



## Committee Report

**Planning Committee North - 12 January 2021**

**Application no DC/20/3675/COU**

**Location**

Toad Hall  
Mardle Road  
Wangford  
Beccles  
Suffolk  
NR34 8AU

**Expiry date** 11 November 2020

**Application type** Change of Use

**Applicant** Gavin Crossland

**Parish** Wangford With Henham

**Proposal** Change of use from disused residential orchard/garden to glamping site with 5no. pitches.

**Case Officer** Michaëlle Coupe  
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### 1. Summary

- 1.1 This application is seeking to provide tourist accommodation in the form of five glamping pods which will essentially just provide sleeping accommodation. The scheme includes a toilet and shower block as well as a wellness studio. The site is within the countryside close to Wangford village and is within the Suffolk Coast and Heaths AONB.
- 1.2 The application is referred to the Planning Committee (North) at the request of the Referral Panel, because further issues regarding parking needed to be addressed and considered by the Committee.
- 1.3 Subsequent to the consideration by the Referral Panel, a revised plan has been received amending the parking layout. Officers consider that this addresses the matter and represents an acceptable proposal in highways safety terms.

- 1.4 The application is recommended for approval as it is considered to comply with the policies of the Development Plan in respect of the provision of small-scale holiday accommodation across the District.

## **2. Site description**

- 2.1 Toad Hall is a detached dwelling situated in the countryside less than a mile from Wangford village and within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB).
- 2.2 Directly opposite is the residence Reydon Grange, a Grade II listed building, set back some distance from the road. Abutting the site to the rear is arable farmland. Access is via Mardle Road - a narrow country lane that joins the B1126 Wangford to Reydon Road. The road serves a very limited number of properties and is not a direct route to anywhere.

## **3. Proposal**

- 3.1 The proposal is to change the use of part of the property's curtilage (former orchard) to provide five glamping pitches. Each pitch will comprise a very modest timber pod on a concrete base and constructed of horizontal waney edge timber cladding, left to go silver over time, with shallow pitch roof covered in grey shingle tiles. The pods essentially just provide sleeping accommodation, for couples, with toilet and shower facilities being provided in a separate block within existing outbuildings close to the house. The pods are transportable on the back of a lorry. A wellness studio is also proposed within the existing outbuildings, which will provide space for Yoga and other exercise classes as well as quiet meditation. Each pod will have a small outdoor and a private decking area and seats, as well as two bicycles. A small kitchenette will be provided in the wellness centre as well as fridge storage. Outdoor cooking facilities will also be provided for each pod.
- 3.2 The dwellings existing parking area will be extended to accommodate five car parking spaces for each of the pods, served by the existing access onto Mardle Road. The area allows for two parking spaces for Toad Hall.
- 3.3 The site comprises a number of boundary trees and hedging most of which are to be retained. Additional planting is proposed including infilling of the boundary hedge to the road.
- 3.4 The application is supported by a Tree Survey and Arboricultural Impact Assessment and an Ecological Appraisal. Additional information was provided to address the comments from the Highway Authority.

## **4. Consultations**

- 4.1 No third-party representations have been received.

## Parish Council

Consultee	Date consulted	Date reply received
Wangford With Henham Parish Council	22 September 2020	9 October 2020

### Summary of comments:

*Wangford with Henham Parish Council recommend refusal for the following reasons:*

*The site, as per the plan, would be very tightly packed, so much so that if 5 cars were parked in the designated space it appears it would be difficult to open a car door wide enough to get out.*

*The entrance to the site is on a blind bend which has already been the scene of a few near misses and the increase of traffic, particularly in the summer months, on this narrow single track lane would not help the issue.*

*The site is within the ANOB and the appearance of the proposed buildings and sheds would not enhance it.*

## Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	10 November 2020	20 November 2020

### Summary of comments:

Following the submission of further information there is still concern that the standard visibility splay for the speed limit of the road, 60mph, cannot be achieved in both directions.

These can be reduced if measured speeds evidence that vehicles are travelling below the speed limit.

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	22 September 2020	13 October 2020

### Summary of comments:

Requires more information regarding visibility splays, vehicle turning areas, bin storage/presentation areas, drainage mitigation and cycle storage facilities

## Non statutory consultees

Consultee	Date consulted	Date reply received
Environmental Protection (Internal)	22 September 2020	21 October 2020

### Summary of comments:

Recommends condition regarding contamination.

Consultee	Date consulted	Date reply received
Ecology (Internal)	5 October 2020	27 October 2020
Summary of comments: Referred to in officer report.		

## 5. Publicity

None

## 6. Planning policy

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that *“where in making any determination under the planning Acts, if regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise”*.

6.2 The National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) are material considerations when determining the application.

6.3 The East Suffolk Council - Waveney Local Plan was adopted on 20 March 2019 and the following policies are considered relevant:

WLP8.15 - New Self Catering Tourist Accommodation (East Suffolk Council - Waveney Local Plan (March 2019)

WLP8.21 - Sustainable Transport (East Suffolk Council - Waveney Local Plan (March 2019)

WLP8.29 - Design (East Suffolk Council - Waveney Local Plan (March 2019)

WLP8.34 - Biodiversity and Geodiversity (East Suffolk Council - Waveney Local Plan (March 2019)

WLP8.35 - Landscape Character (East Suffolk Council - Waveney Local Plan (March 2019)

## 7. Planning considerations

7.1 The Waveney Local Plan recognises that self-catering tourist accommodation plays a vital role in Waveney's tourism sector, and that the tourism industry is an important part of the District's economy. Policy WLP8.15 - New Self Catering Tourist Accommodation indicates that small scale sites providing fewer than 10 pitches/units will be supported in principle across the whole of the former Waveney District, including the AONB. The policy does not permit self-catering accommodation within permanent structures outside the settlement boundaries, unless it involves the conversion of an existing rural building.

- 7.2 The proposed pods themselves, given they are easily removable and only contain sleeping accommodation, are considered to be of a temporary nature rather than permanent structures. As the toilet, shower and kitchen facilities are to be housed within existing buildings, the proposals are considered to comply with policy WLP8.15.
- 7.3 The site is quite close (less than a mile) to Wangford village and very close to a nearby farm shop, certainly within cycling distance. The provision of bicycles for visitors will encourage visitors to travel to local services and facilities using non-car modes. The applicants have also indicated that guests can be collected from Darsham station. The proposals are thus considered to comply with Local plan policy WLP8.21 - Sustainable Transport.
- 7.4 Local Plan policy WLP8.35 seeks to ensure the special qualities of the AONB are preserved and enhanced. Given the size and scale of the pods; the limited number; and the materials to be used, it is considered they will nestle into the existing well-treed site and be sympathetic to their rural surroundings. This will be further enhanced by additional planting. The land at the rear of the site is open agricultural land and the proposals are not considered to have an intrusive impact on this farmed landscape. Their impacts will be very localised and not result in harm to the wider AONB landscape.
- 7.5 The conversion of the existing outbuildings to provide facilities for guests involve minimal alterations and the changes that have been made are sympathetic to the buildings character and appearance.
- 7.6 It is not considered the proposals will adversely impact on nearby residents (nearest resident is opposite, but some distance back from the road) by reason of increased noise and disturbance given the scale and nature of the development and the management of the site by the occupants of Toad Hall.
- 7.7 The proposals are thus considered to comply with policies WLP8.29 Design and WLP8.35 Landscape Character.
- 7.8 The property opposite is a Grade II listed building but, given its distance back from the road and contained nature of the site, the proposals are not considered to adversely impact on the setting of the listed building. Thus, there is no conflict with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990; the heritage objectives of the NPPF; or the heritage objectives of the Local Plan – all of which attach great weight to preserving the significance of Listed Buildings inclusive of any contribution made by their setting.
- 7.9 With regard to impact on highway safety, the road serving the site is a narrow rural lane that currently serves very few properties. Whilst the speed limit is 60mph it is highly unlikely vehicles would be travelling at this speed because of its limited width and because of the presence of a bend in the road close to the application site. The visibility splays of 115m in one direction and 59m in the other is thus considered reasonable given the nature of the road and the nature of the proposals. The applicants have checked the accident records which confirm there have never been any recorded accidents on Mardle Road in the past 21 years by any type of vehicle. The site is only a short distance along Mardle Road from the B1126 Road.

- 7.10 Parking is provided on site, allowing one space per pod and two for the existing dwelling. The size of the parking bays and space for manoeuvring is adequate and meets the recommended standards. The proposal accords with WLP8.21 Sustainable Transport.
- 7.11 The Council's Ecologist is satisfied with the conclusions of the submitted Preliminary Ecological Appraisal subject to conditions being imposed on any consent granted that require the development to be undertaken in accordance with the report in terms of ecological avoidance, mitigation, compensation and enhancement measures and controls the removal of hedgerows and trees between 1st March and 31st August and any lighting on site to avoid adverse impacts on nesting birds and other wildlife.
- 7.12 Given that the pods will have no bathroom or kitchen facilities they do not fall under RAMS. The proposals are thus considered to be compliant with Local Plan policy WLP8.34 - Biodiversity and Geodiversity.

## **8. Conclusion**

- 8.1 In conclusion it is considered that having regard to the scale and nature of the development, its location, and limited landscape impact, it would represent a sustainable form of development that will benefit the District's tourism economy, without causing harm to the character of the area, amenity of neighbours and highway safety, and is policy compliant.

## **9. Recommendation**

- 9.1 Approve with conditions as below:

## **10. Conditions:**

1. The development hereby permitted shall be begun within a period of three years beginning with the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 as amended.

2. The development hereby permitted shall be completed in all respects strictly in accordance with details/drawings contained in the submitted supporting statement as amended by drawings A04-06B received 11/12/20 and A04-07 received 10/11/20; and drawing 100920/01 received 17/09/20; and the Preliminary Ecological Appraisal (PEA) by Aspen Ecology, dated August 2020, for which permission is hereby granted or which are subsequently submitted to and approved by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

Reason: For the avoidance of doubt as to what has been considered and approved.

3. The glamping units hereby approved shall be used for holiday letting accommodation and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987). The duration of occupation by any one

person, or persons, of any of the holiday units shall not exceed a period of 56 days in total in any one calendar year, unless the Local Planning Authority agrees in writing to any variation. The owners/operators of the holiday units hereby permitted shall maintain an up-to-date Register of all lettings, which shall include the names and addresses of all those persons occupying the units during each individual letting. The said Register shall be made available at all reasonable times to the Local Planning Authority.

Reason: To ensure that the development is occupied only as bona-fide holiday accommodation, having regard to the tourism objectives of the Local Plan and the fact that the site is outside any area where planning permission would normally be forthcoming for permanent residential development."

4. Development must be undertaken in accordance with the ecological avoidance, mitigation, compensation and enhancement measures identified within the Preliminary Ecological Appraisal (PEA) (Aspen Ecology, August 2020) as submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason: To ensure that ecological receptors are adequately protected and enhanced as part of the development.

5. No removal of hedgerows, trees or shrubs shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason: To ensure that nesting birds are protected.

6. No external lighting shall be installed at the site unless a "lighting design strategy for biodiversity" has been submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for biodiversity likely to be impacted by lighting and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and

- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To ensure that impacts on ecological receptors from external lighting are prevented.

7. None of the trees or hedges shown to be retained on the approved plan shall be lopped, topped, pruned, uprooted, felled, wilfully damaged or in any other way destroyed or removed without the prior written consent of the local planning authority. Any trees or hedges removed, dying, being severely damaged or becoming seriously diseased within five years of the completion of the development shall be replaced during the first available planting season, with trees or hedges of a size and species, which shall previously have been agreed in writing by the local planning authority.  
Reason: To safeguard the contribution to the character of the locality provided by the trees and hedgerow.
8. The recommendations of the Arboricultural Impact Assessment shall be implemented in full.  
Reason: To protect the trees during the course of development in the interests of visual amenity.
9. The bin storage and presentation area shall be provided in accordance with the details shown on drawing A04-06, before the development is brought into use, and shall be retained thereafter for no other use.  
Reason: To ensure the satisfactory provision is made for the storage and collection of refuse in the interests of visual amenity and highway safety.
10. The visibility splays shown on drawing A04-07 shall be provided before the development is brought into use and shall thereafter be retained as such.  
Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely, and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action.
11. The use shall not commence until the area(s) within the site shown on drawing A04-06B for the purpose of loading, unloading, manoeuvring and parking of vehicles has been provided. Thereafter the area(s) shall be retained and used for no other purpose.  
Reason: To ensure that sufficient space for the on site parking of vehicles is provided and where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway.
12. The materials and finishes shall be as indicated within the submitted application and thereafter retained as such, unless otherwise agreed in writing with the local planning authority.  
  
Reason: To ensure the satisfactory appearance of the development in the interests of visual amenity
13. Within 3 month(s) of commencement of development, satisfactory precise details of a tree and/or hedge planting scheme (which shall include species, size and numbers of plants to be planted) shall be submitted to and approved in writing by the local planning authority. The scheme shall include the infilling of existing gaps in the roadside hedge.  
  
Reason: To ensure the submission and implementation of a well-laid out scheme of landscaping in the interest of visual amenity.



14. The approved tree/shrub planting scheme shall be implemented not later than the first planting season following commencement of the development (or within such extended period as the local planning authority may allow) and shall thereafter be retained and maintained for a period of 5 years. Any plant material removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season and shall be retained and maintained.  
Reason: To ensure the submission and implementation of a well-laid out scheme of landscaping in the interest of visual amenity.

### **Informatives:**

1. The Local Planning Authority has assessed the proposal against all material considerations including planning policies and any comments that may have been received. The planning application has been approved in accordance with the objectives of the National Planning Policy Framework and local plan to promote the delivery of sustainable development and to approach decision taking in a positive way.
2. East Suffolk Council is a Community Infrastructure Levy (CIL) Charging Authority.

The proposed development referred to in this planning permission may be chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations 2010 (as amended).

If your development is for the erection of a new building, annex or extension or the change of use of a building over 100sqm in internal area or the creation of a new dwelling, holiday let of any size or convenience retail, your development may be liable to pay CIL and you must submit a CIL Form 2 (Assumption of Liability) and CIL Form 1 (CIL Questions) form as soon as possible to [CIL@eastsuffolk.gov.uk](mailto:CIL@eastsuffolk.gov.uk)

A CIL commencement Notice (CIL Form 6) must be submitted at least 24 hours prior to the commencement date. The consequences of not submitting CIL Forms can result in the loss of payment by instalments, surcharges and other CIL enforcement action.

CIL forms can be downloaded direct from the planning portal:

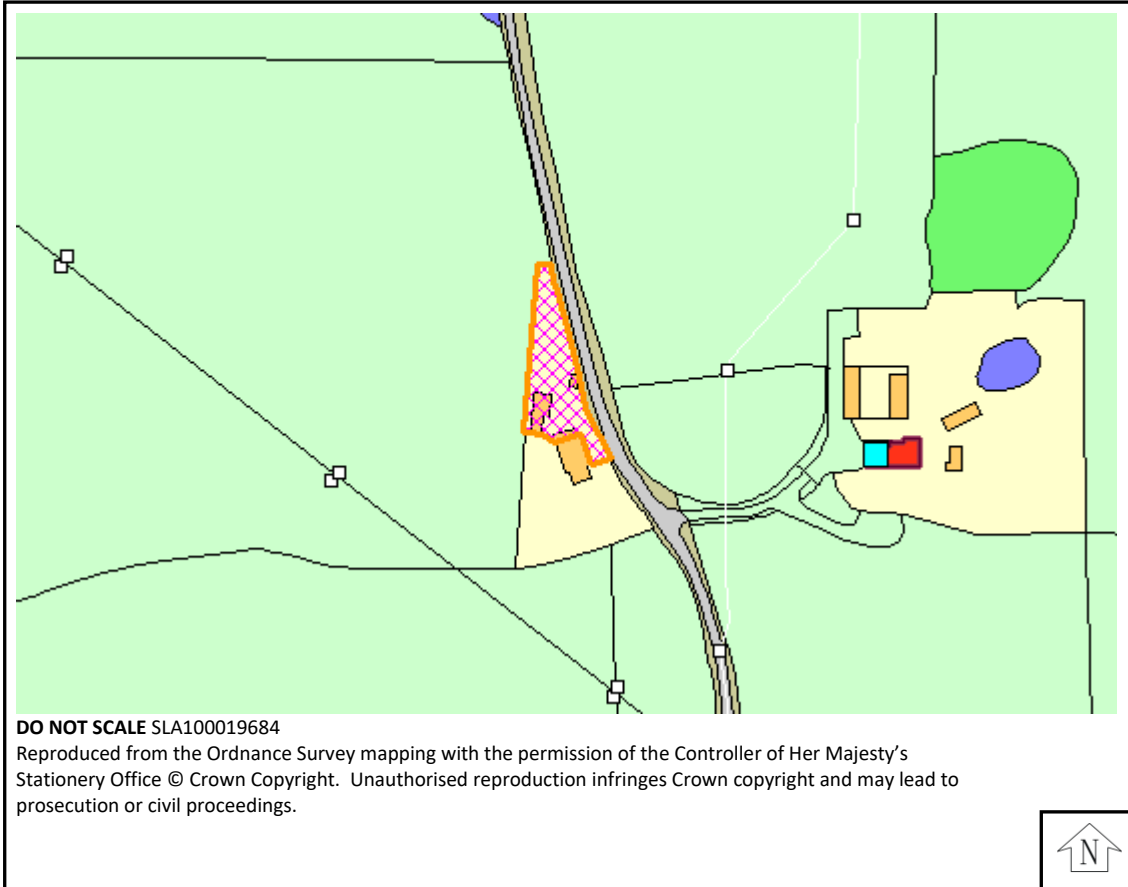
[https://www.planningportal.co.uk/info/200136/policy\\_and\\_legislation/70/community\\_infrastructure\\_levy/5](https://www.planningportal.co.uk/info/200136/policy_and_legislation/70/community_infrastructure_levy/5)

Guidance is viewable at: <https://www.gov.uk/guidance/community-infrastructure-levy>





### **Background Papers**

See application reference DC/20/3675/COU on [Public Access](#)

## Map



## Key

-  Notified, no comments received
-  Objection
-  Representation
-  Support