DESIGN AND ACCESS STATEMENT

IN RELATION TO

ERECTION OF A 3-BED SELF-BUILD DWELLING, DOMESTIC WORKSHOP AND GARAGE

AT

LAND NORTH EAST OF 4 CLAY DROVE WEST PINCHBECK

FOR

MR SMITH

Job No. SE-2444

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1.0 INTRODUCTION

This proposal seeks full planning permission for the erection of a self-build dwelling. The dwelling will have a single-storey to the front, with 2-storeys to the rear and will accommodate 3 bedrooms. As part of the development a detached garage and detached domestic (hobby) workshop are proposed. The application site is located at land north east of 4 Clay Drove, West Pinchbeck.

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2.0 CONTEXT

2.1 SITE DESCRIPTION

The application site is located to the south of West Pinchbeck, just north of Pode Hole. The site is positioned on the northern side of the highway, approximately 180m east of the Clay Drove/Dozen's Bank highway junction. It comprises an infill site within an otherwise built up frontage, comprising of single-storey bungalow development.

There is a large agricultural building to the rear of the site and a smaller agricultural shed positioned along the western boundary. The boundaries to the site are mainly open.

The site is outside of any defined development boundary and the land lies within Flood Zone 3 of the Environment Agency Flood Maps for Planning.



Figure 1: Aerial imagery of site

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Figure 2: Location Plan

2.2 PROPOSAL

This proposal seeks full planning permission for the erection of a self-build residential dwelling within the application site. The proposed dwelling is designed as a contemporary yet contextually appropriate family home, providing a mix of single-storey and two-storey accommodation. The building will present as single-storey when viewed from the front elevation, reflecting the neighbouring properties along Clay Drove, while stepping down to two storeys at the rear to maximise internal space and outlook.

The dwelling will provide residential accommodation comprising three bedrooms, along with associated living spaces, designed to meet modern standards of amenity and functionality. In addition to the main dwelling, the development includes the erection of a detached garage to provide secure parking and storage, along with a detached domestic workshop intended for hobby and incidental residential use. These ancillary structures are sited to serve the dwelling effectively while remaining subordinate in scale and use.

The existing access in the eastern corner of the site will remain in situ to serve the agricultural building to the rear. A new separate access is proposed towards the east to serve the development proposed

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2.3 PLANNING HISTORY

H14-0132-26 – Erection of 3-bed self-build dwelling, domestic workshop and garage – Refused 01.05.2026;
H14-0308-25 – Proposed Barn Conversion (Class Q of the GPDO) – Refused 22.05.2025;
H14-0132-26 – Erection of 3 bed self-build dwelling, domestic workshop and garages.

2.4 BACKGROUND

Planning permission was granted for a fisherman's lodge on the opposite side of the highway under reference H14-1001-20. The lodge is a permanent structure which contains sleeping accommodation in the way of 3-bedrooms.

Although it is noted that the permission for the lodge was granted on the strength of the associated commercial fishing lakes and that the permission contains restrictive occupancy conditions, the permission granted for the lodge does demonstrate that the Local Planning Authority is not opposed to the erection of permanent residential type structures in this location.

Planning permission for a 3-bed dwelling on this site was recently refused under reference H14-0132-26. It was refused for three reasons which included that (1) the principle of the development was not considered acceptable given the countryside location and the lack of justification in terms of the three criteria set out in Policy 1 of the Local Plan, (2) that the scale and design of the proposal was not considered an appropriate form of development and was considered to be harmful to the surroundings, and (3) that the submitted Sequential Test was not considered to demonstrate the site to be sequentially preferable and that the proposal would also fail the exception test.

2.5 PRINCIPLE

Policy 1: Spatial Strategy of the South Lincs Plan (Local Plan) sets out the settlement hierarchy of the District. It identifies West Pinchbeck as an 'Other Service Centre and Settlement'. Policy 1 states that:
'*Within the settlement boundaries of the Other Service Centres and Settlements (as shown on the Inset Maps) development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities. Development will normally be limited to Committed site and infill*.'

The application site lies outside of the defined development boundary for West Pinchbeck and therefore it would not strictly comply with the provisions of Policy 1 of the Local Plan. However, being a gap within an otherwise built up frontage, the proposal would comprise infill development

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which would adhere in principle to the spirit of Policy 1 as can be seen in the last sentence of that policy 'Development will normally be limited to …….infill'. With this in mind it is submitted that the principle of the proposal can be supported.

Pertinent to this case is outline planning permission H23-0970-22 which was for a single dwelling on land outside of any defined development boundary. H23-0970-22 was recommended for refusal by Officers given that the site lies outside of the development boundary. However, when considered by the Planning Committee, Members gave weight to the location of the site given its proximity to the settlement boundary. The minutes of the Planning Committee meeting are as follows:

'*Agreed:*
That contrary to the officer's recommendation, permission be granted as given the proximity of the site to the settlement boundary and the proposed self-build nature of the dwelling, on this occasion, notwithstanding that the site is outside of the settlement boundary, it is considered to be in a sustainable location.'

In view of the above, the Local Planning Authority approved H23-0970-22.

As can be seen in Figure 2, the application site is within an otherwise built up frontage which effectively operates as a development boundary. Given the context of H23-0970-22 it was considered to be in a sustainable location and was accordingly granted planning permission. On the basis that the current application site is within a similar residential context to H23-0970-22 and is also for a self-build dwelling, it is arguably equally as sustainably located as H23-0970-22. As such it is submitted that, in the same way as H23-0970-22 was considered, the current proposal should also be supported in principle.

<u>Overcoming the previous reasons for refusal</u>

It is also pertinent to the case that the application is for a self-build dwelling, which is a material consideration that should be afforded positive weight in the planning balance. The NPPF recognises the important role that self-build and custom housebuilding can play in increasing housing delivery, diversifying the housing market and supporting opportunities for individuals to commission or build their own homes. Self-build development contributes to the Government's objective of boosting the supply of housing by delivering homes that are specifically tailored to the needs of future occupiers, whilst also broadening the range of housing providers beyond the volume housebuilding sector. In determining the application, significant weight should therefore be given to the fact that the proposal would make a direct contribution towards meeting the demand for self-build housing, in accordance with the overarching objectives of the NPPF to significantly boost the supply of homes and create

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sustainable, high-quality residential development. This positive attribute weighs in favour of the proposal and should be taken into account alongside the wider planning merits of the scheme.

Accordingly the first reason for refusal is overcome.

With regards to the second reason for refusal, the revised proposal has been carefully amended to directly address the concerns raised by the Local Planning Authority in relation to the design, scale and appearance of the dwelling. In particular, the principal roof has been redesigned with a hipped form and a reduced roof pitch, significantly softening the overall roof profile and reducing the perceived scale and prominence of the building within the street scene. Furthermore, the detached garage has been repositioned further back within the site, creating a clear visual hierarchy between the dwelling and ancillary accommodation and reducing the extent of built form along the frontage. These amendments result in a more balanced and proportionate composition that better reflects the prevailing character of the surrounding area. To demonstrate the effectiveness of these revisions, white card three-dimensional massing models have been prepared, illustrating how the amended design integrates more successfully with the established streetscape and avoids the previously identified visual prominence.

The revised scheme therefore presents a more restrained and contextual architectural response, overcoming the previous concerns relating to the accumulation of unusual design features and the resulting impact on local character. The proposal now exhibits a form, scale and appearance that is sympathetic to its surroundings whilst retaining a high-quality contemporary design. In addition, the scheme incorporates a range of sustainable design measures, including photovoltaic panels, an air source heat pump and rainwater harvesting, ensuring the dwelling delivers significant environmental benefits and aligns with the objectives of sustainable development. Taken as a whole, the amendments have addressed the reasons for refusal by producing a dwelling that responds positively to its context, respects the established character of the area and accords with the design objectives of Policies 2 and 3 of the Local Plan, Section 12 of the NPPF and the principles of the National Design Guide.

Notwithstanding our position that the Sequential Test has been satisfied through the accompanying Sequential Test Assessment, the revised submission also demonstrates that the proposal meets the requirements of the Exception Test. The proposal delivers wider sustainability benefits that outweigh the residual flood risk associated with the site. The development would provide a high-quality self-build dwelling, contributing towards housing delivery and supporting Government objectives to diversify the housing market through self-build and custom housebuilding. The proposal also delivers a well-designed, energy-efficient home incorporating photovoltaic panels, an

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air source heat pump and rainwater harvesting, thereby reducing carbon emissions and promoting sustainable construction. These public benefits should be afforded significant weight in the planning balance and satisfy the first limb of the Exception Test.

The second limb of the Exception Test is also met. A comprehensive, site-specific Flood Risk Assessment accompanies the application and confirms that the proposed development will be safe for its lifetime, taking account of the vulnerability of its users, without increasing flood risk elsewhere and, where possible, reducing overall flood risk. The development therefore satisfies both elements of the Exception Test and is fully compliant with Policy 4 of the Local Plan and Section 14 of the NPPF.

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. This is reiterated in Policy 4 of the Local Plan where it states that development within Flood Zones 2 and 3 should pass the sequential test and be accompanied by a site specific flood risk assessment which should propose appropriate flood resistance and resilience measures to ensure the development maintains an appropriate level of safety for its lifetime.

It is noted that the site lies within Flood Zone 3 of the Environment Agency Flood Maps for Planning where the sequential approach set out in Section 14 of the NPPF and Policy 4 of the Local Plan applies. However, as is acknowledged in the consideration of H23-0970-22, the Environment Agency Flood Maps do not take into account any flood defences and large parts of South Holland District and the submission is accompanied by a site specific Flood Risk Assessment which demonstrates that the proposal is technically safe from flooding. The two-storey element within the rear section of the dwelling provides sleeping accommodation on the first floor whilst also providing the necessary finished floor levels. It is therefore submitted that the proposal is acceptable in terms of flood risk.

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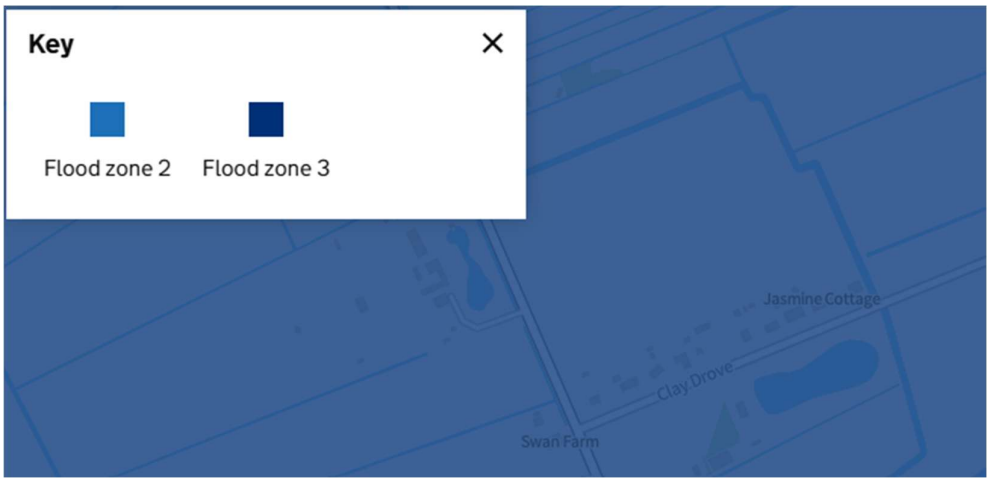


Figure 4: Extract from Environment Agency Flood Maps for Planning

3.0 DESIGN

3.1 USE, AMOUNT, LAYOUT, SCALE AND LANDSCAPING

The layout for the scheme is as follows:

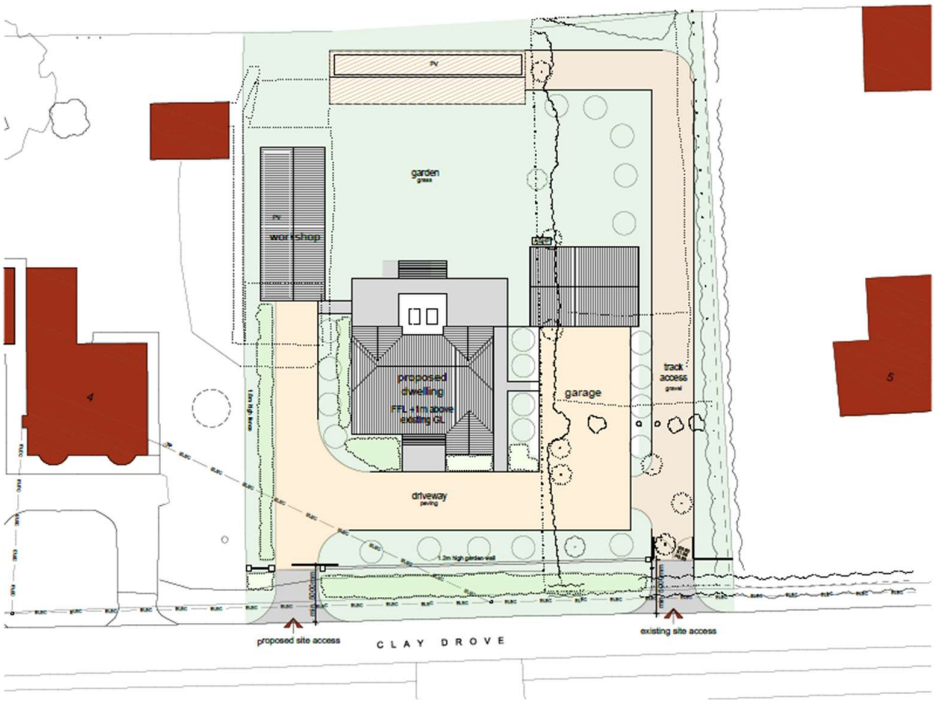


Figure 5: Proposed site plan

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As can be seen above, the proposal is positioned in line with the properties either side, reflecting the pattern and rhythm of the street scene. The dwelling is positioned in line with the properties on either side of the site, reinforcing the established building line and maintaining the rhythm and pattern of development along the street. In terms of scale, massing, and overall character, the proposal closely reflects the adjacent bungalows, ensuring visual continuity and a cohesive appearance within the streetscape.

As per the 'Principle' section of this report, it is submitted that the use of the land for residential development is acceptable. The proposed outbuildings are for domestic use to accommodate the parking requirements for the property and domestic uses intended for hobby and incidental residential use. It is proposed that new landscaping is planted along the site frontage to help soften the appearance of the proposal and also along the eastern boundary. This will enhance the character and quality of the development.

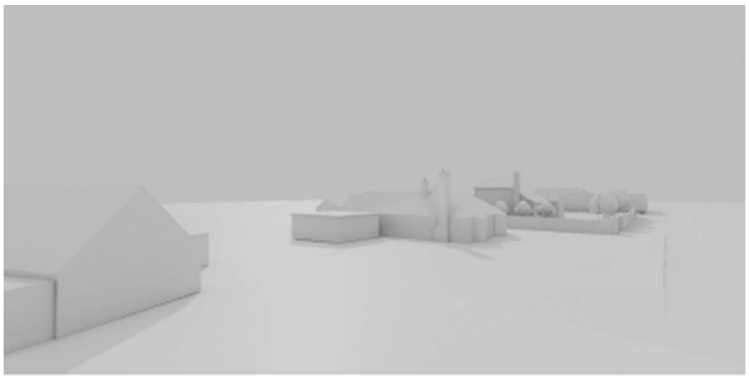


Figure 6: Street Scene 3D – View from 3 Clay Drove

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3.2 APPEARANCE

The proposed dwelling has been designed as a contemporary yet contextually appropriate family home, with careful consideration given to its appearance within the surrounding built environment. The design incorporates a mix of single-storey and two-storey accommodation, allowing the dwelling to respond sensitively to the character of the site and its surroundings.

When viewed from the front elevation, the dwelling will present as single-storey in form, reflecting the prevailing character of neighbouring properties along Clay Drove, which are predominantly bungalows. This approach ensures that the proposal integrates comfortably into the existing street scene and avoids any overbearing or incongruous impact. To the rear, the dwelling steps down to two storeys, enabling the efficient use of internal space while maximising outlook, functionality and addressing flood risk implications.

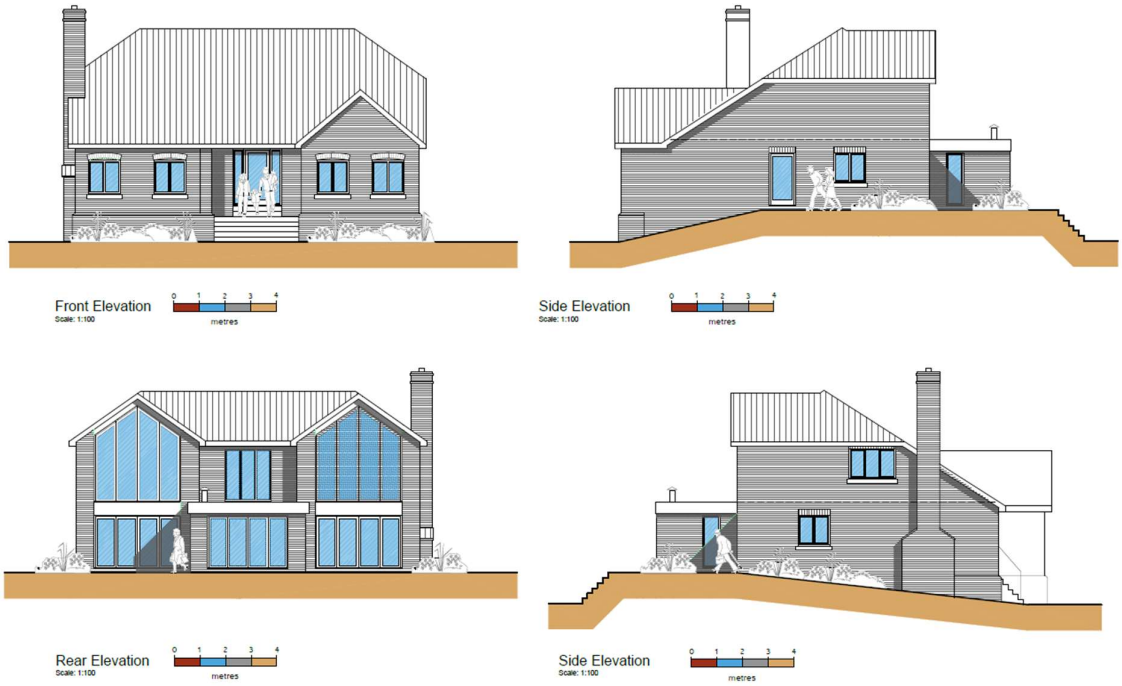


Figure 7: Proposed elevations

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4.0 ACCESS

4.1 VEHICLE & TRANSPORT LINKS

Section 09 of the NPPF supports sustainable transport options, placing greater emphasis on the need to locate new development in areas where users are not wholly reliant on the use of private motor vehicles.

The site is within a few metres of the footpath network which links West Pinchbeck to Spalding. Future residents will be able to walk or cycle to a range of facilities including employment, retail, health, education and leisure uses as well as accessing public transport to travel further afield. In addition, the development is located close to existing bus routes providing connections to West Pinchbeck and Bourne, with a bus stop situated less than one mile from the site. The proposal is therefore located in a position which benefits from sustainable transport options, thereby complying with Section 09 of the NPPF.

4.2 SITE ACCESS

Section 09 of the NPPF requires safe and convenient access for new development. It is suggested that access will be taken from a new point along Clay Drove.

The drawings demonstrate that there is ample space on site to provide off road parking as well as independent turning for the property. Accordingly vehicles will be able to enter and exit the site in forward gear and there will be no stopping of traffic on the public highway, to the benefit of highway safety.

It is therefore submitted that safe and convenient access can be achieved and the proposal would therefore accord with Section 09 of the NPPF.

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5.0 SUMMARY AND CONCLUSION

This application seeks full planning permission for the erection of a self-build dwelling with associated domestic outbuildings on land to the north east of No. 4 Clay Drove, West Pinchbeck. The proposal comprises a three-bedroom dwelling designed to present as single-storey to the front, with a two-storey element to the rear, together with a detached garage and a detached domestic workshop.

The site is located within an otherwise built-up frontage of predominantly single-storey residential development. While the site lies outside the defined development boundary for West Pinchbeck, it represents a clear infill opportunity that reflects the established pattern of development along Clay Drove. In this regard, the proposal accords with the *spirit* of Policy 1 of the South Lincs Local Plan, which allows for infill development within Other Service Centres and Settlements.

The principle of development is further supported by recent appeal and committee decisions, including planning permission ref. H23-0970-22, where weight was given to the site's proximity to the settlement boundary, its sustainable location, and the self-build nature of the proposal. The current application site shares comparable characteristics and is considered equally sustainable, consistent with the objectives of the National Planning Policy Framework (NPPF), particularly in supporting sustainable development and boosting the supply of housing (Section 5).

The proposed design has been carefully considered to ensure it responds positively to the character and appearance of the surrounding area, in accordance with Section 12 of the NPPF. The dwelling reflects the scale, massing, and rhythm of adjacent bungalow development, maintaining a cohesive street scene while incorporating contemporary design principles. Landscaping proposals further enhance the visual integration of the development.

In terms of flood risk, the site lies within Flood Zone 3; however, the proposal is supported by a site-specific Flood Risk Assessment. In line with Section 14 of the NPPF and Policy 4 of the Local Plan, appropriate mitigation measures are proposed to ensure the development is safe for its lifetime, including suitable finished floor levels and first-floor sleeping accommodation. The proposal therefore satisfies the sequential approach and demonstrates that flood risk has been appropriately addressed.

Safe and suitable access can be achieved via a new access point from Clay Drove, with adequate on-site parking and turning provision. The site benefits from proximity to pedestrian and cycle links connecting West Pinchbeck and Spalding, aligning with the sustainable transport objectives of Section 9 of the NPPF.

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In conclusion, the proposal represents a well-designed, sustainable form of residential infill development that responds positively to its context, accords with the overarching aims of the South Lincs Local Plan, and complies with relevant sections of the NPPF. It is therefore respectfully submitted that the development constitutes sustainable development and that planning permission should be granted.

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