

**SHARMAN ARCHITECTURE**

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**DESIGN STATEMENT**

Erection of 3 Number detached dwellings  
On land off Peterborough Road and Blackbird Close  
Crowland. Peterborough. PE6 0BA

**ISSUE DATE 4<sup>TH</sup> FEBRUARY 2026**

## **SITE AT BLACKBIRD CLOSE. CROWLAND. PETERBOROUGH. PE6 0BA.**

### **DESIGN STATEMENT (REVISED FEBRUARY 2026)**

#### **INTRODUCTION**

The plot is within an existing and long established built up residential area of the town.

Previously the site had a commercial use which changed with the recent planning permission for a further 3 number exclusive dwellings in addition to the 2 that already existed there.

The proposed site has an access way immediately adjacent, to a very large stone built dwelling.

This site will incorporate a separate access way to a further very large stone dwelling that is owned by the applicant and to this development.

At the moment the space that exists (which are the proposals for this site) is a large wide open space that does not contribute to the general street scene as it stands and appears as an area of decay and neglect.

This application will totally change that appearance and provide a welcome addition to the street scene.

A planning permission was received for the site for 3 number dwellings & is dated 13<sup>th</sup> October 2025.

The reference number is H02-0568-24.

The previous application showed access off Blackbird Close but due to changing circumstances, that access is not available for the dwellings to the rear and this site.

Therefore due to those circumstances a further planning application was prepared and submitted and a planning refusal was received which is dated 30<sup>th</sup> December 2025.

The reference number is H02-1008-25.

The refusal was based on 2 points and which are as noted below.

#### **POINT 1.**

*The proposed layout, siting and design would result in an incongruous form of development that fails to respond positively to the character and appearance of the surrounding area. The constrained relationship between the two frontage dwellings, their excessive set-back from Peterborough Road and the introduction of a visually dominant pool-parking arrangement to the front of the site, which is out of keeping with the wider area would disrupt the rhythm of the street scene and erode the residential character of the street scene.*

Based on the information at hand, a preliminary plan was created and sent to the Planning Officer, Mark Niland, followed by a phone discussion. It was determined that building two detached homes was not suitable for this site, and that opting for semi-detached housing would provide a better and more comprehensive solution.

This together with moving the dwellings closer to Peterborough Road, as previously approved in October 2025, and reducing parking to three spaces (with the fourth at the rear) was considered a positive solution that would improve the street's appearance.

#### **POINT 2.**

*By virtue of its proximity, scale and siting, Plot 3 would result in an unacceptable overbearing impact upon No. 4B Kennulphs Close. Furthermore, due to its south-west orientation, the development would give rise to unacceptable levels of overshadowing to the neighbouring rear amenity space, resulting in a material loss of residential amenity*

Again, based on the discussion with the Planning Officer, it was agreed that by moving the dwelling further to the West towards the Peterborough Road by 3000mm this would alleviate any perceived problems of an amenity nature.

It was also decided to make the single storey elements to this plots as flat roofs with a parapet wall above. Thus reducing the height of the extensions overall mass and appearance

After addressing the concerns mentioned earlier, we are now ready to submit another application, believing that we have resolved the identified objections.

We now state further and as previously:

**PARKING:**

The proposal involves constructing three double-storey residential units.

Plot 3 will have a double garage and is not included as one of its four total parking spaces.

Plots 1 and 2 will share four parking spaces—three located at the front of the homes and one at the rear.

**FLOOD RISK:**

Previously a revised Flood risk assessment was submitted (which is dated October 2022) and which concluded as follows:

*“Recommendations*

*In any area at risk of flooding it is preferable that new dwellings should be of two story construction with all bedrooms at first floor level. This is to provide a refuge for residents if the buildings were to become flooded after a major breach of the tidal bank and ensure there is no danger to residents when they are asleep. However single storey development is considered satisfactory as long as the finished ground floor level of the buildings are above the predicted 1 in 1000 year flood level in 2115.*

*The ground floor level of the proposed new bungalows should be a minimum level of 2.60m OD which is approximately 50mm above the maximum level of Peterborough Road on the western boundary of the site. The bungalow at the eastern end of the site should therefore be raised approximately 800mm above the existing ground level.*

*The buildings should be designed incorporating flood resistant and resilient techniques to allow it to be refurbished after being flooding to a depth of approximately 300mm above the floor level of the new building.*

*The developer should advise owners and occupiers of the properties to register with the Environment Agency’s Floodline Warnings Direct Service.*

*Rainwater from the roofs of the buildings should be discharged, if possible, into soakaways and these should be designed to BRE Digest 365 and approved under Building regulations. New hardstandings around the building should be constructed with permeable paving.”*

This demonstrated that the development can be undertaken without risk from flooding.

As the existing flood risk data from the Environment Agency has not changed since the submission of that report it is hoped that the conclusion that the floors set at 2.60 above ordnance datum will satisfy the Local Planning Authority without a further report required.

A levels plan is submitted as part of this application using that conclusion information.

The plans submitted as part of the application are reproduced in this document at no particular scale for the convenience of the reader.

**BACKGROUND INTRODUCTION:**

The site previously accommodated a well-established commercial enterprise that operated for over five decades. The property was subsequently acquired and demolished to facilitate the construction of an access roadway leading to an expansive parcel of land located at the rear. Planning approval for the development of 41 residential units was initially granted on 21st August 2015, under reference number HO2-1082-15. The proprietors later submitted an additional application for the construction of two, and subsequently three, exclusive dwellings made from natural limestone, all of which have now been completed.

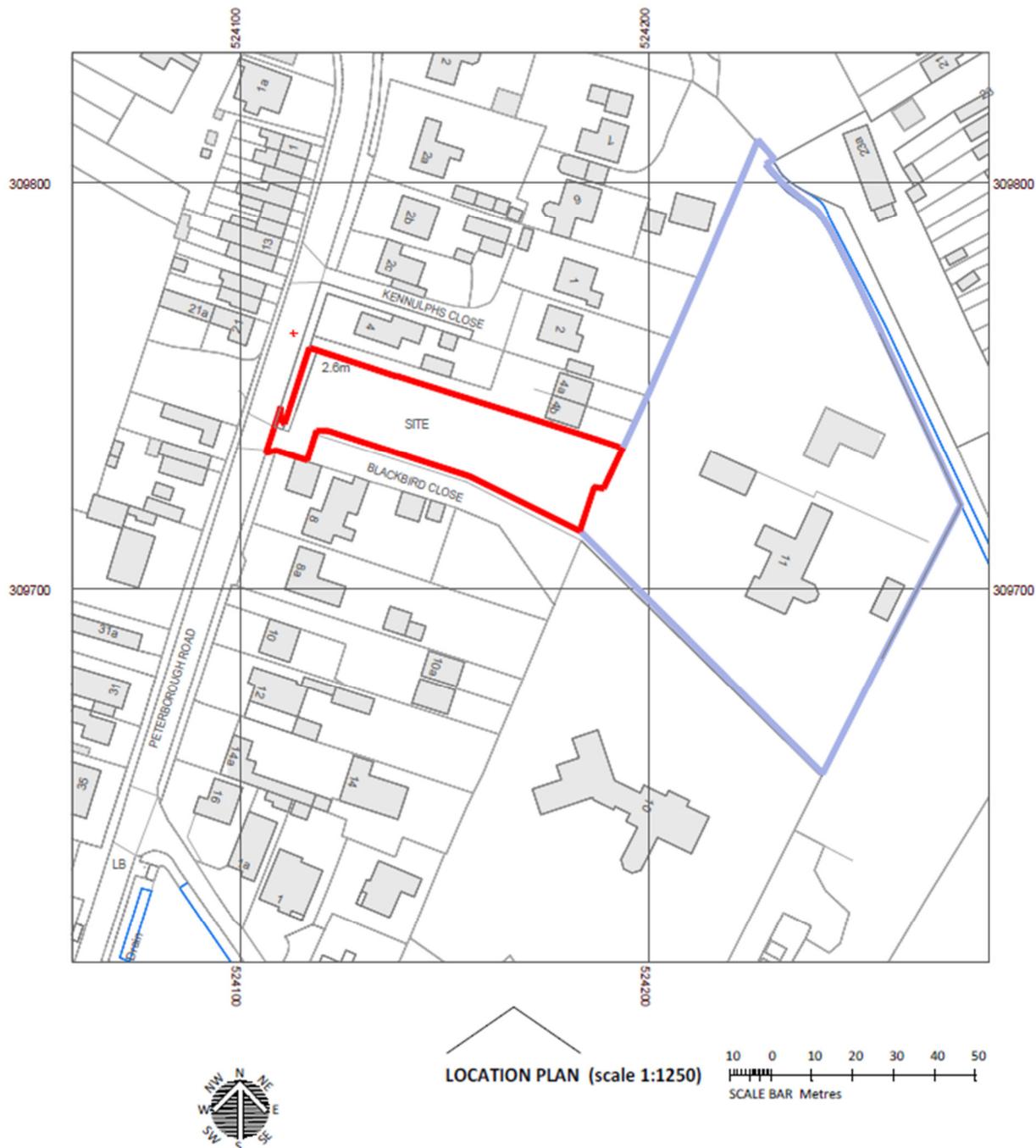
## THE SITE AND THE SURROUNDING AREA

### LOCATION –

The site is near the corner of Broadway and Peterborough Road, next to Kennulphs Close. It is about 500 metres south of the Town Centre and 1,000 metres north of the A16. The location offers easy walking and cycling access to shops, recreational areas, schools, pubs, and the local transport network. Tenants can reach the town centre on foot with ease.

### SITE AREA –

The application site, encompassing the access route, covers an area of approximately 0.15 hectares and is delineated in red on the accompanying plan below. The main section of the development site is rectangular in form and is accessed via Peterborough Road as well as the adjacent non-adopted access route, Blackbird Close. The plot measures roughly 58.50 metres in depth, with a width ranging between 20 and 21 metres.



## **SITE FEATURES**

The site is surrounded on all sides by residential developments to the north, south, east, and west.

The area is mostly flat and does not contain any trees or vegetation.

Entry to the site is available from Peterborough Road onto the adjacent access way of Blackbird Close.

The ground surface is covered with a hardcore material, and there is no distinguishable vegetation present.

## **PLANNING POLICY CONSIDERATIONS**

### Planning legitimacy

The site is within the settlement boundary of Crowland, which is a Main Service Centre.

Policy 1 sets out that within this type of settlement, 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.

As the proposal is located within Crowland, the principle is considered to be sound.

### Impact upon Character of the Area

Section 12 of the National Planning Policy Framework (December 2024) specifically relates to 'Achieving well-designed and beautiful places' and details that "The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve" and as such, it is generally accepted that good design plays a key role towards sustainable development.

Paragraph 135, contained within Section 12 of the National Planning Policy Framework (December 2024), states that new development should function well and add to the overall quality of the area (including beyond the short term) and should be visually attractive as a result of good architecture and appropriate landscaping. This goes on to establish that it is important that new development should be of the highest quality to enhance and reinforce good design characteristics, and that decisions must have regard towards the impact that the proposed development would have on local character and history, including the surrounding built environment and landscape setting such as topography, street patterns, building lines, boundary treatment and through scale and massing. The land is a brownfield site. This land will provide an additional 3 homes to further contribute to the housing mix and choice of dwellings within the town and add to the council 5 year land supply.

This point has been covered in our answer to the planning refusal and is as outlined at the beginning of this document.

### Amenity:

Paragraph 135 of the National Planning Policy Framework (December 2024) states that development should create places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Policies 2 and 3 of South East Lincolnshire Local Plan (2019) sets out that residential amenity and the relationship to existing development and land uses is a main consideration when making planning decisions. We discussed this point earlier when relating to 4B Peterborough Road and the reason for the previous refusal and feel that moving the dwelling 3m metres to the West and reducing the roof height would be an acceptable solution to any amenity problems with regards to 4B.

With respects to all other usual amenity requirements.

The separation distance from Plot 3 to the rear of Plots 1 and 2 habitable rooms and their windows is in excess of 33 metres. A recognisable separation distance would be 20 metres.

No windows are located at first floor level to plot 3 which faces on to 4B Peterborough Road and therefore no loss of amenity in this respect can be seen.

There are no overlooking problems elsewhere on the site.

### Highways:

Section 9 of the National Planning Policy Framework (2024) specifically relates to 'Promoting sustainable transport'. Paragraph 111 of the National Planning Policy Framework (2024) advises that "development 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".

In this case that would not be a requirement.

### Flood Risk

Policy 4 of the SELLP and Section 14 of the NPPF involve mitigating and adapting to flood risk as well as drainage issues.

The site is within Flood Zone 1 and 2 of the Environment Agency's Flood Maps; however lies within a Danger for Most area within the South Holland Strategic Flood Risk Assessment.

A detailed flood risk assessment has previously been supplied quite recently and the recommendation was to establish floor levels at 2600 above ordnance datum.

This has been acceptable for the past 2 planning applications without further reports being required.

### Biodiversity Net Gain

A BNG Metric and other necessary documents is provided again with this further application and no exemption is sought.

### **CHARACTER**

The site is not within a conservation area, special character area or other area of special control, nor is it within or close to the Curtilage of any listed building.

The land in question is adjacent to and at the end the long approach road into the town from the south and is in a prominent position.

Immediately to the North are 2 houses and 4 bungalows.

To the West is a terrace of houses and a series of detached houses which appear to be from the late 19<sup>th</sup> to Early 20<sup>th</sup> Century in type and age.

To the East are the exclusive modern dwellings and to the South Detached houses.

The further one goes down the Peterborough Road the more the character changes to bungalows.

The dwellings to the North and South appear to be post war .

From the foregoing observations it can be seen there is no overriding character to the area.

### **THE PROPOSED DEVELOPMENT**

The applicant is seeking to build 2 semi-detached and 1 number detached double storey dwellings with 2 parking spaces to Plots 1 & 2 and a double garage and 4 parking spaces to Plot 3.

All dwellings conform to the National Space standards and will all be heated by Air Source Heat Pumps which are shown on the site plan layout and are marked ASHP.

A hipped roof design has been decided upon to better integrate into this particular area of the street scene.

Plots 1 and 2 have a rendering band at first floor level that reflects on the adjacent dwelling to the North.

### **VISUAL IMPACT**

- The 2 semi detached dwellings accessed from the Peterborough Road are of the same design and have been designed handed (which look better and give a better balance).
- Plot 1 is placed 1050 mm off the Northern Boundary, and with no fenestration facing on to Number 4 Peterborough Road.
- The separation distance achieved to that dwelling is approximately 9.300 metres.
- For Plot 2 a space of 2.350 metres is achieved to the private access road adjacent to Blackbird Close and a separation distance to number 8 Peterborough Road to the South, of approximately 14.600 metres is achieved.
- In the side elevations there will be no windows.
- Plots 1 and 2 have been set back to relate to the existing dwellings either side and have adequate space allowed for a car to enter and leave in a forward gear.
- In this application (as opposed to the current permission) Plot 3 has been located further back within the site and the double storey element is now parallel with 4B Peterborough Road as opposed to 90 degrees to it as located previously
- There is no fenestration at first floor level facing 4B Peterborough Road.
- On the ground floor to the double storey there is fenestration to the Utility room and the WC facing 4B
- There is no fenestration to the single storey elements facing onto 4B Peterborough Road.
- Plot 3 has been set back from the new access way approximately 2.500 metres to achieve a sense of self and to be better appreciated visibly.

- Rear garden depths to the plots are as follows:  
Plot 1 is 15.250  
Plot 2 is 12.250  
Plot 3 is 8.300 and 11.60 respectively, and 9.800 to the Eastern garden.
- Plot 3 has no direct overlooking to 4B Peterborough Road due to the relocated dwelling position.

Shown below is a photograph of the front of 4A and 4B Peterborough Road and of the side of 4B Peterborough Road for information purposes.



To reiterate a point made by the Appeal Inspector was the raising of the brick wall height with a fence to the northern boundary.

As previously the existing wall and fencing to the northern boundary will now be retained.

Previously the inspector mentioned this as a dominant feature (when viewed from the ground floor bay window of 4b)

Also, with the repositioning and redesign of the dwelling and to afford the occupant of 4B Peterborough Road an enhanced amenity, Plot 3 is now 1500mm further to the West from the rear of 4B as opposed to 1500mm behind it.

In this case the building has therefore been moved 3 metres West from 4B thus reducing the enclosing effect, overshadowing and dominance that could have been felt previously.

A major point that was raised in the appeal refusal was that the proposals did not relate to Peterborough Road street scene or indeed to Blackbird Close.

Similarly, it was pointed out that with no front door visible to the buildings, their relationship to Peterborough Road it was felt, was impaired.

As in our last submission these points have been rectified with this redesign and subsequent submission(s).

We would therefore conclude that the new proposal has alleviated any harm that could occur to the character and appearance of the area as mentioned in this context.

In this case we would now suggest that there is no conflict with Policy 3 of the Southeast Lincolnshire Local Plan 2011-2036 (March 2019) (SELLP) which seeks to create distinctive places through high quality design and layout that considers street patterns and visual closure.

Overshadowing will not be a problem due to the separation distances and there will be no direct overlooking.

The dwellings are far enough away from the existing dwellings so as to not impair any amenity values, whether by mass, scale, overbearing or overshadowing.

### **ACCESS / MANOEUVRING**

The access into the site for Plot 3 for the first 10 metres is off the existing access point.

From then onwards a delineated access way will be provided that will be shared with the existing dwellings, (numbers 10 and 11) to the rear of the site to the East.

Plots 1 and 2 will be accessed from the Peterborough Road and will be able to enter and leave the site in a forward gear.

Plot 2 has a further parking space to the rear that affords that same privilege.

All vehicles using the site have sufficient space to park as discussed previously.

### **ACCESS TO THE HIGHWAY**

To the applicant's knowledge there are no recorded accidents within the immediate vicinity of the site.

The Peterborough Road, which is at the head of the access way, and which is a 30mph zone.

### **LANDSCAPING**

A quality landscaping scheme will be necessary for this scheme to succeed, and a formal landscaping scheme would be provided at Planning Condition stage.

For the length of the access way a band of evergreen shrub planting will be made together with the placing of native standard trees where space allows.

These will soften the impact on the landscape and add to the Biodiversity of the immediate area.

A native hedge will form the boundary facing onto Peterborough Road together with a medium sized tree behind it which may possibly be Hawthorn or Mountain Ash

To provide for the BIODIVERSITY requirements as stated in the BIODIVERSITY report 3 small trees will be planted to the rear of the site as shown on the proposed site plan.

## **CONCLUSION**

Due to the change necessary with the access way, the site has been redesigned and reflects very much the same design and layout as that which has just been given an approval.

In this case the dwellings to the front (Plots 1 and 2) have been reduced in width and to a semi detached pair but still sit well within the immediate street scene.

Plot 3's repositioning has also made for an improved situation with regards to the future amenity of the existing dwelling to the North (4B Peterborough Road)

Overall, the site will be compatible with the character of development in the area and consistent with relevant planning policy as discussed in detail and as outlined previously.

The foregoing analysis and assessment together with the enclosed drawn details demonstrates that the provision of 3 new homes on the application site can be accommodated in a sustainable location without adverse impacts on residential amenity or landscape and will still overcome the original reasons for the planning appeal inspector's refusal.