

Planning and Design and Access Statement

Housing Development

At

Dragonby Road

Scunthorpe

DN17 2LD

For

Rafmitch Holdings

Terms of Reference

This document has been prepared in support of Full Plans to North Lincolnshire Council. The application seeks full planning permission for the 'Erection of fourteen dwellings, and associated works to access and amendments to parking on land at Dragonby Road.

This statement has been written in accordance with the Commission for Architecture and the Built Environment's guide '*Design and Access Statements: how to write, read and use them*' along with North Lincolnshire Councils, '*Design and Access Statements Explained*'.

Introduction

This statement will locate the site and confirm that it is a suitable location for residential development. The Design & Access statement should be read alongside all other submitted planning documents. It will describe the proposed development, the surrounding area and assess everything against the relevant local and national planning policy. The application proposes the erection of nineteen residential units on the site of the former 'Riddings Primary School'. The development will comprise a mix of three-bed semis, and two four-bed detached houses. The statement will discuss how the proposed development complies with relevant policies of the development plan, and in accordance with sustainable development, and therefore should be granted planning permission without delay.

The Application Site and Surrounding Area

Scunthorpe is the administrative centre of North Lincolnshire with a population estimated in 2010 at 72,500. The former school site is situated on Dragonby Road, which is a cul-de-sac. Nearby are a range of shops and other amenities including Willoughby Road Primary School, a library, a community centre and a post office. There are regular nearby bus routes and good road links to the M180 motorway area and beyond close by. Scunthorpe railway station is approximately three miles to the North with direct links to Sheffield and Manchester and connection via these to both the East & West coast mainlines. Humberside and Robin Hood international airports are both within an hour's drive. This brownfield site has an overall area of approximately 1.15 acres (0.47 Ha) or thereabouts and is shown edged red on the attached plan.

The site is formed of mostly hardstanding concrete and some green areas with trees. A pedestrian footpath linking the site to Willoughby Road is included within the site. The former primary school has been demolished and currently offers the opportunity for an infill brownfield development that will prevent the site on having a negative impact on the surrounding area and street scene, whilst also providing additional housing in the district.

The application site boundary has been governed specifically to exclude any land which falls within flood zone two or three. As a result, the site is located entirely within flood zone one and is therefore appropriate for direct residential development in terms of flood risk.

The site is not within a conservation area and there are no listed buildings or other heritage assets within or immediately adjacent to the site. There is no known planning history relevant to the development in discussion.

The Proposed Development (Design & Access Statement)

The application seeks full planning permission for the residential development of nineteen dwellings at land off Dragonby Road, Scunthorpe. This section of the Statement explains the design principles and concepts that have been applied in preparing the planning application.

Use – The site comprises the former Riddings Primary School, hardstanding and grassland. The school was closed and has since been demolished.

The site is within the development boundary of Scunthorpe where infill development is acceptable.

The site is surrounded by existing residential development. This statement will address the sites location and confirm that the site is a suitable location for residential development.

Amount – The application site is circa 0.47 hectares in size. The application proposes the development of 19 dwellings comprising a mix of semi-detached, detached, and terraced properties. Both the housing mix and the density is commensurate of the existing settlement of the cul-de-sac setting. The development will utilise the existing access of Dragonby Road.

The proposed layout reflects the character of the existing settlement and provides adequate off-street parking and amenity space for future occupiers. Good separation distances are proposed between existing and proposed dwellings.

Footpaths have been proposed off Dragonby Road into the new development and an existing unadopted footpath links the site to Willoughby Road.

Scale and Appearance – The development will be predominantly two storeys in height except for some three storey dwellings. The scale and massing of the development respects and reflects the existing residential properties in the settlement of the surrounding area.

The local development plan requires all new dwellings to be respectful of their existing surroundings. To achieve a high quality, sustainable design the development will use a palette of local walling and roofing materials, some of which may be contemporary in nature. The mix of materials will help to ensure the development is visually attractive and commensurate with existing properties in the locality. It is considered that the proposal, in terms of design, is appropriate in the context of the site and would not result in an adverse impact on the character of the area or visual amenity.

Landscaping – The site currently benefits from musters of greenery with trees and hedges surrounding the outer edge of the site. As part of the application proposals, a mix of hard and soft landscaping will be used within the curtilage of individual properties to define spaces and create attractive and usable living environments. Each of the proposed dwellings will have their own outdoor amenity space, which will be grassed with moderate planting. The proposed garden areas are adequate and not uncharacteristic for the area.

Where possible, all landscaping proposals will utilise native species and aim to provide green links through and around the site. It is envisaged that the Local Planning Authority will impose a condition to secure a detailed landscaping scheme prior to the commencement of development.

Access – Access to all plots will be taken from Dragonby Road to provide direct access to each dwelling along with off street parking.

Siting and Layout – The proposal is an infill development. The siting and layout reflects the existing character and urban grain settlement.

Relationship to Surroundings and to Other Development – The proposed development complements the existing residential character of local area in terms of massing, scale and materials.

The Settings of the City and Towns – The development will not have any detrimental impact on important vistas, views or skylines. The development site lies centrally within the settlement and reflects the character of its surroundings in terms of scale and massing.

Neighbouring Amenity – The proposed orientation of the dwellings together with the adequate separation distances between existing and proposed dwellings ensures that adequate levels of privacy are retained. Most dwellings are two-storey in height with a small quantity of three-storey which is commensurate with the neighbouring built form ensuring they will not be overbearing in nature.

Settlement Character – The proposed development reflects the existing urban grain of the surrounding area. The character of the settlement will be retained using appropriate materials and design.

Mix of Uses – The site extends to only 0.47 hectares. A residential development, as opposed to a mixed-use development is therefore considered entirely appropriate for the application site.

Flexible Design – All homes will be constructed in line with Building Regulations Part M which meets the design aspirations of the Lifetime Homes guidance and provides flexible living design solutions for future residents of the proposed dwellings.

Scale, Height and Massing – The scale, height and massing of the proposed development is appropriate to the existing context as it reflects the existing built form in the locality. Most of surrounding properties comprise of two-storey semi-detached or terrace houses. The proposed developments layout reflects the existing urban grain of the area.

Links, Connectivity and Access – Direct access is provided to each dwelling off Dragonby Road where off-street parking is provided. The site was previously a busy infant school and thus would have had significant vehicle movements associated with it. Existing footpaths

Detailed Design and Materials – Elevations submitted with the application show that the proposed development will offer a high quality residential development that is entirely appropriate to the context of the site. As previously mentioned, the development will utilise local walling and roofing materials, some of which may be contemporary in nature. A good mixture of materials will help to ensure the development is visually attractive and commensurate with existing properties in the locality.

Sustainable Design – Combating climate change will be addressed through the build process. renewable materials will be utilised as far as practicable. A high level of insulation and energy efficient glazing will be used to ensure that heat and energy is not lost unnecessarily from each dwelling.

Appropriate Facilities – The proposed development provides each dwelling with off-street parking which is considered appropriate for the size of the dwelling. Each dwelling has a desirable level of private amenity space with hard and soft landscaping providing green spaces within the development.

Landscaping – As mentioned previously, it is envisaged that a detailed landscaping scheme will be secured by means of condition. Even so, the proposed layout demonstrates that a mix of soft and hard landscaping will be used to define spaces and create attractive and usable living environments.

Creating a Safe and Secure Environment – The positioning and orientation of the buildings ensure that public spaces are subject to natural surveillance to ensure a safe and secure environment created.

National Planning Policy

The national Planning Policy Framework sets out the Governments planning policies for England and how these are expected to be implemented in future developments. The Framework is a material consideration in planning decisions.

Paragraph 6 of the Framework states that the purpose of the planning system is to contribute towards the achievement of sustainable development. The policies in paragraphs 18 to 219 of the Framework, taken, constitute the Governments view on what sustainable development in England means in practice for the planning system and includes: promoting sustainable transport; delivering a wide choice of high quality homes; requiring good design; promoting healthy communities; and conserving and enhancing the natural environment.

Paragraph 7 of the Framework outlines three dimensions of the sustainable development and the need for the planning system to perform:

An **economic** role – contributing to building a strong, responsive and competitive economy;

A **social** role – supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality-built environment, with accessible local services.

An **environmental** role – contributing to protecting and enhancing our natural, built and historic environment.

Paragraph 12 states that *“This National Planning Policy Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved., and proposed development that conflicts should be refused unless material considerations indicate otherwise. It is highly desirable that local planning authorities should have an up-to-date local plan.”* Outlined in paragraph 14 is a presumption in favour of sustainable development, for decision making this means:

Approving development proposals that accord with the development plan without delay; and

Where the development plan is absent, silent or relevant policies are out of date, gaining permission, unless:

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework; or

Specific policies in the Framework indicate that development should be restricted.

Paragraph 17 in the Framework sets out 12 core planning policies, in relation to the current application the planning authority should: Be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up-to-date and be based on joint working and co-operation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency;

Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;

Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;

Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;

Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;

Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);

Contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;

Encourage the effective use of land by reusing land that has been previously developed (brownfield land), if it is not of high environmental value;

Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);

Conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;

Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and

Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Section 4 of The National Planning Policy promotes sustainable transport and highlights that transport policies have a key role to play in facilitating sustainable development, but also implementing this in terms of wider sustainability and health objectives. The transport system needs to be balanced in favour of sustainable transport modes giving people a real choice in how they travel. However, the government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions and will vary from rural to urban areas (paragraph 29).

Paragraph 30 states that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

Section 6 of the Framework considers the delivery of a wide range of high quality homes and sets out the Government's objective to boost the supply of local housing. Local planning authorities are required to meet the full, assessed needs for market and affordable housing in the area. Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5%, or 20% where there has been a record of persistent under delivery of housing.

Paragraph 49 states that housing applications are to be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

Section 7 outlines the requirement for 'good design'. 'Good design' is a key aspect of sustainable development, it is indivisible from good planning, and should contribute positively to making places better for people. Decisions should aim to ensure that developments provide the following:

Function well and add to the quality of the area, not just for the short term but for the lifetime of the development;

Using streetscapes and buildings to create attractive and comfortable places to live and work in, this can be done by establishing a strong sense of place;

Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;

Respond to the local character of the settlement by reflecting the identity of materials and surroundings;

Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; And finally, a scheme that is visually attractive. (paragraph 58)

The planning process plays a prime role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting the

delivery of renewable and low carbon energy and associated infrastructure. This is crucial to the economic, social and environmental dimensions of sustainable development.

The Framework highlights that inappropriate development in areas at risk from flooding should be avoided by directing the development away from the area at risk. Moreover, when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development in appropriate minimal risk zones.

Paragraph 109 talks about conserving and enhancing the natural environment, the planning system should contribute to and enhance the natural and local environment by; protecting and enhancing valued landscapes, minimising impacts on biodiversity, as well as contributing to the government's commitment to halt the overall decline in biodiversity.

Sustainability Considerations

Paragraph 14 of the Framework states that development proposals that comply with the development plan should be approved without delay or, where relevant policies in the development plan are out of date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken, or specific policies in the Framework that indicate that development should be restricted.

This statement justifies that the proposed development accords with the relevant policies of the development plan and therefore it is considered that the development should be approved without delay. This concluding section will summarise the sustainable nature of the proposed development. Considering the three dimensions of sustainable development; economic, social and environmental as identified in paragraph 7 of the Framework.

This statement justifies that the proposed development accords with the relevant policies of the development plan and therefore it is considered that the development should be approved without delay. This concluding section will summarise the sustainable nature of the proposed development. Considering the three dimensions of sustainable development

Economic Role

The proposed development will provide a modest amount of residential development that will ensure the Council are able to deliver the housing required to meet the overall needs of the district. This shows that the Council can demonstrate a five-year supply of deliverable housing sites to meet the needs of the District. The site provides good access to local bus services and is a suitable location for development. There are many employment opportunities near Honeybourne, and the village benefits from its own train station with direct links to towns and cities.

The development itself will create a small number of jobs during construction of the development and there will be an increase in other jobs from the indirect benefits to the construction industry. The development will provide an increase in the population of Honeybourne which means there will be an increase in spending power in the local area. The development will also provide economic benefits for Wychavon District Council through increased council tax revenues and new homes bonus.

Social Role

The Framework defines social role as supporting strong, vibrant and healthy communities, by providing the demand for housing to meet the needs of present and future generations. At the same time to create a high quality-built environment, with easily accessible local services that mirror the communities needs and support health, social and cultural well-being.

The Framework does not place an upper limit on the number of homes to be provided. The Framework seeks to boost significantly the supply of housing and this development being in the development boundary will therefore be of benefit to the district. The proposed development will make a positive impact on the local community, by an increased demand for local services and facilities which will be accessible to the public other than by means of a car. Paragraph 7 of the Framework says that the planning system should create a 'high quality-built environment', with accessible local services that reflect the communities needs and support its health, social and cultural wellbeing.

To summarise, the proposed development will create a strong, vibrant and healthy community by enhancing the overall character of Honeybourne. It is considered that the development offers a genuine sustainable travel alternative to a private car because it is located within walking distance to a bus stop which has a regular bus service to and from Honeybourne. The village has its own train station which offers the opportunity for multi modal journeys. Employment opportunities are also available near to the site. A high quality of life, easily accessible local services, social and cultural well-being are all apparent in the proposed development as discussed, therefore this proposal should be approved without delay.

Environmental Role

The Economic Role outlines the protection and enhancement of our natural, built and historic environment. A big part of this is to help improve and encourage biodiversity, to use natural resources as openly one can. To minimise waste and pollution and to mitigate and adapt to climate change by moving towards a low carbon economy.

The proposed development meets the aspirations of the Framework in this regard, the proposal will utilise a vacant site within the settlement boundary of Honeybourne. The use of this site will reduce the pressure to release other sites for development elsewhere in the district. The site is in a flood risk zone 1 area so is not subject to any landscape or ecological designation. It has been demonstrated that the site is accessible by sustainable transport modes.

The application site contains significant areas of brownfield land such as roads and associated infrastructure. The total area of the site is 1.1088 ha of which 0.6244 ha (56%) is brownfield and 0.4844 ha (44%) is greenfield and therefore the site should be classed as brownfield for the purpose of SWDP 5.

Furthermore, the developable area of the site is 0.2875 ha in size and we will be leaving a total of 0.0861 ha from this total as Greenfield Infrastructure which equates to 30%. All nine dwellings, including the existing residents will benefit from this area of Green Infrastructure. New planting will increase the biodiversity of the site, it is anticipated that where possible, native, local species will be utilised.

Overall, the assessment above proves that the economic, social and environmental suitability of the site for housing. The application agrees with all relevant policies of the Development Plan and there are no material considerations that indicate the development should be restricted. It is therefore considered that in accordance with Paragraph 14 of the Framework that planning permission should be granted without delay.

Section 38 (6) of the Planning and Compulsory Act 2004 requires that applications for planning permission should be determined in accordance with the development plan unless material considerations indicate otherwise. Proposed developments that accord with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise. The Planning Framework is a material consideration in determining applications.

North Lincolnshire Core Strategy

The following policies are considered relevant to the proposed development:

- **CS1** – Spatial Strategy for North Lincolnshire
- **CS2** – Delivering More Sustainable Development
- **CS3** – Development Limits

- **CS5** – Delivering Quality Design in North Lincolnshire
- **CS18** – Sustainable Resource Use and Climate Change
- **CS19** – Flood Risk
- **CS23** – Sport, Recreation and Open Space
- **CS27** – Planning Obligations

CS1 – Spatial Strategy for North Lincolnshire

“All new development in North Lincolnshire should be well designed and appropriate for their context. It should contribute to creating a sense of place. The council will encourage contemporary design, if it is appropriate for its location and is informed by its surrounding context. Design which is inappropriate to the local area or fails to maximise opportunities for improving the character and quality of the area will not be acceptable.” Policy CS1 is concerned with the future strategy for North Lincolnshire, it states that Scunthorpe will be the focus for most of new development and growth, including housing, employment, retail, sustainable transport. Developments should be focused on the following;

- Previously developed land and buildings within the Scunthorpe urban area, followed by other suitable infill opportunities within the town, then by appropriate greenfield urban extensions.
- Previously developed and buildings within the defined development limits of North Lincolnshire’s Market Towns, followed by other suitable infill opportunities then appropriate small scale greenfield extensions to meet identified local needs.
- Small scale developments within the defined development limits of rural settlements to meet identified local needs.
- High quality, well designed new housing will be provided on a range of previously developed sites within the urban area followed by a greenfield urban extension with a focus on areas to the west of the built-up area. During the plan period Scunthorpe should contribute around 9,892 new dwellings.

The proposal site was once home to the former Riddings Primary School and is located within the settlement boundary of Scunthorpe. It is therefore considered this proposal is acceptable in principle and in line with the overarching spatial strategy of the North Lincolnshire LDF.

CS2 – Delivering More Sustainable Development

In supporting the delivery of the spatial strategy set out in policy CS1, as well as determining how future development needs will be met in North Lincolnshire, a sequential approach will be adopted. Policy CS1 outlines the elements that form the spatial strategy, on the other hand, Policy CS2 sets out how this will be implemented using a sequential approach to the location of future development that is based in the settlement hierarchy.

“Previously developed land and buildings within the Scunthorpe urban area, followed by other suitable infill opportunities within the town, then by appropriate greenfield urban extensions.”

This meets both national and regional planning policies to deliver development in the most appropriate places. Combating climate change will be addressed through the building process. Renewable materials will be utilised as far as practicable. A high level of insulation and energy efficient glazing will be used to ensure that heat and energy is not lost unnecessarily from the dwelling. Consideration will also be given to attaining on-site energy production using ground or air source heat pumps or solar panels; potentially reducing dependence upon the National Grid or gas reserves for heating and hot water. Rain water harvesting will also be considered as a means of managing surface water disposal from the development.

CS3 – Development Limits

Development limits will be applied to the Scunthorpe urban area, the Market Towns and Rural Settlements. Development limits for each settlement were set out in the existing North Lincolnshire Local Plan and are strongly supported as a key tool in ensuring future development occurs in sustainable locations. They also ensure that the

countryside is protected from inappropriate development and no uncontrolled expansion of settlements will take place.

The proposed development does not affect any Market Town, Rural Settlement or countryside. Generous amenity space is proposed with each dwelling as well as hard and soft landscaping at the front of each property, this will be in keeping with existing dwellings within the settlement. It is considered that the proposal, in terms of design, is appropriate in the context of the site and would not result in an adverse impact on the character of the area or visual amenity. Each of the proposed dwelling houses will have their own outdoor amenity space, which will be grassed with moderate planting. The proposed garden areas are adequate and not uncharacteristic for the area.

CS5 – Delivering Quality Design in North Lincolnshire

All new development in North Lincolnshire should be well design and appropriate for their context. It should contribute to creating a sense of place. The council will encourage contemporary design, if it is appropriate for its location and is informed by its surrounding context. Design which is inappropriate to the local area or fails to maximise opportunities for improving the character of the area will not be acceptable.

The Core Strategy States the following points, new developments should:

“Contribute towards creating a positive and strong identity for North Lincolnshire by enhancing and promoting the image of the area through the creation of high quality townscapes and streetscapes.”

The proposed development is considerate of its existing surroundings by ensuring it respects the scale, height and massing of the development. A sense of area will be created through the inclusion of an existing footpath to connect the development to Willoughby Road forming a sense of a formal streetscape.

“Ensure it takes account of the existing built heritage from the earliest stages in the design process, terms of scale, density, layout and access.”

Elevations submitted with the application show that the proposed development will offer a high quality residential development that is entirely appropriate to the context of the site. The development will utilise local walling and roofing materials, some of which will be contemporary in nature. The mix of materials will help to ensure the development is visually attractive and commensurate with existing properties in the locality. Elements of existing properties such as windows and roof tiles have been mirrored in the proposed development to be in keeping with the existing layout of the area.

“Incorporate the principles of sustainable development throughout the whole design process. This will include site layout, minimising energy consumption, maximising use of on-site renewable forms of energy whilst mitigating against impacts of climate change; for instance, flood risk.”

Combating climate change will be addressed through the build process. Renewable materials will be utilised as far as practicable. A high level of insulation and energy efficient glazing will be used to ensure that heat and energy is not lost unnecessarily from the dwelling. Consideration will also be given to attaining on-site energy production using ground or air source heat pumps or solar panels; potentially reducing dependence upon the National Grid or gas reserves for heating and hot water. Rain water harvesting will also be considered as a means of managing surface water disposal from the development.

“Create safe and secure environments, which reduce the opportunities for crime and increase the sense of security for residents using Secured by Design guidance.”

The Secure by Design guidance outlines that all proposed developments should offer safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion (para.58) safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas” (para.69). Creating a sense of place where residents and legitimate users can go about their daily routine without unduly fearing crime or

insecurity is a key element of the Secured by Design initiative for New Homes. Encouraging residents and legitimate users of places to feel a sense of ownership and responsibility for their surroundings can make an important contribution to community safety and crime prevention. This can be facilitated by clarity in where public space ends and where communal, semiprivate or private space begins.

The need for street lighting will be determined by local circumstances, the lighting of a footpath is generally only effective in reducing crime (or preventing crime from rising) if it is matched with a high degree of natural surveillance from the surrounding dwellings, where reaction to an identified incident can be expected. The development proposes to link the exiting footpath to Willoughby Road, orientation and separation distances are adequate in that the development forms a neighbourhood.

The secure by design guide also states that communal car parking areas should be in small groups and situated close and adjacent to homes and must be within the view of active rooms within these new homes. A small communal car park is proposed in the development and is adjacent to homes where active rooms are used to keep a neighbourhood watch on the car park area. Adequate levels of street lighting will be used to reduce levels of crime in the area. Overall, the image of the area and feel of high quality streetscapes will be created through good design.

“Consider the relationship between any buildings and the spaces around them, and how they interact with each other as well as the surrounding area. The function of buildings should also be considered in terms of its appropriateness for the context in which it is located.”

The function of the proposed buildings is to provide a safe and secure family home for future occupants, therefore the function of the proposed buildings is considerate and appropriate to the context where the development is proposed. A home that is in a good area with a high-quality sense of a streetscape and improve the quality of life for future families. The proposed buildings are designed so they fit in with the existing settlement, roof pitches, windows, doors and brick detailing have all been taken into consideration in the design of the proposed development, to ensure the development is visually attractive and commensurate with existing properties in the locality. Appropriate separation distances along with the orientation of dwellings has been proposed to form a good relationship between existing properties and proposed dwellings.

“Create attractive, accessible and easily distinguished public and private spaces that complement the built form.”

‘Good Design’ has been the main priority in the design process to create an attractive as well as accessible environment. Public spaces are easily differentiated from private spaces as each dwelling has its own plot with a car parking space, as well as hard and soft landscaping areas to define spaces and create attractive and usable living environments. All landscaping proposals will utilise native species where possible and respect as well as complement the built form.

“Support sustainable living and ensure that a mix of uses, which complement one another are incorporated”.

The use of motor car, pedal bike and walking are all incorporated in the design, secure bike parking spaces are provided to encourage the use of alternative transport methods of getting around the local area. Recyclable bin areas have been incorporated in the design to ensure waste is disposed of in accordance with the local authorities’ policies to ensure the development is as sustainable as it can be.

“Provide flexibility in that new and existing buildings and spaces are able to respond to future social, technological, environmental and economic needs.”

The proposed development meets the aspirations of the Core Strategy in this regard. The proposal will efficiently utilise a vacant, brownfield site within the development boundary. The use of this brownfield site will reduce pressure to release greenfield sites for development elsewhere in the District. The site is entirely in Zone 1 and is not subject to any landscape or ecological designation. It has been demonstrated that the site is accessible by sustainable transport modes. In addition to this a soft landscaping scheme will be delivered onsite and all 14

dwellings will benefit from a private garden area. This new planting will increase the biodiversity of the site and it is anticipated that where possible native, local species will be utilised.

“Be easily accessible to all users via recognisable routes, interchanges, and landmarks that are suitably connected to public transport links, community facilities and services and individual communities and neighbourhoods in North Lincolnshire. Buildings and spaces should be accessible by all sections of the community and ensure that the principles of inclusive design are reflected.”

Dragonby Road will be extended into the site area to form a cul-de-sac, this will be easily accessible to all users via recognised routes. Bus stops are near the site and can be easily accessed from Willoughby Road which has formal path leading to and from the development.

“Incorporate appropriate landscaping and planting which enhances biodiversity or geological features whilst contributing to the creation of a network of linked greenspaces across the area. Tree planting and landscaping schemes can also assist in minimising the impacts of carbon emissions upon the environment.”

A mixture of hard and soft landscaping will be incorporated in the proposed development soft landscaping with planting to promote biodiversity and where possible native, local species will be utilised. Tree planting and green areas on site will help minimise the impact of carbon emissions on the environment. The development proposes to contribute and enhance the natural and local environment by protecting and enhancing valued landscapes; and minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Governments commitment to halt overall decline in biodiversity.

“Integrate car parking provision within the existing public realm and other pedestrian and cycle routes.”

The development proposes fifteen on-street car parking spaces along with ten off-street spaces, this has considered with the ‘Secure by Design Guide’. Four bicycle spaces have also been proposed. A pedestrian footpath will extend from Dragonby Road into the development and there is also a pedestrian footpath linking the site to Willoughby Road. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the government recognises that different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion, the proposed development supports a pattern of development that facilitates sustainable modes of transport.

CS18 – Sustainable Resource Use and Climate Change

The councils Core Strategy outlines that they will actively promote development that utilises natural resources as efficiently and sustainably as possible. A full Water Management Strategy has been written alongside the application, it addresses all the requirements in policy CS18. The policy outlines that developments should help us to protect people and the environment from unsafe, unhealthy, and polluted environments, by protecting and improving the quality of air, land and water. A desktop survey has been provided to show that the site is suitable for the proposed use.

CS19 – Flood Risk

“The council will support development proposals that avoid areas of current or future flood risk, and which do not increase the risk of flooding elsewhere”. The site is suitable for development as it is in a Flood Zone 1 area, the development will not increase the risk of flooding in the future, nor will it have an impact on the risk of flooding elsewhere. The site was previously home to a primary school so there would not be an increased risk of flooding. The Water Management Strategy outlines the use of SUDS (Sustainable Drainage Systems), these are natural drainage systems that bring environmental, ecological and social benefits to the residents. A detailed Surface Water Drainage and flood risk assessment has been submitted as part of the application.

CS23 – Sport, Recreation and Open Space

As stated in the Pre – Application report, given the constraints of the site, along with the proposed development and overall characteristics of the proposal, the site would not allow the creation of on-site Public Open Space. Therefore, a financial contribution of £8000 would be required to contribute to the upkeep and improvement of an existing Public Open Space.

CS27 – Planning Obligations

The application proposes a total of fourteen houses on site, paragraph 8.26 states that on a site of fifteen or more dwellings in the Scunthorpe urban area a target of 20% affordable housing is required on windfall sites. Therefore, no affordable house will be provided on site, however, the client is proposing to enter into a section 106 agreement to secure the Affordable Housing contribution.

Highway Safety

The proposal seeks to create access to the development from Dragonby Road. The site is readily accessible by choice of different transport modes. An existing footpath links the site to Willoughby Road where there are multiple bus stops with services linking the site to various destinations. Plans have been drawn to show visibility splays and swept path analysis and a tracking diagram have been provided as part of the planning application.