



# Barton-upon-Humber Design Code 2024 - 2039

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## Introduction

### What is a Design Code?

The Barton-Upon-Humber Design Code is a supporting document to the Barton-Upon-Humber Neighbourhood Plan that:

- Sets out design expectations for new development
- Gives design guidance relating to best practice
- Provides character assessments of Barton-Upon-Humber highlighting its distinctive qualities in each area
- Reinforces the aims and objectives of the Neighbourhood Plan

The document does not intend to stifle innovative, creative and contemporary design, nor does it prescribe a duplication of historic design or pastiche development. Development should be of its time, but should reference and complement its setting and context.



### How to use the document

Developers or designers should identify which character area the site they are working is within.

The themes and issues contained in the Design Code follow the structure of the National Model Design Code, and the chronological order of the design process. This starts with macro issues such as context, movement, and nature, and works through into the more detailed themes such as built form, character and the design of homes.

The sections within the code provide an overview and context to each character area, and set out rules, expectations and design principles for each area relating to that particular theme.

Developers and designers should work through the Design Code in the order it is written to ensure that the design process has been adequately followed.

## Key design objectives

### Development should:

- be informed by a contextual appraisal of the area;
- use land efficiently whilst respecting the existing landscape character, enhances biodiversity;
- incorporate and/or connect with a well-defined network of green and blue infrastructure;
- be sustainable and resilient to the effects of climate change and mitigates flood risks;
- space and water heating using low-carbon sources;
- take into account landform, layout building orientation, massing and landscape features;
- provide a clear and permeable hierarchy of streets, routes and spaces to create safe and convenient movement for all users;
- ensure streets and spaces are well overlooked creating a positive relationship between the fronts and backs of buildings;
- clearly define public and private spaces;
- have access to local services and facilities including public transport connections;
- provide a wide range of house types and tenures
- respect the local context, referencing and reinforcing the scale, height, density, grain, massing and details of its area;
- conserves and where possible, enhances the significance of heritage assets such as listed buildings, archaeological remains and historic features, spaces and views;
- secures a high quality public realm with well managed and maintained public areas;
- be of high quality with market and affordable housing being indistinguishable;
- be designed to take account of possible future development in the local area;
- is built to last, functions well and adapts to changing requirements of occupants and other circumstances;
- understands and addresses the needs of all potential users to ensure inclusive design;
- creates safe communities and reduces the likelihood of crime and anti-social behaviour;
- ensures a sufficient level of well-integrated and imaginative solutions for car parking and cycle parking and external storage including for bins.

## Design principles

Principle	Qualities
Character	Enhancing identity and sense of place
Safety and inclusion	Ensuring places are safe, secure and welcoming for all, including the elderly and disabled
Diversity	Providing variety and choice
Ease of movement	Ensuring places are easy to get to and move through for everyone
Legibility	Ensuring places can be easily understood
Adaptability	Anticipating changing needs in the future
Sustainability	Creating opportunities to improve the environment and address climate change
Designing for the future maintenance	Ensuring buildings and spaces can be maintained over time and will age well
High quality streets and spaces	Creating places with attractive and functional outdoor spaces
Well designed buildings	Creating sustainable buildings appropriate to their function and context



## Steps to take when using the design code



### Understand Objectives

- The design code has objectives and principles which should be followed. The design code addresses each of these in a specific order which mirrors the design process.

### Site Appraisal

- A site and contextual appraisal should be undertaken
- understand the local area
- identify site assets or potential issues
- may require technical assessments
- use the toolkit to ensure appraisal covers the right issues

### Communicate The Design

- When preparing a planning application or designing a scheme it is essential that people are able to understand the design that is being proposed. This includes lay people as well as planning or design professionals.
- It can be useful to demonstrate how the design satisfies certain criteria and how it might be responsive to local character or a key feature.
- A supporting document should be submitted alongside applications, or within the Design and Access Statement that demonstrates how the development accords with the Barton-Upon-Humber Design Code.

### Assess Against Criteria

- The design code provides a simple set of criteria to be followed to deliver high quality design.
- Checklists are provided in each section so that as designs evolve they can be tested against the criteria. Planning officers and other decision makers will assess planning applications for schemes against these criteria, in addition to planning policy.
- In some circumstances the criteria may not be relevant to the site or scheme. If this is the case the application should demonstrate and justify why the criteria has not or cannot be satisfied, but can still achieve high quality design.

## The design process

High quality developments can be achieved when good designers follow a robust design process. Opposite is a diagram that illustrates the suggested process that all applicants are suggested to follow to gain the best chance of securing planning permission and achieving high quality design.

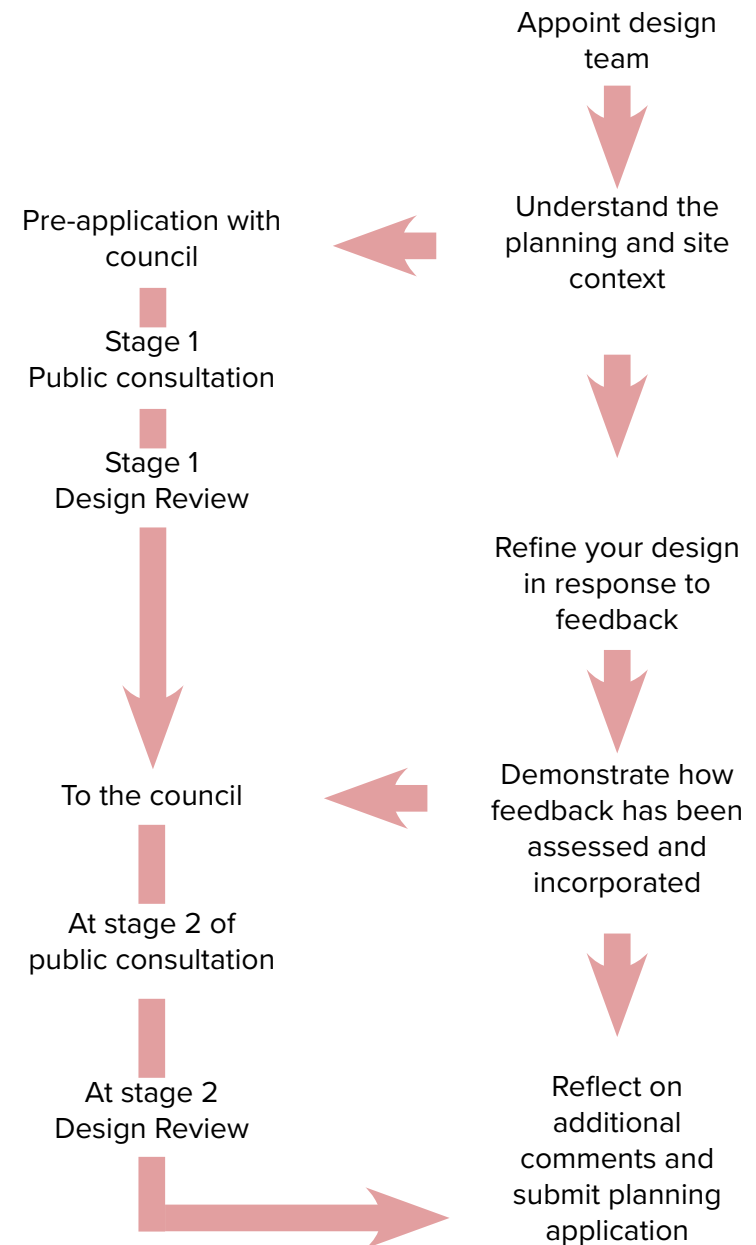
### Pre-Application

The Council will not be able to comment on every scheme due to finite staffing resources. But for those particularly sensitive sites or buildings, such as those in prominent locations or in a Conservation Area, applying to North Lincolnshire Council for pre-application advice could add value to the design quality of the scheme. It can also help in identifying any issues at an early stage and might reduce the potential for uncertainties along the way. The Council will work collaboratively with applicants and other stakeholders to ensure that designs are headed in the right direction before more detailed design work is undertaken. Engagement and public consultation is a critical part of this process and best practice encourages applicants to undertake a two-stage public consultation process.

### Design Review

Design Review is a tried and tested peer-review system that aims to improve the design quality of proposals, and is referenced in the National Planning Policy Framework (NPPF). Design Reviews involve an independent and impartial panel of multi-disciplinary built environment experts that assist designers in addressing key design issues and work towards achieving high quality design. Schemes can be presented to Design Review at any stage in the design process but the most value is added at the conceptual or pre-application stage of the process.

Design Yorkshire is the regional provider for design review services and is the region's only accredited Building for a Healthy Life assessor.



# Context

Context is an important consideration when designing any new building or place. Context includes built and natural features including buildings, streets, topography, and biodiversity.

Barton-Upon-Humber is a historic market town in North Lincolnshire situated on the banks of the Humber Estuary.

Barton has a rich and varied built and natural environment which should be carefully assessed when designing any new building or place.

This section of the design code covers:

- Vision
- Town Centre Character Area
- Urban Neighbourhood Character Area
- Suburbs Character Area
- Waterside Character Area
- Industrial Character Area
- Agricultural Character Area



## Vision

Following the scoping and baseline research that forms the analysis stage of a design code, a vision is developed that describes the aspirations for development in each character area.

The vision sets out broadly how development should come forward and what its priorities should be. Given the characteristics, qualities and priorities of Barton are different in each character area, each one has its own vision for new development.

### Town Centre

New development in Barton's Town Centre character area should respond to and reinforce the distinctive character and qualities of the area and the Conservation Area generally. The height, scale, mass, density and grain of development should respect the existing character of the area. Whilst building details including materials, colours and architectural detailing should be sympathetic to the area and neighbouring buildings. attempts should be made to ensure that new interventions should reflect our own time, and sympathetically seek to interweave contemporary design into the existing built fabric.

### Urban Neighbourhood

New development in the Urban Neighbourhood character area should be of medium density and tight urban grain reflecting the existing built form of the area. Areas within the Conservation Area are expected to reference the qualities and character of the Conservation Area generally relating to building heights, scale, massing, materials and colours. New development should also seek to interpret these things in a modern context, providing architecturally and aesthetically modern interventions.

### Suburbs

New development within the Suburbs character area will continue to be medium-low density with new homes set back from the street with planted front gardens, driveways and garages. New homes will provide rear gardens of a sufficient size.

Development edges will include green buffers with the surrounding countryside and open spaces will be provided for leisure and recreation. Streets should prioritise pedestrian and cycle connectivity and movement throughout the site into the wider environment. Any new development should also seek to interpret these things in a modern context, providing architecturally and aesthetically modern interventions.

### Agricultural

Where development takes place in the agricultural character area, it will be predominantly functional isolated development relating to agricultural industries.

### Industrial

Development in the industrial character area will provide tree planting and vegetation to boundaries to provide visual and acoustic buffers to help mitigate the impact caused by the units. Parking layouts should meet the needs of staff, customers and deliveries without leading to impacts on the surrounding roads.

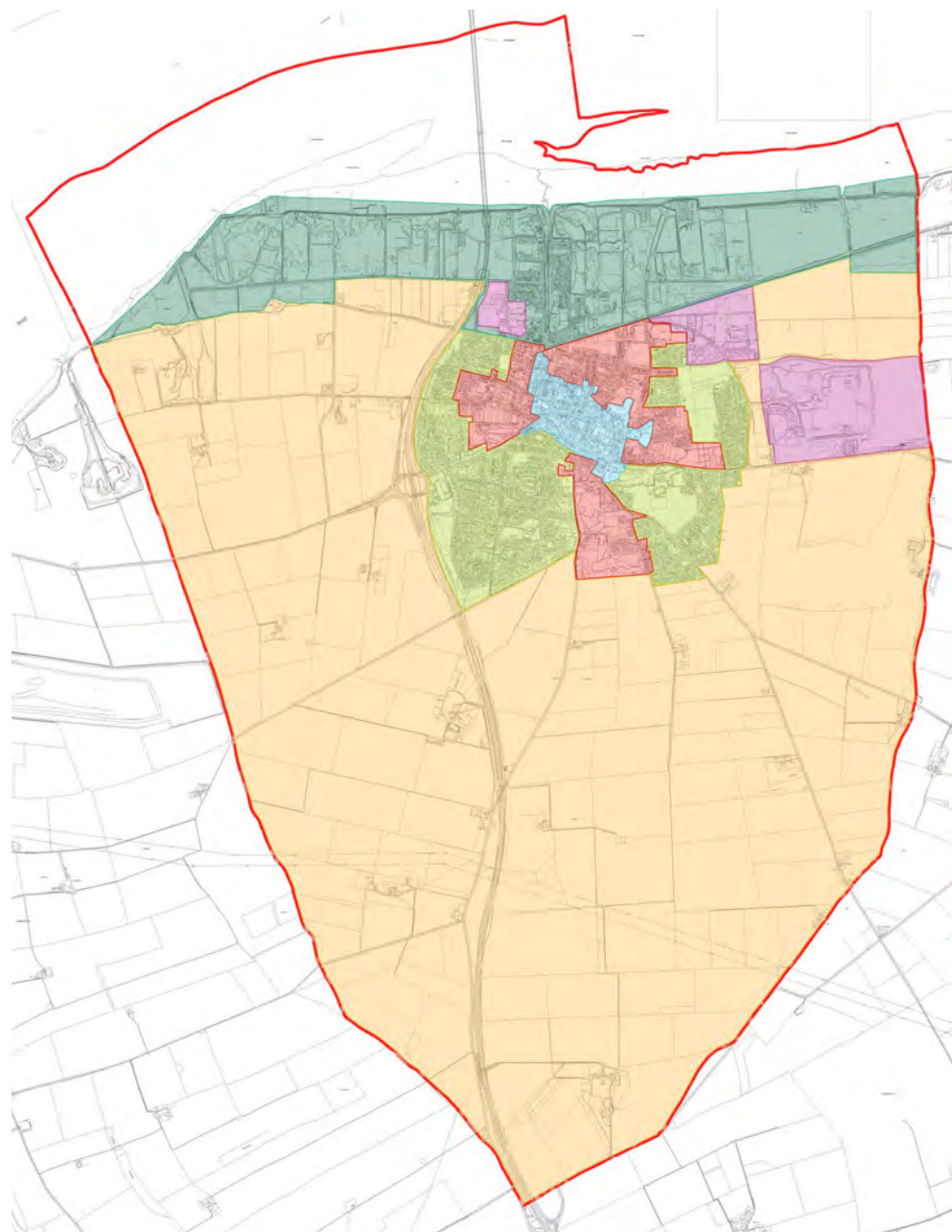
### Waterside

Development in the Waterside character area should ensure that sustainable drainage principles are incorporated and green infrastructure provision is provided that links with the existing provision. Development should respond to the built form and character of the area.

## Character Areas

The following character areas for the Barton-Upon-Humber Design Code have been informed by the character areas designated by the Extensive Urban Survey undertaken jointly by Historic England and Lincolnshire County Council. This is to provide a level of consistency between the two documents and to avoid any duplication between the background and baseline work that underpins these documents.

Character areas are defined by their predominant land-use, landscape characteristics, urban structure, and the age of buildings.



## Character Area Overview

### Town Centre

The majority of the Town Centre character area is within the town's Conservation Area. It is the historic core of Barton and is mixed commercial and residential land-uses. It features a medieval street layout with buildings from the medieval period up to the 21st century. There are a variety of building types and architectural styles throughout this character area.

### Urban Neighbourhood

Surrounding the town centre is the urban neighbourhood character area. This is a mixture of residential expansions dating back to the 19th century with some 20th and 21st century additions. Most of this character area is within the town's Conservation Area and with the exception of the area around Baysgarth Park it is reasonably dense with a tight urban grain.

### Suburbs

Suburban, medium-low density residential development to the east and west of the historic core and town centre. The suburban character acts as a buffer between the town centre and urban neighbourhood character areas and the agricultural character area. Development in this character area is predominantly from the 20th and 21st centuries and is a mix of architectural styles and housetypes.

### Waterside

This post-industrial waterside area features nature reserves and ponds with urbanisation concentrated along the Haven. Residential development is a mixture from the 19th, 20th, and 21st centuries. Land-use is predominantly ponds and open space with clusters of residential and some industrial uses. There are several cultural and retail uses within this character area.

### Agricultural

The largest yet sparsest character area is agricultural, which wraps around the main urban areas of Barton, excluding Waterside. This is defined by Parliamentary enclosures divided by hedgerows and is split into west and east by the A15 which connects to the Humber Bridge. This character area is predominantly 19th century farmsteads with some large modern industrial units.

### Industrial

To the north-east of Barton is the industrial character area. This is an assortment of mainly industrial and other commercial units including a nursery and special educational needs school. The majority of development in this area took place in the 20th century with some extensions in the 21st century. Open spaces and greenery occupy the spaces between plots.

## Town Centre

Barton town centre is the historic core of the town. It features a medieval street layout with buildings from several periods ranging from medieval to the 21st century.

The earliest likely human occupation of Barton town centre was during the Roman period in the vicinity north and east of St Peter's Church, although there is also archaeological evidence for prehistoric activity in the area. It is the early medieval period that human activity increases and it is during this period that the layout of Barton-Upon-Humber begins to take its current form.

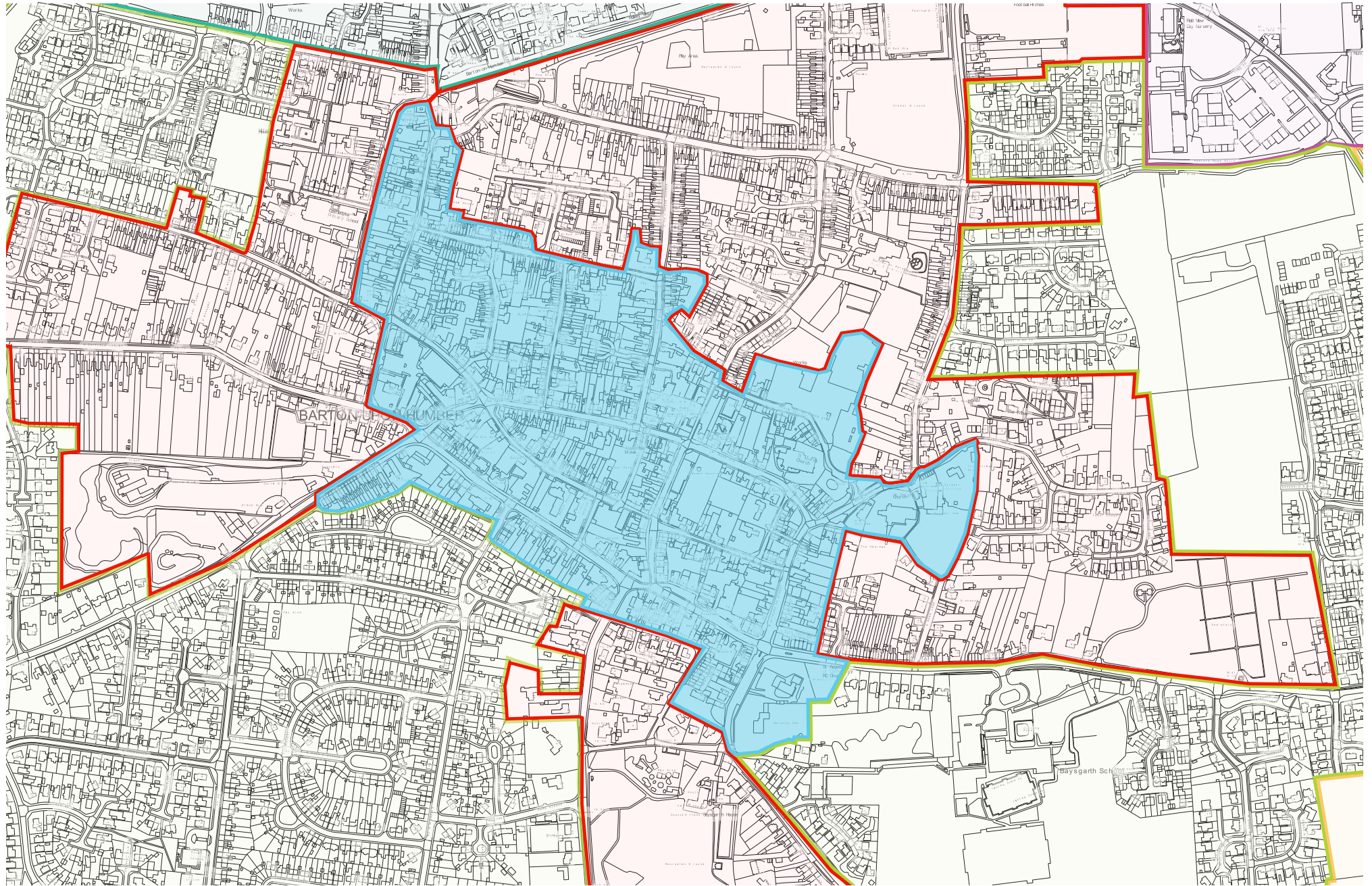
The early medieval settlement was probably divided into two areas, one in the area of Burgate and St Peter's Church, and another in the Fleetgate Area, to the east and west of the town centre respectively. During the medieval period the gap between the two areas would have narrowed, eventually forming one continuous settlement.

The vast majority of the town centre character area is in the Barton Conservation Area.

Some streets in the town centre are tight and narrow which contributes to the intimacy and feel of the town.

Development has been undertaken in a piecemeal fashion over the last few centuries which gives the town a distinctive varied character with lots of subtle differences between plots and individual buildings.





## Town Centre

Building heights vary throughout the character area with a maximum of three storeys, some with dormers.

Buildings are generally set towards the front of the street, usually with little or no boundary treatment of defensible space. Where defensible space or front gardens are found these are usually low walls with planting or railings.

Materials used in the town centre character area are mostly red or brown brick, some buildings have light coloured render which is found in a variety of soft tones. Local hand-made and machine-made brick and clay pantiles are characteristic of the town centre character area in the buildings and garden walls.

Most of the modern development in the town centre character area is sympathetic to its context and the post-medieval character of the area.

There are trees and gardens within the blocks of buildings but none of these are open to the streets. There are some examples of planted front gardens.

Shop frontages generally follow standardised architectural styles but some have been replaced with more modern treatments.

The town centre is the most dense part of the town with densities averaging between 50-70 buildings per hectare.

Land uses are primarily commercial and residential with some civic and community uses.





## Urban Neighbourhood

Barton's urban neighbourhood character area wraps around the majority of the town centre and historic core. Most of this character area is within Barton's conservation area.

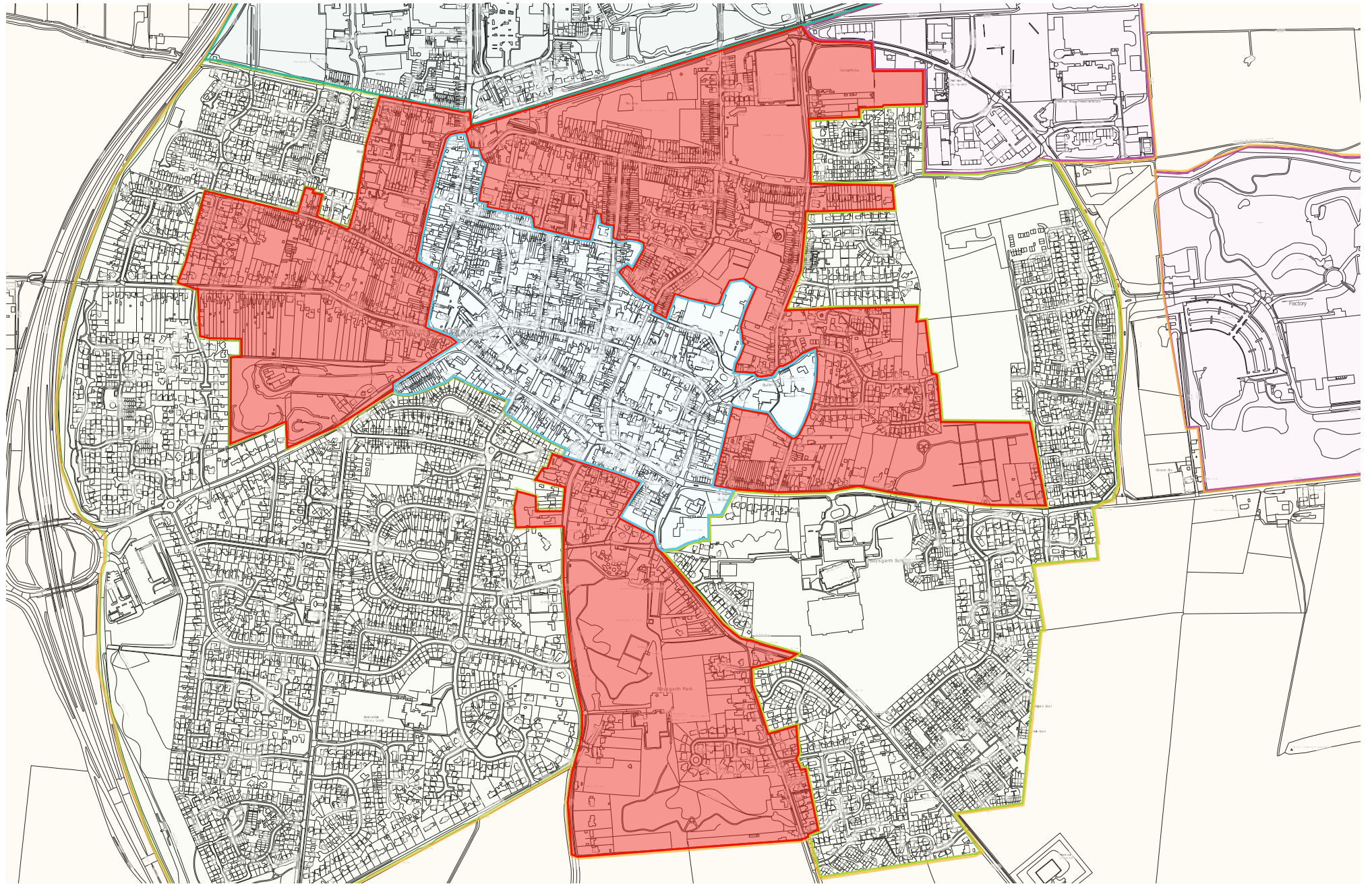
Development in this area is predominantly 19th century residential expansion with 20th and 21st century additions or replacements. Expansion generally followed the main roads in and out of Barton such as along the A1077 (Barrow Road and Westfield Road), West Acridge, Butts Road, Brigg Road, and Pasture Road.

The urban neighbourhood is diverse and eclectic in terms of its built environment and spatial configuration but does have some overriding characteristics.

In addition to residential housing the urban neighbourhood also includes Baysgarth House and Baysgarth Park which includes the leisure centre and library. Also within this character area is the cricket club, football pitches, Butts Road park and the cemetery.

Within the urban neighbourhood character area there are differences between the size and type of development depending on geography. The area around Baysgarth Park for example includes a higher proportion of larger detached dwellings and is generally lower density than other areas within the urban neighbourhood character area. Areas to the north, east and west of the urban neighbourhood character area still have some larger detached properties but are generally composed of terraces and semi-detached homes.





## Urban Neighbourhood

The variety of built forms in the urban neighbourhood character area reflects function and social hierarchy of Barton's history. Terraces were occupied by workers in local industry, whereas the larger detached homes were built and occupied by people with a higher social status in the town. Queens Avenue is an interesting example whereby workers occupied the standard terraces on the west of the street and the slightly more decorative terraces on the east of the street were occupied by foremen of the same industry.

As previously stated the character area is diverse and includes dense blocks of back-to-back terraces, generous semi-detached homes, and larger detached properties.

There are some notable residential conversions within the urban neighbourhood such as Hopper's former bicycle factory on Marsh Lane and the former Anchor brewery on Pasture Road.

Modern developments within the urban neighbourhood are generally well-designed and reflect and respond to the characteristics of traditional development in the area in terms of mass, form, materials and details.

Buildings are generally made from red, brown or buff brick with concrete, slate or pan tile roofs. There are some examples of light coloured rendered properties.

Buildings are generally 1 or 2 storeys in height. The provision of front gardens and defensible space is mixed throughout.





## Suburbs

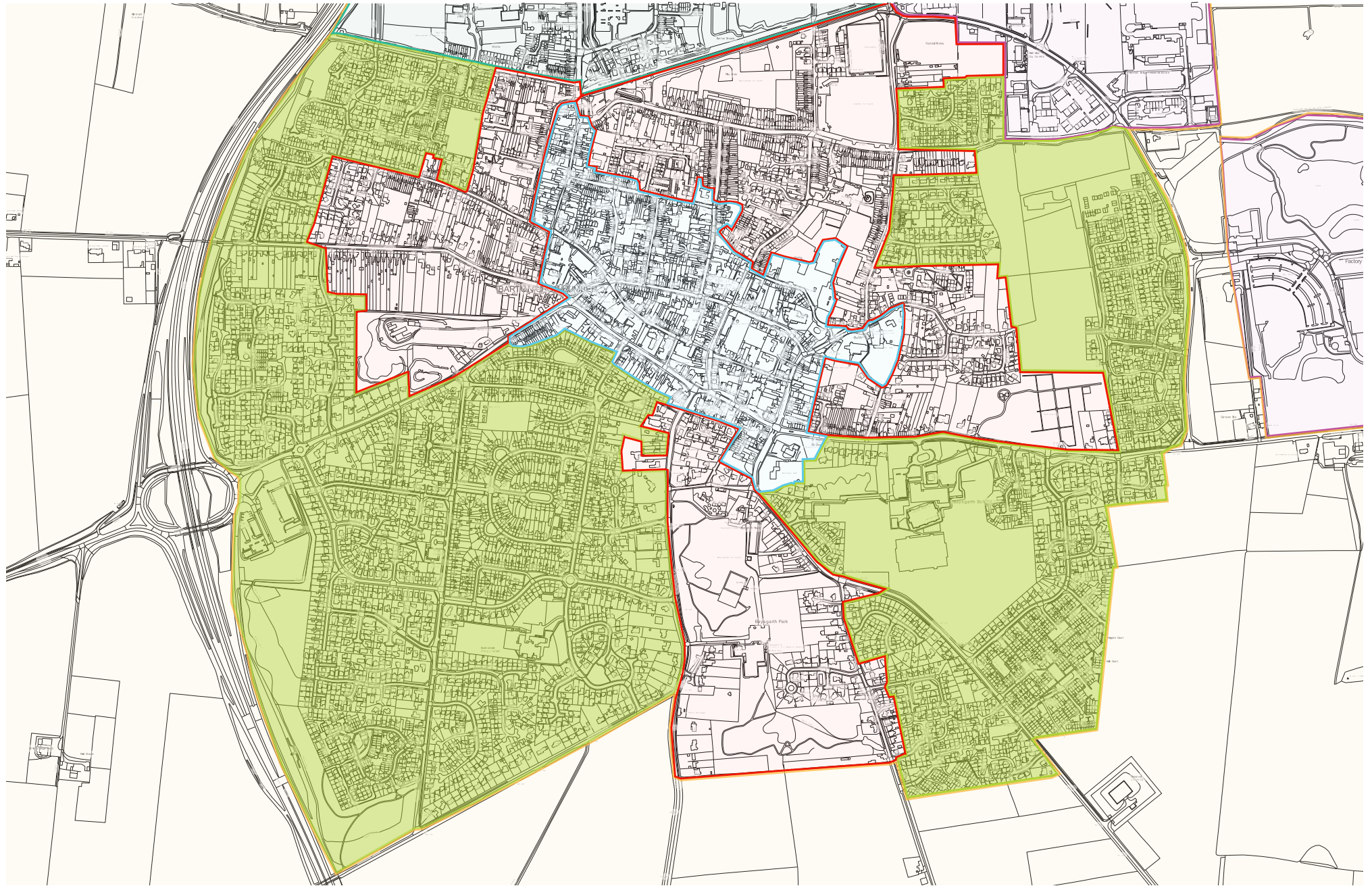
The suburbs character area contains most of Barton's 20th and 21st century planned residential developments. This character area has grown in a piecemeal manner since the mid-20th century and new housing allocations in Barton continue to be within or adjoining this character area given the constraints to the north of the town limiting the availability of suitable sites.

New medium to large sites or schemes that come forward within the current agricultural character area but are adjoining the suburbs character areas should immediately form part of the suburbs character area and follow the respective guidance and codes. For example, should the proposed development to the south of the A1077 secure planning approval that site should be treated as it were within the suburbs character area, rather than the current character area designation of agricultural.

This character area wraps around the town centre and the urban neighbourhoods of Barton and borders the rural agricultural character area and the artificial boundary of the A15 to the west of the town.

It plays an important role by connecting the town centre and urbanised central areas to the rural agricultural fringe of the town. Because of this the nature and character of this area is different to others within Barton as it transitions from a more dense and urban built environment to a lower density character with more green space.





## Suburbs

Homes and neighbourhoods within the suburbs character area vary in terms of style and character. One of the main factors that influences the type and style of architecture is the age of the development, with some level of consistency between homes built around the same time.

Homes tend to be set back from roads with front gardens and driveways to the front or side of properties.

Properties are primarily 2 storeys in height with some examples of homes being 2.5 storeys, 3 storeys or 1 storey bungalows in places. Homes are generally larger in this character area with less examples of terraced properties and more examples of detached and semi-detached homes.

Most homes are made from red or buff brick but there are some examples with render, which is more common in the town centre or urban neighbourhoods.

Grass verges, trees and green spaces are more common in this character area as it is the transition between the more urban areas and the rural fringe. Schemes tend to have good access to open green spaces and within developments several have reasonable quality children's play areas and equipment.

Generally development in the suburbs character area is lower density than the town centre or urban neighbourhoods and ranges from 25 to 40 dwellings per hectare.





## Waterside

The Waterside character area sits at the northern edge of Barton along the Humber Estuary stretching across the whole width of the town's civil boundary.

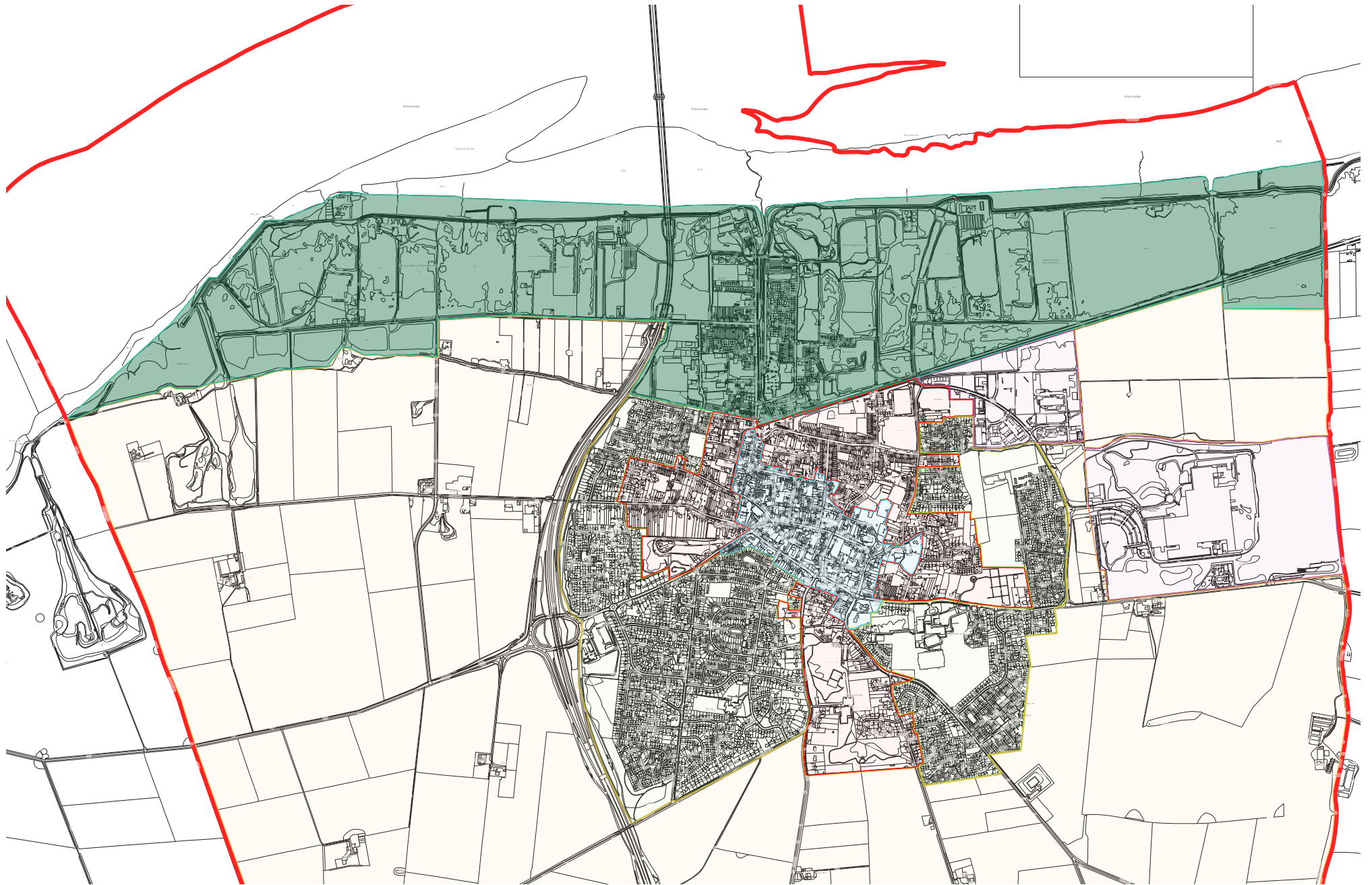
Historically this area has seen human activity since the prehistoric period. From the 19th century the Waterside character area contained a variety of industries such as tile making, shipbuilding and rope making. The former two industries still take place within this area, albeit at a smaller scale. Clay extraction pits that were left following the decline of industry have made way for nature reserves and ponds.

The nature reserves and ponds that have taken the place of clay extraction pits are now the predominant characteristic of this area. This includes internationally designated features such as the Humber Estuary Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC), and Special Protection Area (SPA). There are also national and local designations such as Far Ings National Nature Reserve (NNR) and Waters Edge Local Nature Reserve (LNR).

The landscape is predominantly ponds, marshland and wetlands with some areas of woodland, open green space and pasture.

The most visible landmark of this area is the Humber Bridge which connects Lincolnshire to Yorkshire over the Humber Estuary. This opened to traffic in 1981.





## Waterside

The built environment of the Waterside character area is a mixture of residential, industrial, leisure and retail. Most of this is clustered around Barton Haven which is in the centre of the character area and extends northwards to the Humber Estuary.

Residential development in this area is a mixture of 19th, 20th and 21st century housing. The majority of this is two to three stories and is made from red, brown or buff brick with clay pantile or concrete roofs. There are some examples of light coloured rendered buildings and there are some examples of bungalows.

There are 14 listed buildings within the Waterside Character Area. This includes the Ropewalk, a former rope making factory which has since been converted into an arts centre. It is the longest single span building in the UK at over 4000 yards long. Other listed buildings include the Old Tile Works, Old Mission Hall, and 1-8 Humber Terrace.

Other uses in the area include the railway station and bus interchange, a caravan park, a supermarket and Water's Edge Visitor Centre.





## Agricultural

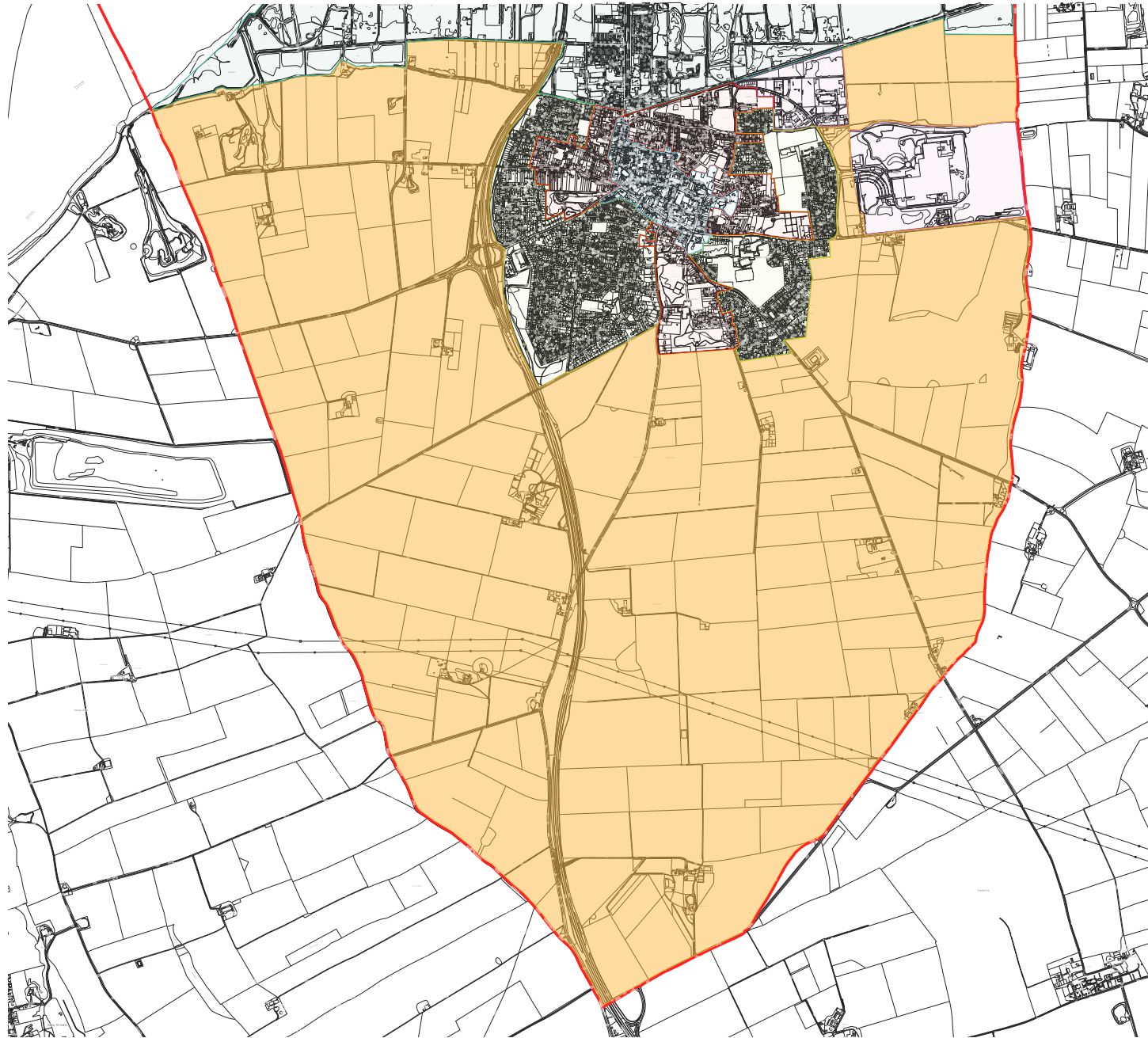
The agricultural character area is the largest and least developed in Barton. It is characterised by isolated 19th century farmsteads, some with large modern industrial units.

The landscape character is primarily agricultural fields used for arable farming. These are defined in the Extensive urban Survey as Parliamentary enclosures divided by hedgerows. The character area is divided into east and west by the A15 which runs through Barton to the west of the town.

Whilst most development in Barton will be concentrated in the urban areas, allocated sites such as urban extensions may be within this character area.

Should areas of the agricultural character area be allocated for housing development, or schemes secure planning consent, the site should immediately be treated as if it were in the suburbs character area, presuming it is adjoining the existing suburbs character area.





## Industrial

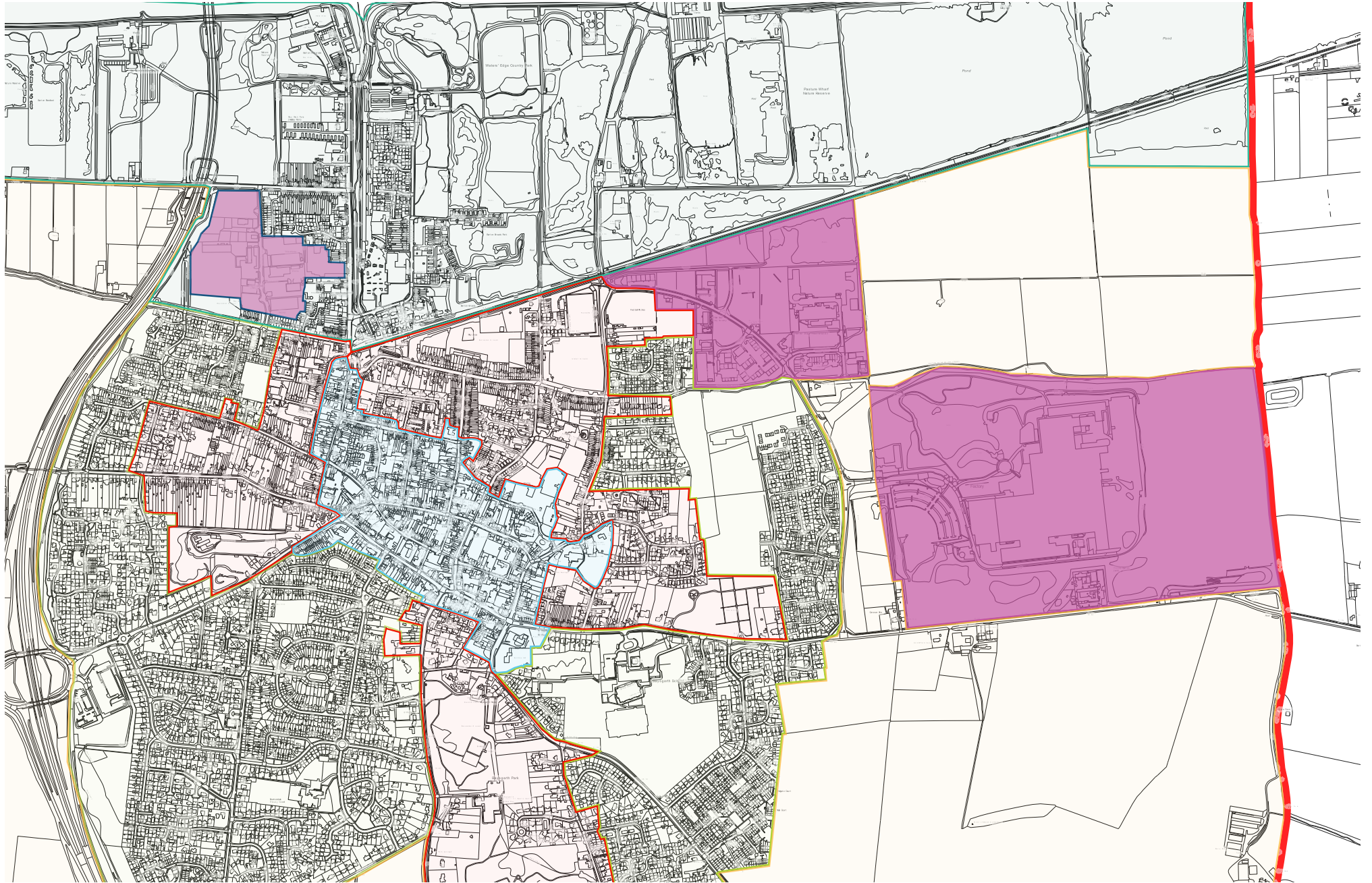
The industrial character area sits to the east of Barton town centre. This is predominantly late 20th century industrial estates and factories with some 21st century extensions including some currently being constructed in mid-2022.

There are open spaces and greenery between some of the units and plots. The Wren Kitchens factory is set back from the A1077 and in places has mature planting, vegetation and an earth bund around the site acting as a visual buffer.

Building materials are primarily corrugated iron, cladding, and red and buff brick. These units are designed for utility and have mainly inactive street frontages.

There is also a nursery and special education school within this character area.





# Movement

New development should be well integrated with its surroundings and the wider built and natural environment. Designs should promote and facilitate active travel, safe and healthy streets, and provide legible, permeable and convenient layouts and routes.

This section of the design code covers:

- Movement
- Streets
- Walking and cycling
- Car parking
- Cycle parking and storage



## Design Code M1 Movement

Movement should be considered from the outset when designing any new development. Designers should look beyond the red line of the site at the wider context and identify facilities and services you will need to connect to.

- Opportunities to link with existing footpaths and cycle routes should be maximised.
- Designs should create a strong and direct street, path and open space network.
- Designs should create well-connected street and path networks providing opportunities for these to be extended beyond the site boundary either to existing connections or future phases of development.
- Designs should avoid the overuse of cul-de-sac based street patterns that can frustrate and limit connectivity and movement. Where cul-de-sacs are used these should provide pedestrian and cycle connections through the site into the wider environment, where possible.

Smaller sites, particularly infill sites may not be able to achieve high levels of permeability that would be expected on larger sites.



## Design Code M2

### Streets

- Streets should be designed to respond to the character area they are within with appropriate street and pavement widths, distances, and sense of enclosure reinforced by the distance of the building line from the back of pavement.
- The design of streets should facilitate safe and convenient movement for pedestrians, cyclists, and vehicles.
- In residential developments streets should be designed to control vehicle speeds to 20mph.
- Shared surfaces on tertiary streets should be included to help control vehicle speeds and influence driver behaviour. Shared surfaces can still retain pavements, segregated cycle lanes and on-street parking bays but these should be demarcated and separated by kerbs, planting or street furniture to ensure shared spaces remain clutter free.
- Streets should include space for planting such as street trees, planters and SuDS, ideally at the interface between the highway and pavement.
- Streets should include space for people to rest, sit and socialise.
- Streets should be level and clutter free to facilitate convenient pedestrian movement and support people with challenged by mobility and wheelchair and buggy users.

#### Town centre

Streets in the town centre are generally narrow with a sense of enclosure between the buildings. Main roads such as A1077 tend to be wider with more space provided for the carriageway. Pavements are generally narrow.



### Urban neighbourhood

Most streets in the urban neighbourhood are reasonably narrow with slim pavements and road widths. There are some exceptions to this such as around Baysgarth Park to the south where streets tend to be more generously proportioned.



### Waterside

Streets in the Waterside character area vary depending on their status and character. Smaller developments off the primary roads are generally narrow with a sense of enclosure. Primary roads tend to have wider carriageways but maintain a sense of enclosure.



### Suburbs

Primary streets tend to be wider, often with grass verges, and planting. Secondary streets are generally more enclosed with reduced widths. Tertiary streets often utilise shared surfaces with no formal pavement and have a greater sense of enclosure.



## Design Code M3 Walking and cycling

New developments should promote active travel to help support healthy and sustainable communities. This means prioritising and promoting walking and cycling throughout the scheme and into the wider environment.

Dedicated walking and cycling routes throughout the site should connect with existing walking and cycling routes around the site.



The illustration opposite is an aspirational visual showing what High Street might look like should it be made one-way with improvements also including a dedicated separate cycle lane, increased footpath widths, on-street parking with integrated tree planting.

The purpose of this is to demonstrate how streets in Barton Town centre might be improved to provide a more pedestrian friendly, and less car-dominated street.

Whilst the Design Code is not proposing this directly, it is understood that restricting certain roads in the town centre to being one-way is being assessed from a traffic management point of view by North Lincs Council.



## Car parking

### Town centre

Car parking in the town centre is predominantly on-street with a few rare exceptions.

There are town centre car parks but these are aimed at shoppers or workers that come into town rather than residents.



### Urban neighbourhood

Car parking in the urban neighbourhood varies depending on street and house typology. The most common parking strategy is on-street in areas with terraced properties.

Where different typologies exist such as semi-detached or detached homes tend to have driveways and garages to the side or rear of the property.



## Suburbs

Suburban parking uses various strategies like on-street, in-curtilage parking, and parking courts. In-curtilage options include driveways at the side or rear, and frontage parking.

While frontage parking is acceptable, it should be limited along with other strategies to avoid overwhelming the streetscape with parked cars



## Industrial

The parking requirements for in the industrial character area will be different to the other areas as this will be non-residential.

Units will be functionally designed with space for vans or HGVs to load and unload as well as staff or customer parking.

In this character area there should be a focus on ensuring that sufficient parking is provided in a way that does not cause negative impacts that spill out into the wider environment.

## Waterside

Car parking in the waterside area is a mixture of on-street in the older terraced properties and mainly in-curtilage for newer homes. In-curtilage is mainly to the front or side or homes with integrated garages.



## Design Code M4 Car Parking

New development should provide car parking that:

- Does not dominate the street scene through the over-reliance of frontage parking.
- Utilises parking to the side or rear of the property with both driveways and garages allowing for green frontages.
- Includes a mixture of parking strategies including parking courts where practicable.
- Provides shared and un-allocated on-street parking.
- Is of a size and design that allows wheelchair users and people with accessibility requirements to use safely and conveniently.
- Is convenient for users carrying shopping into their home.
- Can be overlooked from the property with ample natural surveillance .
- Is integrated into the street scene with planting.
- Anticipates realistic levels of car parking demand.
- Anticipates and designs out anti-social car parking.
- Provides EV charging points.
- Parking spaces should be a minimum of 2.4m wide by 4.8m long.
- Homes designed for people with additional accessibility requirements should include parking spaces a minimum of 3.6m wide to accommodate wheelchair users.



## Design Code M5

### Cycle parking and storage

New development should provide cycle parking that:

- Is securely located and designed.
  - Is located in a space that is as easy to access than the car, to help encourage greater use of active travel.
  - Does not cause visual harm from the street scene.
  - Is not reliant on storing bikes in garages or sheds in rear gardens.
  - Should be covered to protect bikes from the elements.
- 
- Within the public realm, cycle parking stands should be designed so that the frame of the bike and both wheels can be locked. These should be located in visible and accessible places for safety and security.

Integrated cycle and bin storage for a residential property



Civic cycle parking incorporating public art

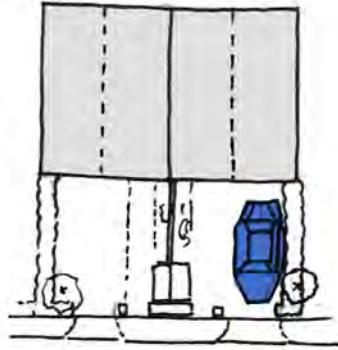


Sheffield style cycle parking



# Car Parking Examples

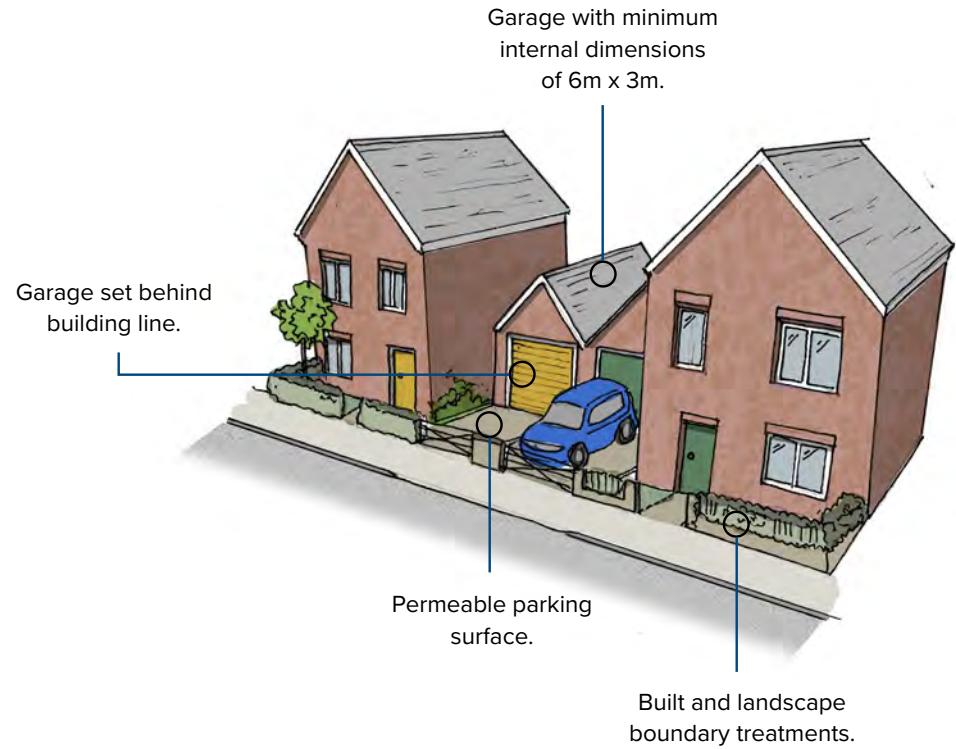
## On Plot to Front



Permeable parking surface.

Built and landscape boundary treatments.

## On Plot to side/garage

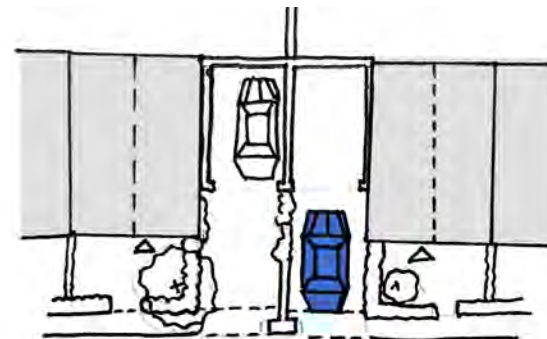


Garage with minimum internal dimensions of 6m x 3m.

Garage set behind building line.

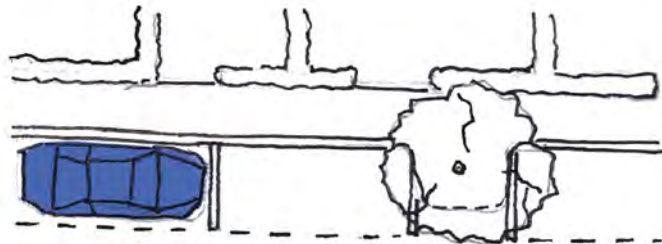
Permeable parking surface.

Built and landscape boundary treatments.



# Car Parking Examples

## On Street Parking



Street parking bays separated by street trees (ideally after every two bays)

Dropped kerbs by to allow access wheelchair access to disabled parking.



Parking bay ideally demarcated by change of materials rather than painted lines.



Streets dominated by garages and front driveways with no boundary treatments provide little sense of enclosure and create visual blight.



Car parking spaces for dwellings should be located in strategic positions so that they are screened from view with trees or set back from building line, but still easily accessible from their associated residences.

# Nature

Nature and green infrastructure is a primary consideration when designing any new development.

Green infrastructure offers a range of direct and indirect benefits, including addressing climate change adaptation and mitigation, improving quality of place, improving physical and mental health and social wellbeing, protecting and enhancing biodiversity, providing opportunities for local food production, and protecting and enhancing landscape character and the setting of heritage assets.

This section of the design code covers:

- Green infrastructure principles
- Network of spaces
- Working with water / SuDS
- Street trees



## Green infrastructure

**Green infrastructure is a broad-term used to describe natural and semi-natural features of all scales within and between towns and villages from street trees and planting up to rivers, woodland and moorland.**

**The North Lincolnshire Local Plan Policy DQE11 defines green infrastructure as:**

“A strategic network of multifunctional green and blue spaces and the connections between them in both urban and rural areas. Green infrastructure is capable of delivering a range of environmental, economic, health and quality of life benefits for local communities, and the GI network may comprise of spaces in public or private ownership, with or without public access. The elements that make up green infrastructure include parks, playing fields, gardens, agricultural fields, footpaths, road verges, wildlife corridors and woodlands. Blue infrastructure includes, for example, the estuary and wetlands, the field drainage network, water bodies, rivers, streams, and sustainable drainage systems.”

## Key objectives

- Connect or reconnect areas of green infrastructure to enable wildlife to move more freely and for humans to enjoy a greater series of interconnected green spaces
- Provide spaces for leisure, recreation and relaxation contributing to and improving mental and physical wellbeing
- Enhancement of a site's multi-functionality and ability to play a key role in climate change adaption and mitigation, carbon capture, improve wildlife and biodiversity benefits, increased food production, and improved water management and flood risk
- Maximise biodiversity and achieve biodiversity net gain of at least 10%. This might include promoting the planting of native broad-leaved trees, planting that is beneficial to pollinators and the inclusion of bat and bird boxes or hedgehog gaps between properties or physical boundaries
- Deliver green infrastructure provision at a variety of scales from domestic, street, neighbourhood, town, district and regional levels

## Design Code N1

### Network of spaces

New residential developments must include provision of green infrastructure that creates and/or contributes to a wider multi-functional network of green spaces.

This could include the provision of:

- Infrastructure that creates and enhances habitats
- Movement corridors for wildlife
- Formal space for play (such as a LAP, LEAP, or NEAP)
- Informal space for play and recreation
- Sports pitches
- Space for food growing
- Tree planting
- SuDS or other water management/retention infrastructure
- Green buffers

Nature and green spaces should be woven into the fabric of places at all spatial scales. This provides benefits in terms of health and wellbeing, biodiversity, climate and flood mitigation, and can connect nature to wider surroundings.

Green space standards may vary depending on the size and location of the site, with less open space in smaller or more urban sites, and more generous provision of green space in the suburbs.

Consideration needs to be given to the way that these spaces are linked to provide a network of multi-functional green space and natural features both throughout the site and connecting to existing provision around the site.

[www.tdag.org.uk/tree-species-selection-for-green-infrastructure.html](http://www.tdag.org.uk/tree-species-selection-for-green-infrastructure.html)





Habitat creation / enhancement and wildlife corridors

NEAP (Neighbourhood Equipped Area for Play)

Green buffer

Allotments and orchards

Green verges and street trees

LAP (Local Area for Play)

Informal park

SuDS (Attenuation Pond)

Parkland

Existing woodland

This diagram illustrates how green infrastructure provision within a development can create a connected network of green spaces, performing a variety of functions to meet social, and environmental objectives.

## Design Code N2

### Working with water

New development should include sustainable drainage systems (SuDS) at all scales of the development from plot level, street level, and the wider site as a whole, to reduce the rate of rainwater run-off mitigating the risk of flooding elsewhere whilst delivering benefits for biodiversity, water quality and amenity. Ideally water needs to be captured for use on site for irrigation and non-potable uses.

The approach to each site will depend on its density, the position of watercourses, the ground conditions including permeability, contamination and the sensitivity of groundwater receptors.

SuDS need to be considered early in the design process to ensure efficient integration with other aspects of design such as public open space, biodiversity provision, and highways so as to minimise the land needed. Multi-functional SuDS need to be prioritised allowing for attenuation features which can also be used for biodiversity and recreation.

The SuDS Manual (C753), CIRIA, 2015,  
[https://www.susdrain.org/resources/SuDS\\_Manual.html](https://www.susdrain.org/resources/SuDS_Manual.html)

## Example SuDS features

### 1. Swales

Swales are shallow, broad and vegetated channels designed to store and/or convey run-off and remove pollutants. They may be used as conveyance structures to pass the runoff to the next stage of the treatment cycle and can be designed to promote infiltration where soil and groundwater conditions allow.



## 2. Attenuation / retention ponds

A pond that slows the passage of water from surface run-off to the ground or main drainage system. They store runoff at peak flow and slowly release after this has passed. Wide and shallow forms are safer and easier to maintain than narrower, deeper ones.



## 3. Rain gardens

A small and shallow depression with free draining soil planted with vegetation that can withstand occasional or temporary flooding. A rain garden requires an area where water can collect and infiltrate and plants that can facilitate the infiltration. These can be based in individual properties as a first line of defence.



## 4. Street rain gardens

Same principle as the rain garden but located on the main street/s rather than private property. Here water slowly passes through planting and gravel beds and eventually ends up in the main drain. These can be used to control building and street run-off and provide landscaped green spaces.



## Example SuDS features

### 5. Reedbeds

The River Haven creates areas of wetland and reedbeds that provide attenuation capacity as well as filtering out pollutants and providing habitats for wildlife.



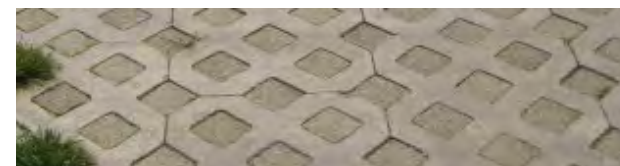
### 6. Wetlands

Topography can be used to create wetlands that provide attenuation capacity as well as filtering out pollutants and providing habitat for wildlife.



### 7. Permeable surfaces

Surfaces that allow water to percolate into the ground including, natural surfaces, gravel and low traffic volume engineered road surfaces and hard standings in front gardens.



### 8. Rain capture

Water butts and other rainwater harvesting systems collect rainwater for use in gardens or for non-potable uses reducing water consumption.



### 9. Green roofs

Green roofs provide capacity to hold and attenuate water run-off as well providing as ecological and aesthetic benefits.



### 10. Street trees

Street trees or SuDS designed into highway provision can provide dual use benefits when integrated with street tree provision.



## Design Code N3 Street trees

New developments should include street trees as part of any proposal. This could include tree-lined streets utilising verges for planting or character trees strategically located at key points.

New developments should avoid planting trees in the curtilage of new homes where they are more vulnerable to removal. Trees should be planting in publicly owned areas and be the responsibility of North Lincolnshire Council or an appropriate management company so that they have a more secure future.

The species of trees included should be disease and climate resilient and should be appropriate for their location and climate.

In urban areas trees with large crowns and canopies are suggested to help provide shade and cover during summer.

Street trees may not be possible on all schemes depending on location or the size of the development. For instance a small infill site in the Town Centre which has narrow streets and where buildings frontages are small may struggle to include street trees.

The Right Tree in the Right Place for a Resilient Future – Urban Tree Manual, Forestry Commission and Forest Research, <https://www.forestresearch.gov.uk/tools-andresources/urban-tree-manual/>





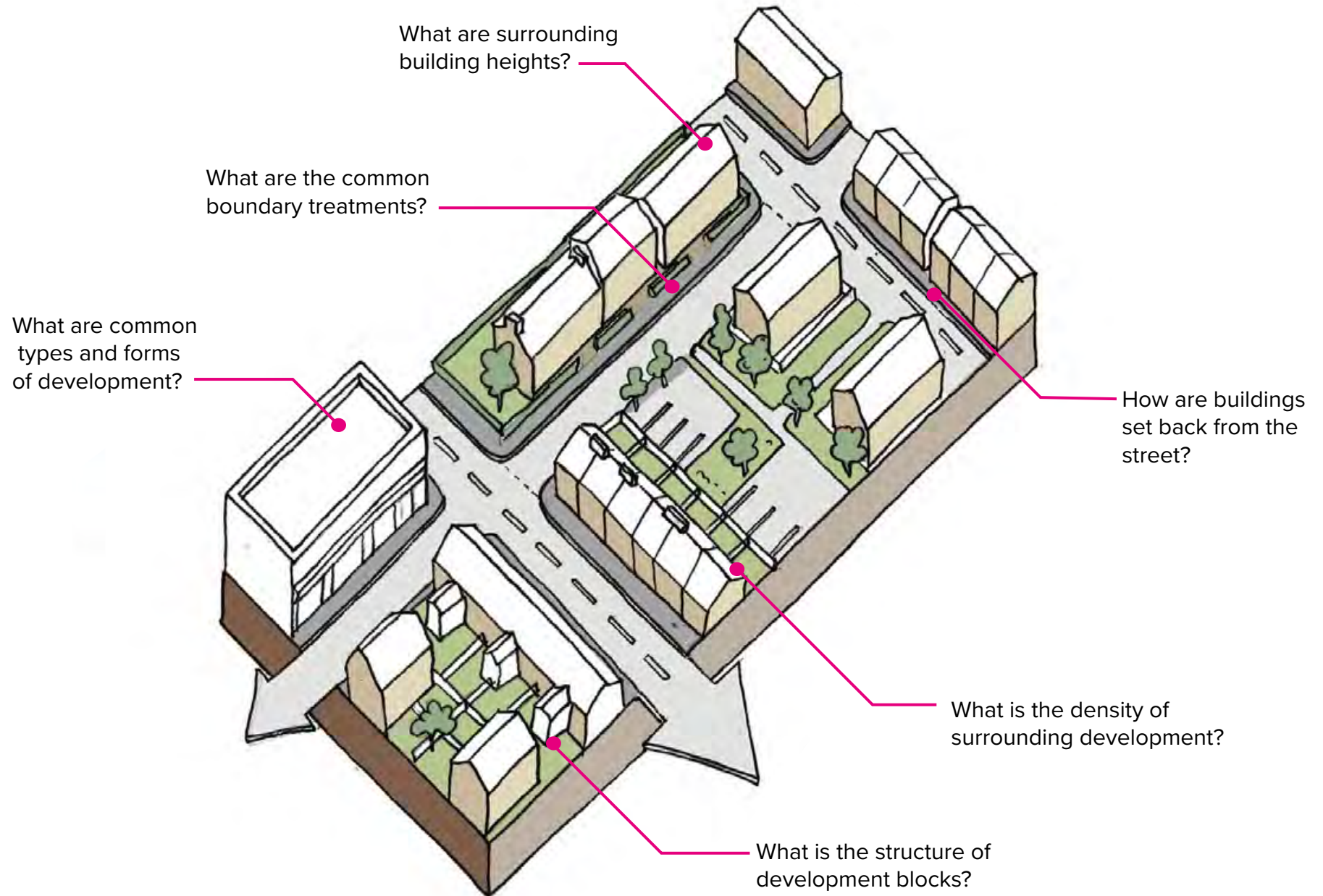
# Built form

Built form relates to the design and physical attributes of the built environment. This is an important consideration when designing any new building or place, as new development should work well with its surrounding context.

This section of the design code covers:

- Density
- Types and forms
- Blocks
- Building lines
- Building heights





## Design Code B1 Density

Each character area in Barton is built to a different density that reflects its location within the town, its built form, and character of development.

It is important that new development references and responds to the existing density of the character area it is in. This will help to ensure that it responds to the distinctive character of each different area.

Character area	Density
Town centre	50 - 60 dph
Urban neighbourhood	40 - 60 dph
Urban neighbourhood south	20 - 40 dph
Suburbs	20 - 40 dph
Waterside	20 - 40 dph
Industrial	n/a
Agricultural	n/a

Example of density found in the town centre character area



Example of density found in the urban neighbourhood and waterside character areas



Example of density found in urban neighbourhood south and suburbs character area



### Town centre

The town centre character area is the most dense character area in Barton. Street widths are generally narrow, buildings tend to be joined and development takes place in blocks. Development is usually built up to the street frontage with limited set-backs and defensible space. On average the density within the town centre is around 50-60 dwellings/buildings per hectare.

**New development within this character area should be consistent with the existing grain and density of development of around 50-60 dwellings/buildings per hectare.**

### Urban neighbourhood

The urban neighbourhood character area varies in terms of density depending on location within the character area. The area to the south around Baysgarth Park is around 20-30 dwellings per hectare whereas the areas to the north, east and west are more dense at around 40-60 dwellings per hectare.

**New development in the north, east or west of the urban neighbourhood should be built between 40-60 dwellings per hectare, and development to the south around Baysgarth Park should be built around 20-40 dwellings per hectare.**

### Suburbs

Development in the suburbs character area is lower density at around 20-40 dwellings per hectare. Dwellings are generally detached or semi-detached, are set back from the pavement and usually feature front and back gardens.

**New development in the suburbs character area should be consistent with existing development and be built between 20-40 dwellings per hectare.**

### Waterside

The waterside character area features a lower number of residential properties in comparison to the town centre, urban neighbourhood, and the suburbs. Residential development takes place in the form of ribbon development and cul-de-sacs. Existing development is between 20-40 dwellings per hectare.

**Should any new development take place in the waterside character area it should be built at between 20-40 dwellings per hectare.**

### Industrial

At present there is no residential development within the industrial character area and this is not expected to change.

### Agricultural

The only dwellings in the agricultural character area are either currently used as part of a farmstead or where historically related to agriculture and have now being detached from their former use. Development in this character area is isolated and low density.

It is not expected that new residential development will take place in this character area. Where sites within this area are allocated or secure planning approval they should be treated as if they were in the suburbs character area.

## Design Code B2

### Types and forms

Each character area has different types and forms of buildings. Generally there are consistent types and forms most prevalent in each character area. Some types and forms are found in more than one character area, such as larger detached dwellings or terraces, which feature in most character areas although these vary in terms of how common they are in each area.

To ensure that new development responds to and reflects the character of the area it is in, it is important that the type and form of buildings is consistent with its surrounding context and the wider character area more generally.

Character area	Type and form
Town centre	2-3 storey long and short terraces and unique joined buildings set to the street frontage
Urban neighbourhood	1-2.5 storey rows of terraces or semi-detached homes with small set-backs from the street
Urban neighbourhood south	Larger 2 storey detached homes
Suburbs	2-3 storey semi-detached and detached family homes with front gardens and driveways
Waterside	2 storey rows of terraces and semi-detached and detached homes on cul-de-sacs
Industrial	Large single storey units
Agricultural	Isolated farmsteads

#### Town centre

Development is generally 2-3 storeys in height and is set towards the street frontage. Buildings are usually joined in either long or short terraces or in blocks of unique buildings. There are some examples of semi-detached or detached buildings.



#### Urban neighbourhood

Development is generally 1-2.5 storeys in height and is set back from the street with a small front garden. Building types include long terraces, rows of semi-detached homes and some individual detached properties. In the south around Baysgarth Park properties tend to be larger detached homes set in more space.



### Suburbs

Development is generally 2-3 storeys in height and is set back from the street with front gardens and driveways. Buildings are mainly semi-detached or detached family homes set in more space than in other character areas.



### Industrial

Development is mainly large single storey industrial units set back from the street surrounded by planting and vegetation.



### Waterside

Development is mixed between long and short rows of terraces in ribbon development and semi-detached and detached homes in cul-de-sacs. There are some examples of larger detached buildings, some of which have been converted from former uses.



### Agricultural

Development is generally 2 storey isolated farmsteads and associated agricultural buildings and sheds. These are usually set within the open landscape and are designed for function.



## Design Code B3 Blocks

A connected network of streets defines a series of blocks for development. Built development blocks define the edge, and the three dimensional enclosure of street spaces and their uses help to animate them.

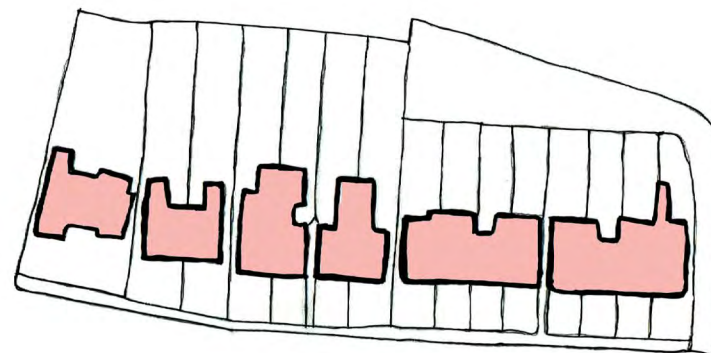
### Town centre

Development is generally in perimeter, terraced or courtyard blocks within the town centre. Frontages face the street and help to animate the blocks. Access to the rear of buildings is maintained at intervals for servicing and access which is restricted. Buildings are usually tight within these blocks and are of medium to high density.



### Urban neighbourhood

Development blocks are predominantly terraced or informal. Where blocks are terraced rear access is provided through alleyways. Some newer development within the Urban Neighbourhood is more informal and less rigid.



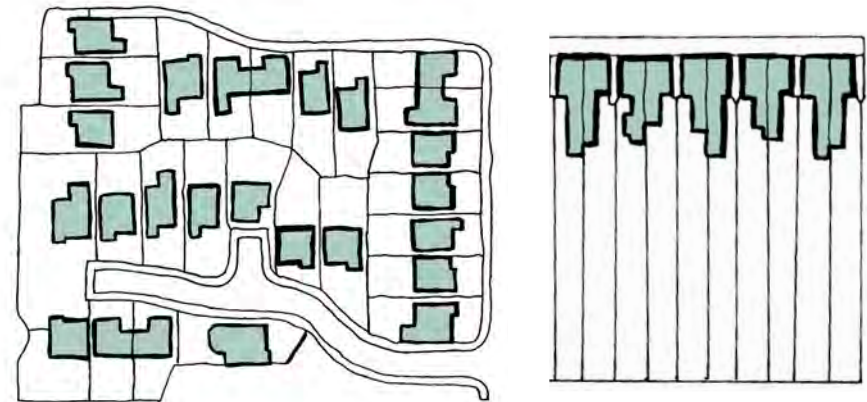
### Suburbs

Development blocks within the suburbs are mainly informal, and feature a variety of cul-de-sacs. Some areas use perimeter blocks where all development faces outwards and others face inwards.



### Waterside

Development blocks in the waterside character area are a mixture of terraced blocks and informal blocks.

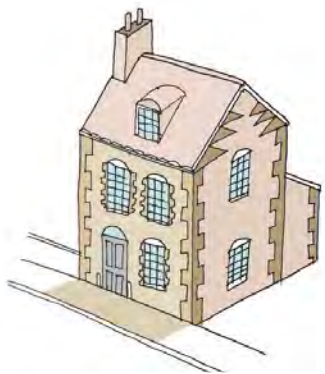


## Design Code B4 Building line

In each character area building lines vary. This is the distance and position of a building in relation to how far it is set back from the street and neighbouring buildings.

Character area	Building line
Town centre	0-2m from the street
Urban neighbourhood	0-3m from the street
Urban neighbourhood south	3-5m from the street
Suburbs	1-5m from the street
Waterside	0-5m from the street
Industrial	n/a
Agricultural	n/a

No set back.  
Building line  
meets the street.



Building set back several  
metres from the street  
allowing for a front garden.



### Town centre

The building line is generally up to the street frontage with little or no set back. There are some examples of small set backs of up to 2m in the town centre character area but these are not common. New development in the town centre should reflect the existing building line.



### Urban neighbourhood

Building lines in the north, east and west of urban neighbourhood character area of generally between 0-3m from the street. Where set backs exist the boundary treatment is usually a low brick wall sometimes with either planting or railings. Building lines in the south of the character area around Baysgarth Park vary but are usually around 3-5m with front gardens.



### Suburbs

Building lines in the suburbs character area are usually set back from the street by 1-5m, or more for larger detached properties. Streets have varied building lines due to non-linear street layouts used in the character area. This is a departure from the consistent building lines and street patterns found more centrally in Barton.



### Industrial

Building lines in the industrial character area are generally set back several metres from the street due to functional and access requirements. This is also so that secure fencing or planting can be included to provide visual buffers, security and parking.



### Waterside

Building lines in the waterside character area vary between fronting directly on to the street as found on long rows of terraces, small set backs of around 1m for larger converted buildings, and between 1-5m for semi-detached and detached homes found in cul-de-sac estates.



### Agricultural

There are no consistent building lines in the agricultural character area. Buildings were designed to be functional and most are set back away from streets or access roads.



## Design Code B5 Building heights

Building heights in Barton vary depending on the type of building and the character area it is in.

It is important that new development responds to its context and is of a height that is appropriate to its setting and neighbouring buildings.

New development in each character area should be of an appropriate height as set out below:

Character area	General building heights
Town centre	2-3 storeys
Urban neighbourhood	2-2.5 storeys
Urban neighbourhood south	2-2.5 storeys
Suburbs	1-3 storeys
Waterside	2-2.5 storeys
Industrial	n/a
Agricultural	n/a

### Town centre

Buildings within the town centre character area are generally 2, 2.5 or 3 storeys in height.

New development should be of an appropriate height that responds to its context and the surrounding buildings.



### Urban neighbourhood

Buildings in the urban neighbourhood character area are generally between 2 and 2.5 storeys in height.

Exceptions may be made where converting existing buildings into residential that are currently 3 storeys in height or where townhouses are included with integrated parking.



### Suburbs

Buildings in the suburbs character area are generally between 1-2.5 storeys in height. There are some examples of 3 storey dwellings such as town houses with integrated parking or blocks of flats and apartments. These can help with providing variety in terms of housing choice and variety and interest to the street scene.



### Industrial

Development in the industrial character area is predominantly 1 storey but given the functional nature of the buildings 1 storey may be the equivalent in height to 2-2.5 storeys.



### Waterside

Buildings in the waterside character area are predominantly 2-2.5 storeys in height.

Exceptions may be made where converting existing buildings into residential that are currently 3 storeys in height.



### Agricultural

Buildings within the agricultural character area are a mixture of heights depending on the function of the building. There are examples of 1-3 storey buildings. Some 1 storey development such as barns or sheds are the equivalent of 2-2.5 storeys in height.



# Identity

Identity relates specifically to local character and the design of buildings. It focusses on criteria such as materials, style of architecture and vernacular details that can contribute to unique and distinctive places. When designing any new building or place it is essential that a local contextual appraisal is undertaken to gain a critical understanding of these qualities and attributes. New development is not expected to replicate these details entirely, but should be informed by and respond to, or reinterpret these features.

This section of the design code covers:

- Local character



## Identifying local character

**Design decisions should be based on the results of local character assessment which should be undertaken as part of a site and context appraisal.**

**Designers of new housing developments, places, or extensions and alterations to existing buildings should spend time in the local area to gain a critical understanding of its distinctive qualities at an early stage in the design process. Good design draws upon local characteristics, either as a direct reference or as a thoughtful response to it. This should be demonstrated in a planning application.**

### **Identifying local character overview:**

#### **Vernacular design - Details, materials, colours**

New development should respect local characteristics such as building forms, materials, traditions and street patterns, and use these characteristics to inform the design response.

#### **Views**

Important views such as heritage assets, listed buildings or views of the surrounding countryside should be identified and retained.

## Design Code 11 Local character

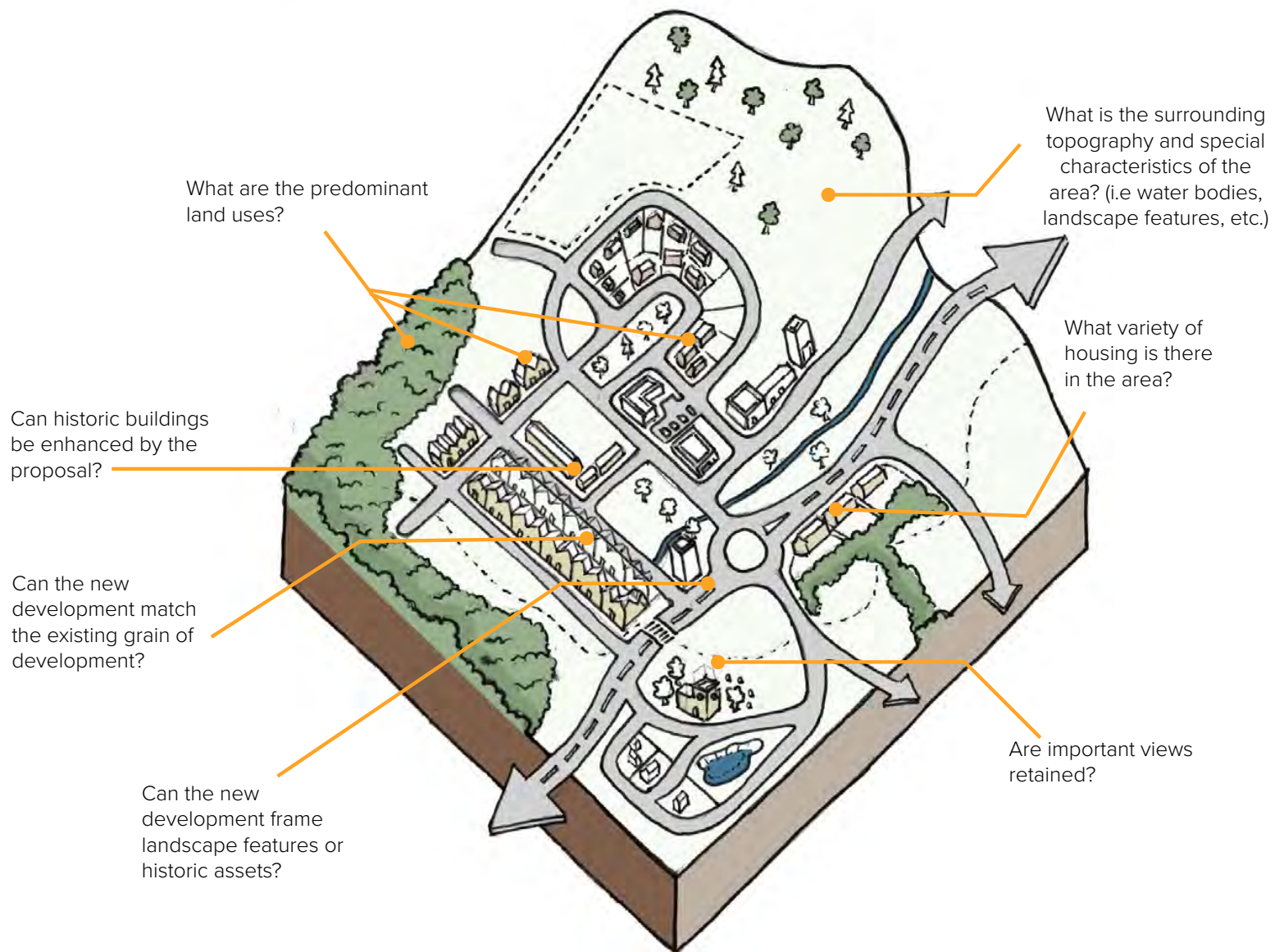
New development should be informed by a local character appraisal and should respond to the distinctive qualities of its place.

Architectural and building details, materials and colours should work positively with the surrounding built environment to ensure that the proposal sits harmoniously within its context. Details such as the proportion and location of fenestration should reflect those of neighbouring buildings.

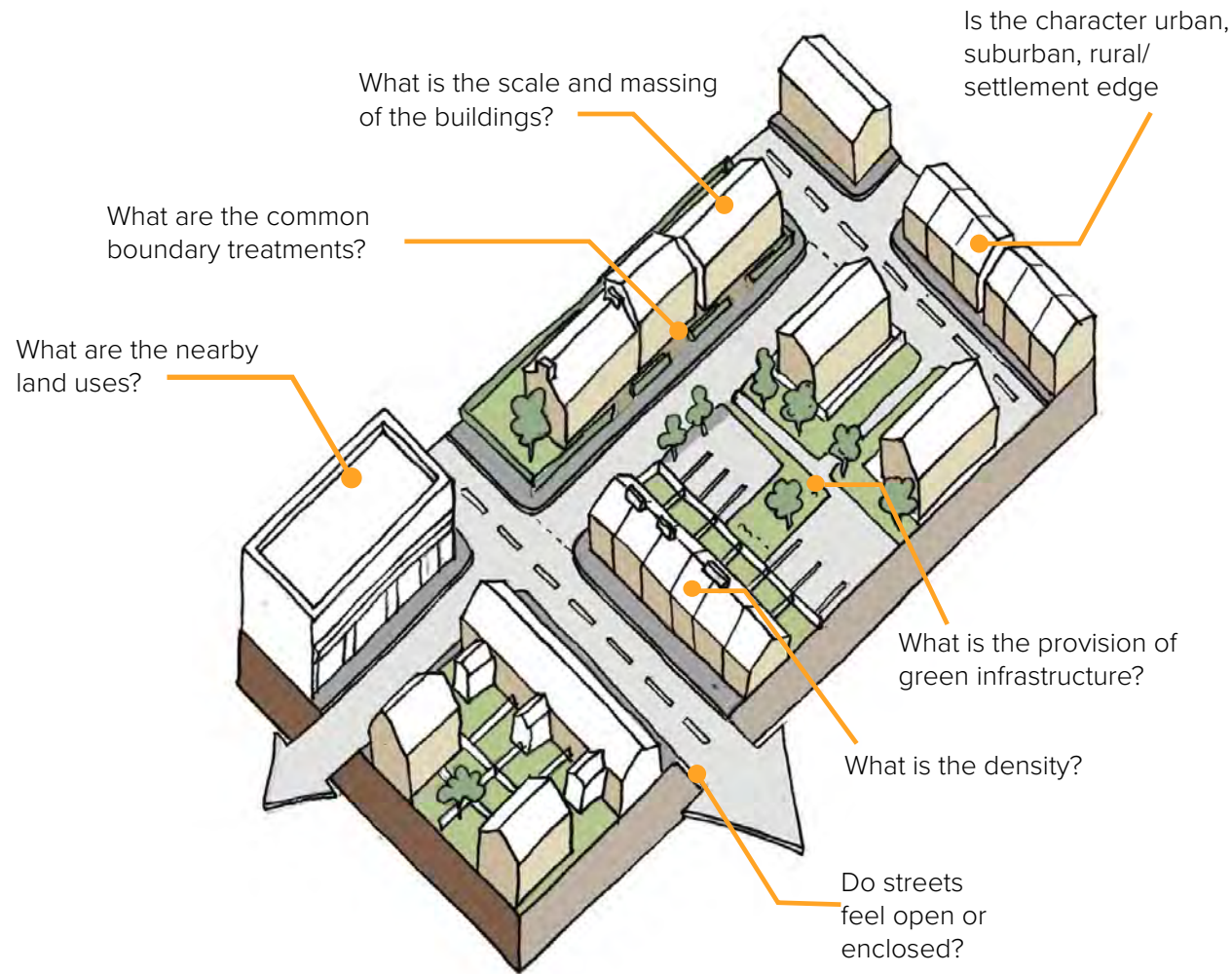
Where surrounding development is of low or poor quality, design teams should seek to enhance and uplift the quality of design in this area. This is not justification to replicate existing poor design or to introduce a new type of character that is alien to the town.

## Neighbourhood Scale

Ask yourself...

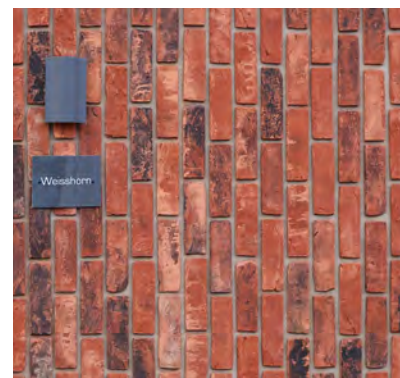
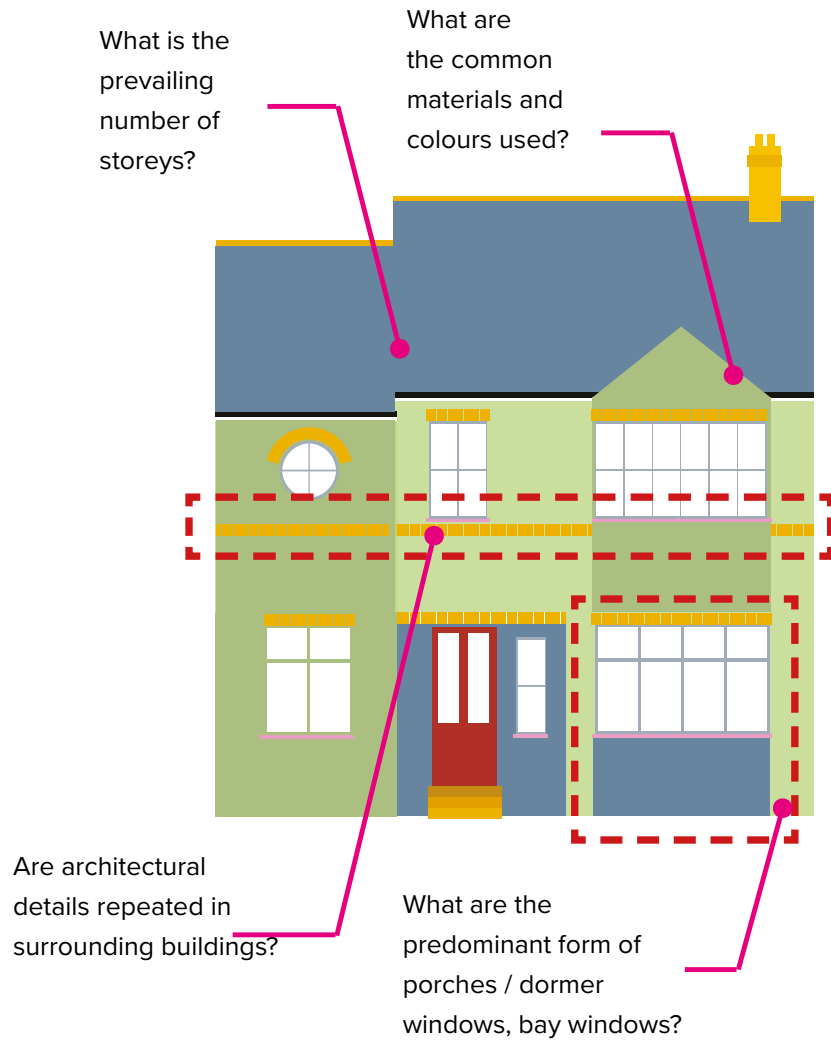


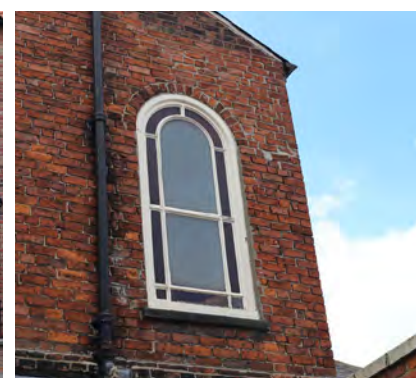
## Street Scale Ask yourself...



Examples of street character throughout Barton

## Building scale





# Homes

New homes should be designed to meet the needs of occupants both now and in the future. Homes should support the day-to-day lives of people and provide practical and flexible spaces.

## Day-to-day activities

This section of the design code covers:

- Gardens and amenity space
- Internal space standards
- Outdoor storage
- Accessibility
- Design for dementia
- Sustainable design



## Design Code H1

### Gardens and amenity space

New homes should include suitable provision of outdoor amenity space, such as a private rear garden. Access to external amenity space is important to people's health and wellbeing, but also provides vital space to support day-to-day activities. Private or shared (depending on property type) amenity space should be practical and usable providing space for recreation/play, drying clothes, and food growing, whilst improving biodiversity and reducing surface water run-off. The level of private outdoor amenity space should be commensurate with the size of the property and the needs of its occupiers.

Existing private amenity space throughout Barton varies depending on the character area the home is in and the type and size of home. Generally homes within the town centre and urban neighbourhood have smaller private outdoor areas due to the density of development, with more generous provision in the suburbs character area. However there are exceptions to this with several examples of homes within the town centre that have large walled gardens, and some homes in the suburbs character area with smaller rear gardens.

Where homes have a narrow frontage, such as a terraced home, meeting these minimum garden sizes may result in a long narrow garden. Examples of this can be found on the eastern side of Queens Avenue which has average garden sizes of 100m<sup>2</sup> and on the southern side of Westfield Road which have gardens around 500m<sup>2</sup>.

The table opposite sets out minimum garden sizes for different types and sizes of homes.

Property type / size	Minimum rear garden size
One - two bed	60m <sup>2</sup>
3 bed +	100m <sup>2</sup>
Flats / apartments	25m <sup>2</sup> per dwelling

## Design Code H2

### Space standards

New properties should to be designed to provide sufficient internal space in line with Nationally Described Space Standards.

It is important that new homes provide adequate internal space for the following reasons:

- Suitable space for storage
- Space to study or work from home
- Ensure rooms are usable and adaptable
- To ensure that furniture fits in rooms
- Health and wellbeing of families
- Privacy within the home
- Space for cooking and food preparation
- Space for family dining
- Circulation and ventilation

The standard requires that:

- a. the dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1 on the opposite page
- b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom
- c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m<sup>2</sup> and is at least 2.15m wide
- d. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m<sup>2</sup>
- e. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
- f. any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m<sup>2</sup> within the Gross Internal Area)
- g. any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
- h. a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m<sup>2</sup> in a double bedroom and 0.36m<sup>2</sup> in a single bedroom counts towards the built-in storage requirement
- i. the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area

**Table 1 - Minimum gross internal floor areas and storage (m<sup>2</sup>)**

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Table 1 from Technical housing standards – nationally described space standard.

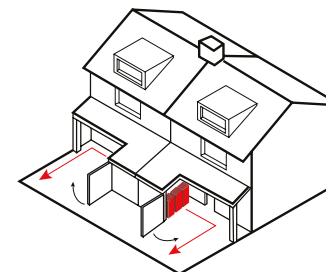
## Design Code H3 Outdoor storage

Cycle and bin stores should be integrated into the front garden or to the side of the home and should be screened from the street.

Bin storage must be adequately provided for with each dwelling having sufficient space for 4 recycling bins. Adequate space must be available for bins to be wheeled to collection points easily.

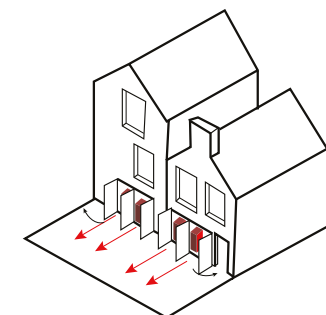
The location of individual and communal bins should be considered from the outset in all proposals, with a clear design strategy outlined.

Bins should not be visible from the streetscape and the location of and access to bin storage should encourage households to bring in their bins directly after collection. High quality and robust materials should be used for bin storage that tie into surrounding materials and detailing.



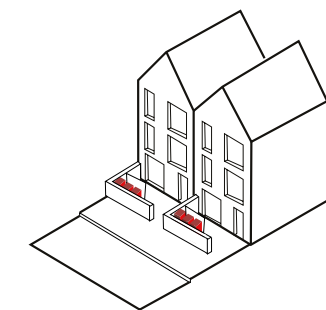
### Storage integrated into porch

Bins are stored adjacent to front doors, integrated into a wide porch.



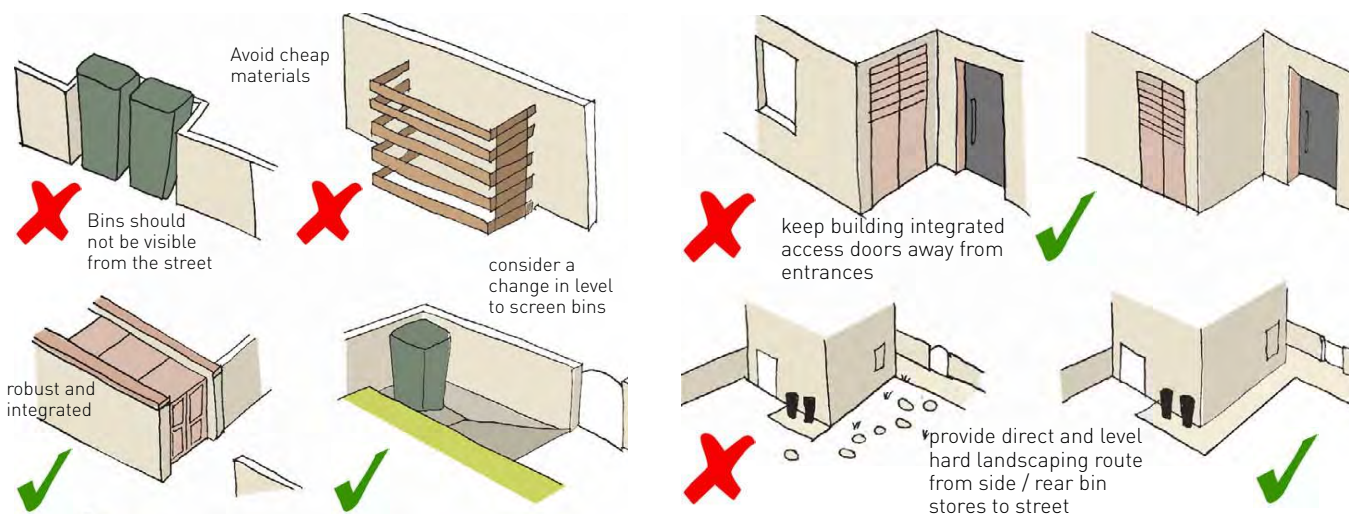
### Storage behind garage-type door

Bins are concealed from the street by screens that respond to the architecture of the home.



### Storage in front of homes

Bins are kept in screened purpose-built stories in front of homes along the property boundary.





## Design Code H4

### Accessible homes

The Barton Upon Humber Neighbourhood Plan encourages new housing developments to include dwellings built to accessible dwellings standards. This is to ensure that properties are inclusive, accessible and suitable for the changing needs of occupants. Accessible dwellings are comfortable and convenient for users and supports a variety of needs throughout the life of occupants.

This section visually demonstrates how accessible dwellings principles can be embedded in designs at the initial conceptual design stage. When these design considerations are included at the initial design stage it can lead to no or minimal additional costs when compared to the costs of retrofitting existing properties to meet these standards.

Development to these standards are not mandatory but are strongly encouraged.

Accessible dwellings criteria includes:

1. Parking (width and widening)
2. Approach to dwelling from parking (distance, gradient and widths)
3. Approach to all entrances
4. Entrances
5. Communal stairs and lifts
6. Internal doorways and hallways
7. Circulation space
8. Entrance level living space
9. Potential for entrance level bed-space
10. Entrance level WC and shower drainage
11. WC and bathroom walls
12. Stairs and potential through-floor lift in dwelling
13. Potential for fitting of hoists and bedroom / bathroom
14. Bathrooms
15. Glazing and window handle heights
16. Location of service controls

### Glazing and Window Handle Heights

To allow a reasonable view from the living spaces, the windows glazing should start no higher than 800mm above floor level. There should also be potential for a 750mm wide approach route to the window to enable a wheelchair user access.



### Circulation space

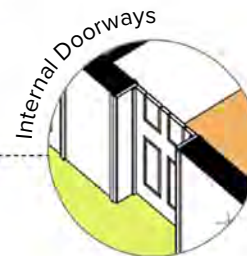
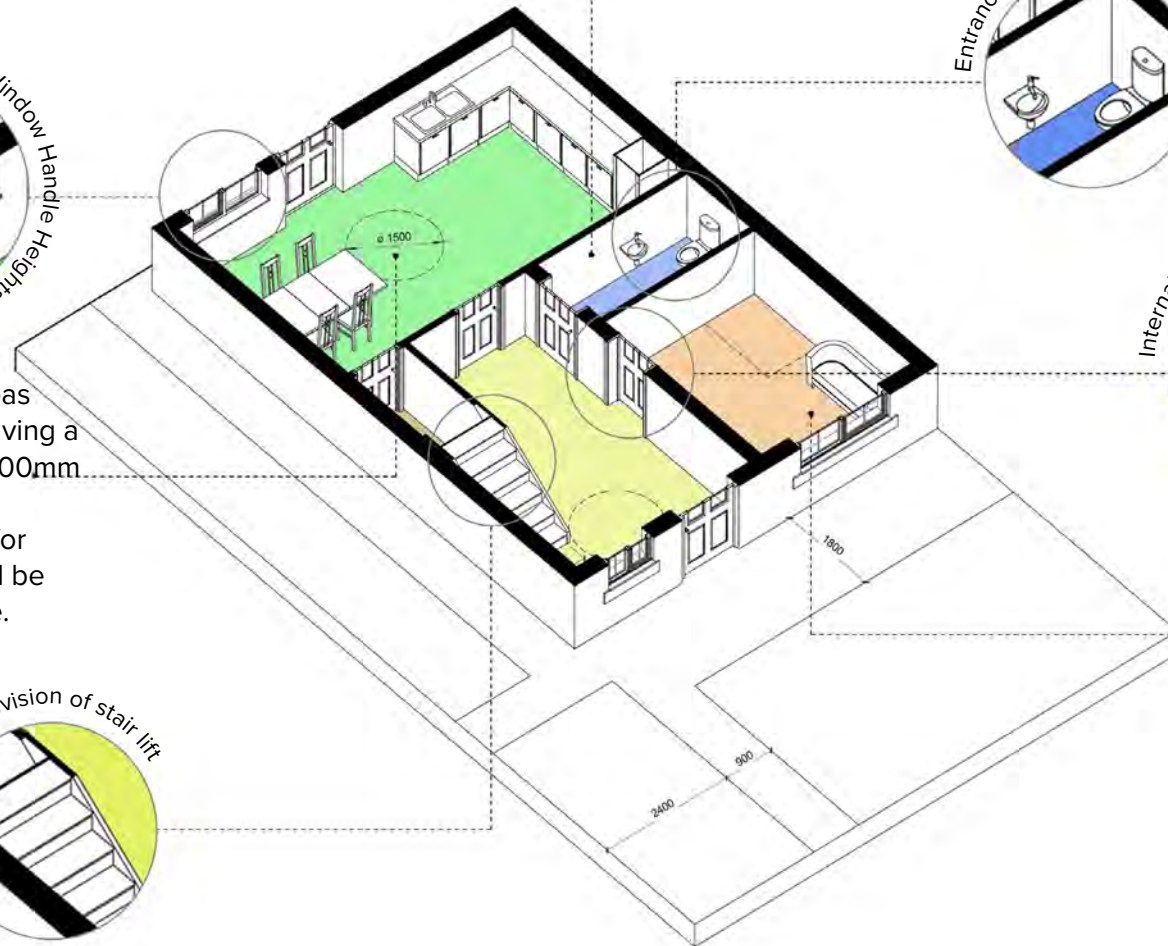
Walls in all bathrooms and WC compartments should be capable of firm fixing and support for adaptations such as grab rails.



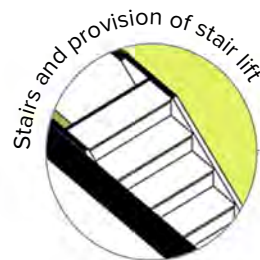
Where an accessible bathroom is not provided on the entrance level of a dwelling, the entrance level should have an accessible WC compartment, with potential for a shower to be installed.

### Circulation space

Living rooms/ dining areas should be capable of having a clear turning circle of 1500mm diameter. Furthermore, basic circulation space for wheelchair users should be implemented elsewhere.



The minimum clear opening width of any doorway within a dwelling, when the approach to the door is 'head on' is 750mm.

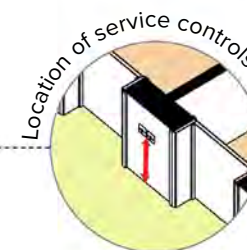
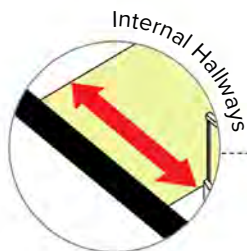


The existing stairs should have the potential for stair-lift installation without significant alteration or reinforcement. A clear width of 900mm should be provided on the stairs.

### Potential for entrance level bed-space

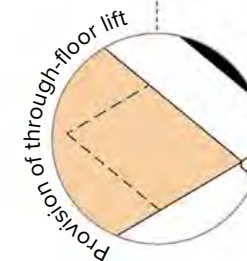
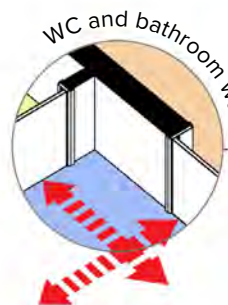
In dwellings with two or more storeys, with no permanent bedroom on the entrance level, there should be space on the entrance level that could be used as a convenient temporary bed-space.

Movement in hallways and through doorways should be as convenient to the widest range of people. If the dwelling provides adequate door opening widths the minimum width of any hallway/ landing in a dwelling is 900mm.

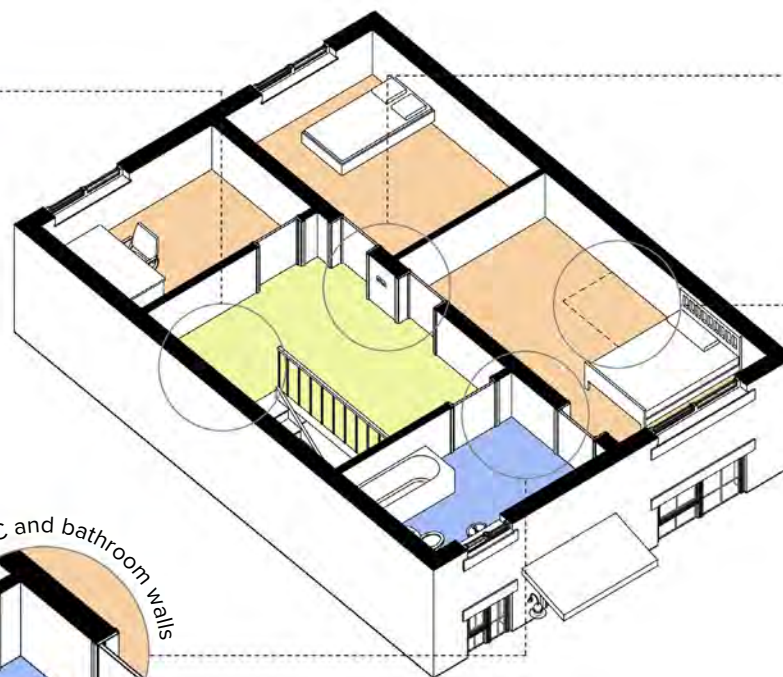


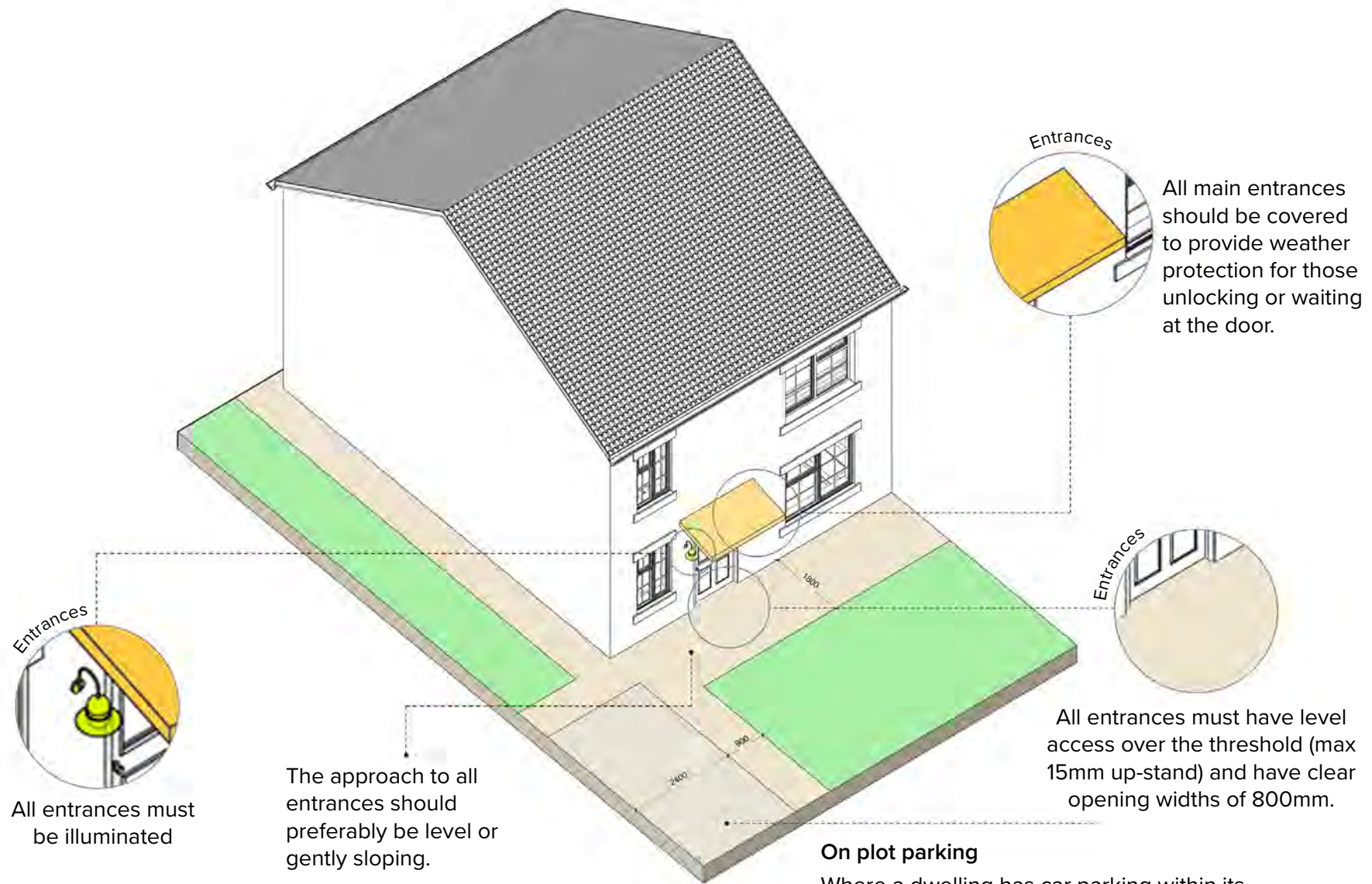
Location of service controls should be within a height band of 450mm to 1200mm from the floor level and at least 300mm away from any internal room corner.

An accessible bathroom should be provided on the same storey as a main bedroom.



A suitable identified space for a through the floor lift from the entrance level to a storey containing a main bedroom and bathroom is required. The minimum space allocated should be 1000mm x 1500mm.





Entrances

All entrances must be illuminated

The approach to all entrances should preferably be level or gently sloping.

Entrances

All main entrances should be covered to provide weather protection for those unlocking or waiting at the door.

Entrances

All entrances must have level access over the threshold (max 15mm up-stand) and have clear opening widths of 800mm.

**On plot parking**  
Where a dwelling has car parking within its individual plot boundary at least one space length should be capable of enlargement to achieve a minimum width of 3300mm.

# Designing for dementia Homes

Barton aspires to be a dementia friendly town, where affected residents can feel supported and safe in their homes, neighbourhood and around town. Housing developments in Barton should aim, where possible in their design, to be dementia friendly to allow inhabitants to maintain independence, reduce loneliness and boost confidence.

## Key Principles

- Housing developments should be designed to allow residents with dementia to live successfully within them. This includes both external and internal design considerations.
- Housing designs should be considered against a set of key headings. These include:

**Setting and Arrival**  
**Access and Circulation**  
**Living Spaces**  
**Specifications**

- This is not an exhaustive list, and other specific considerations may need to be examined.

## Setting and Arrival

### Integrated and Memorable

- Locations for dementia friendly housing should be carefully considered to make sure that residents can easily access transportation, local services and the local community. Any reliance on using cars should be avoided.
- Housing should be designed to fit seamlessly into the neighbourhood. 'Institutional' external appearances should be avoided.
- External ramps, lighting and access/boundary gates should be carefully designed to minimise perceived barriers to entry.
- Entrance routes should be clearly visible and easily identifiable through the use of distinct planting, colours or materials.
- In multiple unit developments, wayfinding markers such as corner buildings or changes in material should be used to allow residents to easily navigate the site and identify their home.

## Access and Circulation

### Approachable and Safe

- Entrance doors should be clearly visible and painted in recognisable colours. Areas adjacent to front doors should contain space for visual reminders such as numbers or graphics.
- Entrances to the front and rear should be level and step free.
- There should be good visual access between different rooms to provide a sense of comfort and visual access and to give cues for movement between spaces.
- Internal circulation routes should be clear and legible. Circulation routes should be well lit, and use different colours or materials (on walls) to assist with wayfinding.
- Floor finishes should avoid changes in colour which may be perceived as a change in level. Low sheen products should be used to minimise glare which may be disorienting.



Clear and identifiable entrances



Individual painted doors in courtyard

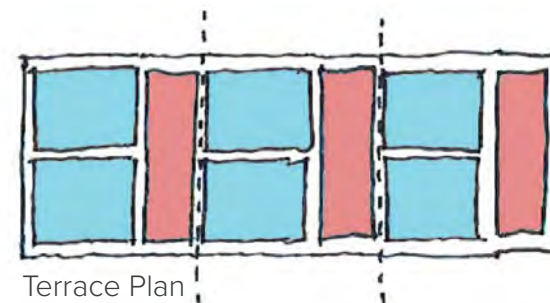
# Designing for dementia Homes

## Living Spaces

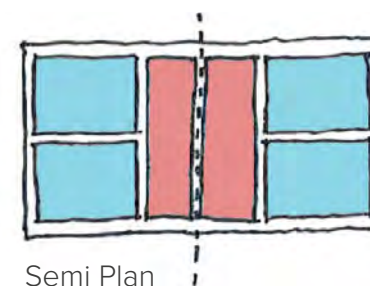
### Understandable and Manageable

- Designs should combine open plan layouts which enhance visual access and the creation of calm and distinct spaces which can help with legibility. This can be done by zoning different areas within the house.
- Acoustic separation between adjoining properties and between individual rooms within the house should be sufficient to create calm and peaceful spaces.
- Specific walls in bathrooms and along staircases should be of a suitable construction to allow for the easy and secure fitting of handrails, grab rails and stair lifts.
- Natural daylight and ventilation should be maximised to connect residents to the external environment.
- Bedrooms and living rooms should be designed with good visual and physical access to toilet facilities, and views to gardens or other natural features.
- Safe, accessible and attractive outdoor space should be provided that is visible and easily accessed from the interior to promote outdoor activities.

- Living rooms, kitchens and bedrooms should provide adequate spaces for carers to assist with food preparation, mobility and administering treatment. Adequate space should be provided around beds for seats to allow residents or visitors to sit.



use circulation & bathroom cores (red/brown) to separate living & bedroom spaces (blue) acoustically from neighbours



## Specifications

### Flexible and Adaptable

- Safety measures in the home should be designed to be as unobtrusive as possible to avoid an 'institutional' feel.
- Internal details and fittings such as handles, taps and switches should be visible and of conventional design to allow residents to recognise them (eg. avoid handleless kitchen cupboards).
- Heating and ventilation systems should be simple and easy to use. Avoid complex/programmable thermostats.
- Choose colours and materials that are natural, calming and easy to maintain.
- Create flexible and adaptable space to cater to the changing needs of the residents. 'Lifetime Homes' or similar enhanced accessibility standards should usually be used to create layouts that are easily adaptable for lifetime use at minimal cost.
- Ensure good acoustic separation between dwellings. Plan quieter circulation or bathroom spaces adjoining neighbouring living spaces to minimise opportunities for noise transference.
- Use consistent colour/style floor finishes throughout and contrast on vertical surfaces for doors and other objects/obstacles.
- Above principles can be applied to other dwelling types such as apartments

## Designing for dementia

## The Dementia Friendly House - Example 3 Bed Semi / Terrace

clear view from living spaces to rear garden  
- level access to outside

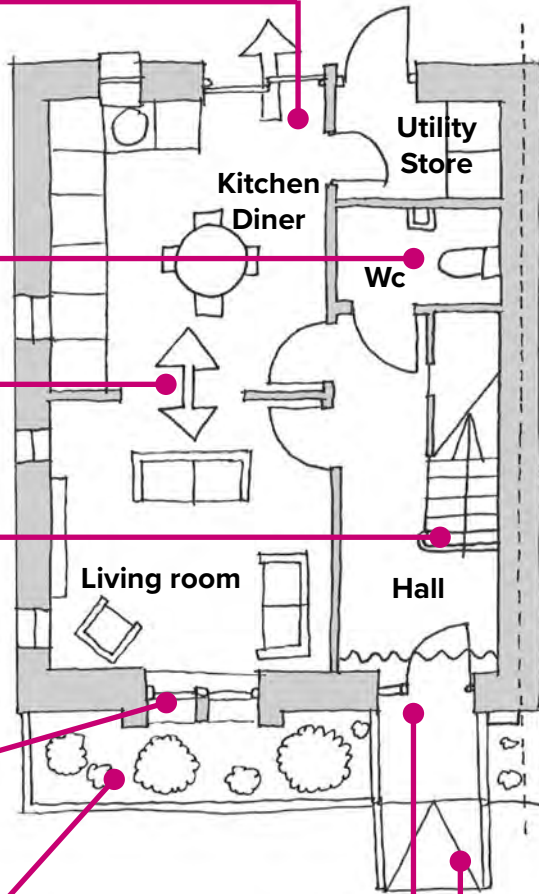
accessible WC. Toilet doors should be differentiated in colour from other doors

views through living spaces to improve comfort and wayfinding

straight stair run with identifiable end and primed for future stair lift

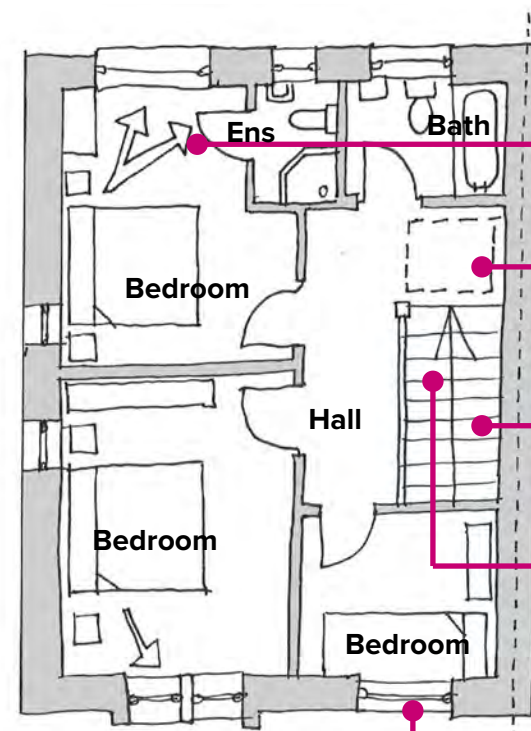
high levels of natural sunlight to provide a link to time of day/ time of year

contrasting planted area to improve views from inside and guide residents to path



brightly painted door with large visible numbers

level access from street to home



Direct visibility from bed to en-suite door to allow easy wayfinding

Skylight to top of stair to bring in natural light and define a clear landing

Straight stair run primed for future stair lift

Clearly identifiable route from top of stair to all rooms

Opportunity for view from bed to outside

## Retrofit Steps

### Step 1

- Paint front door a bright colour and include recognisable numbering lettering.
- Label cupboards, doors and storage items.
- Paint internal woodwork such as door surrounds in contrasting colours to encourage wayfinding.
- Paint rooms or their doors in unique colours to promote recognition.
- Increase planting in front and gardens to direct movement and provide natural visual stimulus.
- Hang 'Dementia Clock' to assist with time recognition.

### Step 2

- Install assisted living technologies and monitoring.
- Consider wireless systems to minimise impact.
- Install assistance aids such as rails and grab bars where needed.
- Secure rear private outdoor areas by improving fences, gates and other access points. Safe and controlled access to gardens is important to encourage independence and physical activity.
- Remove or relocate any loose obstructive items such as pots or garden furniture.

### Step 3

- Replace internal floor finishes to be continuous and a standard colour/texture. Remove any changes in colour in the floor and reduce reflectivity to minimise confusion.
- Replace window dressings to allow appreciation of external light and conditions.
- Install curtains at external doors which can be pulled to deter unplanned exit.
- Replace kitchen cupboard doors to include glass fronts to promote wayfinding and clarity.

### Step 4

- Replace windows for high thermal and acoustic performance minimising discomfort.
- Install level access shower to allow for independent washing.
- Fit new doors or widen existing doors to improve circulation and minimise confusion.
- Install ramp(s) to allow step free access from street to home and home to garden.
- Include skylights to bring daylight into darker areas of the home.

### Step 5

- Re-configure or open up internal rooms to allow visual access between spaces.
- Increase window and door openings to increase internal daylight levels.
- Create ground floor WC and shower space to provide easy access to sanitary facilities.
- Undertake landscape improvements to make gardens step free and to connect seamlessly to internal spaces.
- Add thermal and acoustic insulation to external or party walls to minimise noise disruption.

increasing cost and intervention

## Designing for dementia

In addition to creating comfortable home environments for residents living with dementia, the public realm must also cater to the needs of those living with the condition to promote confidence, independence and active lifestyles. The involvement of residents diagnosed with dementia in early design discussions is key to ensuring successful outcomes.

### Key Principles

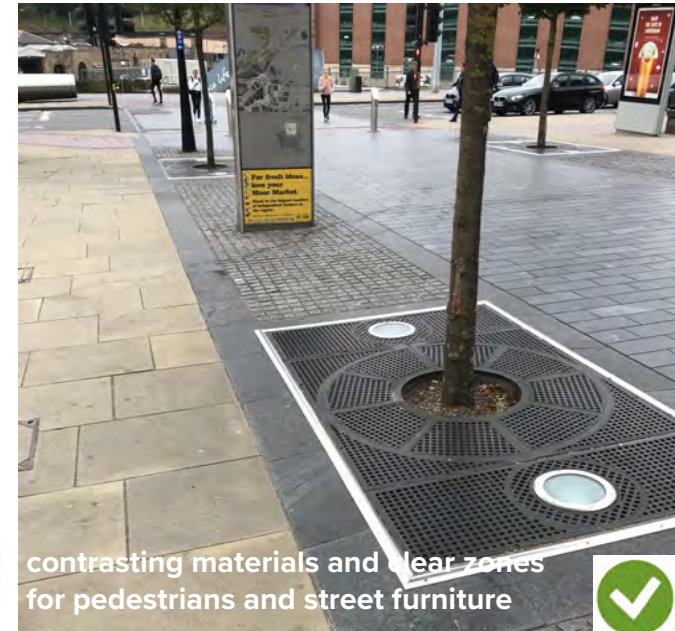
- Public realm in Barton should provide clutter free and clearly defined movement routes along natural desire lines to minimise confusion.
- Street furniture should be located in clearly defined 'corridors' and rationalised to avoid clusters of clashing materials and colours.
- Street furniture itself should be recognisable in relation to its function. Eg. slab benches in harder materials may not be recognisable as seats. Instead more conventional units should be used although these could still be contemporary in their design where appropriate.
- Street and pavement surface materials should be laid in continuous colours and finishes and avoid random changes in colour or shapes.

## The Public Realm

- Prominent patterns in paving that could cause visual disturbance should be avoided.
- Street planting should be incorporated in public realm schemes to provide vibrancy, colour and scent markers.
- Colour should be used in elements of the public realm to assist with wayfinding and recognition, creating clusters of distinctiveness.
- Uniformity & repetition in design should be avoided. Unique elements or markers along defined routes prompt memory responses.
- Steps should be avoided in the public realm and into public buildings to improve accessibility and minimise opportunities for tripping accidents.
- At thresholds to public buildings consideration should be given to colour and materiality. For example a black entrance mat may be wrongly perceived as a change in level or as a hole which will cause distress and confusion.
- Colour contrast should be used to indicate routes, entrances and changes in level, especially at the junction between pavement and road surfaces. Contrast should also be provided between horizontal and vertical surfaces, and elements of street furniture.



confusing patterns, shapes and differing materials plus obstacles



contrasting materials and clear zones for pedestrians and street furniture



planting for colour and scent in linear arrangement



coloured recognisable benches in green setting



# Designing for dementia

## The Public Realm

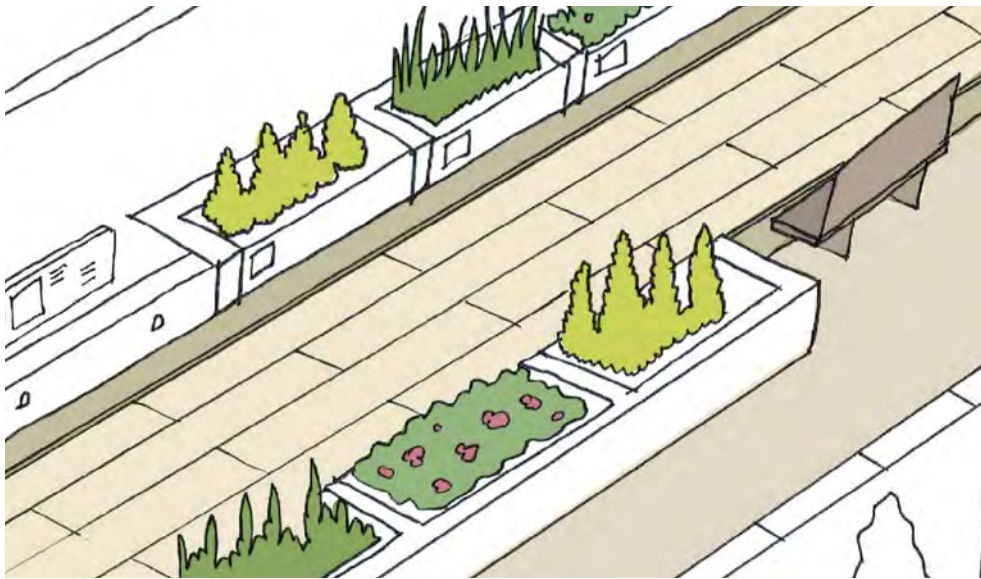
- Tapping edges should be provided to all pedestrian movement routes to allow those with sight impairments to successfully navigate the space.
- Spaces for socialising and clustered seating should be provided in the public realm to allow residents to meet.
- Orientation and siting of seating should ensure that it is located in sunny spots to maximise therapeutic benefits.
- Visual access to older and recognisable buildings can increase comfort. Public realm layouts should orientate views and routes towards Barton upon Humber's landmark buildings.
- Signage should be legible and understandable and provided at low level for those with sight or mobility problems.
- Designs for new public realm should consider sunlight at different times of day/year to avoid confusing shadows on the ground plane.
- Street lighting should adequately cover all elements of the public realm with more specific lighting to suggest the direction of travel or the main movement routes.



Grey to Green, Sheffield

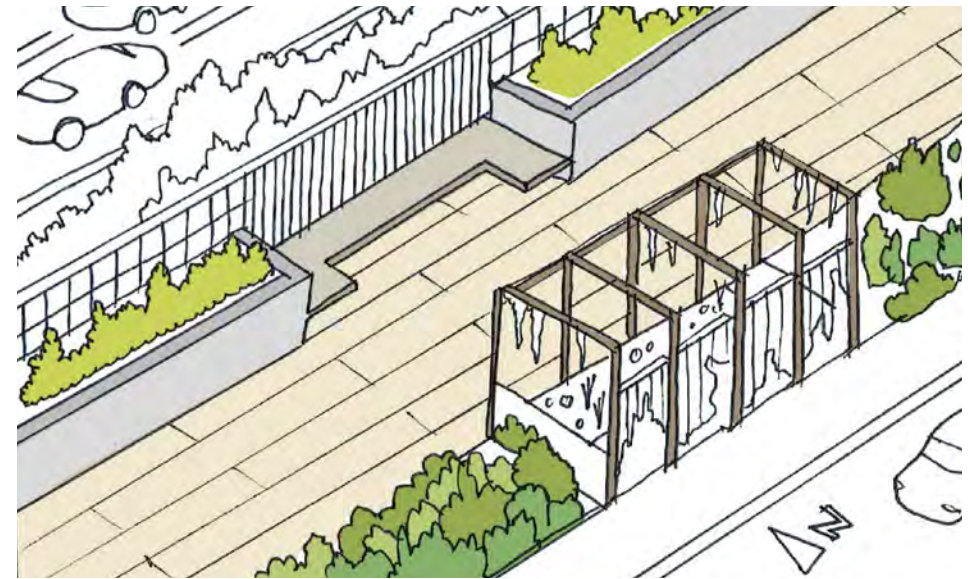
## Scentscape

New public realm should maximise on the potential links between scent and memory to create legible spaces for residents with dementia. Creating a route of specific and varied scents can allow users to locate themselves using all the senses.



## Quiet Zones

Loud and surprise noises can be alarming and disruptive to those with dementia. New public realm built elements and planting should be designed and located to provide acoustic screening from busy traffic routes or other noise sources to primary pedestrian routes or seating space.



## Sustainable Design

Designing buildings to be optimised for energy efficiency and water consumption helps to reduce running costs and minimises the use of resources.

UK Building Regulations and the Future Homes standard also address these issues, and the following principles are in addition to those set out elsewhere.

New developments should be designed to be sustainable in the widest sense of the word, in accordance with the National Planning Policy Framework, National Design Guide and National Model Design Code.

### Fabric first best practice

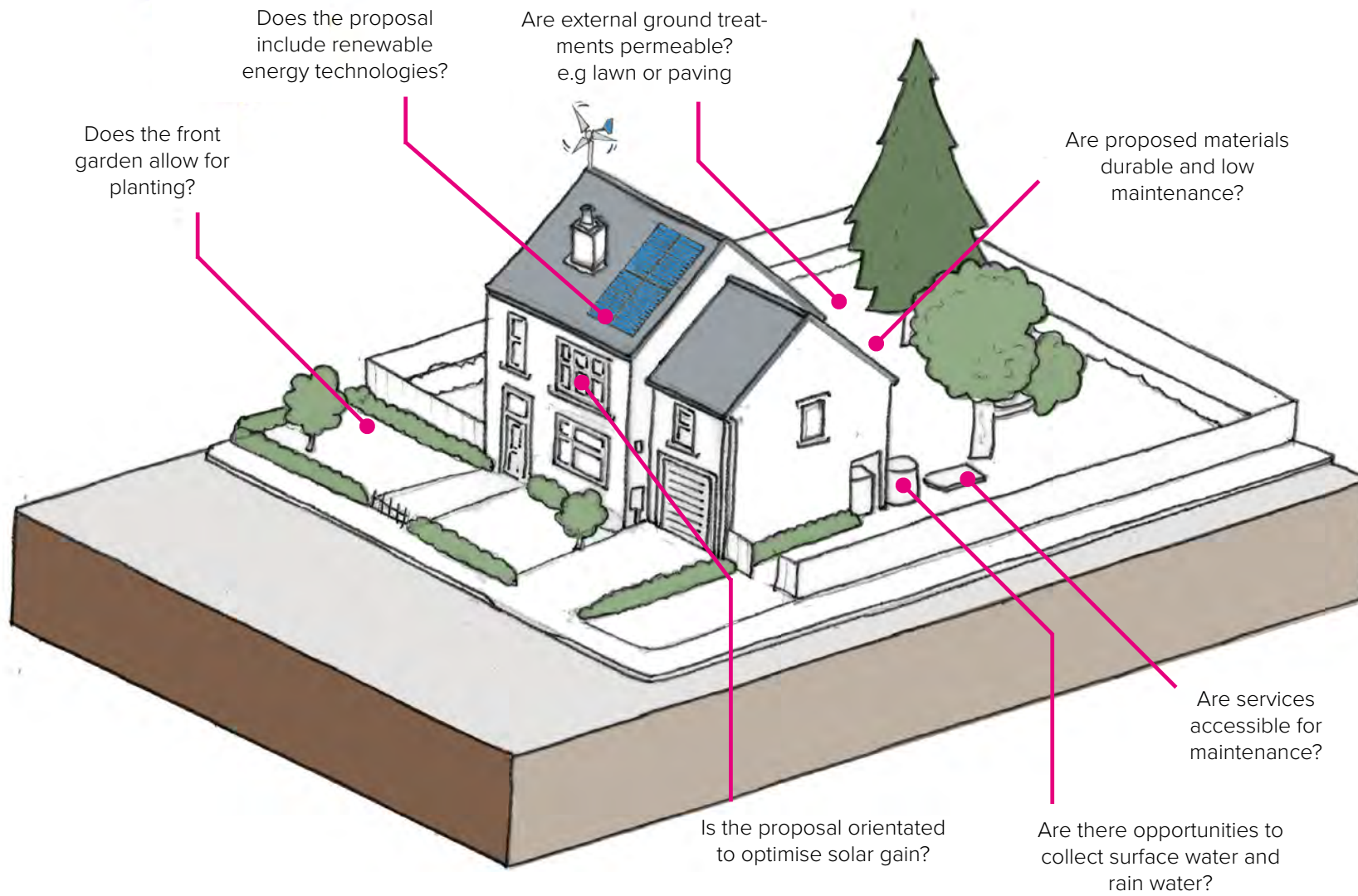
A fabric first approach to building design means maximising the performance of components and materials that make up the building fabric itself. This can help to reduce running costs, improve energy efficiency and reduce carbon emissions. The following methods should be employed when designing and constructing new buildings:

- Maximising air tightness
- Increasing levels of insulation
- Achieving solar gain through the provision of openings and ensuring their orientation is optimised
- Optimising natural ventilation
- Using the thermal mass of the building fabric
- Using materials that are durable and low maintenance

New dwellings should avoid creating north-facing habitable rooms and overuse of north facing glazing that is likely to make homes cold in the winter. The orientation of the dwelling and the location of the fenestration should maximise the benefits of passive solar gain.

### Renewable technologies

Renewable energy technologies are encouraged in all developments in Barton, both in new development and retrofitted to existing development. Technologies such as the installation of PV panels, ground or air source heat pumps, or small turbines are supported, where practical. In Barton's Conservation Area, applicants should check with North Lincolnshire Council to see what is permitted. Renewable technologies can help developments to generate, store and distribute energy sustainably, or reduce the amount of resources a dwelling requires.



# Appendix 1

A workshop was held on 2nd October 2023 to discuss priorities and potential design parameters for the St Mary's works site.

The site has been suggested by members of the community as a site that could be included in the Barton-upon-Humber Design Code.

The site is not currently allocated for development by North Lincs Council, nor does the Town Council wish to allocate the site for development as part of the NDP.

The site is currently designated as 'white land', with no formal status but it is felt that there is a likelihood of the site being subject to a planning application within the life of the NDP.



## St Mary's Works Site Brief

The 2nd of October 2023 workshop session was attended by Town Councillors, North Lincs' planning officers, and the NDP consultant.

A walk around the boundary of the site was undertaken to better understand the site and its context. The attendees did not access the site itself.

The site has been subject to several applications over the years for residential development and the demolition of existing and previous industrial buildings on site. The site is centrally located in Barton and could make a positive contribution to the town should it be developed in a manner that is well designed.

## Site Development

The earliest development of the site was a series of properties to the south, fronting Soutergate. The cycle works developed at the east side of the site at the turn of the 20th century.

This expanded to take up the rest of the site in the following decades. After cycle production moved in the 1980s the site has been gradually cleared.

The Hopper building on Marsh Lane has now been converted to residential use.



1 1897



2 1908



3 1953



4 2015

## Site Constraints

The site has several constraints including:

**Flood zone** - the majority of the site lies within a flood zones 2 and 3, with the risk of flooding increasing towards the north of the site.

The site contains areas deemed to be in flood zone 2 (0.1% – 1% chance of flooding from rivers or between 0.1% – 0.5% chance of flooding from the sea in any year), and flood zone 3 (a 1% or greater probability of flooding from rivers or 0.5% or greater probability of flooding from the sea).

**Brownfield land with potential contamination** - as a former factory site there is a risk that the ground contains pollutants.



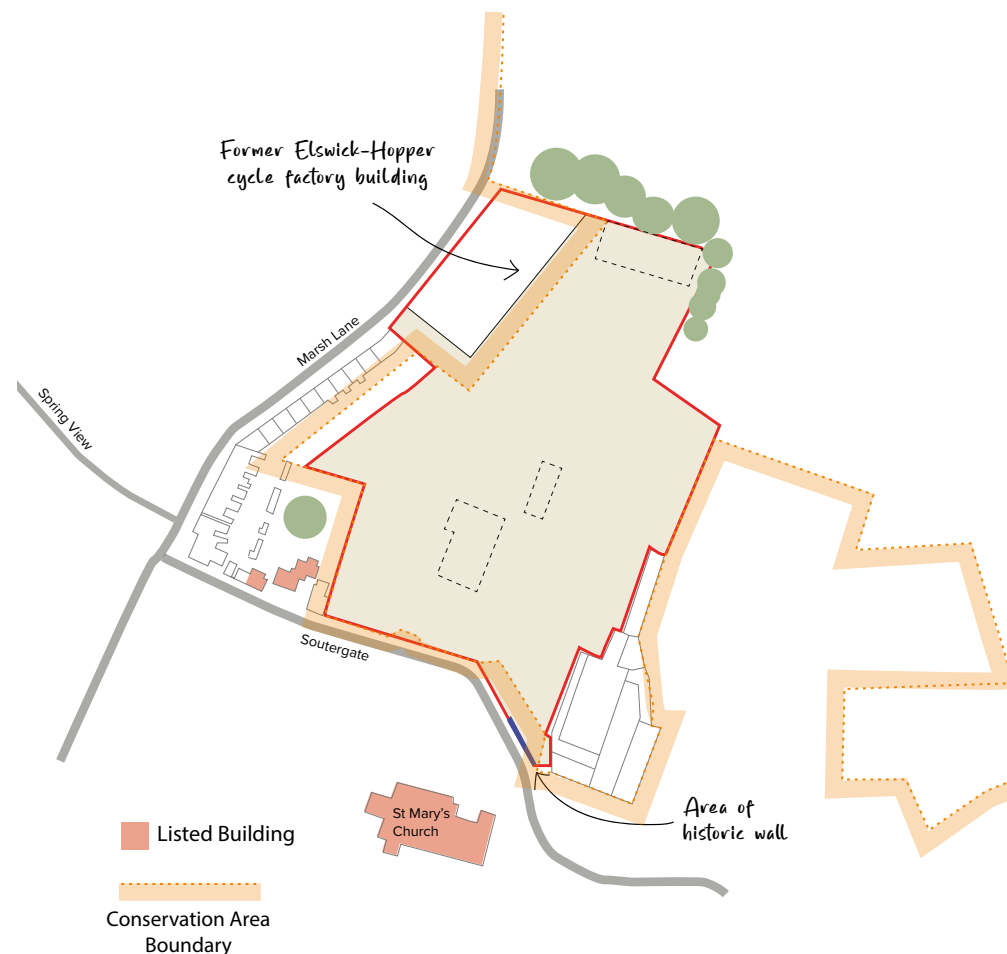
## Site Constraints

**Conservation area** - the site is surrounded to the east, south and west by the Barton Conservation Area. The Elswick Building and area of historic wall are located within the conservation area.

The site is also close to St Mary's Church, a Grade I listed building, and two listed properties on Soutergate. Any development within the site should respond positively to the special architectural and historic interest of the surrounding area.

**Potential archaeological remains** - the site is located near to the 12th Century St Mary's Church, and just to the north of the historic core of Barton. St Peter's Church which dates back to between the 9th and 10th Century is also around 200m south-east from the site.

Parts of the site have a high potential for remains of local importance due to Barton's development history of the Soutergate frontage from the late Saxon period onwards.



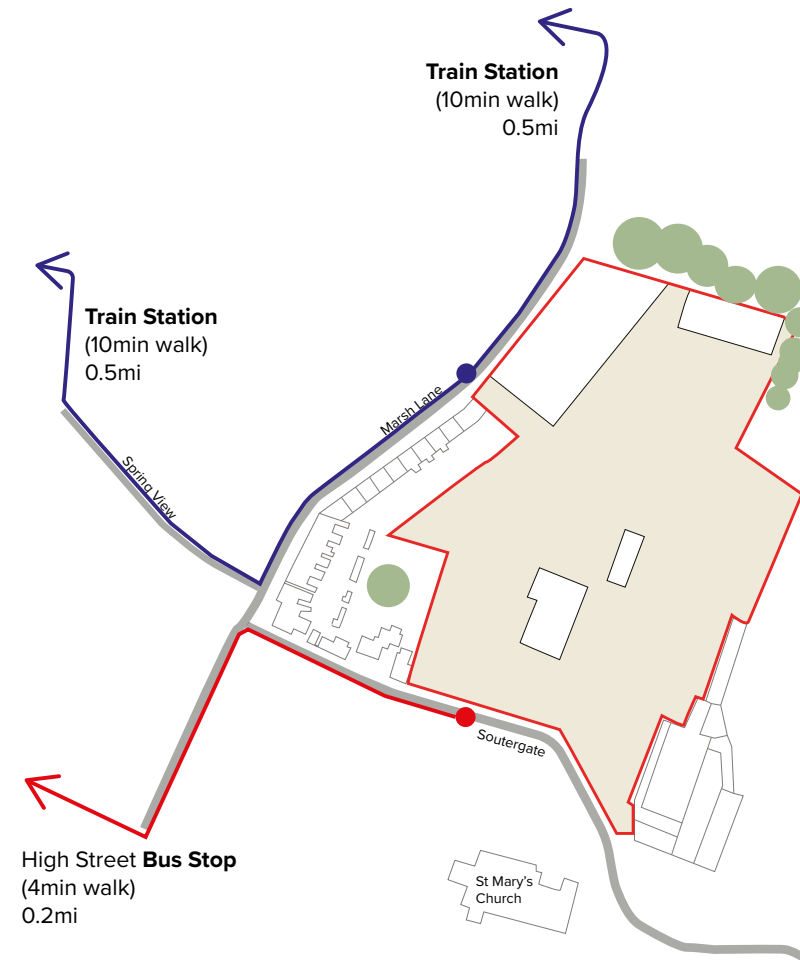
## Design Parameters

Key considerations arising from workshop:

**Flooding.** The design of any proposal on the site should take flooding into account. This presents opportunities to develop flood-resilient house types with sacrificial ground floors with habitable rooms moved above ground floor. Services should also be located above ground floors. This might include homes with ground level integrated parking spaces.

The northern part of the site has a greater risk of flooding and this could be used to accommodate car parking, such as parking courts to support flats/apartments on site. The site should incorporate sustainable drainage systems (SuDS) to help mitigate the risk of flooding and to improve water management which could be incorporated into areas of open space and soft landscaping.

**Access.** This could be achieved from Marsh Lane, with the potential to open up the former access point on Spring View to create a site with improved permeability and connectivity. Given the proximity to the train/bus interchange and the central location this scheme could be a low-car scheme that promotes and encourages walking, cycling and public transport.



## Design Parameters

**Heritage** – the southern boundary of the site is within the conservation area. The treatment of the southern edge onto Spring View/Soutergate should be of no more than two storeys in height and the building line should respond to existing properties on Spring View which are tight to the pavement with no front gardens or defensible space.

This is a defining characteristic of properties within the conservation area on the existing properties to the south of the site's boundary.

Views to St Mary's Church tower and nave should be retained and maximised from within the site. Historic sections of walls on Soutergate / Spring View should be retained.

The retention of the Elswick Building is encouraged, this could be used to accommodate flats/apartments with associated green space and parking located to the northern edge of the site.

