

Land East of Normanton Road Crowland

DESIGN & ACCESS STATEMENT

August 2025

ALLISON HOMES

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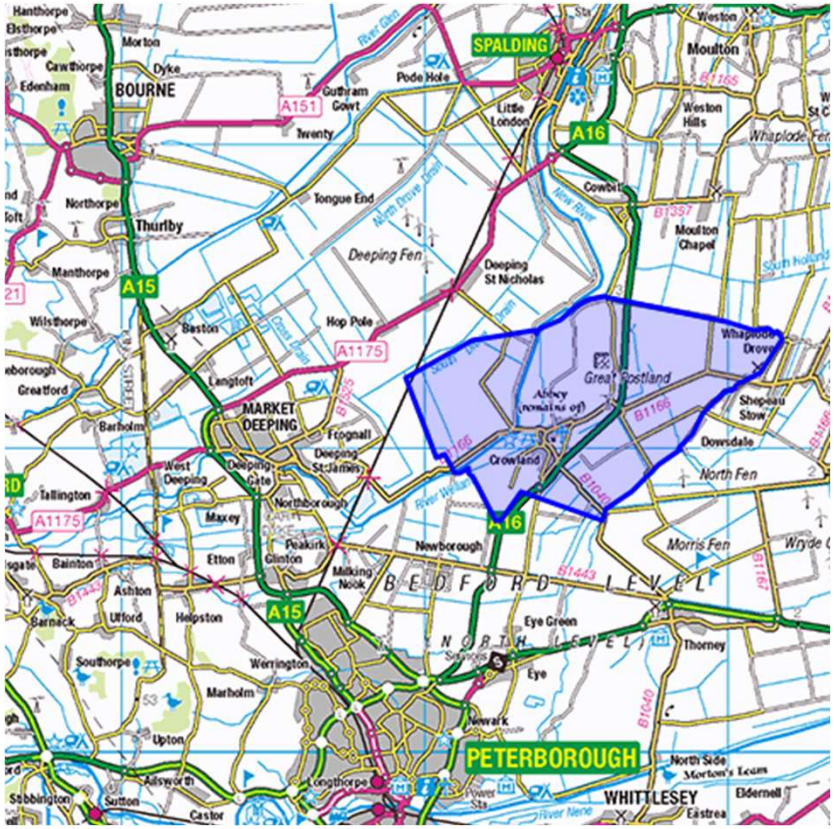


ALLISON HOMES

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1.0 INTRODUCTION

This Design and Access Statement has been prepared in support of a full planning application for the erection of 80 dwellings, landscaping, open space and associated infrastructure at Land East of Normanton Road, Crowland.



This document outlines the process of analysis and evaluation undertaken to understand the physical characteristics of the site, its relationship with planning requirements and the area's wider context, demonstrating how these have informed the evolution of the proposals.

SITE LOCATION

Crowland is in the South Holland district of Lincolnshire, classified as a "Main Service Centre" in the settlement hierarchy of the South-East Lincolnshire Local Plan (2019). Crowland is situated between Peterborough and Spalding connected by the A16.

The site measures 3.47 hectares (8.59 acres) and is formed of two agricultural field parcels that adjoin the existing settlement edge to the north of Crowland. The surrounding uses comprise established residential development along Normanton Road and Jubilee Way to the west and established employment uses to the east. Agricultural fields are located to the north of the site.


N
200 m

2.0 PLANNING CONTEXT & DESIGN GUIDANCE

The proposals have been prepared within a comprehensive policy and guidance framework provided at both national and local authority level, which is discussed in full within the Planning Statement submitted as part of this application.

This section of the DAS does not attempt to repeat the policy review contained within the Planning Statement but identifies national and local policies and guidance specifically relevant to design.

NATIONAL PLANNING POLICY FRAMWORK

The National Planning Policy Framework 2024 is a significant material consideration in the determination of this application. Points specifically relevant to design are set out in Section 12: "Achieving Well-designed Places", including:

"The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process." – paragraph 131

"Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities, so they reflect local aspirations and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers." – paragraph 132

"Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
f) 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 users51; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. " – paragraph 135

NATIONAL DESIGN GUIDANCE

National Planning Policy makes clear the creating high quality buildings and places is fundamental to the planning and development process. The National Design Guide and the National Model Design Code illustrate how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice. These documents form part of the Government's collection of planning practice guidance and are therefore material considerations for any design development proposals.

The National Design Guide addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics.

A well-designed place has characteristics that combine to create its physical character. The ten characteristics help to nurture and sustain a sense of community and work together to positively address environmental issues and climate.

The purpose of the National Model Design Code is to provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide.

Other guides to good design and place-making provide more detailed guidance and examples of best practice on particular topics to inform local authority officers and councillors, applicants and design teams, and also local communities.

THE TEN CHARACTERISTICS OF WELL-DESIGNED PLACES

CONTEXT
Enhancing the surroundings

IDENTITY
Attractive and distinctive

BUILT FORM
A coherent pattern of development

MOVEMENT
Accessible and easy to move

NATURE
Enhanced and optimised

PUBLIC SPACES
Safe, social and inclusive

USES
Mixed and integrated

HOMES AND BUILDINGS
Functional, healthy and sustainable

RESOURCES
Efficient and resilient

LIFESPAN
Made to last



LOCAL PLANNING POLICY FRAMEWORK

THE DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that a planning application is determined in accordance with the development plan unless other material considerations indicate otherwise.

The development plan for the purposes of this application comprises the Southeast Lincolnshire Local Plan 2011-2036 and associated Inset Maps, Open Space in New Residential Developments SPD (2007), Cycling Considerations for Planning Applications (2012).

SOUTHEAST LINCOLNSHIRE LOCAL PLAN 2011-2036

The Local Plan sets out a vision for South Holland and other Local Authorities under the plan.

SITE PLANNING HISTORY & ALLOCATION

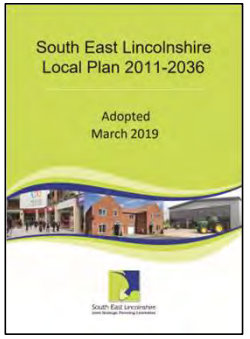
There is currently no relevant planning history on the site.

The land has been allocated within the Southeast Lincolnshire Local Plan 2011- 2036. It comprises 3.48 hectares of land and has a capacity for 70 dwellings with associated infrastructure. As part of the allocation, it is expected that development will:

- Contribute to primary education expansion at South View Primary School.
- Contribute to capacity improvements at GP services locally.
- Mitigate against flood risk (owing to its Flood Zone 3a location) and incorporate Sustainable Drainage Systems on the site.
- Upgrades to the foul sewerage and water treatment network commensurate to the size of the proposed growth.
- Seek access off Normanton Road and Jubilee Way.

RELEVANT LOCAL PLANNING POLICIES

Policy 1: Spatial Strategy
Policy 2: Development Management
Policy 3: Design of New Development
Policy 4: Approach to Flood Risk
Policy 5: Meeting Physical Infrastructure and Service Needs
Policy 6: Developer Contributions
Policy 10: Meeting Assessed Housing Requirements
Policy 11: Distribution of New Housing
Policy 17: Providing a Mix of Housing
Policy 18: Affordable Housing
Policy 28: The Natural Environment
Policy 30: Pollution
Policy 31: Climate Change and Renewable and Low Carbon Energy
Policy 32: Community, Health and Well-Being
Policy 33: Delivering a More Sustainable Transport Network
Policy 36: Vehicle and Cycle Parking





3.0 SITE CONTEXT

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LOCAL AMENITIES AND CONNECTIONS



Site Vehicle/Pedestrian Access

Site Boundary

B Bus Stops

G Nearest Green Spaces

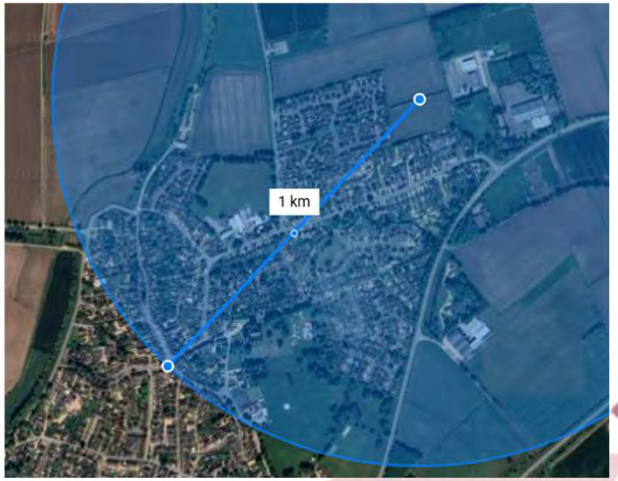
P Primary School

S Shops

The site is in close proximity to the centre of Crowland within a short walking distance of a good range of amenities, including a primary school, supermarkets, and other important services. The site is located within an area that provides good pedestrian connectivity along an established network of footways, particularly along the key desire line into the centre of town.

There is also a good range of amenities within cycling distance from the site, including schools, retail, and leisure facilities. The National Cycle Network passes within the vicinity of the site and provides links nearby villages as well as Peterborough city centre.

The nearest bus stops to the site are located within 800m from the proposed site access and are served the 37 service, operating 7 days a week. The
nearest railway station to the site is Peterborough, a key national interchange.



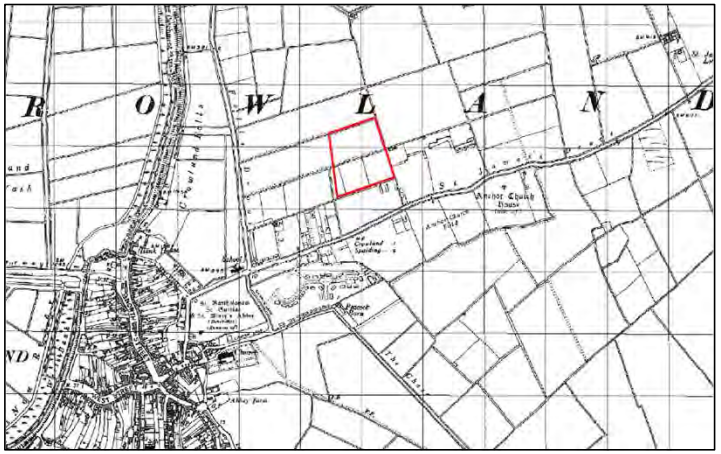
SITE HISTORY

The site and the settlement of Crowland historically lie on the edge of a peninsula within the Lincolnshire Fens, a marshy wetland which was drained during the Post-Medieval and Modern periods.

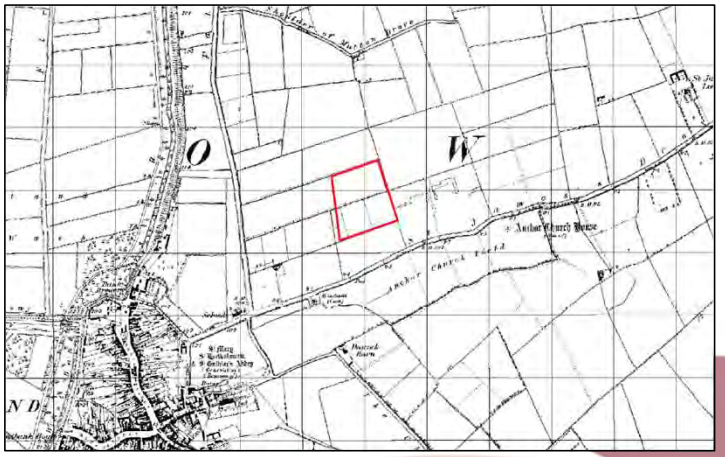
The earliest maps reviewed show the site as part of three undeveloped fields, separated by roughly east northeast to west southwest aligned drainage ditches. In the early twentieth century most of the site was part of an allotment, however for most of its history the site has been agricultural.

HERITAGE ASSETS

There are no Scheduled Monuments within the study site. The Scheduled Monument of Ruins and site of Crowland Abbey (NHLE ref. 1012410) is located c.600m south of the site and its tower is partially visible from the north-eastern part of the site. Neither the site nor the proposed development are visible from the ground level of the Scheduled Monument.



Ordnance Survey Map 1952



Ordnance Survey Map 1986

TECHNICAL SUMMARY

FLOOD RISK AND DRAINAGE

- The site is located within flood zone 3 –at high risk of tidal flooding if existing tidal defences did not exist.
- The proposals incorporate SuDS in the form of permeable paving, swales and an attenuation pond.
- A series of measures including the raising of finished floor levels and flood resilient construction will be incorporated.

HIGHWAYS, TRANSPORT AND ACCESS

- Access will be provided via the extension of Normanton Road
- The Transport Statement demonstrates that existing infrastructure has the capacity to accommodate the increase in demand and the development is not considered to have a severe impact on the operation of any junctions within the study area.

GEOTECHNICAL

- The site is not suitable for surface water disposal to soakaways
- Piling is likely to be required for plots near boundary trees.
- No unacceptable contamination was found, and radon gas protection measures not required.

NOISE

- Standard specification glazing is sufficient to meet the requirements within BS 8233:2014 for internal ambient noise level
- All external amenity areas across the proposed development fall within the adopted criteria desirable guideline value of 50dB LAeq,T.

TOPOGRPAHICAL

The topography of the site is relatively flat with ground levels at c.1.5m AOD at the northern edge of the site, and 2.0m AOD at the southern edge

HERITAGE AND ARCHAEOLOGY

The geophysical survey has recorded some linear anomalies likely associated with enclosures and/or a field system of possible Iron Age/Roman (or later) date. The reporting concludes that there are no fundamental heritage constraints to the residential development and recommends that any potential archaeological impacts can be mitigated via an initial programme of trial trenching to test the geophysical survey results.

ECOLOGY

The nearest SSSI, Deeping Gravel Pits, was identified within 7km of the site. The site falls within one SSSI Impact Risk Zone, the Preliminary Ecological Appraisal states that direct impacts upon Statutory Designated Sites is unlikely.

The Preliminary Ecological Appraisal concludes that:

- There were no records of protected or rare species on the site
- Further protected species surveys are recommended prior to development for Great Crested Newts, although the site is considered to have low potential.

BIODIVERSITY NET GAIN

The proposals deliver an overall gain of 37.01% for habitats, 132.80% for hedgerows and 69.74% for watercourses, comfortably exceeding the minimum BNG requirements.

ARBORICULTURE

The AIA concludes that all trees that are to be removed are located internally to the site with minor encroachment into root protection zones. According to the South Holland District Council, no trees in or adjacent to the site are subject to a Tree Preservation Order. In addition, a total of 96 trees will be planted within the boundary of the site.

CHARACTER ANALYSIS

An assessment of the urban character in the vicinity of the site was carried out in conjunction with the development of the proposals. Understanding the context of the site is vital to formulating an appropriate design response, informing how the site can cohesively integrate into the surrounding area.

BUILT FORM
Crowland is comprised of a historic centre which has grown and evolved over time, seeing more development in recent years to its outskirts.

The historic core and Crowland Abbey forms part of its main identity and key local landmark. The irregular street pattern, winding thin roads, and irregularity of build lines are indicative of its history.

NORMANTON ROAD & CLOOT DROVE
Early 2000s developments to the west of the site such as Cloot Drove and Normanton Road match modern development standards. Wider streets, larger footways, more formal build lines and roads with plots set back from the roads that serve them. These dwellings are of large variety, including detached, semi-detached, terraced, from single storey bungalows to 2.5/3 storey buildings.

GIRDLESTONE WALK
Lies to the south of the site boundary and features larger homes with various brick types, ranging from red to buff with various architectural details such as cladding.

MATERIALS AND DETAILING
There are varying materials used in the area, with buildings in general using red and buff brick, with some dwellings featuring render

Plot boundary treatments also vary, including a range of estate rail, brick wall and soft landscaping to separate private from public space.









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4.0 DESIGN PROPOSALS

The application proposes the development of 80 new homes, including a minimum of 25% being delivered as affordable tenures.

A co-ordinated approach to design, planning and technical input has enabled the development proposals to respond in a positive way to the site and its context. Development of the site will bring forward the following benefits:

- 80 new homes with a range of 1-4 bed homes.
- All new homes built to meet or exceed current building regulations.
- Vehicle access taken from Normanton Road. Vehicle and cycle parking to be provided to each property to meet policy requirements
- Provision of 1.47 hectares of new public open space including a new play area
- +10% net gain in biodiversity through the retention of existing and new habitat creation
- Surface water drainage designed to accommodate a 1 in 100 year + 40% climate change storm event, utilising sustainable urban drainage systems (SuDs)

USE AND MIX

LAND USE

The site will comprise of 80 residential dwellings, a play area, 1.47 hectares of open space, one attenuation pond, swales along the primary street and one vehicular access.

DENSITY

The proposals have been designed to make efficient use of the land in-line with the NPPF, whilst adhering to local policy and guidance with regard to green space, good design and place making.

Based on the site area of 3.48 hectares and the number of dwellings proposed equates to a low density of 23 dwellings per hectare, considered suitable for this edge of settlement location.

RESIDENTIAL HOUSING MIX

The proposal will deliver 80 dwellings. Of these 60 will be open market and 20 are to be affordable tenures secured through the Section 106 agreement (split 70% affordable rent and 30% shared ownership).

All house types meet the National Design Space Standard (NDSS) and are M4(2) compliant of the Building Regulations.

As shown on the adjacent tables, the proposed housing mix ranges from 1 to 4-bedroom properties, with an emphasis on 3-bedroom dwellings in line with local housing needs. All dwellings are 2 storey in height. The affordable dwellings are dispersed to avoid large clusters of affordable housing. The shared materials palette, along with a sharded standard of detailing and layout, will ensure all affordable units are tenure blind.

Open Market

	Total	%
1-bed	6	7.5%
2-bed	18	22.5%
3-bed	30	37.5%
4-bed	6	7.5%
Total	60	100%

Affordable Rent

	Total	%
1-bed	2	14%
2-bed	4	29%
3-bed	7	50%
4-bed	1	7%
Total	14	100%

Shared Ownership

	Total	%
1-bed	0	0%
2-bed	2	33%
3-bed	3	50%
4-bed	1	17%
Total	6	100%

PROPOSALS

MORPHOLOGY AND CONNECTIVITY

The proposed development will be served by a single vehicle access point off Normanton Road to the west of site.

The layout reflects surrounding development and provides an over-provision of open space with wildlife corridors acting as a buffer to the east and west of development, and open space as a buffer to wider countryside to the north. The proposal includes a Local Area of Play for the development and wider community.

The layout is highly permeable and well-connected via Normanton Road.

STREET DESIGN

The road network and hierarchy are essential in creating a successful scheme. The proposals include a mixture of roads and private driveways, with subtle changes in surface and texture to define these. Private driveways successfully terminate roads and provide an informal transition between green space and plot frontage. The primary road provides tree planting and swales. Changes of surface and level will promote natural road calming and create a safer environment for both pedestrians and cyclists. Surface treatment will be chosen to suit the location on site and the character of the area. This may include block paved private areas and tarmacadam adoptable roads.

Parking will be in line with standards set by the local plan, exceeding minimum parking standard requirements of 135 parking spaces for this site with on site provision of 168 spaces.

URBAN GRAIN AND PERMETER BLOCKS

Dwellinghouses will predominantly be in a back-to-back, perimeter block formation for improved security and to foster an attractive street scene.

OPEN SPACE

New areas of open space totalling 1.47ha will be provided, against the policy requirement of 0.959ha. Pedestrian connections are provided to and through the open space areas, with the LAP centrally located and enclosed by nearby dwellings to enhance natural surveillance.

BOUNDARIES

Brick walls and soft landscaping will be used to create clear separation between public and private spaces.

ENERGY AND SUSTAINABILITY

Allison Homes are committed to establishing and implementing the Governments Future Homes Standard as part of the roadmap to delivering net zero homes by 2030. All new homes will be built to meet or exceed building regulations, including electric heating, solar photovoltaics (PV) and electric vehicle charging.





ACCESS AND PARKING

VEHICULAR PARKING

Parking provisions have been fundamentally considered during the design process, to provide adequate parking for residents and reduce street parking. The size of all driveways and parking bays have been designed in line with local standards. Each dwelling has at least two associated parking spaces, with a total of 168 parking bays provided.

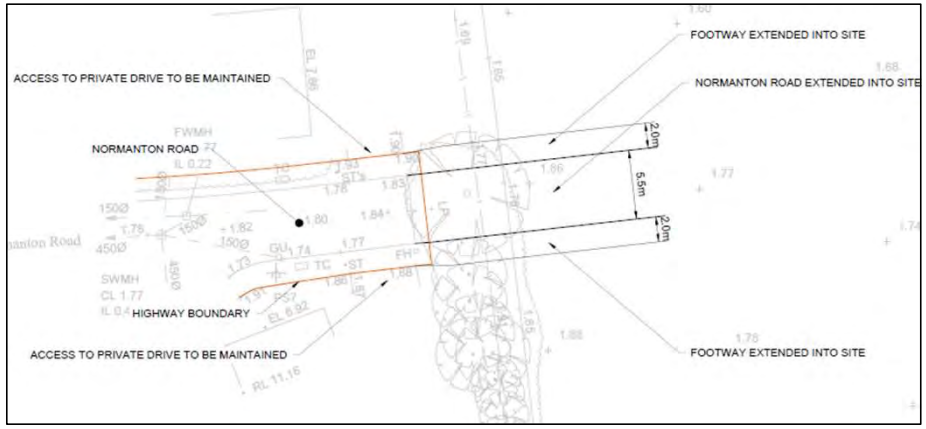
Electric vehicle charging points will be provided to all dwellings.

CYCLE PARKING

Cycle storage will be provided on site with one space provided to each dwelling

ACCESS

A single point of access is proposed via an extension of Normanton Road. The site would maintain the existing 5.5m width of Normanton Road. Access to private drives off Normanton Road within the vicinity of the site would be maintained. Accessing the site via an existing residential development ensures a cohesive transition from existing to proposed development and complies with the Local Plan Allocation.






Public Open Space
Attenuation Basin
New Access
Local Area of Play
Silo
Planting of 96 new trees
Retained Ditch
Pond
Swales along Primary Street
Northolme
Wildlife Corridors

CHARACTER AND APPEARANCE

PLACEMAKING

Character will be fostered through the provision of well-designed buildings and spaces across the development. Buildings will be designed to a high standard, with attention paid to well-defined elevations, using context-appropriate materials for brickwork and fenestration.

Legibility is formed across the site through a clear street hierarchy, which ties into open spaces located to the northeast and centre of development.

The primary street will feature swales running alongside it with some street trees.

HEIGHT AND SCALE

All dwellings across the site will be 2 storey in height.

ARCHITECTURAL DESIGN AND MATERIALS

Attention is paid to achieving good proportions and consistent rhythm in the application of fenestration, brickwork, entry points, curtilage treatment and detailing. Elevations are well articulated making use of brick detailing to frame windows.

Facing materials consist of a red and red mix brick. Rooftiles are formed of light grey slate effect tiles and terracotta pantiles.





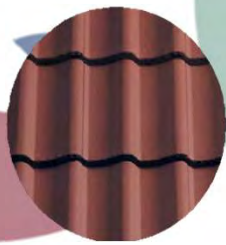












CHARACTER AND APPEARANCE









LANDSCAPE AND OPEN SPACE

LANDSCAPE STRATEGY

Soft and hard landscaping will be used throughout the Site. Key streets will feature some tree planting at key locations, non-obscured boundary treatment will be bordered by low maintenance soft landscaping. This is intended to help ground the site within its setting. This is in addition to the retained hedgerows and trees at the site boundaries where possible.

Material surfacing changes are implemented at key points within the development to delineate pedestrian crossing points, nodal points, shared surface streets and private drive areas.

OPEN SPACE

Open space is provided to the northeast and centre of the site, alongside wildlife corridors to the east and west, and easements to the northern and southern boundaries. The open space to the northeast and the easement to the north provides a softer transition into the open countryside, overlooked by proposed development.

A new play area (LAP) is centrally located and onlooked by nearby development to provide passive surveillance.



Hop Along Horse Spring Rider



Multi Play Unit



Play Tractor Sculpture

Trees
Carpinus Betulus, Jaquemontii, Betula Pendula

Hedgerow
Crataegus Monogyna, Lonicera Nitida, Prunus Spinosa

Flowers
Narcissus, Crocus, Cistus

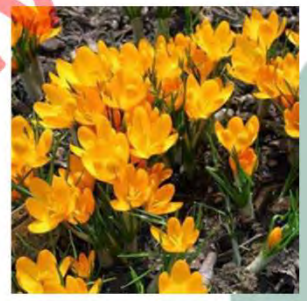


















INDICATIVE

5.0 SUMMARY

This Design and Access Statement has been prepared to accompany a Full Planning Application for residential development on Land East of Normanton Road, Crowland.

The proposals set out a high-quality development which respects and compliments the existing character of the surrounding area and local context. Proposals align with the Southeast Lincolnshire Local Plan and its allocations.

The proposals are of a scale that is proportionate to the size of the settlement and will not have any adverse effects in terms of highway safety, amenity of neighbours, flood risk, ecology or any other environmental requirements.

The design for this site aligns with both local and national planning policy and guidance and how the site's context and local character have influenced and informed the scheme proposals.







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