



Planning Statement

Class R Prior Approval Application at:

**Rosedale,
Chapel Drove,
Holbeach Drove,
Spalding,
Lincolnshire,
PE12 0PT**



1. Introduction

1.1 The Application

This Planning Statement has been prepared in support of a Class R Prior Approval application for the conversion of agricultural land to a flexible use (Class F.2(c) (outdoor sport or recreation)) at Rosedale, Chapel Drove, Holbeach Drove, as outlined on the accompanying documents.

This application is to be made by JC Architectural Consultant on behalf of their client who intend to utilise their small agricultural unit in order to make best use of the land due to difficulties associated with modern farming.

1.2 Drawing List

This application is accompanied by the following drawings, all of which have been prepared by JC Architectural Consultant.

0452-24-01 Location Plan

1.3 Background

On the 21st May 2024 the permitted development rights for farmers and owners of agricultural land were amended to give greater flexibility to the agricultural sector and the rural economy. These changes give the incentive to farmers to diversify to ensure the economy of local rural areas thrives with the certainty of not requiring time or costs associated with a formal planning application.

The update to the legislation states that 'the range of uses agricultural buildings and land within their curtilage can be used for will widen. This will fall under 'flexible commercial use, to include:

- The processing of raw goods produced on the site and which are to be sold on the site (excluding livestock)
- The provision of agricultural training
- Outdoor sports, recreation and fitness uses within the curtilage of an agricultural building.

3. Proposal

The proposal will see the formation of a Manege within the curtilage of the agricultural land that will allow the associated land to be utilised for a wider range of uses. On the basis of a Class R Prior Approval requiring the use class to be changed to a flexible commercial use it is very plausible to expect that the applicant could offer the manege out on a commercial basis to horse riders in the local area. At present many of the local horse owners ride only on the roads which is becoming increasingly dangerous due to other road users so a facility of this type will provide a safe place for riders of all abilities, from beginners having a safe place to learn to ride to seasoned riders who would like to be able to enjoy their hobby without the stress of riding on a road. If the facility was to prove successful then it would be acceptable to say that the additional agricultural land could be put to good use to provide grazing land and stabling for other local horse owners, subject to gaining the necessary formal planning approval.

The size of the manege is to be typically standard at 25 x 50m, this is to allow for sufficient space to ensure that there is circulation space for lessons, pony trap riding etc. It will be positioned towards the south eastern boundary of the site to ensure that access is as straight forward as possible and there is minimal disruption to the surrounding agricultural land. The perimeter will have a 1.5m high post and rail fence, very typical of the area, to act as a visual barrier between the arena and the surrounding space. There will be floodlighting to the manege, this will be low level and manually controlled so that it is only on when the arena is in use. The position is close to the highway but it is a very minor road that only gives access to a few houses and agricultural land so it is unlikely they will cause any problem to motorists; however, the floodlights will be aimed directly at the manege only to avoid any possible glare of disturbance to any users of the road as they are passing the site.