ADDITIONAL INFORMATION RELATED TO THE EXISTING ACCESS ARRANGEMENTS

Brief description of how this application has come about.
Basically, through a number of discussions between Kate Bellamy and the applicant, establishing there were additional caravans and differing touring pitches numbers on the site, to what was currently approved for. It was agreed with Kate that a lawful development certificate could be submitted to address this. However once submitted, during the validated process this type of application was deemed not suitable, and a full application was the only option given to us.

In reality all this application (stated a number of times to the case officers), and within the planning documents), is retrospective planning for the number of caravans and touring pitches established on site. The site use / time of year restriction are not subject to this application, and by default are any of the existing drainage and access as these were never in question. Therefore, these details should have no bearing on the application decision.

Details below as emailed on the 9-02-26 in relation to Lincolnshire Fire and Rescue require further information regarding width of access and the turning head and whether the access road complies with AD-B v2. For LFR this needs to be 18 tonnes, not 12 tonnes.

In terms of the access and the turning head and whether the access road complies with AD-B v2. For LFR this needs to be 18 tonnes, not 12 tonnes. The current owner (applicant) is unsure as to the makeup of the access, as this was completed before they purchased the property.

All I can note from site visit, is the access from the highway running up to near the facility building is of tarmac surfaced, at its narrowest point 4.2m wide increasing to approx. 7.2m, though, does also accommodate parking bays along the existing hedge line. ***(see photo one)****. The remaining access is of compacted gravel surface, with an approx. width of 3m running between the caravans / touring pitches.* ***(see photo two)****. This leads down to the turning head at the bottom of the site, which is suitable for turning vehicles. (****see photos three, four and five).***

As you are aware, and has been stated many times this retrospective application is to regularise/legalise the current caravan and touring pitches numbers and not an application for use of site as caravan / camping, as this has historically already been established by previous applications and has been in use for a number of years.


Photo One


Photo Two



Photo Three



Photo Four



Photo Five