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DESIGN AND ACCESS STATEMENT

RESIDENTIAL DEVELOPMENT INVOLVING THE DEMOLITION OF EXISTING AGRICULTURAL BUILDING WITH CLASS Q APPROVAL

AT

ORCHARD FARM
DOWSDALE BANK
SHEPEAU STOW
PE12 0UA

FOR

MR DICKENS

Job No. SE-2335 **September 2025**

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1.0 INTRODUCTION

This Design and Access Statement supports the full planning application for residential development involving the demolition of existing agricultural buildings with Class Q approval. The application site is located at Orchard Farm, Dowsdale Bank, Shepeau Stow.

2.0 CONTEXT & PROPOSAL

2.1 SITE CONTEXT

The application site is located at Orchard Farm, Dowsdale Bank on the south-eastern side of the highway. The buildings subject of this application share the access with the farm to the rear of the site.

Dowsdale Bank has already got a large number of residential buildings located in the vicinity of the site, both heading north-east towards Shepeau Stow as well as continuing down the road in the south-west direction. Pertinent to this case is the development to the immediate west of this site which is for the erection of 4 dwellings granted under H23-0794-21, and was granted following a Class Q approval under the GPDO.

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

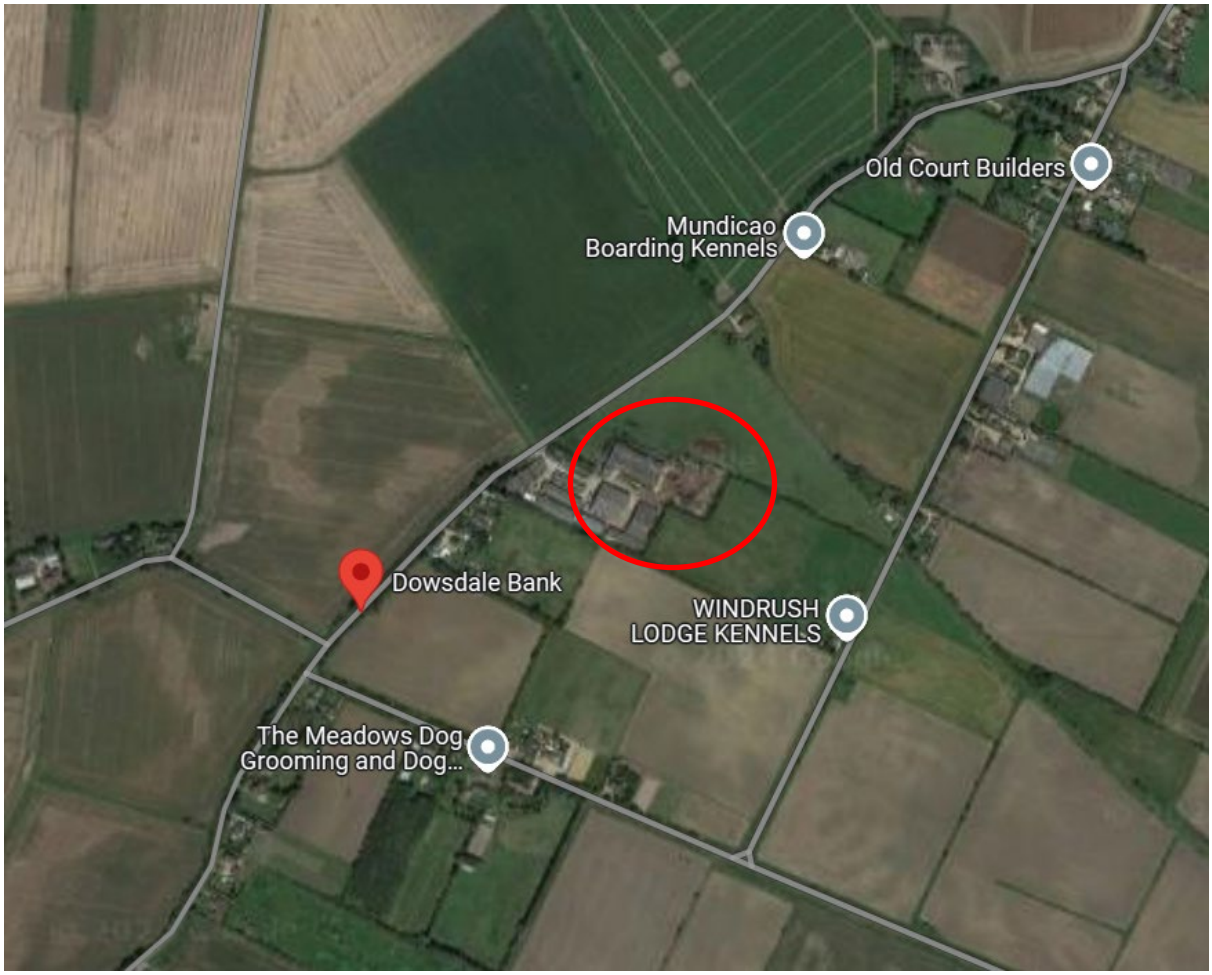


Figure 1: Aerial photograph – Google Maps

2.2 HISTORY

Pertinent to this case is H23-0216-25 which was for the 'Proposed conversion of existing agricultural buildings to 10no. dwellings and associated works'. Approved on 25 April 2025. H23-0216-25 was approved under Class Q of the Town and Country Planning (General Permitted Development) Order 2015 and established the principle of 10 dwelling on this site.

2.3 BACKGROUND

The existing agricultural buildings in question benefit from Class Q permitted development rights to be converted into 10 x dwellknghouses. (reference H23-0216-25). This comprises a fall-back position whereby the principle of residential development exists and this is a material planning consideration in any future planning submission.

2.4 PROPOSAL

Following the approval of H23-0216-25, the proposal seeks permission for the demolition of the existing buildings and the erection of 9 new dwellings.

Where the previous approval involved a terraces of 6 houses and 4 detached units, the current proposal involves a comprehensive layout comprising detached dwellings and only one pair of semi-detached properties. This has allowed for a betterment in terms of the provision of meaningful private amenity space and a better outlook for all dwellings.

The dwellings are loosely arranged in a similar manner to original farmstead, with the key change being a courtyard area layout within the southern section of the site and a 'farm house' positioned in the westernmost corner. The dwellings will have an agricultural feel, similar in scale, design and character to the dwellings approved to the immediate west.

Access will be as per that approved under H23-0216-25. This is in the location of the existing access to the site with upgrade works in accordance with Lincolnshire County Council standards.

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 H23-0216-25 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, 10 dwellings can be developed under H23-0216-25 and that the buildings in question are not within a Conservation Area or Listed Buildings (which is a requirement of Class Q) the principle of the erection of 9 new dwellings involving the demolition of buildings is acceptable. This has been proven in many occasions, most pertinent to this case being shown the land to the immediate west which was granted planning permission under H23-0794-21 and H23-0933-23.

2.6 FLOOD RISK

Section 14 of the NPPF requires a sequential approach, directing new development to land at lowest risk of flooding before land at higher risk is considered.

The application site is located on land within Flood Zone 1 of the Environment Agency Flood Maps for Planning and accordingly is on land at lowest risk of flooding. The proposal therefore complies with the sequential approach set out in Section 14 of the NPPF and is acceptable in principle in terms of flood risk.

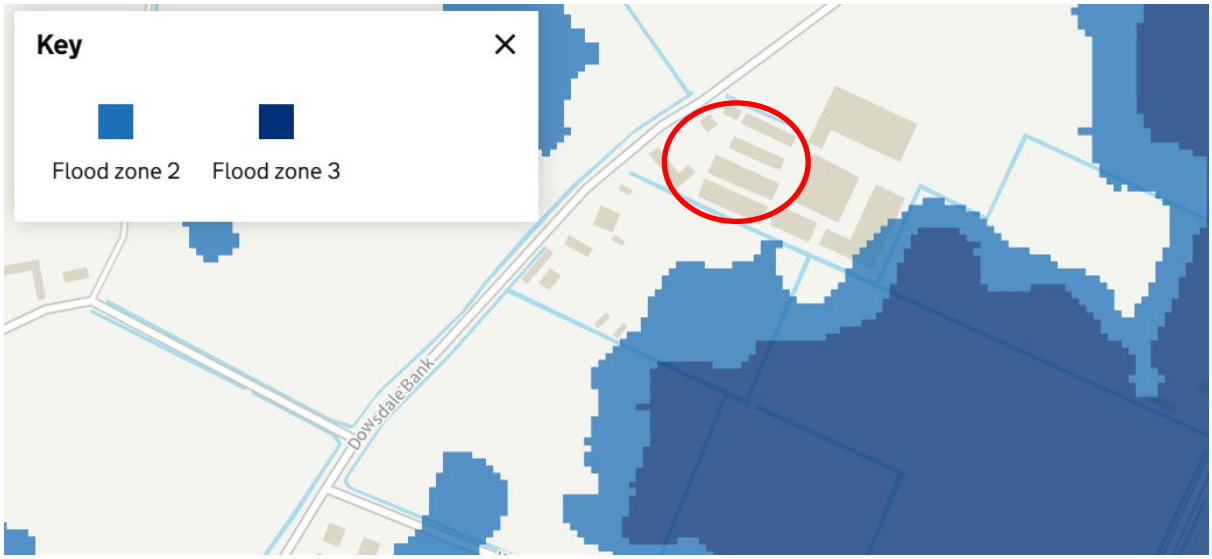


Figure 2: Extract from Environment Agency Flood Maps for Planning

3.0 DESIGN

3.1 USE & AMOUNT

The proposal is for the erection of 9 dwellings involving the demolition of the existing building. Given the fallback position of H23-0216-25, the proposed use and number of units is acceptable. The proposal is deemed a betterment to the existing approval as it will result in less residential units than H23-0216-25, thereby lessening the impact on the surrounding area than the previous approval.



Figure 3: Location Plan

3.2 LAYOUT, SCALE AND APPEARANCE

The previous planning approval consisted of a linear arrangement comprising a terrace of six dwellings alongside four detached units. In contrast, the current proposal presents a more thoughtfully designed and cohesive layout, featuring predominantly detached dwellings along with a single pair of semi-detached homes. This revised configuration has resulted in a marked improvement in the overall site planning—particularly in the enhanced provision of meaningful private amenity space for each unit and an improved outlook and sense of privacy across the development.

The spatial arrangement of the proposed dwellings is informed by the traditional layout of a rural farmstead. While loosely following the orientation of the former scheme, the key design evolution lies in the introduction of a central courtyard within the southern portion of the site. This approach not only enhances the visual character and communal atmosphere of the development but also aligns with the principles of good design as set out in the NPPF particularly the emphasis on creating high-quality, beautiful, and sustainable places as set out in Chapter 12.

A defining feature of the updated layout is the inclusion of a 'farmhouse-style' dwelling located at the westernmost boundary of the site. This unit serves as a visual anchor and reinforces the agricultural vernacular that underpins the character of the development. Overall, the scale, form, and appearance of the proposed dwellings draw directly from the rural design language already established in the neighbouring development to the immediate west, ensuring both contextual sensitivity and design continuity.

This proposal demonstrates a clear response to site context and delivers a pattern of development that supports the NPPF's objectives of well-designed places, responding positively to local character while fostering a sense of place and community.



Figure 4: Proposed site plan

3.3 LANDSCAPING

The proposal includes landscaping as indicated on the attached plans which will enhance the bio-diversity of the site, provide a net gain and enhance the future occupier's well-being on site, all whilst looking visually more attractive to the street scene.

3.4 SITE SPECIFIC

Access to the proposed development will be taken via the existing point of access from the public highway. This access is proposed to be upgraded to meet Lincolnshire County Council's Highways and Transportation standards, ensuring it is safe and suitable for the scale of the development. The principle of residential use at this location has already been established through a previously approved Class Q prior approval application, which allowed for the conversion of existing buildings into 10 dwellinghouses.

This current full planning application seeks consent for the erection of 9 dwellings, which represents a net reduction in the number of residential units compared to the earlier Class Q approval. It is therefore reasonable to conclude that the vehicular movements generated by the

proposed development would be lower or comparable to those already deemed acceptable under the prior approval. Accordingly, the proposed access arrangements are considered appropriate in this context.

This approach is consistent with Policy 2 (Development Management) and Policy 36 (Vehicle and Cycle Parking) of the South East Lincolnshire Local Plan (2019), which require that new development provides safe and suitable access for all users, does not result in severe cumulative impacts on the local road network, and is designed to an appropriate standard for its intended use.

In addition, the proposal accords with paragraphs 110 and 111 of the National Planning Policy Framework (2023), which state that:

- Development should ensure safe and suitable access to the site for all users;
- Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Given the reduced number of dwellings and the proposed improvements to the access point, the development does not give rise to significant highway safety concerns and is in line with both local and national planning policy in this regard.

The proposed development provides an appropriate level of off-street parking provision in accordance with the adopted parking standards set out within the South East Lincolnshire Local Plan (2019). Specifically, this aligns with Policy 36: Vehicle and Cycle Parking, which requires that all new development incorporates sufficient, well-designed vehicle parking spaces to meet the needs generated by the development itself, without leading to harmful impacts on highway safety or surrounding amenity.