ALLISON HOMES



NORMANTON ROAD, CROWLAND

DESIGN CHANGES

NOVEMBER 2025

Prepared By:
Name: George Wilkinson MRTPI
Title: Senior Planner

Approved By:
Name: Georgina McCrae MRTPI
Title: Planning Director

Drawing Reference: Z27 Design Statement
Date: 14.11.25
Revision: -

Allison Homes Central
Fleet House
Cygnet Road
Peterborough
PE7 8FD

ALLISON HOMES



Document Contents

1.0 INTRODUCTION 04

1.1 Site Background 04

2.0 PROPOSED CHANGES 05

2.1 Parking Alterations 05

3.0 Landscaping 06

3.1 Wildlife Corridor 06

4.0 HIGHWAY COMMENTS 07

4.1 Parking and garden entrances 07

5.0 CONCLUSION 09

5.1 Summary 09

1.0 INTRODUCTION
1.1 SITE BACKGROUND

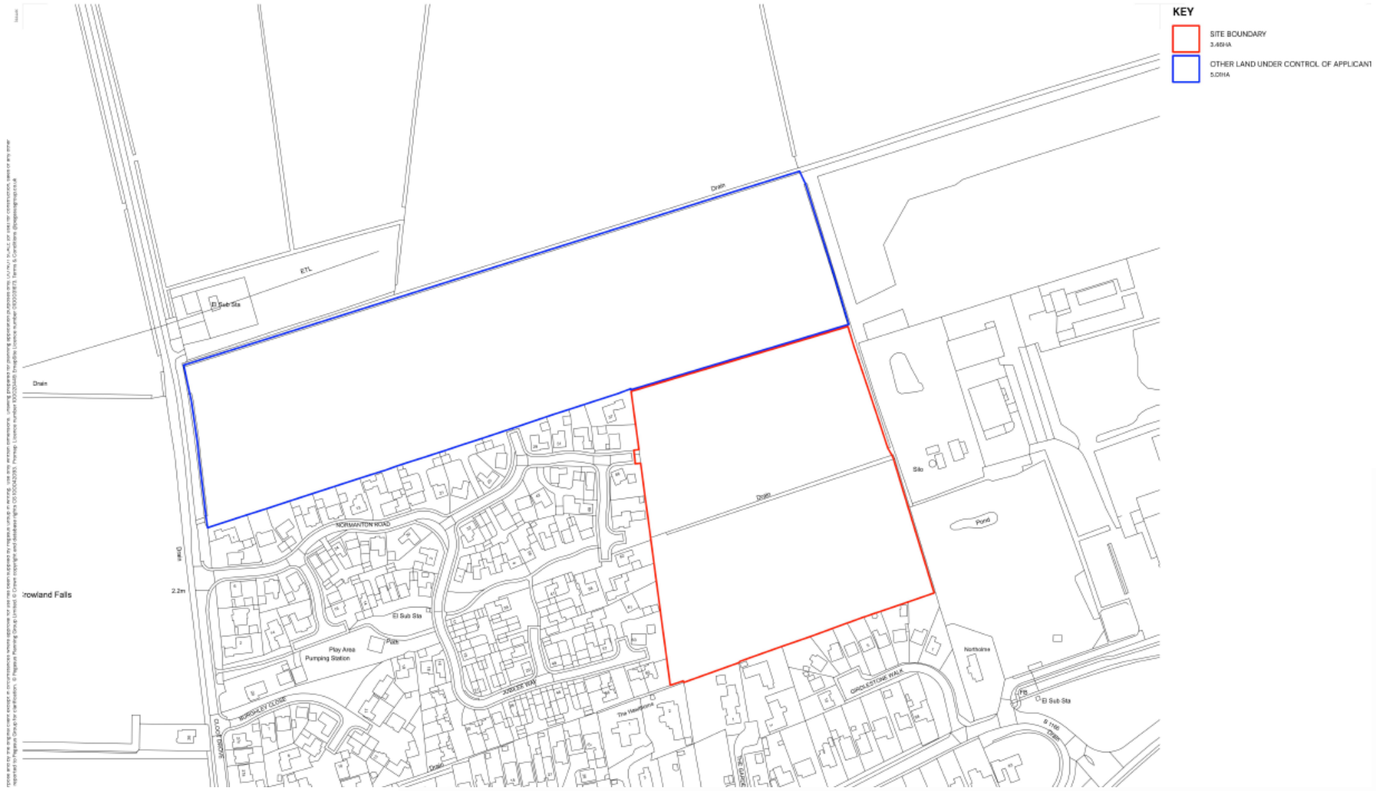
The proposed development at Normanton Road, Crowland, is allocated in the South East Lincolnshire Local Plan for around 70 units, with the proposals submitted for 80 units.

The original proposals submitted in August were reviewed by consultees, with several issues raised in relation to the layout.

The Resubmission detailed in this document seeks to address all consultee comments raised, including comments by the Case Officer, Local Highways Authority, Housing Officer, and Lead Local Flood Authority.

Several discussions outside of the consultation period with the Case Officer and Local Highways Authority, helping develop the proposals. This document highlights the changes made and how they address the relevant consultee comment.

This document should be read in conjunction with the Covering Letter and Drawing Schedule submitted as part of this application, whilst identifies the substituted drawings and how the amended documents and drawings address consultee concerns.



Location Plan (N.T.S)

2.0 PROPOSED CHANGES
2.1 Parking Alterations

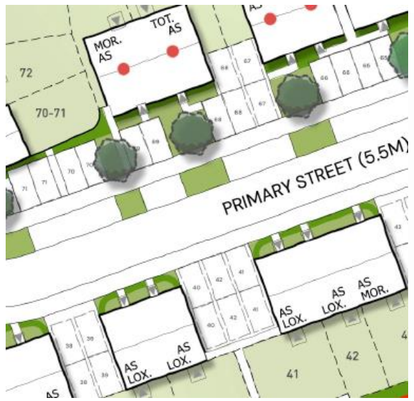
Following discussion with the case officer, plots 33 and 34 were viewed as being shoehorned into this corner of the site, and didn't provide a strong viewpoint from Jubilee Way, with the blank gable on the Totley viewed.

This area has been reviewed and now includes two corner turners within this area to address the viewpoint. The parking area has also been altered to allow for this area to address the parking standard shortfall in this area. The road also allows for an ease of access to the new wildlife corridors included in the layout, allowing for better maintenance.

Parking spaces have also been broken up along street frontages to reduce the dominance of parking. Moving spaces to the sides of dwellings with recesses and planting. No more than 2 spaces are adjacent to each other without breakage.

Areas of frontage parking have been restricted to areas less prominent from open space and main viewpoints around site.





Original





Proposed

3.0 Landscaping
3.1 Wildlife corridor

The revised layout has included a further southern wildlife corridor to provide further distance between existing and proposed properties, with this distance now equating to 26m at its closest to plots along Girdlestone Walk, with the majority of rear-to-rear distances being upwards of 28m. The increased distance, along with the 5m wide wildlife corridor, will help reduce amenity impact on existing properties.

The additional wildlife corridor will also help enhance biodiversity and allow for additional planting to aid as a buffer between proposed and existing properties.



Original



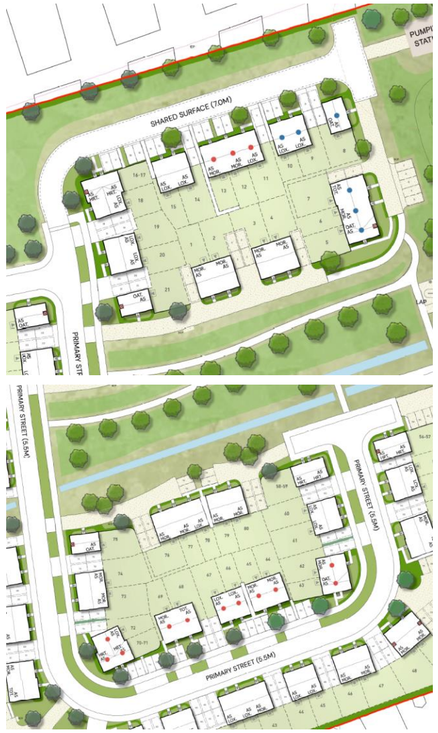
Proposed

4.0 Highway Comments

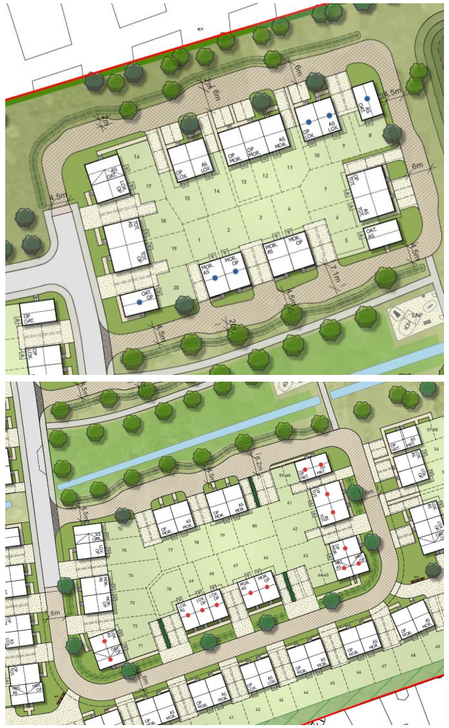
4.1 Connectivity

Following a request from highways, improvements have been made to improve permeability throughout the site by introducing edge lanes into the development. These allow for connected private drives, reducing the formal nature of roads and allow for improved walking routes throughout the site. Edge lanes will be characterised by the inclusion of swales along these features.

Widths have been tracked using refuse and fire vehicles to confirm that the road widths allow for these vehicles to use without issue.



Original



Proposed

4.0 Highways Comments

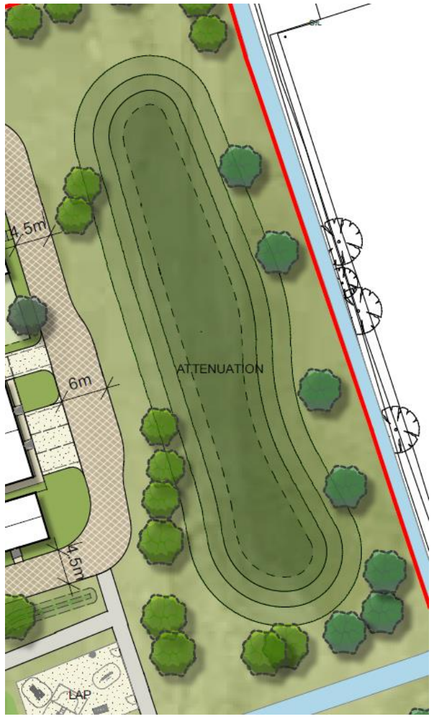
4.2 Attenuation Basin and Pumping Station

The proposed layout has slightly altered the size of the attenuation basin to the northeast of the site, making it larger and removing the pumping station. Accompanying this change, is the alteration of parking spaces to plots fronting the green open space, to create a less parking-dominant frontage.

The attenuation basin has also been shifted further inwards of the site to allow for maintenance to the existing watercourse to the east, in addition to increased planting to screen dwellings from the open space. The distance between the top of the bank and SUDs basin is at least 8m (including a 1:3 maintenance area for the pond).



Original



Proposed

6.0 CONCLUSION

6.1 Summary

This design statement indicates the layout changes made and should be read in conjunction with the Covering Letter and Submission Schedule submitted as part of this application.

The layout amendments made directly address outstanding consultee objections received from the Case Officer, Housing Officer, LCC Highways and the LLFA. The proposals still follow the principles established, whilst building on comments received to improve the design of the scheme.

The proposals should remove objections received and allow for positive determination of the application.

ALLISON HOMES

ALLISON
HOMES

Page left intentionally blank.