

The background of the entire slide is an aerial photograph of a residential development, showing streets, buildings, and green spaces. A semi-transparent red overlay covers the entire image. In the top left corner, there is a white square containing the word "strata" in a lowercase, sans-serif font.

strata

Design And Access Statement

(Including Building for Life 12 Assessment)

Land at Barrow Road, Barton-upon-Humber

August 2023

An opportunity to be divergent; creating environments with a sense of place

Contents

Section 01: Introduction

Outlines the purpose of this document and the quality standards used to inform it.

Section 02: Evaluation and Assessment

Considers the site and its surroundings in physical, social, economic and planning context.

Section 03: Pre-Application & Consultation

Discusses the pre-application response received from North Lincolnshire Council & the consultation process.

Section 04: Design & Access Proposals

Sets out the uses and amount of proposed, character areas, access arrangements, layout of the development, scale of buildings, landscaping treatment and appearance. Provides an overview of the access considerations of the proposals.

Section 05: Building For Life

Provides an informal assessment of our proposals against the 'Building for Life' 12 criteria.

Section 06: Summary

A summary note to support our assessment & proposals.

Section 01: Introduction

Outlines the purpose of this document and the quality standards used to inform it.

Introduction

This Design and Access Statement is the supporting document accompanying the full planning application for the site at Land at Barrow Road, Barton-upon-Humber.

The proposal is submitted by Strata and seeks planning permission for 173 homes with access, landscaping and associated works.

This document explains the key principles taken into consideration when designing the scheme and sets out the design process.

It describes the site and its context, relevant national and local design guidance and the design concepts that led to the development proposals.

Section 02: Evaluation and Assessment

Considers the site and its surroundings in physical, social, economic and planning context.

The Site

The site is located on land to the south of Barrow Road, Barton-upon-Humber, on the eastern edge of the settlement and extends to approximately 6.56 hectares.

Barton-upon-Humber provides a range of local shops, services and facilities within walking distance of the site, including Tesco, Lidl and Baysgarth Park.

The site comprises arable land and is bound to the south and east by agricultural land, residential properties to the west and Barrow Road to the north. It lies directly opposite the intersection with Falkland Way which provides access to residential properties.

The site's boundaries comprise garden hedges and fences of the residential properties to the west and hedgerows along its other boundaries.

The site is proposed to be allocated for residential development in the Council's emerging Local Plan (site ref H1P-13), which was submitted for Examination in November 2022.

The site has no recent relevant planning history.



Site Constraints & Opportunities

Key Constraints

Respecting and Reflecting the Adjacent Built Form

Proposals should appropriately tie in with the rear gardens of adjacent existing dwellings.

Proposed New Link Road & Roundabout

A new four-arm priority-controlled roundabout is proposed to the north of the site connecting the A1077 and Falkland Way.

The main site access road is to form part of the new link road running between the A1077 to the north and Caistor Road to the south.

Topography

The site slopes south to north – approximately 23m AOD at the northern boundary to 36m AOD at the southern boundary.

Underlying Geology

The solid geology underlying the site is recorded as being the Welton Chalk Formation to the north and the Burnham Chalk Formation to the south.

Existing Overhead Utilities

Proposed development on the site will result in the need to divert the existing overhead utilities which run along the eastern boundary of the site and intersect the site to the north-east.

Existing Hedgerows

Existing hedgerows bind the site to the north, east, south and west.

Key Opportunities

Improved Security for Adjacent Dwellings

The opportunity to enclose the exposed rear boundaries of existing dwellinghouses that border the site, through the appropriate placement of new proposed dwellinghouses.

Provision of Highway Infrastructure

The proposed development provides the opportunity to provide the roundabout connecting the A1077 and Falkland Way and the first stage of the new link road from the A1077 to the north; alleviating traffic pressures throughout Barton-upon-Humber.

Provision of Pedestrian Routes

Through the provision of natural surveillance and overlooking, there is the opportunity to provide safe and attractive pedestrian routes on a site that has not previously been open for use by members of the public.

Quality Development

Opportunity to provide development to a high standard which meets the requirements of NLC's emerging Local Plan allocation, seeking to enhance the built form quality of the local area.

Introduce Wider Variety of Habitats

The site is currently utilised as an agricultural field; habitats are therefore regularly destroyed and disturbed. The opportunity therefore stands for residential development to provide more permanent and varied habitats of which have a higher ecological value.

Local Character

Through extensive site analysis it has been determined that the local area has a mix of architectural styles and a varied palette of materials; buff, red and weathered red brick-types are predominant throughout the area.

Surrounding residential dwellings vary in height; in the main they range from one & two storeys in height.

The proposals have used the local styles and materials as a basis to form a strong design identity which has a balanced and considered approach, but one which has its own identity ensuring the proposals do not copy the existing built form, only complement it.



Relevant Adopted Planning Policy

The site is currently located outside the development limits of the settlement that is defined by the adopted Development Plan and is located within an area where open countryside policies apply.

Saved policy RD2 of the North Lincolnshire Local Plan (LP) (2007) restricts development in the open countryside other than in particular circumstances and only allows housing where it is affordable and meets a proven local need.

Policies RD2, H5 and DS1 of the LP and policies CS5 and CS8 of the Core Strategy (2011) together expect development to have a high standard of design that reflects or enhances the character, appearance and setting of the immediate area and the settlement as a whole.



Relevant Emerging Planning Policy

The site is proposed to be allocated for residential development within the Council's emerging Local Plan (site ref H1P-13), which was submitted for Examination in November 2022.

As part of the site's allocation, it is proposed that the first phase of a new link road between A1077 and Caistor Road will be constructed to reduce the number of vehicles travelling through Barton-upon-Humber at peak times. The link road would then connect to the A15 Bonby Lode interchange via the B1206.

North Lincolnshire Council secured £19.7 million in Levelling Up Funds in January 2023 to deliver this highway infrastructure alongside new cycle lanes and major improvements to the railway station

The draft allocation identifies that the site has an indicative capacity of 225 dwellings. It sets out that the site is to be developed in accordance with the following site-specific design criteria:

- A mix of housing size and tenure should be provided at approximately 40-45 dwellings per hectare.
- Vehicular, pedestrian and cycle access point/s are to be taken from A1077.
- Good footpath and cycle provision are to be delivered throughout the site.
- Existing boundary features should be retained to protect existing habitats.
- At the western, eastern, and northern boundaries new landscaping should be provided to strengthen the existing retained vegetation and soften the edges of the site.

Emerging policies TC2 and DQE1 together expects development to relate to the sites context, to adhere to the principles of good design, and conserve and enhance North Lincolnshire's special characteristics.

Section 03: Pre-Application & Consultation

Discusses the pre-application response received from North Lincolnshire Council & the consultation process.

Pre-Application & Consultation

Strata engaged in informal pre-application discussions with North Lincolnshire Council in November 2022, whereby the general approach to the nature and scale of development proposed was agreed in principle, in accordance with the draft allocation in the emerging Local Plan.

Pre-application discussions focused on the proposed site layout, particularly how it interacts with the new link road, drainage strategy and the public consultation strategy.

Since North Lincolnshire Council secured £19.7 million in Levelling Up Funds in early 2023, Strata has regularly engaged with ARUP & North Lincolnshire Council to agree the parameters of the proposed link road and roundabout and discuss the delivery of such infrastructure.

Strata consulted the local community (including Local Ward Councillors) in January 2023 to understand their views on the proposals. Feedback received in response to the consultation and the development's response to it, is considered fully in the submitted Statement of Community Involvement.



Strata are proposing to make a planning application for approximately 169 new high-quality homes at land to the south of Barrow Road, Barton-Upon-Humber.

The proposals will deliver a mix of 2, 3 and 4-bedroom terraced, semi-detached and detached homes.

The site is proposed to be allocated for housing in the forthcoming Local Plan and development will make a significant contribution to meeting the District's housing need.

ABOUT THE DEVELOPMENT

As part of the allocation, the first phase of a new link road to ease congestion in the town between A1077 and Caistor Road will be constructed, including a new roundabout.

The homes will be constructed from a mix of materials which will complement the surroundings. Existing boundary features will be retained to protect existing habitats, and new landscaping and tree planting will be incorporated throughout to soften the edges of the site.

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NEW RESIDENTIAL
DEVELOPMENT

LAND OFF BARROW ROAD,
BARTON-UPON-HUMBER

PUBLIC CONSULTATION

Section 04: Design & Access Proposals

Sets out the use and amount of the proposed development, character areas, access arrangements, layout of the development, scale of buildings, landscaping treatment, appearance and use of resources.

Proposed Site Layout

The layout is largely informed by the site's characteristics (size, shape and constraints), the surrounding urban form and context of adjacent development.

The proposed scheme consists of 173 new residential dwellings all served by a single dedicated vehicular point of access off Barrow Road.

The site layout incorporates the delivery of a roundabout and associated infrastructure in line with the Council's emerging Local Plan. It is currently being negotiated as to whether Strata or North Lincolnshire will deliver such infrastructure.

A variety of house-types are proposed along the central spine road to create a visually interesting and rhythmic street scene.

Two secondary access points lead from the central spine road, establishing a clear street hierarchy.

Residential parcels are formed from these two secondary access points with clearly defined perimeter blocks, maintaining active surveillance of all streets and according with relevant national and local policy which seeks to provide this key urban design facet. Key units are located at the end of carriageways, providing legibility and positive vistas within the site.

Proposed dwellings sit back-to-back with existing residential homes around the eastern boundary of the site and achieve appropriate minimum back-to-back separation distances of 21m. This fosters improved security for existing dwellings, but also provides an appropriate setback to retain the private amenity of these units



Proposed Roundabout & Link Road

As requested by North Lincolnshire Council and in line with the emerging Local Plan, to the north of the development, a new four-arm priority-controlled roundabout is identified connecting the A1077 and Falkland Way.

The proposed development is to be served by this new roundabout on the northern boundary.

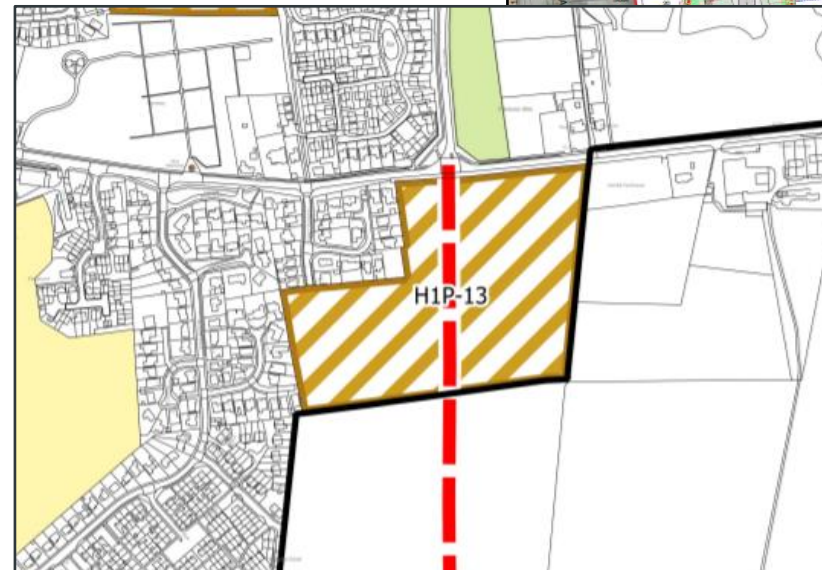
The main site access road is to lead from this roundabout and will form part of the new link road running between the A1077 to the north and Caistor Road to the south.

Extensive discussions have taken place with ARUP and North Lincolnshire Council, to agree the design of this main spine road.

As a result of these discussions, the spine road incorporates a 3m wide bi-directional cycle facility on the western side and 2m wide footways to either side, both are segregated from the carriageway by a green buffer and will connect with the existing pedestrian/cycle infrastructure on the A1077/Falkland Way.

The space required to provide this highway infrastructure has impacted the density of development that can be achieved on this site.

It is currently being negotiated as to whether Strata or North Lincolnshire will deliver such infrastructure.



Density, Scale & Massing

The built form of the surrounding area has been a key consideration when designing this scheme, to ensure that the scale & massing of the proposed development respects the character of the local area.

The proposal aims to sit comfortably within the local setting with the immediate setting being bounded by existing dwellings, farmland and the A1077.

There are a variety of buildings surrounding the site all of which differ in their materials, height, size & use within the locality.

The proposed development accommodates 173 dwellings for residential use; at a density of approximately 28.55 dwellings per hectare.

The density of the proposed scheme is appropriate for the surrounding local context and provides a respectful extension to the existing built development.



House-Types



205-M43 House-type



Malmo House-type



Geneva House-type



Copenhagen House-type



Oporto House-type



Rosas House-type

Housing Mix

House-type	Bedrooms	Number	Storey Height	%	Regulatory Compliance
205-M43	2	1	1	0.6	M4/3 & NDSS
Malmö	3	46	2	26.6	M4/2 & NDSS
Geneva	3	57	2.5	32.9	M4/1 & NDSS
Rosas	3	28	2.5	16.2	M4/1 & NDSS
Oporto	3	24	2.5	13.9	M4/1 & NDSS
Copenhagen	4	10	2	5.8	M4/2 & NDSS
Bologna	3	7	2	4.0	M4/1 & NDSS
Total		173		100%	

Architectural Design & Materials

The architectural design of the proposed dwellings follows a contemporary style and approach to architectural design and detail.

Across all proposed dwellinghouse façades, 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 and apply detail to eaves.

To ensure a cohesive design approach, the proposals seek to complement the architectural palette of the local setting; picking up on key features which are successful and being selective to ensure poor examples are not replicated.

A variety of external materials are proposed throughout the development. Reflective of the character of the local area, weathered red, red & buff brick-types are proposed, alongside grey and red roof tiles and grey windows & doors.

Boundary treatments consist of 1.8m high close boarded fences and 1.8m high brick walls to the rear of dwellings.



MATERIALS KEY

Brick: Buff brick	Paving: 450x450x50mm PCC buff paving slabs
Roof Tile: Grey concrete roof tile	Rain Water Goods: Gutters - Black uPVC Square profile Downpipes - Black uPVC Round profile Soffit/Fascia - Black uPVC smooth fascia/unvented soffit
Brick: Red brick	Tarmac: Standard spec uncoloured tarmac. Roads, paths drives tarmac
Roof Tile: Red concrete roof tile	<small>Please note all roads and path public will be tarmac.</small>
Brick: Weathered Red brick	
Roof Tile: Grey concrete roof tile	

Doors & Windows:
All external doors to be dark grey as standard, windows and meter bases to be painted to match window/door colour of each plot.
Dark Grey
Standard White Internal

Boundary Fence/Railings:

- 1800mm RED BRICK WALL
- 1800mm BUFF BRICK WALL
- 1800 HIGH CLOSE BOARDED TIMBER FENCE
- 1200mm HIGH CLOSE BOARDED TIMBER FENCE

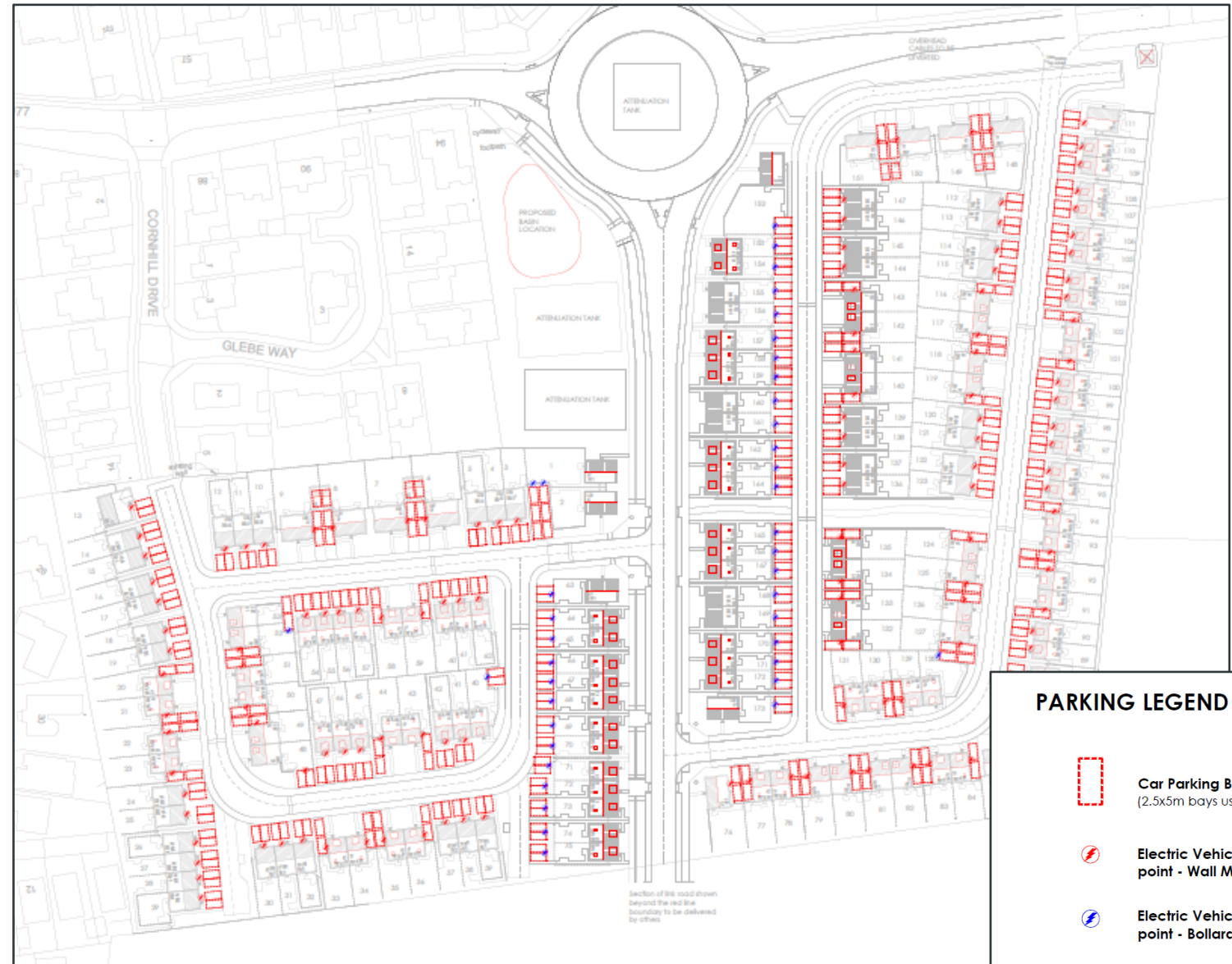
Parking Provision

All homes are designed to have sufficient parking spaces; each dwelling will have at least two dedicated off-street parking spaces.

Parking spaces have been carefully positioned to ensure that car parking does not dominate the street scene. Frontage parking is broken up by landscaping comprising of trees, hedging and front gardens.

From a security perspective, all parking spaces are located in clearly visible places, ensuring that they are naturally surveyed.

Further to this, all dwellings will be provided with a dedicated electrical vehicle charging point alongside a dedicated area for cycle parking to encourage utilising modes of sustainable transport.



PARKING LEGEND



Car Parking Bay
(2.5x5m bays used)



Electric Vehicle charging point - Wall Mounted



Electric Vehicle charging point - Bollard

Total parking Bays
359

Note: all charging points are to be 32 Amp.

Landscaping Scheme

The proposed development provides 0.5 hectares of open space on site; the design of the public open space has been considered to encourage overlooking from plots creating a safer environment for future residents.

The accompanying Landscape Masterplan identifies how a range of soft landscaping proposals are to be integrated into the scheme to create a green streetscape & further integrate the proposed development within the surrounding countryside.

Meadow grass mix, flowering lawns, shrubs, trees & hedgerows are to be integrated throughout the scheme & public open space, to increase levels of biodiversity by introducing a wider variety of habitats & pollinators to the site.



Secure By Design

The layout has been designed in accordance with the principles set out in the documents 'Safer Places the Planning System and Crime Prevention' & 'Secured by Design New Homes 2019'.

Permeability – The development served from Barrow Road has a single vehicular point of access.

Boundaries – All private gardens are to be provided with 1.8m high boundary treatments, to ensure maximum security. Landscaping buffers, existing hedgerows and new tree planting also heighten privacy throughout the proposed scheme.

Layout and Orientation of Dwellings – Dwellings have been laid out to ensure heightened levels of natural surveillance for neighbouring properties, car parking & the public open space.

Landscaping – Planting and landscaping has been designed to comply with Secured by Design Guidance.

Lighting – All lighting in public areas will be designed in accordance with Secured by Design Local Authority Guidance. Street lighting will be provided throughout the development to maximise security, enhance natural surveillance & mitigate anti-social behaviour. The lighting scheme will be designed to ensure lighting levels are not excessive and do not harm residential amenity.

Car Parking – All dwellings will be provided with off-street parking spaces. All parking spaces will be located in clearly visible places, ensuring that they are naturally surveyed by surrounding properties.

Cycle Parking – All dwellings are to have a dedicated space to secure their bicycles via the means of either a garage, shed or cycle store.

Security – All dwellings will have lockable & easily accessible windows & doors of which comply with Building Regulations Approved Document Q (Security-Dwellings).

Section 05: Building For Life

Provides an informal assessment of our proposals against the 'Building for Life' 12 criteria.

Building for Life 12

The following pages provide an informal assessment of our development against the 12 criteria laid down in the recent BfL12 questionnaire which strives to promote a high level of design in all new residential developments.

Building for Life is a design assessment tool comprising of 12 questions that are intended to assist and guide development stakeholders in providing new high-quality housing.

The three main areas considered are:

Integrating into the neighbourhood

Creating a place

Street and home

This analysis utilises a simple traffic light system:

“Green” demonstrates that the design of the scheme has responded positively to the question.

“Amber” is used where there is clear evidence of local constraints on the scheme beyond the control of the design team that prevent it from achieving a green.

“Red” identifies aspects of proposals which need to be changed.

The following assessment is an informal one and as such is subject to future design and strategy variations.

Integrating Into The Neighbourhood

01 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections & creating new ones; whilst also respecting existing buildings & land uses along the boundaries of the development site?

02 Facilities & Services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

03 Public Transport

Does the scheme have a good access to public transport to help reduce car dependency?

04 Connections

Does the development have a mix of housing types & tenures that suit local requirements?

Creating a place

05 Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

06 Working with the site & its context

Does the scheme take advantage of the existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation & microclimates?

07 Creating well defined streets & spaces

Are buildings designed & positioned with landscaping to define & enhance streets & spaces & are buildings designed to turn street corners well?

08 Easy to find your way around

Is the scheme designed to make it easy to find your way around?

Street & Home

09 Streets for all

Are streets designed in a way that encourage low vehicle speeds & allow them to function as social spaces?

10 Car parking

Is resident & visitor parking sufficient & well integrated so that it does not dominate the street?

11 Public & private spaces

Will public & private spaces be clearly defined & designed to be attractive, well managed & safe?

12 External storage & amenity space

Is there adequate external storage space for bins & recycling as well as vehicles & cycles?

Developers Bf12 Response

Question 1

“Does the scheme integrate into its surroundings by reinforcing existing connections & creating new ones; whilst also respecting existing buildings & land uses along the boundaries of the development site?”

The detailed design provides good pedestrian access throughout the scheme. It links into the existing pedestrian route which leads from Barrow Road and provides a new pedestrian access point onto Cornhill Drive.

Footpaths have been incorporated throughout the layout with expanded connectivity via the new road infrastructure.

A 3m wide bi-directional cycle facility is also proposed on the western side of the main spine road and will connect with the existing cycle infrastructure on the A1077/Falkland Way.

A large area of open space is proposed at the site frontage alongside an area of hedgerow retention in order to setback the development from Barrow Road and create a softer streetscene.

Good spacing has been utilised between existing and proposed dwellings throughout the site. Within the site, there are a wide variety of house-types reflective of the density and built form of the surrounding area.

We therefore provide a "green" rating for this criteria.

Question 2

“Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?”

Barton-upon-Humber town centre is accessible within a 2km walk of the site and includes various amenities, such as Co-op Food, Heron Foods, Boyes, restaurant/cafés, hot food takeaways and medical facilities. There are also several schools accessible within a 2km walk of the site, including Baysgarth School, Barton St Peter's CofE Primary School and Bowmandale Primary School.

We therefore provide a "green" rating for this criteria.

Question 3

“Does the scheme have good access to public transport to help reduce car dependency?”

The nearest bus stops to the site are located on the A1077, approximately 145m to the west of the site, providing travel in both directions. An additional bus stop is provided on Falkland Way approximately 170m to the north of the site, providing access to northbound services.

The nearest rail station to the site is Barton-on-Humber Rail Station, located approximately 1.9km to the north-west of the site.

Footways are provided throughout the proposed development and will connect with the existing pedestrian/cycle infrastructure on the A1077/Falkland. Future residents will therefore be able to access existing public transport infrastructure with ease.

We therefore provide a "green" rating for this criteria.

Question 4

“Does the development have a mix of housing types & tenures that suit local requirements?”

The scheme provides a range of detached, semi-detached & terraced house-types of which range from 2 to 4 bedrooms and are 1 to 2.5 storeys in height.

26.6% of dwellings are M4(2) compliant and 0.6% are M4(3) compliant. All homes comply with Notionally Described Space Standards (NDSS).

We therefore provide a "green" rating for this criteria.

Question 5

“Does the scheme create a place with a locally inspired or otherwise distinctive character?”

The house-type details and street scenes submitted in support of this application demonstrate a distinctive architectural style. The use of materials and landscaping will create a development with a respectful yet unique character to the surrounding area. Materiality has been considered carefully across the site to create a sense of place which responds to the local character of the area.

We therefore provide a "green" rating for this criteria.

Question 6

"Does the scheme take advantage of the existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation & microclimates?"

Existing hedgerows are to be retained where possible to ensure that the proposed development does not result in the loss of key habitats.

An area of public open space is proposed to the north of the site and new and existing landscape features are integrated throughout the scheme to support and enhance biodiversity and local wildlife on the site.

We therefore provide a "green" rating for this criteria.

Question 7

"Are buildings designed & positioned with landscaping to define & enhance streets & spaces & are buildings designed to turn street corners well?"

Corner-turning and feature plots have been integrated throughout the proposed development with a consistent approach to landscaping in order to assist with wayfinding and help create a sense of place especially around the public open space.

We therefore provide a "green" rating for this criteria.

Question 8

"Is the scheme designed to make it easy to find your way around?"

Throughout the development the design consideration given to wayfinding has been approached from multiple aspects ranging from house-types and storey heights as well as road infrastructure. Footpaths have been integrated throughout the development to help residents navigate their way around the site with ease. We believe that these considerations will make the site easier to navigate for both new and existing residents.

We therefore provide a "green" rating for this criteria.

Question 9

"Are streets designed in a way that encourage low vehicle speeds & allow them to function as social spaces?"

The development has been designed to promote low vehicle speeds by using raised tables, differing street hierarchies, bends and t-junctions.

The scheme incorporates different road types in order to encourage lower vehicle speed and mitigate the creation of long and wide continuous roads.

We therefore provide a "green" rating for this criteria.

Question 10

"Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?"

Provision has been made for ample parking across the site without sacrificing urban green space by using both front and side parking to plots in-line with local policy requirements.

Private driveways pull parking away from primary transit infrastructure creating softer landscaped street scenes.

We therefore provide a "green" rating for this criteria.

Question 11

"Will public and private spaces be clearly designed to be attractive, well managed and safe?"

Boundary treatments & hedgerows have been utilised to create well delineated spaces and safe private garden areas for all plots.

The design of the public open space has been considered to encourage overlooking from plots to create a safer environment for families and surrounding communities.

Landscaping will be of a high quality, thus creating an attractive space designed for the use and safety of everyone.

We therefore provide a "green" rating for this criteria.

Question 12

"Is there adequate external storage space for bins and recycling as well as vehicles and cycles?"

All properties have access to adequately sized bin storage areas. The paths to bin storage areas meet local guidelines for moving waste and recycle bins to allow for collection and emptying. Sheds and garages will be provided to act as cycle storage.

We therefore provide a "green" rating for this criteria.

Section	Question	Rating
INTEGRATING INTO THE NEIGHBOURHOOD		
1	Does the scheme integrate into its surroundings	1
2	Does the development provide, or is close to, community facilities	1
3	Does the development have easy access to public transport?	1
4	Does the development have a mix of housing types and tenure that suit local requirements	1
CREATING A PLACE		
5	Does the scheme create a place with a locally inspired or otherwise distinctive character	1
6	Does the scheme take advantage of topography and other landscape features	1
7	Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well	1
8	Is the scheme designed to make it easy to find your way around	1
STREET & HOME		
9	Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	1
10	Is resident and visitor parking sufficient and well-integrated so that it does not dominate the street?	1
11	Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?	1
12	Is there adequate external storage space for bins and recycling as well as vehicles and cycles?	1
TOTAL BFL12 SCORE		12/12

Section 06: Summary

A summary note to support our assessment & proposals.

Summary

Our proposal involves the creation of 173 new homes of which will help North Lincolnshire Council meet their housing needs.

We have shown, through this document and the supporting details submitted with the application, how we have considered the site and its surrounding environment in physical, social and economic terms and explained how these factors have influenced the evolution of the site design, both in conceptual and detailed terms, to its current proposal.

We have met both National Planning Policy Framework and local design policies and have worked closely and pro-actively with North Lincolnshire Council to provide a thoughtful, considered layout that will enhance and reinforce the character of the area.

This robust process has meant that essential design analysis and principles have been adopted which have informed the proposals.