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Planning Statement Addendum

Land south of A1077,
Barrow Road, Barton-
Upon-Humber

JULY 2025

Q220534

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Appendix 1 – Response to Consultation Responses

1 Introduction

- 1.1 This Planning Statement Addendum, and the wider pack of supporting documents, seek to address scheme changes and comments received during the consultation period since the application was submitted in October 2023 (ref. PA/2023/1607).
- 1.2 A series of discussions have been held between the Applicant, North Lincolnshire Council (NLC), Anglian Water and Natural England, through which it has been agreed to make a series of amendments to the scheme.
- 1.3 Since the submission of the application there have been a number of notable changes in circumstance, notably:
 - The emerging Local Plan, in which the site was proposed to be allocated for housing with an indicative capacity of 225 dwellings, was withdrawn from Examination in October 2024.
 - NLC are now proposing a new Local Plan and have recently concluded on an initial Issues and Options consultation, and Call for Sites, on 3 July 2025. The Reg 18 Plan is due for consultation in Autumn 2025, the Reg 19 plan in Winter 2025/26 and the Plan submitted for Examination by Spring 2026.
 - The new link road bisecting the site received full planning permission on 6 September 2024 (ref. PA/2023/1981).
 - NLC cannot demonstrate a five-year housing land supply¹.
 - Revisions to the National Planning Policy Framework (NPPF) were made in December 2024 which seeks to (inter alia) tackle the critical national housing shortage.
 - The Barton-upon-Humber Neighbourhood Plan was submitted to NLC for Examination
- 1.4 The design changes have resulted in a more efficient layout, whilst rebalancing the housing mix, allowing for 23 no. additional plots, resulting in a total of 196 new homes now being achieved at the site.
- 1.5 This Addendum summarises the proposed amendments and considers them against the key planning issues, and how they respond to the consultee feedback received to date.
- 1.6 The additional and/or updated information prepared in support of the amendments is summarised in **Table 1**. The majority of information is submitted alongside this Planning Statement Addendum, but some will follow shortly after and this is set out in **Table 1**.
- 1.7 **Appendix 1** summarises the Applicant's response to the consultee responses, and this will be updated alongside the outstanding information.

¹ Confirmed by NLC in appeal reference APP/Y2003/W/24/3346503.

Table 1: Summary of Changes

Document	Summary of Change
Information Submitted on 14 July 2025	
Updated architectural drawing pack	The submission drawings have been updated to reflect the more efficient layout and subsequent increase in the number of dwellings.
Updated landscape plans	The landscape plans have been updated to reflect the scheme changes set out above.
Transport Assessment	The updated Transport Assessment assesses the increase in dwellings and demonstrates that the uplift in housing numbers will not have a significant impact on the operation of the local highway network.
Travel Plan	The updated Travel Plan reflects the increase in housing numbers whilst retaining the proposed scope of sustainable transport measures.
Flood Risk Assessment & Drainage Strategy	The updated Flood Risk Assessment & Drainage Strategy reflects the agreed drainage strategy agreed with Anglian Water and the LLFA. Subsequently, the proposed drainage strategy now ensures that suitable capacity is provided for draining surface water from the link road and roundabout and also the proposed residential development. The drainage strategy identified for the link road and roundabout reflects that approved under application ref. PA/2023/1981
Arboricultural Report, Impact Assessment and Method Statement	The Arboricultural Report, Impact Assessment and Method Statement has been updated to reflect the revised site layout, and to ensure the extent of tree and hedge removal along the northern boundary reflects that necessary to accommodate the link road (approved under application ref. PA/2023/1981).
Sustainability Statement	The Sustainability Statement has been updated to reflect the site layout changes and increase in the number of new homes. It demonstrates with the passive design measures and renewables incorporated, energy demand will be reduced by 4.08% against Part L of the Building Regulations 2021.

Document	Summary of Change
Construction Management Plan	The Construction Management Plan has been updated in response to the Environmental Protection comments. It further outlines the measures that will be imposed to reduce noise and vibration, light and dust.
Air Quality Assessment	An Air Quality Assessment is provided in response to the Environmental Protection comments. It demonstrates that the development will not introduce any new exposure into areas of unacceptable air quality, nor will the development-generated traffic emissions have a significant impact on local air quality. Mitigation is therefore not considered necessary.
Viability Assessment	The Viability Assessment has been updated to reflect the increase in dwellings. This continues to demonstrate that the scheme cannot viably support affordable housing or S106 contributions, and cannot viably deliver the North Lincolnshire Council's requested housing mix.
Information to Follow Before 31 July 2025	
Noise Impact Assessment	Additional noise data is being collected and will be reported in a Noise Impact Assessment.
Ecological Impact Assessment	The suite of wintering bird surveys undertaken during October 2024 to March 2025 will be summarised in the updated Ecological Impact Assessment, alongside consideration of the revised BNG metric.
Barrow Road Biodiversity Metric	The BNG metric is being updated to reflect the updated landscape plans.
Shadow Habitat Regulations Assessment	The Shadow Habitat Regulations Assessment will describe the potential effects on designated European habitat sites as a result of the development, and any relevant mitigation measures.
Construction Environmental Management Plan	The Construction Environmental Management Plan is being updated in response to Environmental Protection's comments.
Biodiversity Enhancement Management Plan	The Biodiversity Enhancement Management Plan is being updated in response to Lincolnshire Wildlife Trust comments.

Document	Summary of Change
Proposed Levels/External Works	The Proposed Levels/External Works drawing has been updated to reflect the revised site layout and ensure that the residential development suitably ties into the approved levels strategy for the link road and roundabout.
Streetscenes & Sections	These drawings will be updated to align with the levels strategy.

2 Summary of Scheme Amendments

- 2.1 The scheme has been amended to further boost the supply of homes on site by ensuring that the development makes an efficient use of land, in accordance with NPPF Paragraph 129, resulting in an increase of 23 no. additional plots, taking the total number of proposed new homes to 196.
- 2.2 The amendments associated with this, and in response to feedback from consultees can be summarised as follows:

Accordance with the Link Road Design

- Reflecting the latest link road and roundabout design, including drainage infrastructure, as approved via planning permission ref. PA/2023/1981.
- Pedestrian access to the front of the homes proposed along the spine road has been amended to lead from four key stepped points of access for properties along the eastern side of the link road and two stepped access points for properties on the western side. Access to these properties has been amended to ensure alignment with the levels strategy approved via planning permission ref. PA/2023/1981. The properties will sit slightly higher than the spine road itself, hence requiring stepped access – this level of detail alongside the quantity of steps etc will be shown on the levels strategy.

Western Parcel

- Introduction of 3 additional bungalows (4 now provided in total).
- Introduction of 4 one-bed dwellings.
- Creation of a stronger street hierarchy which will encourage lower car speeds/natural traffic calming, creating a safer pedestrian environment and a greater sense of place through the provision of cul-de-sacs.
- Introduction of a substation to serve both the eastern and western parcels. Substations can reach properties up to 400m away, therefore it has been positioned to ensure that it can serve all properties upon the development accordingly. It is set back from the highway and screened from the link road via new tree planting as outlined upon the accompanying landscape masterplan.
- Dual aspect house-types are now proposed upon key corner plots to present animated frontages on two adjacent sides to prevent blank gables facing the street.

Eastern Parcel

- The single loop road has been removed and a network of secondary and tertiary roads introduced to create distinctive parcels within the scheme and promote traffic calming.
- Similar to the western parcel, dual aspect house types are now located at key corner plots.
- Easements have been incorporated to ensure the current overhead cables can safely be accommodated and align with discussions of which have taken place with Northern Powergrid. The overhead cable directly abutting the site to the east is to be lowered

underground. This will then reach a termination pole upon the site frontage (near Plot 158) and from this point be reinstated as an overhead cable.

- Incorporation of pumping station to in the north eastern corner to serve foul water.

2.3 The revisions made to the site layout have enabled a more efficient use of land which in turn has enabled changes to be made to the housing mix as requested by NLC; notably the inclusion of one-bed properties, an increase in two-bed and four-bed properties and a reduction in three-bed properties. **Table 2.1** sets out the changes.

Table 2.1: Proposed Housing Mix

No. of Bedrooms	Original Proportion	New Proportion
1	0 (0%)	4 (2%)
2	1 (1%)	22 (11%)
3	162 (93%)	106 (54%)
4	10 (6%)	64 (33%)

2.4 The amended scheme is presented in **Figure 2.1**.

Figure 2.1: Revised Scheme



3 Principle of Development

- 3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) is the principal material consideration.
- 3.2 The adopted Development Plan for NLC comprises the Core Strategy (“CS”) (2011) and saved policies of the North Lincolnshire Local Plan (“NLLP”) (2003).
- 3.3 The new North Lincolnshire Local Plan was submitted for Examination in November 2022 but was subsequently withdrawn in September 2024. Subsequently, no weight can be afforded to it for decision making purposes.
- 3.4 The introduction of the new NPPF in December 2024 changed, amongst other matters, the standard method by which housing requirements are to be calculated. This had the effect of significantly increasing the housing requirement for North Lincolnshire to 637 homes per annum (compared with 359 using the previous method).
- 3.5 NLC’s housing land supply was tested through a recent appeal decision² (February 2025) where the Inspector concluded that NLC’s suggested housing land supply of 5 years and ‘approximately’ 1 month³ was very marginal. Based on the evidence before the appeal, the Inspector determined that a 5 year supply of housing land had not been demonstrated and that the relevant policies for the supply of housing were, therefore, out of date.
- 3.6 The policies most important for determining the principle of residential development at the site, and which are out-of-date, are:
- **CS Policy CS2** (Delivering More Sustainable Development) sets out a sequential approach to the delivery of the spatial strategy and states that any development that takes place outside the defined development limits of settlements will be restricted and only development which is essential to the functioning of the countryside will be allowed to take place.
 - **CS Policy CS3** (Development Limits) outlines the development limits of Scunthorpe, the market towns and rural settlements and states that development outside of the defined boundaries will be restricted to that which is essential to the functioning of the countryside.
 - **CS Policy CS8** (Spatial Distribution of Housing Sites) outlines the spatial distribution of housing sites, and states that within the open countryside outside development limits, housing development will be strictly limited with consideration given to housing which relates to agriculture, forestry or to meet a special need associated with the countryside.

² APP/Y2003/W/24/3352581

³ NLC’s Five Year Land Supply Statement for the period 1 April 2024 to 31 March 2029

- **Saved Policy RD2 of the NLLP** (Development in the Open Countryside) states that development in the open countryside will be strictly controlled and details a closed list of developments for which planning permission will be granted.
- 3.7 There are no assets of particular importance that would be harmed by the proposed development and Paragraph 11(d)(i) of the NPPF is therefore not engaged. The tilted balance in Paragraph 11(d)(ii) applies and applications should be approved unless any adverse impacts of doing so would “*significantly and demonstrably*” outweigh the benefits, when assessed against the NPPF as a whole.
- 3.8 The provision of 196 new homes will make a meaningful contribution to addressing NLC’s current shortfall in housing, and will help meet one of the principal objectives of the NPPF by significantly boosting the supply of housing (NPPF Paragraph 61).
- 3.9 The site is located outside and adjacent to the development limits of Barton-upon-Humber and would be viewed as an extension to the existing built development along Cornhill Drive and Glebe Way, as well as Falkland Way.
- 3.10 It is within walking distance to the town centre with a range of shops, services and facilities, and to public transport links. Consequently, the future occupiers of the proposed development would be able to use sustainable modes of transport to access services, employment, education and healthcare to support their day-to-day living and would not be reliant on the private car. Therefore, the site would serve to promote sustainable patterns of development.
- 3.11 Planning permission was granted in September 2024 for the link road with its function being two-fold, namely to alleviate HGV congestion through the centre of Barton and to open up the potential for future housing development in this part of the settlement⁴.
- 3.12 The site was formerly identified as a housing allocation in the emerging Local Plan (ref H1P-13) with an indicative capacity of 225 dwellings. Whilst the Local Plan was withdrawn, due to queries from the Inspectors regarding a variety of issues, the draft allocation provided a clear statement of intent from NLC, i.e. the site is an appropriate and sustainable location for residential development.
- 3.13 The Council are in the very early stages of preparing a new Local Plan⁵, therefore it will be some time before new allocated sites are identified and start to deliver housing. The site is capable of making a meaningful contribution to meeting housing needs in the short term.
- 3.14 Accordingly, the principle of residential development is acceptable at the site subject to wider consideration against the NPPF as a whole and demonstrating that any adverse impacts arising would not significantly and demonstrably outweigh the benefits.
- 3.15 The benefits of the development are set out in Section 5.

⁴ Planning Committee Report for PA/2023/1981 (dated 4 September 2024).

⁵ The Local Plan Initial Engagement and Call for Sites Addendum consultation is running from 21 May to 3 July 2025.

4 Other Key Planning Considerations

Design

- 4.1 The layout of the scheme has positively evolved since the submission of the application, with the most notable change being a clearer street hierarchy. The secondary streets stemming from the link road provide access to tertiary streets which serve fewer properties and create a sense of enclosure. This helps to differentiate the role and character of each of these areas.
- 4.2 Barton Town Council have produced a draft Design Code in support of the Barton upon Humber Neighbourhood Development Plan 2024-2039 (NDP). The NDP has been submitted to NLC for Examination but is not yet adopted. It does, however, carry weight in the decision-making process⁶ given its stage of preparation. In any event, draft Policy BNDP1 of the NDP clearly refers to the Design Code being guidance only.
- 4.3 A summary of the scheme's compliance with some of the NDP's key design principles are set out below:
- The development has been designed to create well-connected and safe streets and path networks, and connects to existing footpaths along the A1077 and Cornhill Drive.
 - Street trees, grass verges and front gardens are provided throughout to help soften the streets and break-up frontage car park.
 - Every dwelling will be provided with secure cycle storage either in the form of a shed to the rear of the property or dedicated cycle store unit.
 - The mix of 1, 2 and 2.5 storeys throughout the site create a variation in roof heights and add interest and variety in the street scene. Building lines are also consistent throughout, reflective of the surrounding character.
 - Across all facades attention is paid to achieving good proportions and consistent rhythm in the application of fenestration, brickwork, entry points and detailing.
 - A variety of external materials are proposed reflective of the character of the local area, including weathered red, red and buff brick types, alongside grey and red roof tiles and grey windows and doors.
 - Each dwelling is provided with private outdoor amenity space commensurate with the size of the property.

Housing Mix

- 4.4 The recently updated NPPF strengthens the Government's position on significantly boosting the supply of homes, with a much stronger focus on delivering homes through the return of mandatory housing targets. For NLC, this nearly doubles the housing requirement. This means

⁶ In accordance with Paragraph 49 of the NPPF.

that there is an immediate pressure for NLC to significantly boost their supply of available and deliverable housing land.

- 4.5 In line with national policy objectives and Policy H8 of the NLLP, residential development proposals are required to create an appropriate mix of dwelling size and type. Policy H8 does not specifically identify a preferred housing mix for residential sites in any individual area nor does it enforce a specific housing mix requirement that must be achieved by residential developments.
- 4.6 CS Policy CS7 expects the housing mix on each site to be determined based on the Strategic Housing Market Assessment – Market Review (November 2008) (SHMA) and any updates to this document. The Housing and Economic Needs Assessment (2020) (HENA), prepared in support of the withdrawn emerging Local Plan, replaces the SHMA.
- 4.7 Draft Policy BNDP5 of the NDP expects as a minimum 30% of new dwellings to be no more than 2 bedrooms and 40% to be no more than 3 bedrooms, unless it is demonstrated unviable to do so. This policy is supported by the Barton upon Humber Housing Needs Assessment (HNA) prepared by Aecom (February 2022). This states that the housing mix should remain dominated by three-bedroom dwellings (53%) which are attractive to suitable for families, and potentially older households looking to start downsizing.
- 4.8 The HENA does not provide a detailed assessment of need for particular house types or mix in sub-market areas. NLC’s Strategic Housing Team have, however, as part of their previous consultee comments suggested a housing mix based on their understanding of the HENA and this is set out in **Table 4.1** alongside the proposed housing mix.

Table 4.1: Comparison of the Suggested and Proposed Housing Mix

Beds	NLC Suggested Mix	Proposed Mix
1	8.1%	2%
2	22.5%	11%
3	53.1%	54%
4+	16.3%	33%

- 4.9 In accordance with the HNA and NLC’s suggested housing mix, the majority of the development provides 3 beds.
- 4.10 As demonstrated in the Financial Viability Assessment (FVA), the effects of changing the housing mix would mean that the total gross internal area would reduce, which would subsequently lead to a reduction in the total gross development value of the scheme which in turn would reduce the viability of the scheme further.
- 4.11 The site will now deliver 196 dwellings, provided through a greater mix, with the introduction of 1-bed properties and greater numbers of 2-bed and 3-bed properties. Strata are a renowned housebuilder across Yorkshire and the Midlands. Through their experience they understand the housing market and know there is demand for properties of these sizes.

4.12 The proposals will provide a significant contribution to NLC's housing need in the short term and provide high quality housing across a mix of size of homes.

Transport

4.13 The new homes will be served via a new four-arm priority controlled roundabout and part of a new link road running between the A1077 to the north and Caistor Road to the south. This infrastructure has been approved under planning application reference PA/2023/1981 and is reflected in Strata's revised layout.

4.14 A segregated footway and cycleway will be provided on the western side of the new link road, with a footway on the eastern side separated from the carriageway by a grass verge.

4.15 Strata will not commence construction works until the roundabout and link road have been completed by NLC, thereby avoiding conflict between the construction of the roundabout and link road with the construction and occupation of residential development.

4.16 The Transport Assessment (TA) has been updated and demonstrates that the uplift in housing numbers will not have a significant impact on the operation of the local highway network. Notably, the capacity assessments demonstrate that the Falkland Way roundabout and the proposed signal improvement at the A1077/Holydyke/Hungate junctions still operate within capacity during the '2038 With Development' scenarios, even with the increased development quanta.

4.17 It must also be noted that the development of the roundabout and link road by NLC in line with planning permission PA/2023/1981 will provide a direct route from the residential development itself to the A16, thus alleviating traffic flows from and to the A16 via Barton upon Humber.

4.18 The updated Travel Plan reflects the increase in housing numbers whilst retaining the proposed scope of sustainable transport measures.

4.19 The proposals are in accordance with saved policies T1, T2, T6, T8, T9 and T19 of the NLLP and policies CS2 and CS25 of the CS.

Air Quality

4.20 An Air Quality Assessment has been undertaken which considers the impacts of the proposed development on local air quality in terms of emissions from road traffic generated by the completed development, and the air quality conditions that future residents will experience.

4.21 The assessment has demonstrated that pollutant concentrations will be well below the objectives at all existing receptors in 2026, both without and with the proposed development, and that the emissions from the additional traffic generated by the proposed development will have a negligible impact.

4.22 The proposed development therefore satisfies national and local planning policy (NPPF Paragraph 198 and Policy CS18) as it will not introduce any new exposure into areas of unacceptable air quality, nor will the development-generated traffic emissions have a significant impact on local air quality. Mitigation is therefore not considered necessary.

Sustainability

- 4.23 The measures to limit energy demand and carbon dioxide emissions from the development remain as previously proposed, i.e. photovoltaic panels and waste water heat recovery systems will be incorporated into the scheme where feasible, each dwelling will be fitted with an electric charging vehicle point and passive design measures will help to maximise energy efficiency.
- 4.24 The Sustainability Statement has been updated to reflect the site layout changes and increase in the number of new homes. It demonstrates with the passive design measures and renewables incorporated, energy demand will be reduced by 4.08% against Part L of the Building Regulations 2021.
- 4.25 The proposals satisfy saved Policy DS1 of the NLLP and policies CS2, CS18 and CS25 of the CS, and draft Policy BNDP4 of the NP.

Drainage and Flood Risk

- 4.26 Several discussions have taken place with Anglian Water and the LLFA since the submission of the planning application, regarding both foul and surface water drainage, and the Flood Risk Assessment and Drainage Strategy (FRDS) has been updated to reflect those discussions.
- 4.27 As agreed with Anglian Water, surface water drainage from the residential development will discharge into the existing 150mm diameter public surface water sewer in Falkland Way at a maximum discharge rate of 5.0 l/s.
- 4.28 Two SuDS basins are provided – one in the north west corner of the development and another in the middle of the roundabout, which will be delivered as part of the link road consent.
- 4.29 The feasibility of SuDS features was discussed with the LLFA and it was highlighted that given the steep gradients of the site, some SuDS features including permeable paving would provide no benefits to controlling the peak flow and volumes from the site. Water butts will, however, be incorporated within the rear gardens of all properties.
- 4.30 In relation to foul water, due to surrounding existing topography and associated invert levels for existing foul infrastructure alongside the levels strategy required to efficiently develop the site, it is only possible to drain the western portion of the site by gravity, with the eastern portion of the site requiring a pumped discharge.
- 4.31 Anglian Water have stated during discussions that whilst the Barton On Humber Water Recycling Centre does not currently have the capacity to manage the flows from the proposed development, if the site is granted planning permission Anglian Water will provide the capacity needed on the basis that this is a statutory requirement⁷.

⁷ Appendix D of the Flood Risk and Drainage Assessment.

4.32 Overall, the FRDS demonstrates that the development has a low probability of flooding and will not increase the risk of flooding elsewhere. The proposals therefore comply with saved policies DS1 and DS14 of the NLLP and Policy CS18 and CS19 of the CS.

Trees

4.33 The Arboricultural Report, Impact Assessment and Method Statement has been updated to reflect the site changes.

4.34 Tree group G016 was previously identified for removal to allow for the construction of the substation. However, now the substation has been relocated (as explained in Section 2), G016 can be retained.

4.35 It remains necessary to remove the two trees (T018 and T020) and two hedgerows (H019 and H017) to facilitate the link road and roundabout, and their removal has been granted under planning permission ref. PA/2023/1981.

4.36 It is necessary to remove a further small section of hedgerow (H015) to enable the overhead power lines to be rerouted underground (as explained in Section 2).

4.37 The proposals therefore accord with saved Policy LC12 of the NLLP and Policy CS17 of the CS.

Viability

4.38 Since the original FVA was undertaken (August 2023), build cost inflation has increased by c.5.49% whilst house prices in the locality have remained stagnant. In addition, abnormal costs have nearly doubled as a result of additional due diligence, including engagement with Northern Powergrid and the need for an electric diversion, and agreeing the drainage strategy with Anglian Water.

4.39 As a consequence, and despite the increase in dwellings, the revised FVA demonstrates that it is not viable to provide any affordable housing or any additional S106 contributions.

5 Scheme Benefits

- 5.1 This Section assesses the scheme against the three overarching objectives of sustainable development (economic, social and environmental) alongside the wider planning benefits that would prevail. It provides further support for the Application as part of the overall planning balance, but in the context of a “tilted balance” already applying.

Social

- 5.2 The proposals will significantly boost new homes within the area, increasing access to housing within the local area and making a significant contribution towards addressing the identified shortfall.
- 5.3 The scheme will deliver a range of housing including starter homes for first time buyers through to larger family homes. This mix of housing will enable the creation of a mixed and diverse community
- 5.4 The development will be fully integrated within the surrounding pedestrian and cycle infrastructure, improving permeability through the site, and establishing a connected and legible network of streets.
- 5.5 The development will maximise opportunities for local residents to access jobs during the construction phase, through locally sourced labour where possible.
- 5.6 A new area of green space will be provided in the north west of the site, providing access to shared external amenity space for existing and future residents.

Environmental

- 5.7 A range of sustainability measures are proposed to improve the energy efficiency of the development, including the use of photovoltaic panels and wastewater heat recovery systems. The buildings will also exceed minimum Building Regulation standards.
- 5.8 The incorporation of electric vehicle infrastructure will assist in the shift towards a low carbon economy.
- 5.9 The scheme will incorporate new soft landscape features which will increase species diversity and create new habitats across the site. The net loss in biodiversity will be offset through a contribution to NLC.

Economic

- 5.10 The scheme will deliver a new residential population, generating additional activity and spending in the area, supporting local businesses.

- 5.11 The construction phase of the development would generate new jobs in the construction industry, with local supply chains targeted. These jobs will improve the employment and economic prospects of people living within the local area.
- 5.12 The scheme will deliver an uplift in Council tax revenue of £336,502.3 (Council Tax band D) to the benefit of NLC.

6 Conclusions

- 6.1 The amendments to the scheme are made in response to discussions with NLC and consultation responses.
- 6.2 It should be noted that no objections and/or requests for further clarification have been received from:
- NLC Footpaths
 - NLC Historic Environment Officer
 - Environment Agency
 - Humberside Fire & Rescue Service
 - Active Travel England
 - National Highways
- 6.3 This Addendum sets out the changes and considers the additional and/or updated information submitted in response.
- 6.4 NLC cannot demonstrate a five-year housing land supply meaning that the NPPF's presumption in favour of sustainable development is engaged. The development will make a considerable contribution towards the Council's housing requirements and significant weight in favour should therefore be afforded to it in the planning balance.
- 6.5 The planning application has significant planning merit and accords with the relevant DP policies. As outlined in Section 5 of this Statement, there are considerable social, environmental and economic benefits that weigh in favour of the proposals.
- 6.6 There are no detrimental impacts of the development that, either in isolation or cumulatively, would significantly and demonstrably outweigh the presumption in favour of granting planning permission for this beneficial and highly sustainable form of development, and it is concluded that permission should be granted without delay.



Appendix 1

Response to Consultee Comments



Response to Consultee Comments (ref. PA/2023/1607)

Consultee	Date Comments Received	Summary of Comments	Summary of Response
Environment Agency	11 October 2023	The Environment Agency does not wish to make any comments on the application.	N/A
Humberside Fire & Rescue	13 October 2023	<p>It is a requirement of Approved Document B5, Section 15 Commercial Properties or B5, Section 13 for Domestic Premises that adequate access for firefighting is provided to all buildings or extensions to buildings.</p> <p>Adequate provision of water supplies for firefighting appropriate to the proposed risk should be considered.</p>	<p>Swept path analysis for fire vehicles is contained within Appendix 2 of the Transport Assessment, which demonstrates such vehicles can safely manoeuvre the site and access all homes.</p> <p>In respect of the water supplies, adequate provision will be provided in the form of Humberside Fire and Rescue connecting to the water mains.</p>
Anglian Water	20 October 2023	<p>The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is unacceptable due to the drainage feasibility layout drawing showing 2 connections to the surface water sewer one at 5l/s and one at 2.5l/s; above the agreed rate.</p> <p>They recommended further consultation with Anglian Water on both the surface water and foul drainage strategy.</p>	<p>Several discussions have taken place with Anglian Water and the LLFA since the submission of the planning application.</p> <p>As agreed with Anglian Water, the residential development and roundabout/link road will now discharge surface water into two separate systems.</p> <p>Surface water drainage from the residential development will discharge into the existing 150mm diameter public surface water sewer in Falkland Way at a maximum discharge rate of 5.0 l/s.</p> <p>The roundabout and link road will discharge into a separate 250mm diameter public surface water sewer in</p>



Consultee	Date Comments Received	Summary of Comments	Summary of Response
			<p>Falkland Way in line with the drainage strategy approved via the planning application ref. PA/2023/1607</p> <p>Two SuDS basins are provided – one in the north west corner of the development to be delivered by Strata as part of the residential development and another in the middle of the roundabout, which will be delivered by North Lincolnshire Council (NLC) as part of the link road consent.</p> <p>In relation to foul water, it is only possible to drain the western portion of the site by gravity to Cornhill Drive, with the eastern portion of the site requiring a pumped discharge.</p> <p>Anglian Water have stated during discussions that whilst the Barton On Humber Water Recycling Centre does not currently have the capacity to manage the flows from the proposed development, if the site is granted planning permission AW will provide the capacity needed on the basis that this is a statutory requirement.</p> <p>Further information is contained within the updated Flood Risk and Drainage Assessment.</p>
Active Travel England	24 October 2023	Active Travel England has determined that standing advice should be issued.	The submitted Transport Assessment provides a detailed assessment of the sustainable transport infrastructure within the vicinity of the site, including pedestrian, cycle and public transport facilities. The corresponding Travel



Consultee	Date Comments Received	Summary of Comments	Summary of Response
			<p>Plan also provides a strategy for encouraging users of the site to travel by sustainable modes of transport, including walking, cycling, public transport and car sharing.</p> <p>It is also acknowledged that as part of the Barton Link Road scheme, LTN 01/20 compliant cycle and pedestrian infrastructure will be provided. Similarly, the Barton Active Travel scheme will also improve the pedestrian and cycle infrastructure within Barton.</p>
Barton Town Council	2 November 2023	<p>The Town Council object to the development on the following grounds:</p> <ul style="list-style-type: none"> ▪ Concerns relating to increased flood risk to the properties north of the development. ▪ The proposal may cause traffic congestion. Cornhill Drive will have no access into the development which the council support. ▪ New properties face straight onto the new Link Road and there will be impact on properties that face onto the junction of Barrow Road and Falklands Way with the construction of the roundabout. This impact needs to be reduced. 	<p>The Flood Risk and Drainage Assessment demonstrates that the development is safe and does not increase flood risk elsewhere.</p> <p>The Transport Assessment demonstrates that the uplift in housing numbers will not have a significant impact on the operation of the local highway network.</p> <p>The link road and roundabout design was approved in September 2024 under planning permission ref. PA/2023/1981. New properties have been designed to front onto the link road in order to create a strong active frontage and streetscene of which is separated from the road by grass verges and the shared 3m wide foot/cycleway, which will be delivered as part of the roundabout and link road consent obtained by NLC.</p>



Consultee	Date Comments Received	Summary of Comments	Summary of Response
		<ul style="list-style-type: none"> No reference has been made to the emerging Barton Upon Humber Neighbourhood Plan Design Code. Concerns regarding the quantum of green space. <p>The Town Council would request that some S106 funding to be considered for the renovation and upgrading of the Assembly Rooms.</p>	<p>Section 4 of the Planning Statement Addendum summarises the scheme’s compliance with key principles set out in the draft Design Code.</p> <p>An area of public open space will be provided in the north western part of the development. It will be bounded by a timber rail and new hedgerow to ensure residents can safely play and socialise.</p> <p>As demonstrated within the Financial Viability Assessment (FVA), the scheme cannot viably support S106 contributions.</p>
National Highways	7 Novemebr 2023	National Highways offer no objection.	N/A
Humberside Police	7 Novemebr 2023	<p>Humberside Police welcome the crime prevention measures incorporated into the design and offer no objection on this basis.</p> <p>They recommend Secure by Design measures for doors, windows and any other aspects.</p>	N/A
Strategic Housing	16 November 2023	<p>The Strategic Housing team suggested an alternative housing mix which aligns closer with the findings of the Housing and Economic Needs Assessment (2020).</p> <p>They summarise Policy CS9 of the Core Strategy which requires 20% on site affordable housing.</p>	<p>The housing mix has been revised to align more closely with the Strategic Housing team’s suggested mix; most notably 1 bedroom properties have been introduced and 21 additional 2 bedroom properties. The majority of the development provides 3 bedroom properties; as outlined within the HENA, 3 bedroom properties are in greatest demand throughout North Lincolnshire.</p>



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		<p>They also outline the need for adaptable properties, although there is no policy basis for such properties.</p> <p>They accept the density of the development due to the inclusion of the link road and roundabout.</p>	<p>The FVA demonstrates that the effects of changing the housing mix any closer to the suggested mix would mean that the total gross internal area would reduce, which would which would subsequently lead to a reduction in the total gross development value of the scheme which in turn would reduce the viability of the scheme further.</p> <p>The FVA further demonstrates that the scheme cannot viably support affordable housing.</p> <p>Further information is provided at Section 4 of the Planning Statement Addendum.</p>
Spatial Planning	16 November 2023	<p>The Spatial Planning team summarised the key planning policies relevant to the determination of the application. Notably, the site is located outside of the development limits and in the open countryside in the adopted Development Plan.</p> <p>The Spatial Planning team refer to an outdated Five Year Housing Land Supply Statement (1 April 2023 to 31 March 2028) which demonstrated that NLC had a 5 year housing land supply.</p>	<p>NLC’s housing land supply was recently tested through an appeal decision where the Inspector determined that a 5 year supply of housing land had not been demonstrated and that the relevant policies for the supply of housing were, therefore, out of date.</p> <p>Section 4 of the Planning Statement Addendum summarises the policies most important for determining the principle of residential development at the site, and which are out-of-date, and demonstrates that the tilted balance in Paragraph 11(d)(ii) of the NPPF applies and applications should be approved unless any adverse impacts of doing so would “<i>significantly and demonstrably</i>” outweigh the benefits.</p>



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			<p>The proposals has significant planning merit and accords with the relevant Local Plan policies. As outlined in Section 5 of the Planning Statement Addendum, there are considerable social, environmental and economic benefits that weigh in favour of the proposals.</p> <p>There are no detrimental impacts of the development that would significantly and demonstrably outweigh the presumption in favour of granting planning permission for this beneficial and highly sustainable form of development, and it is concluded that permission should be granted without delay.</p>
Natural England	20 Novemebr 2023	Natural England consider the application could have potential significant effects on the Humber Estuary Special Protection Area (SPA)/Special Area of Conservation (SAC)/Ramsar/Site of Special Scientific Interest (SSSI). Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation.	The Applicant is preparing a Shadow Habitat Regulations Assessment which will describe the potential effects on designated European habitat sites as a result of the development, and any relevant mitigation measures.
Section 106 Officer	22 November 2023	The S106 Officer set out the applicable S106 contributions for a scheme of this nature, including affordable housing, education, community and recreation, open space, biodiversity, and health.	The FVA demonstrates that it is not viable to provide any affordable housing or any additional S106 contributions.
Environmental Protection	24 November 2023	Contaminated Land:	Contaminated Land:



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		<ul style="list-style-type: none"> ▪ Environmental Protection agree with the findings and recommendations of the Phase II Geo-Environmental Assessment Report and recommended a planning condition in the event unexpected contamination is encountered during construction. <p>Air Quality and Noise:</p> <ul style="list-style-type: none"> ▪ Further information requested on these two areas in order to assess the likely impact. <p>Construction Management:</p> <ul style="list-style-type: none"> ▪ The working hours recommended within the Construction Management Plan (CMP) do not correspond to the recommended working hours for construction. Furthermore, the CMP does not include the particulars for mitigating light nuisance or a methodology for dealing with complaints. A pre-commencement condition is therefore requested for a revised CMP. 	<ul style="list-style-type: none"> ▪ The Applicant is agreeable to the recommended planning condition in the event unexpected contamination is encountered. <p>Air Quality:</p> <ul style="list-style-type: none"> ▪ The enclosed Air Quality Assessment demonstrates that pollutant concentrations will be well below the objectives at all existing receptors in 2026, both without and with the proposed development, and that the emissions from the additional traffic generated by the proposed development will have a negligible impact. Mitigation is therefore not considered necessary. <p>Noise:</p> <ul style="list-style-type: none"> ▪ Additional noise data is being collected and will be reported in a Noise Impact Assessment. <p>Construction Management Plan:</p> <ul style="list-style-type: none"> ▪ The Applicant is seeking to mitigate the number of pre-commencement conditions imposed on the consent in order to start on site and begin delivering much needed new housing quicker. They are therefore seeking to agree the CMP through the determination process.



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			<ul style="list-style-type: none"> ▪ The CMP has been further updated to outline the measures that will be imposed to reduce noise and vibration, light and dust as requested by the Environmental Protection Officer. ▪ Monday to Friday working hours have been amended to 7:30am to 6pm, but with noisy operations commencing from 8am only. Saturday working hours will remain at 8am to 1pm, with no works taking place on Sundays or Bank Holidays.
Education	4 January 2024	Both primary and secondary education contributions are sought, with the total education contribution per market dwelling amounting to £10,602 per dwelling	The FVA demonstrates that it is not viable to support contribution towards education, or any additional S106 contributions.
Highways	5 March 2024	<p>Comments largely related to the design of the roundabout and link road, and how the construction of the roundabout and link road interacts with the construction and occupation of residential development.</p> <p>A pedestrian/cycle access onto Cornhill Drive should be provided to improve connectivity.</p>	<p>The scheme reflects the link road and roundabout design, including drainage infrastructure, as approved via planning permission ref. PA/2023/1981.</p> <p>The Applicant will not commence the residential development until the roundabout and link road has been delivered by North Lincolnshire Council. Therefore, there is no longer a requirement for a temporary construction access from the A1077.</p> <p>A pedestrian/cycle access onto Cornhill Drive has always been proposed through the application.</p>



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Public Rights of Way	5 March 2024	No comments.	N/A
Natural Environment	10 April 2024	<p>Natural England's comments (dated 20 Novemebr 2023) are acknowledged and NLC will carry out the Habitat Regulations Assessment.</p> <p>The survey methodology is welcomed, alongside the proposed native tree, shrub and hedgerow planting.</p> <p>An alternative seed mix is recommended which does not include white clover and cow parsley, which are both negative indicator species.</p> <p>It is acknowledged that the scheme is unlikely to achievable a biodiversity net gain due to the scale of development. Off-site biodiversity units will therefore be required.</p>	<p>The Applicant is preparing a Shadow Habitat Regulations Assessment which will describe the potential effects on designated European habitat sites as a result of the development, and any relevant mitigation measures.</p> <p>An alternative seed mix, which excludes white clover and cow parsley, will be provided and reflected in the revised Biodiversity Metric.</p> <p>An offsite contribution to secure the net loss in habitats will be secured via a S106 Agreement.</p>
Archaeology	27 September 2024	There are no archaeological reasons to object to the planning application subject to planning conditions securing the implementation of the agreed programme of archaeological works in accordance with the submitted specification.	The Applicant agrees to the recommended conditions.