of the site.

- 2.4 The site is on the southern edge of Theddlethorpe, a village which has direct access to the beach and a nature reserve. It is within the 'Coastal Zone' defined by the East Lindsey District Council (ELDC) 2018 Local Plan. Policy SP1 of the Local Plan defines the settlement as a 'medium village'.
- 2.5 As with all the surrounding area the site is in Flood Zone 3. A separate Flood Risk Assessment has been produced and accompanies the application.



Figure 2: View of the site in more detail with the location of the pitches highlighted.



Figure 3: The holiday accommodation in place on the adjacent side of the road at March Cottage.

3 THE PROPOSAL

- 3.1 The proposal involves the creation of two glamping pitches between the dwelling and the paddocks. The type of accommodation used on these pitches is not yet known but they will be mobile structures in keeping with the site i.e., a converted horse box or lorry (similar to the example shown in Figure 4).



Figure 4: An example of how a horsebox/lorry can be converted to provide holiday accommodation.

- 3.2 The glamping pitches will be accessed via the existing access to the south of the property. Guests wishing to walk into the village or to the nearby nature reserves and beach will be directed through the property and to a gap which will be formed in the boundary landscaping in the far north-eastern corner. This will enable pedestrians to walk along the wide grass verge before crossing the road to adjoin a footpath which is only just over 100m from the site

4 PLANNING POLICY

4.1 Policies within the East Lindsey District Council Local Plan (2018) that are relevant to this proposal include:

- SP1 A Sustainable Pattern of Places
- SP2 Sustainable Development
- SP10 Design
- SP17 Coastal East Lindsey
- SP19 Holiday Accommodation
- SP22 Transport and Accessibility
- SP23 Landscape

4.2 There are numerous paragraphs within the National Planning Policy Framework (NPPF) which are in support of the proposal. For example, paragraph 84 states that:

'Planning policies and decisions should enable: c) sustainable rural tourism and leisure developments which respect the character of the countryside...'

4.3 At the heart of the NPPF is a presumption in favour of sustainable development. For decision taking this means *'Approving development proposals that accord with an up-to-date development plan without delay'*. In decision making this means Local Planning Authorities should work proactively with applicants to secure developments that will improve the economic, social, and environmental conditions of the area.

4.4 These three overarching objectives of sustainable development (economic, social, and environmental) are interdependent and need to be pursued in mutually supportive ways. The additional accommodation will be of significant benefit to the local economy, with visitors using local facilities and services. This will be achieved by a development which is sensitive to the existing site and will cause no harm to character or amenity. When the combined benefits are considered, they weigh in the favour of the proposal and demonstrate that it meets the requirements of sustainable development.

4.5 Paragraph 80 requires planning policies and decisions to help create the conditions in which businesses can invest, expand, and adapt. It states that:

'Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.'

4.6 Policy SP17 of the Local Plan states that the Coastal Policy applies to several named settlements, including Theddlethorpe St Helen. It is supportive of proposals which contribute to the local economy and diversifies the tourism market. It also states that development will need to demonstrate that it satisfies the sequential and exception tests as set in Annex 2 of the Plan. These tests are discussed in the accompanying Flood Risk Assessment.

4.7 Clause 5 of SP19 supports new holiday sites where they adjoin or are in a town, large or medium village:

5. The Council will support new and extensions to caravans, log cabins, chalets, camping and touring site development where sites adjoin or are in a town, large or medium village, providing it can be demonstrated that they add to the built and natural environment by the provision of extensive landscaping and green infrastructure, do not cause unacceptable harm to the wider landscape, protected or important habitats and they are connected to the existing settlement by road and footpath.

4.8 In this case the site is within a medium village and is surrounded by mature landscaping which forms an effective buffer to screen most of the site from public views. There is no footpath directly connecting the site to the rest of the village. However, as previously mentioned it is proposed to direct guests through the property and to a gap which will be formed in the boundary landscaping in the far north-eastern corner. This will enable pedestrians to walk along the wide grass verge before crossing the road to adjoin a footpath which is only just over 100m from the site. This is a similar situation to that at the adjacent March Cottage. When considering the proposal for logs pods (N/180/01576/20) and how it met the requirements of SP19 (specifically a footpath), the officer made the following assessment:

Although the site isn't directly connected to Theddlethorpe via a footpath, the site lies on a main road, is in a sustainable location, and is in very close proximity to a bus stop. A pedestrian gate is provided in the north west corner of the site, which leads onto a wide grass verge (minimum 2.8m wide), it is then only approximately 100m before a footpath is available. Overall, it is considered the proposed development is compliant with the Local Plan and this aspect is not considered to deem the development unacceptable.

For the same reasons it is considered that the proposal at The Grange is also acceptable and in accordance with SP19.

4.9 In a recent application for a new touring caravan site between Alford and Bilsby (N/016/02290/22), a distance of 300m to the nearest footpath was also considered to be acceptable given the proximity to the settlement and the presence of wide verges.

- 4.10 During appeal reference APP/D2510/W/20/3259359 for the siting of 3 no. static and 5 no. touring caravans at a countryside site near Minting, the Inspectorate referred to SP22 which supports development which links with the existing road and public transport system and highlighted the need to consider the scale of development proposed and the level of traffic it would generate. The Inspector made the point that some uses are more suited to rural areas as visitors may require a quiet environment or be in proximity to nature or have countryside views.
- 4.11 The proposed development is small in scale and will not generate a significant amount of traffic. The site is on an A road and a short distance from coastal attractions (such as Mablethorpe, Saltfleetby-Theddlethorpe Dunes National Nature Reserve, Rimac nature Reserve) meaning visitors would be able to make more direct and quicker journeys from the site to reach other destinations than would be the case in a location further from the main road network, or in other settlements with few services, facilities, and tourism attractions.
- 4.12 Clause 7 of SP19 relates to seasonal occupancy and states that:

7. Occupancy of caravan, log cabin, chalets, camping and touring sites will be limited to between 15th March and 31st October in any one year, or the following Sunday, if the 31st does not fall on a Sunday, except where it is proposed to extend the area of or redevelop an existing site that currently has a different occupancy period, but where no net increase or an overall reduction by an improved layout or density in the number of caravans, log cabins or chalets would result. In such cases, the existing occupancy period will continue to be applied to the whole site.

The submitted Flood Risk Assessment recommends that this season is adopted.

- 4.13 Policy SP23 seeks to protect landscape quality. As already discussed, the site is surrounded by mature landscaping which forms an effective buffer to screen most of the site from public views. As such there will be no visual harm because of the development.
- 4.14 Given the small scale of the proposal it is considered that there will be no harm to amenity of the dwelling to the south.
- 4.15 The proposed access can accommodate the maximum two vehicles expected to be using the site. The entrance is within the 40mph speed limit and due to there being an open verge in front of the site and the neighbouring property the required visibility splay is available. The development will therefore have no effect on highways safety.

5 CONCLUSIONS

- 5.1 Overall it is considered there is compliance with the Local Plan as a whole given that it is generally supportive of sustainable rural tourism, and most of the policy strands as mentioned above are complied with. The site is in a sustainable location, with acceptable connections to the main footpath and centre of the village. The proposal will cause no adverse harm upon the wider landscape or on neighbour amenity and the impacts of flood risk can be dealt with by condition.
- 5.2 The development would also accord with the more permissive approach of the NPPF, which at Paragraph 84 provides support for the sustainable growth and expansion of all types of businesses in rural areas, including sustainable rural tourism and leisure developments which respect the character of the countryside.
- 5.3 As the proposal complies with all other relevant Local and National policy it can be granted planning approval.