



## **DESIGN AND ACCESS STATEMENT & CLIMATE CHANGE STATEMENT**

**PROPOSED TWO STOREY DWELLING  
INVOLVING THE DEMOLITION OF EXISTING  
AGRICULTURAL BUILDING**

AT

**98 DOG DROVE NORTH  
HOLBEACH DROVE  
SPALDING  
PE12 0SA**

FOR

**MS C HOLMES**

**Job No. SE-2185**

**June 2025**

## 1.0 INTRODUCTION

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This Design and Access Statement supports the full planning application for residential development. The application is for the erection of a two-storey dwelling involving the demolition of the existing agricultural building benefiting from a Class Q approval under reference: H09-0420-24. The application site is located at 98 Dog Drove North, Holbeach Drove, Spalding.

## 2.0 CONTEXT & PROPOSAL

### 2.1 SITE CONTEXT

The application site is located at 98 Dog Drove North, Holbeach Drove on the western side of the highway. The site currently accommodates an agricultural building that benefits from a Class Q approval under reference: H09-0420-24

There is agricultural land to the north of the site and existing agricultural buildings to the west.

The site is positioned within Flood Zone 1 of the Environment Agency Flood Maps for Planning.

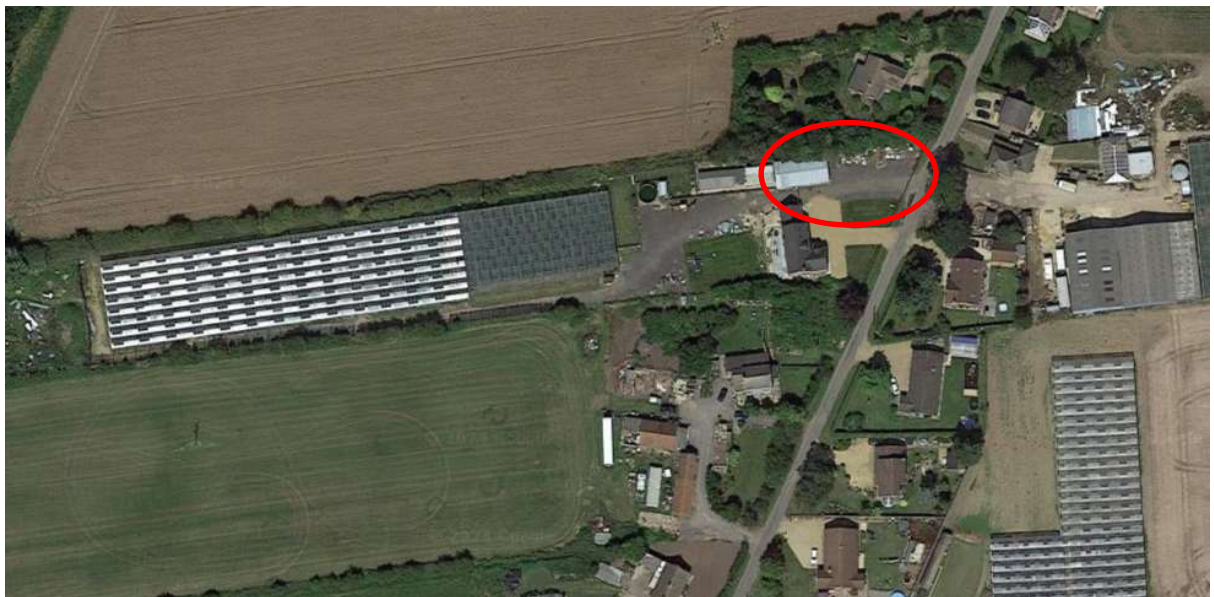


Figure 1: Aerial photograph



Figure 2: Extract from Environment Agency Flood Maps for Planning

## **2.2 HISTORY**

H09-0420-24 – Proposed barn conversion into residential dwelling – Granted 30/07/24.

Prior approval under Class Q, Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 was granted under the above reference number. The proposal was to change the use of the existing buildings on site from agricultural to a single dwelling.

## **2.3 BACKGROUND**

Given that the building in question benefits from Class Q permitted development rights to be converted into a single dwelling (reference: H09-0420-24), it is acknowledged that a fall-back position of residential development exists which is a material planning consideration in any future planning submission for the extent of the approval's lifetime.

## **2.4 PROPOSAL**

Following the approval of H09-0420-24, the proposal is for the demolition of the existing barn and respective replacement of a two-storey dwelling. The dwelling has been designed with the immediate surroundings in mind and will not cause any harm as a result.

The dwelling is small in scale and has been positioned towards the site frontage resulting in a betterment to the street scene. This position has been determined to not cause any overbearing issues. The proposal pays respect to the neighbouring dwellings and has been designed as to not cause overlooking or overshadowing issues.

The proposal would be accessed from a separate access to that of No. 94 and offers a betterment to highway safety as it would limit the number of vehicular movements to and from site to that of a typical household compared to that of an agricultural barn which has an unlimited amount.

## 2.5 PRINCIPLE

The Court of Appeal in *Mansell v Tonbridge and Malling Borough Council* [2017] EWCA Civ 1314 confirmed that development under Class Q of the GDPO is a fallback position ie that it is a material consideration for planning applications that permitted development rights under Class Q can be exercised. It confirmed that the fallback position can be given material weight in determining subsequent planning applications.

In order for a fallback position to be realised, the development must be 'real prospect' and it was confirmed that Class Q permitted development rights constitute a real prospect. With this in mind, the development approved under H09-0420-24 is a material planning consideration and should be considered as a fallback position in the consideration of any subsequent applications. On the basis of the above, the single dwelling can be developed under H09-0420-24 and that the barn in question is not within a Conservation Area or a Listed Building (which is a requirement of Class Q) the principle of the erection of the dwelling involving the demolition of existing buildings is acceptable.

## 2.6 FLOOD RISK

Section 14 of the NPPF requires a sequential approach, directing new development to land at lowest risk of flooding in the first instance unless it can be demonstrated that no land is available to accommodate the proposal. The application site is located within Flood Zone 1 and therefore the principle of development, in terms of flood risk, is acceptable.



Figure 3: Extract from Environment Agency Flood Maps for Planning

### 3.0 DESIGN

#### 3.1 USE & AMOUNT

The proposal is for the erection of a single dwelling involving the demolition of the existing agricultural building. Given the fallback position of H09-0420-24, the proposed use and number of units is acceptable.

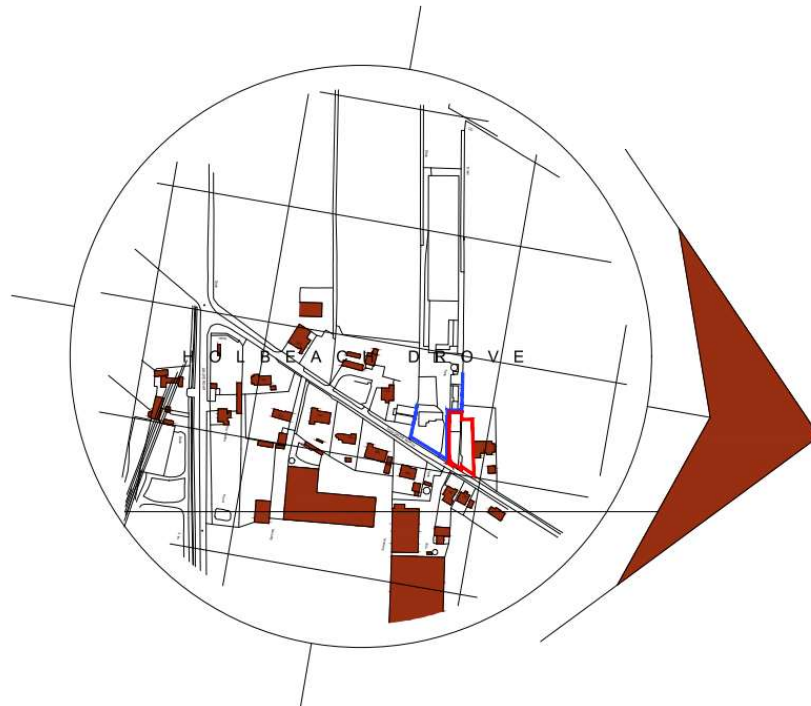


Figure 4: Location Plan

### 3.2 BETTERMENT EVALUATION AND CLIMATE CHANGE STATEMENT

The site is located within Flood Zone 1 of the Environment Agency's flood maps for planning. Section 14 of the NPPF require proposals to adopt a sequential approach to flood risk by locating development within areas at lowest risk of flooding in the first instance. Given that the proposal is located on land at lowest risk of flooding, it is within a sequentially preferable location. Therefore, the principle of the development is acceptable in terms of flood risk as set out in the local plan.

The proposal demolishes an existing agricultural unit with the potential to reopen at any point and introduce an unlimited quantity of traffic and vehicular movements. If the application is to be granted, the barn will be demolished and replaced by a dwelling. Importantly, the vehicular movements tied to a single dwelling of this scale are limited and can generally be forecasted throughout the day and week in relation to working times, given a vehicular movement to leave to work and come home from work. In turn, this change of use would significantly reduce the carbon emissions not only via reduced movements, but the types of vehicles entering and exiting site too. Agricultural vehicles are typically large in nature and provide heavy carbon emissions compared to that of a standard domestic car, especially with electric alternatives on the rise.

Further to the above, the architectural merit of the proposal grants the form to potentially incorporate renewables that perform at a better efficiency, this being a betterment in aiding with achieving the goals set out within the Local Plan. One example of this is the proposed roof. The efficiency of any potential photovoltaic panels installed will increase due to the roof pitch and therefore offer a betterment in terms of potential renewable energy sources by giving opportunity for renewable energy sources to be considered, whereas under the existing Class Q approval, they simply wouldn't be financially viable due to the limited performance they would be able to carry out. Furthermore, a new build will allow for the structural integrity and lifetime of the building to be increased, allowing for technological advancement that otherwise may not be viable for the site and in turn, helping the local planning authority to achieve the targets set out within the Local Plan, as cited above previously.

Class Q legislation is limited and therefore restricts development outside of the building's footprint, drawing particular emphasis on a driveway and garden space, in this instance. This significantly improves the street scene, allowing an established driveway with finishes to the standards expected by the county council.

Because of the nature of the Class Q approval and it's respective legislation, the granted application was not considered in terms of bio-diversity net gain and thus would be accurately estimated to be a net negative. The full application before you enables this to be corrected through the correct route and procedures that national planning and local planning authority framework has successfully introduced and implemented. As this application is full planning in nature, biodiversity has been considered and supporting documentation can be found supporting this claim. The applicant is more than happy to strive to comply with the national targets and has provided plans within the application that showcase how this will be achieved. As such, the proposal successfully qualifies as a betterment scheme that should be granted to aid in the local authority achieving their climate change goals as set out in the local plan.

Approved Document L, Conservation of fuel and power, Volume 1: Dwellings, 2021 edition incorporating 2023 amendments:

*A new dwelling must be built to a minimum standard of total energy performance. For a new build dwelling to gain Building Control approval it has to pass regulation 25 of Approved Document L in which it exceeds the minimum energy performance requirements approved by the secretary of state.*

The following metrics measure the energy performance requirements:

- The target primary energy rate, in kWhPE/m<sup>2</sup> per year: this is influenced by the fabric and fuel.
- The target emission rate, in kgCO<sub>2</sub> /m<sup>2</sup> per year: this is influenced by the fabric and fuel.
- The target fabric energy efficiency rate, in kWh/m<sup>2</sup> per year: this is influenced by the fabric only.

The above metrics are not utilised within a Class Q SAP assessment and thus it would stand to reason that any New Build Dwelling constructed on the site would be more energy efficient and produce reduced emissions than that a conversion could achieve.

Further evidence to support the construction of a new build would be Table 4.3. Table 4.3 - Limiting U-values for existing elements in existing dwellings lays out the improved values which need to be met ducting the conversion, for the walls, roof and floor spaces respectively, they are as follows:

- |  |                                       |
|--|---------------------------------------|
| • Roof                                   | 0.16 U-value(1) W/(m <sup>2</sup> ·K) |
| • Wall – cavity insulation               | 0.55 U-value(1) W/(m <sup>2</sup> ·K) |
| • Wall – internal or external insulation | 0.30 U-value(1) W/(m <sup>2</sup> ·K) |
| • Floor                                  | 0.25 U-value(1) W/(m <sup>2</sup> ·K) |

Whilst it is common for conversion to have u-values higher than the above standards, especially if the dwelling must achieve a certain EPC rating, it is not required for conversions to access or even improve the thermal bridging within the construction process. Meaning that whilst you may have an improved thermal envelope, you would still be susceptible to higher levels of heat loss due to poorer thermal bridges.

**Table 1.1 Summary of notional dwelling specification for new dwelling<sup>(1)</sup>**

Element or system	Reference value for target setting
Opening areas (windows, roof windows, rooflights and doors)	Same as for actual dwelling not exceeding a total area of openings of 25% of total floor area <sup>(2)</sup>
External walls including semi-exposed walls	$U = 0.18 \text{ W/(m}^2\text{K)}$
Party walls	$U = 0$
Floors	$U = 0.13 \text{ W/(m}^2\text{K)}$
Roofs	$U = 0.11 \text{ W/(m}^2\text{K)}$
Opaque door (less than 30% glazed area)	$U = 1.0 \text{ W/(m}^2\text{K)}$
Semi-glazed door (30–60% glazed area)	$U = 1.0 \text{ W/(m}^2\text{K)}$
Windows and glazed doors with greater than 60% glazed area	$U = 1.2 \text{ W/(m}^2\text{K)}$ Frame factor = 0.7
Roof windows	$U = 1.2 \text{ W/(m}^2\text{K)}$ , when in vertical position (for correction due to angle, see specification in SAP 10 Appendix R)
Rooflights	$U = 1.7 \text{ W/(m}^2\text{K)}$ , when in horizontal position (for correction due to angle, see specification in SAP 10 Appendix R)
Ventilation system	Natural ventilation with intermittent extract fans
Air permeability	$5 \text{ m}^3/(\text{h}\cdot\text{m}^2)$ at 50 Pa
Main heating fuel (space and water)	Mains gas
Heating system	Boiler and radiators Central heating pump 2013 or later, in heated space Design flow temperature = 55 °C
Boiler	Efficiency, SEDBUK 2009 = 89.5%
Heating system controls	Boiler interlock, ErP Class V Either: – single storey dwelling in which the living area is greater than 70% of the total floor area: programmer and room thermostat – any other dwelling: time and temperature zone control, thermostatic radiator valves
Hot water system	Heated by boiler (regular or combi as above) Separate time control for space and water heating
Wastewater heat recovery (WWHR)	All showers connected to WWHR, including showers over baths Instantaneous WWHR with 36% recovery efficiency utilisation of 0.98
Hot water cylinder	If cylinder, declared loss factor = $0.85 \times (0.2 + 0.051 V^{2/3}) \text{ kWh/day}$ where V is the volume of the cylinder in litres
Lighting	Fixed lighting capacity (lm) = $185 \times \text{total floor area}$ Efficacy of all fixed lighting = 80 lm/W
Air conditioning	None
Photovoltaic (PV) system	For houses: kWp = 40% of ground floor area, including unheated spaces / 6.5 For flats: kWp = 40% of dwelling floor area / (6.5 × number of storeys in block) System facing south-east or south-west

**NOTE:**

- For a dwelling connected to an existing district heat network, an alternative notional building is used. See paragraph 1.8 and SAP 10.
- See SAP 10 for details.

## Notional Standards

The metrics used to measure new builds are much more thorough. It is recommended that new build dwellings be constructed to notional standards far superior to that of the improved values above. A full range of efficient thermal bridges would also need to be used for the dwelling, demonstrating how heat loss through thermal junctions can occur.

It would stand to reason that any new build dwelling constructed on site would be to a higher quality, be more sustainable, have a lower emissions and energy use rate than that of a converted dwelling. Some of this may be offset with the use of renewable technologies on a converted dwelling, however placing the same renewable technologies into a new build would have a far more positive and efficient impact.

To conclude, the proposal is deemed to be acceptable and would help achieve the climate change targets set out within the Local Plan.

### 3.3 LAYOUT, SCALE AND APPEARANCE

Following the approval of H09-0420-24, the proposal is for the demolition of the existing barn and respective replacement of a chalet bungalow. The dwelling has been designed with the immediate surroundings in mind and will not cause any harm as a result.

The dwelling is small in scale and has been positioned towards the site frontage resulting in a betterment to the street scene. This position has been determined to not cause any overbearing issues. The chalet bungalow pays respect to the neighbouring dwellings and acts as a step in the street scene as to the west is a two-storey dwelling and to the east is a bungalow. Windows have been carefully positioned to not cause any overlooking issues and rooflights have been used where deemed a window would be inappropriate to the neighbour's privacy.

The proposal would be accessed from a separate driveway to that of No. 94 and offers a betterment to highway safety as it would limit the number of vehicular movements to and from site to that of a typical household compared to that of an agricultural barn which has an unlimited amount.

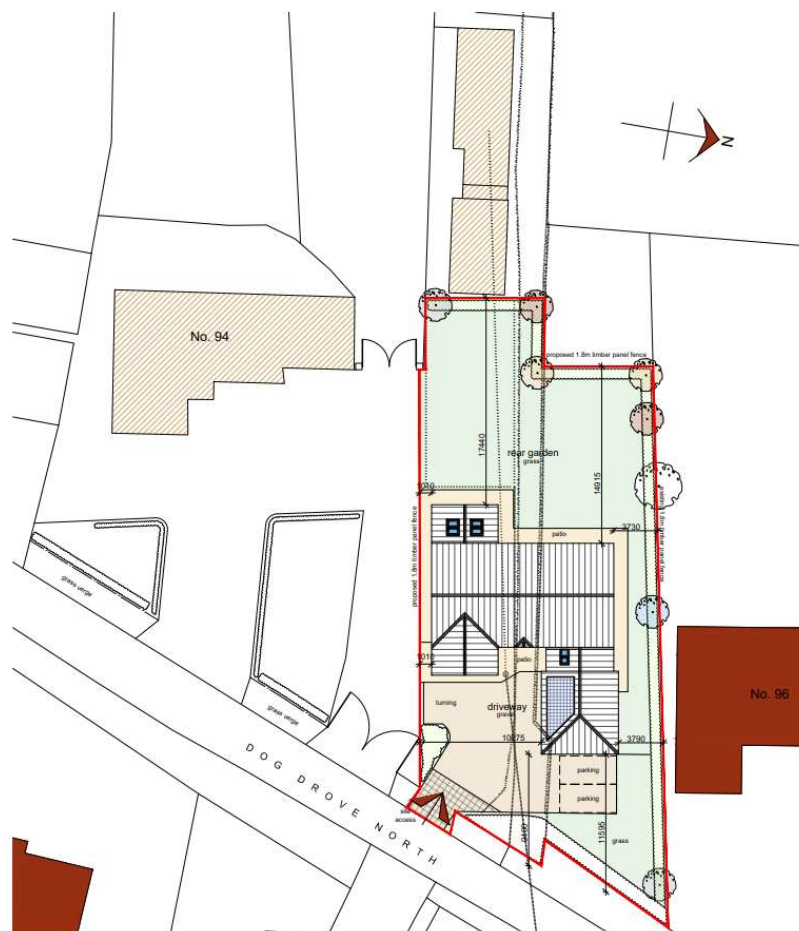


Figure 5: Proposed site plan



Figure 6: Elevations

### 3.4 LANDSCAPING

The proposal includes landscaping positioned along the site boundaries which will be to the visual benefit of the future residents and the character of the area. Bio-diversity Net Gain has been calculated and incorporated into the plans to ensure an acceptable net gain has been achieved.

## **4.0 ACCESS**

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### **4.1 LOCATION**

Section 9 of the NPPF requires a choice of sustainable modes of transport in order to reduce the reliance on the use of private motor vehicles. The principle of residential use is already established under H09-0420-24 and therefore it is inevitable that there will be residents on this site. With this in mind, a refusal on the grounds of sustainability in terms of transport options could not be upheld and it is deemed that the proposal is acceptable.

### **4.2 SITE ACCESS**

A separate access is proposed on the site frontage and there is scope within the site to enable vehicles to turn so that they enter and exit the site in forward gear. Appropriate parking has been provided and due to the nature of the proposal, vehicular movements will be reduced as a result of the proposal going ahead.

There is good visibility along Dog Drove North and therefore the site can be accessed safely.

## 5.0 CONCLUSION

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The proposal is for the erection of a single dwelling involving the demolition of the existing agricultural building. The site benefits from extant prior approval permission for the conversion of the existing buildings to form a dwelling under Class Q, Part 3, Schedule 2 of the General Permitted Development Order. In accordance with *Mansell v Tonbridge and Malling Borough Council* [2017] EWCA Civ 1314 the prior approval application is a fallback position and therefore a material planning consideration which should be afforded weight. The existing building is not a listed building, and the site is not within a Conservation area and therefore no harm is caused by replacement of this building. With this in mind, the principle of the proposal is acceptable.

The design of the proposal is appropriate to the character of the area and the scale will result in a more aesthetic development.

The proposal is within Flood Zone 1 and is therefore in a sustainable and sequentially preferable location.

It is submitted that the proposal complies with the relevant case law and with Local Plan policies in relation to design, layout, residential amenities and highways. It is therefore respectfully requested that planning permission is granted.