



Grimsby West

Masterplan document

September 2025



Harworth

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Introduction

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1 Introduction

1.1 Document overview

This vision and masterplan document has been prepared by Node to set out the design rationale for the creation of a new community at Grimsby West, a strategic housing allocation in the North East Lincolnshire Local Plan.

The masterplan is intended to provide guidance to influence and coordinate future planning applications, and provide a clear framework to inform discussions regarding section 106 /section 278 obligations. The masterplan will be a material consideration in respect of any planning application received for the allocated area as per Local Plan Policy.

The purpose of this document is to provide a summary of the contextual background and technical information that has supported the design development process that has been undertaken for the

site, before presenting the resultant design principles, framework masterplan and elements of detail that will help ensure a placemaking approach will be achieved.

This document has been updated following an external design review with Design Yorkshire. A separate design compliance document has been prepared which sets out how we have responded to the external design review.

1.2 Our approach

We put people first.

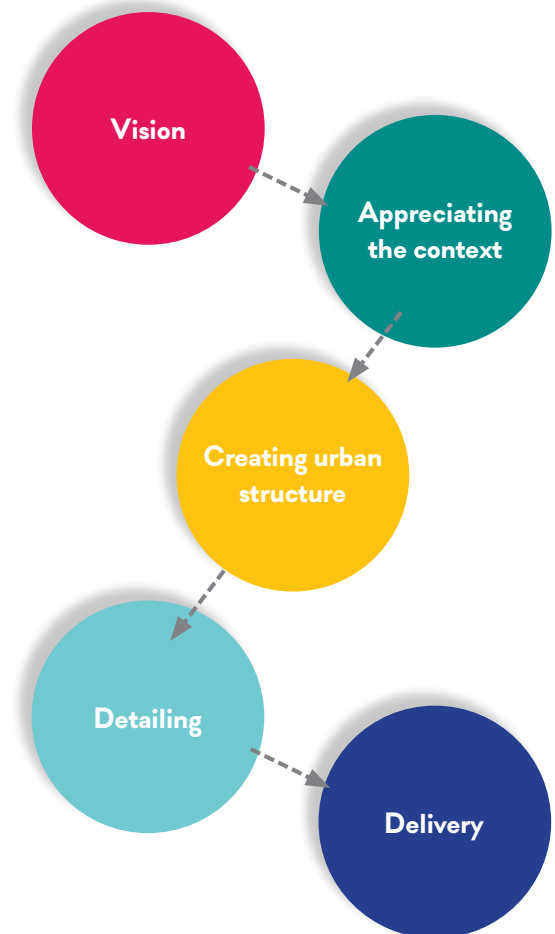
Putting people at the heart of everything we do means designing places that are practical and a joy to be in.

Our approach is to think strategically and consider all projects as pieces of a wider jigsaw of place.

We believe in appreciating the context of place, truly understanding local identity and articulating a strong Vision, objectives and principles before we develop the detail of a design.

Our approach to masterplanning commissions, set out in the adjacent diagram, follows a best practice framework first established by Design Council CABE.

This approach allows the design of a scheme to build logically and coherently, on an evidence base gathered from briefings, desktop review and first hand site and contextual analysis. It also ensures that we are able to communicate a strong and clear narrative to all stakeholders, from engaging with the local authority to undertaking community consultation.



1.3 The applicants

Harworth Group

Harworth Group plc is one of the leading land and property regeneration companies in the UK, owning and managing approximately 14,000 acres across around 100 sites in the North of England and the Midlands. They create sustainable places for people to live and work, delivering thousands of new jobs and homes in the regions.

M. F. Strawson Ltd

MF Strawson Ltd is a family owned property development and land management business. The company specialises in both commercial and residential property development. The company concentrates its activities in the East Midlands area and has completed a number of schemes in North East Lincolnshire.

1.4 Project scope

The scope of the project summarised in this report is as follows:

1. Demonstrate that the site is suitable for development of a Sustainable Urban Extension of 3,500 new homes.
2. Ensure the ability to deliver comprehensive, efficient and timely delivery of the housing development and essential infrastructure.
3. Ensure placemaking and design quality is achieved.
4. Enable effective stakeholder and community engagement.

1.5 Document format

This document sets out the design approach that has been applied to the site, and the resultant layout. Supporting evidence demonstrates how it meets the requirements of planning policy and achieves sustainable development.

An important measure in achieving these high standards will be how the development is able to create a true sense of place that responds to the context of Grimsby. In order to demonstrate how this sense of place could be achieved, the following key components have been considered and are presented in this document:

Understand the context

Chapter 2: Appreciating the context

This chapter demonstrates how the site's context has been understood and provides a summary of the analysis undertaken to inform the development of the masterplan.

Create a vision

Chapter 3: Vision

This chapter establishes an overarching vision for the site.

Engagement

Chapter 4: Consultation

A summary of the public and stakeholder consultation undertaken in developing the masterplan. A separate statement of community involvement has also been prepared.

Respond to the design principles

Chapter 5: Creating urban structure

Chapter 5 establishes a series of overarching design principles that positively respond to this process and sets out key frameworks and parameter plans.

Legend



Create contextual character

Chapter 6: Design response

This section provides design responses to the creation of character areas, hierarchy of streets, the Freshney Valley and bridge crossing, residential urban form, landscape character, appearance and materials.

Consider delivery

Chapter 7: Delivery

This chapter provides further details in relation to phasing, management, maintenance and stewardship.

Chapter 8: Next steps

This section will set out the programme for design guide, submission of an outline / hybrid planning application.



0 500
metres

figure 1.1 | 1:15,000 | site aerial



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Appreciating the context

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2 Appreciating the context

Overview

In order to create places with true sense of character we must first understand the place we are in. Character and sense of place go far beyond the colour of brick used on the buildings. Contextual cues can be found in every corner of the existing urban landscape, from the shape of public spaces, the organisation of streets, the relationship buildings have with one another, and of course, the materials and detailing those buildings are constructed with.

This section of the masterplan provides an overview of some of the key characteristics that shape the local built environment. These features, as well as others are expressed throughout all of the design work proposed to date.

This section should therefore be seen as both a summary of the evidence base used in the creation of the masterplan, and as a starting block for future detailed applicants to undertake their own contextual analysis.

In order to demonstrate how this sense of place will be achieved, the following evidence is provided:

Understand the context

- **Strategic context:** understanding the site's local contextual features
- **Built morphology:** understanding the organisation and arrangement of streets, spaces and buildings
- **Landscape character:** understanding the significant national, regional and local landscape characteristics
- **Site assessment:** understanding the site itself and any technical constraints
- **Opportunity and constraints:** summarising the key findings in the baseline assessment

2.1 Strategic context

2.1.1 Planning context

National Policy

National Planning Policy Framework (2024)

The National Planning Policy Framework sets out the government's planning policies for England and how these are expected to be applied. The NPPF provides an overarching policy context and is a material consideration in planning decisions. The present NPPF was updated in December 2024. This replaces the previous Conservative government NPPF which was issued in December 2023.

The new NPPF issued by the Labour government will influence the development of a new community on the scale of Grimsby West. Of particular relevance to shaping the masterplan's design response are the following chapters:

- 2. Achieving sustainable development
- 5. Delivering a sufficient supply of homes
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment
- 16. Conserving and enhancing the historic environment

These chapters have directly influenced the development of design principles and have shaped the emergent masterplan.

The new labour government has reemphasised the need to achieve sustainable development and meet housing targets. The chapters within the NPPF largely remain the same with an emphasis on a presumption in favour of sustainable development. Particular focus has been given to the content of chapter 12, which includes the following overview:

'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creating better places in which to live and work and helps make development acceptable to communities' (para 131)

Supporting the transition to Net Zero by 2050 is identified as a specific target in the new guidance whereas before it was merely a 'low carbon future'

National guidance

Planning Practice Guidance

Planning for well-designed places states that: Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage. This guidance explains the processes and tools that can be used through the planning system and how to engage local communities effectively.

National Design Guide

First published in October 2019 and recently updated in January 2021, the National Design Guide illustrates how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice.

The National Design Guide is centred around addressing the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics. These ten characteristics are set out below:

- Context
- Identity
- Built form
- Movement
- Nature
- Public spaces
- Uses
- Homes & buildings
- Resources; and
- Lifespan.

National Model Design Code

The National Model Design Code (NMDC) produced by MHCLG in 2021 introduced a strong emphasis on the creation of design codes as a valuable tool which can help planners, designers and developers to improve the quality, value and delivery of development

Design codes are a distinct form of detailed design guidance comprising a set of written and graphic rules that establish the two and three dimensional design elements of a particular development or area. They help to proactively plan for better design, investing resources upfront to help streamline later processes.

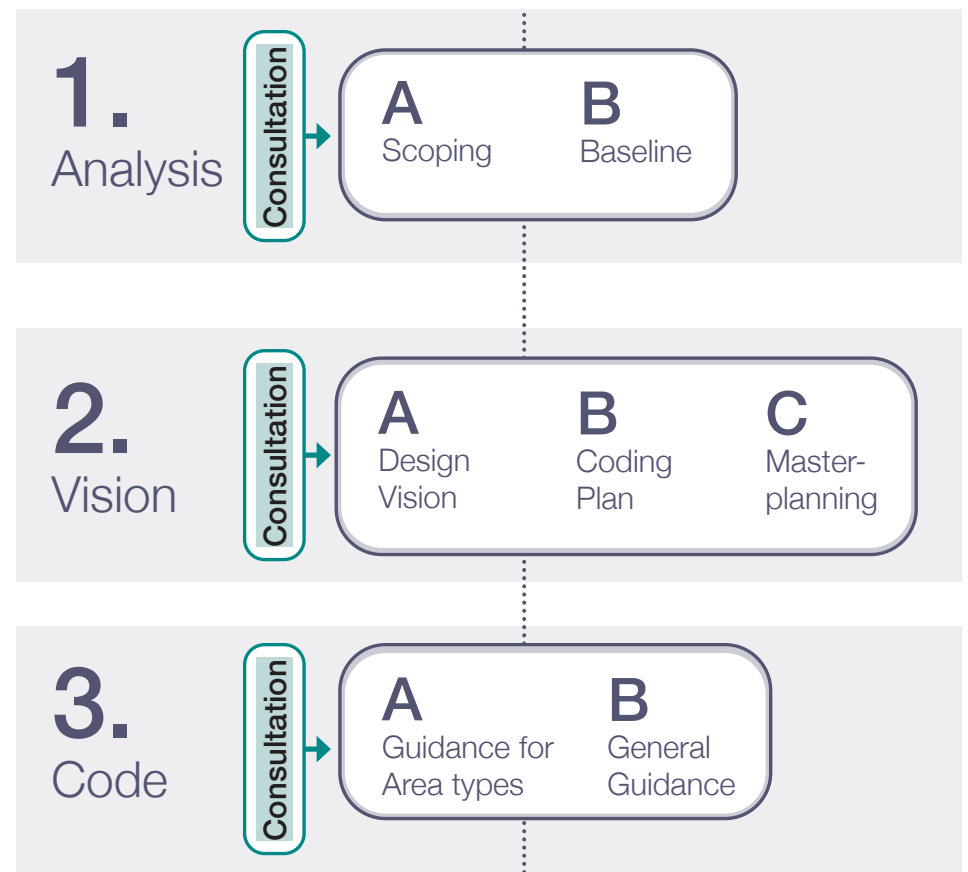


figure 2.1 | national model design guide design code process (MHCLG,2021)



Local policy and guidance

Local policy

North East Lincolnshire Local Plan (2018)

The North East Lincolnshire Local Plan is the core development plan document at a local level.

The strategic scale of the Grimsby West site within the North East Lincolnshire context conveys its importance to the local area and achieving the goals of the local plan.

Particular reference has therefore been made to the strategic objectives of the local plan in the development of a design vision, objectives and principles, and ultimately in creating the emergent masterplan and design guide. The objectives are set out over the following pages.

A vision for North East Lincolnshire

Strategic objectives

9.12 The objectives set out below relate directly to the spatial vision. They provide a framework for the Plan policies to facilitate the form and pattern of development necessary to ensure that

the vision is fully realised by 2032. The objectives are mutually supportive and are not listed in order of priority.

9.13 Table 9.1 'Relationship between Strategic Objectives and Policies' that follows the list of objectives demonstrates which objective(s) each policy in the Plan is working towards.

SO1 Population

Meet development needs and facilitate economic development by supporting population growth, retaining working age population and providing for a generally ageing population.

Critical success factors:

1. delivered new jobs (a minimum of 8,800⁽³³⁾) and new homes (a minimum of 9,742⁽³⁴⁾) by 2032; and,
2. delivered a mix of housing, by type and location.

SO2 Climate change

Address the causes and effects of climate change by promoting development that minimises natural resource and energy use; reduces waste and encourages recycling; reduces pollution; brings about opportunities for sustainable transport use; responds to increasing flood risk; and, incorporates sustainable construction practices. Promote appropriate distribution of development and the role of green infrastructure in mitigating aspects of flood risk. Recognise the increased stress on habitats and species that climate change causes.

Critical success factors:

1. reduced the waste generated and increased waste recycling;
2. reduced the overall proportion of dwellings at risk from flooding;
3. addressed the issue of poor air quality;
4. reduced the number of declared Air Quality Management Areas in the Borough;
5. increased usage of sustainable transport modes;
6. delivered residential development in locations that provide easy connections by public transport to schools, employment, hospitals and health centres;
7. delivered energy efficient housing stock; and,
8. increased functional green infrastructure.

A vision for North East Lincolnshire

SO3 Economy

Support environmentally responsive local economic growth by promoting conditions that sustain an increase in the number of better paid jobs; removing barriers to investment and access to jobs; and, raising skills. Promote rural regeneration and diversification, including a strengthened tourism offer.

Critical success factors:

1. reduced unemployment, through job creation and development to skills to support sector growth;
2. reduced the proportion of population subject to social deprivation;
3. delivered infrastructure to support economic development; and,
4. strengthened rural economy.

SO4 Housing

Significantly boost housing supply to meet the existing and future housing needs of the whole community. High quality market and affordable housing, specific provision for the elderly, special needs housing and gypsy and travellers accommodation will be supported. A balanced supply of deliverable sites will be identified to achieve as a minimum, the objectively assessed needs of the Borough.

Critical success factors:

1. boosted supply of housing through the allocation of deliverable sites, whilst seeking to avoid the coalescence of settlements;
2. supported the delivery of affordable housing;
3. identified suitable sites to meet the specific needs of gypsies and travellers;
4. addressed the specific housing needs of an ageing population;
5. brought empty properties back into use for residential or alternative use; and,
6. achieved a balance between brownfield and greenfield development which has delivered urban regeneration.

³³ North East Lincolnshire Economics Futures Report (2014).

³⁴ North East Lincolnshire Demographic Analysis and Forecasts (2015).



Local Plan 2013 to 2032
(Adopted 2018)



A vision for North East Lincolnshire



A vision for North East Lincolnshire

SO5 Social and health inequality

Narrow the gap in terms of social and health inequality by addressing issues of housing choice, providing accessible employment and training opportunities, promoting healthier lifestyles, providing healthcare and community facilities, improving educational attainment and cultural facilities; and establishing protecting and maintaining a network of accessible good quality open space, sport and recreation facilities.

Critical success factors:

1. reduced deprivation, narrowing the gap in terms of social and health inequality; and,
2. safeguarded and develop, open space and sport and recreation facilities to maintain or exceed local accessibility standards, promoting healthy lifestyles.

SO6 Built, historic and natural environment

Ensure that the development needs of the Borough are met in a way that safeguards and enhances the quality of the built, historic and natural environment and ensures that the development needs are met in a way that minimises harm to them. Direct development to locations of least environmental value and proactively manage development to deliver net gains in biodiversity overall. Encourage the use of brownfield land.

Critical success factors:

1. safeguarded designated, landscape, and heritage assets, and protected important species and habitats;
2. reduced the number of buildings of the Heritage at Risk Register;
3. adopted up-to-date Conservation Appraisals for Conservation Areas;
4. delivered net gains in biodiversity;
5. maximised use of brownfield land; and,
6. delivered development in locations of least environmental value.

SO7 Transport

Improve accessibility to jobs and services by sustainable transport modes, including cycling and walking; reduce the overall need to travel with employment and housing growth spatially balanced; and, provide the necessary infrastructure to support sustainable growth.

Critical success factors:

1. delivered key transport infrastructure to support sustainable growth; and,
2. improved sustainable transport options to reduce the dependency on the car.

SO8 Town centres and local facilities

Strengthen the vitality and viability of town centres, meeting the needs for retail, commercial and leisure uses, focusing appropriate uses on town centre sites, promote regeneration where appropriate and support the retention of local community and service facilities.

Critical success factors:

1. delivered town centre growth and regeneration, improving vitality and viability widening choice and offer; and,
2. sustained a network of local centres providing local day to day service needs.

SO9 Design

Raise the quality of developments by applying the principles of good sustainable and inclusive design; promote safe, secure and accessible streets and places; and, recognise the importance of supporting and strengthening local character and distinctiveness.

Critical success factors:

1. lifted the quality of development, reducing crime and fear of crime issues.

SO10 Minerals and Waste

Safeguard important mineral resources and support minerals infrastructure for the future. Promote the application waste hierarchy in the management of waste and deliver sustainable facilities to manage waste.

Critical success factors:

1. safeguarded mineral resource;
2. planned for the supply of minerals to accommodate future growth;
3. delivered adequate provision for the management of waste arisings; and,
4. achieved reduction in waste generation and increased waste recycling.

Grimsby West is a strategic housing allocation (HOU 342) in the North East Lincolnshire Local Plan (location and extent shown on the adjacent plan). Policy 14B (reproduced in full overleaf) confirms that the development will deliver around 3500 homes together with associated infrastructure requirements and a strategic link road (SLR) between the A1136 on the A46, which has been the subject of a funding bid to the Greater Lincolnshire LEP (GLLEP) submitted in February 2020 and being developed in detail in tandem with this masterplan.

This document addresses a key policy requirement that a masterplan is agreed with the Council prior to the determination of any planning applications on the site. It will be a material consideration in this process. The development team can confirm that the development will meet the stipulations of policy 14 and 14B.

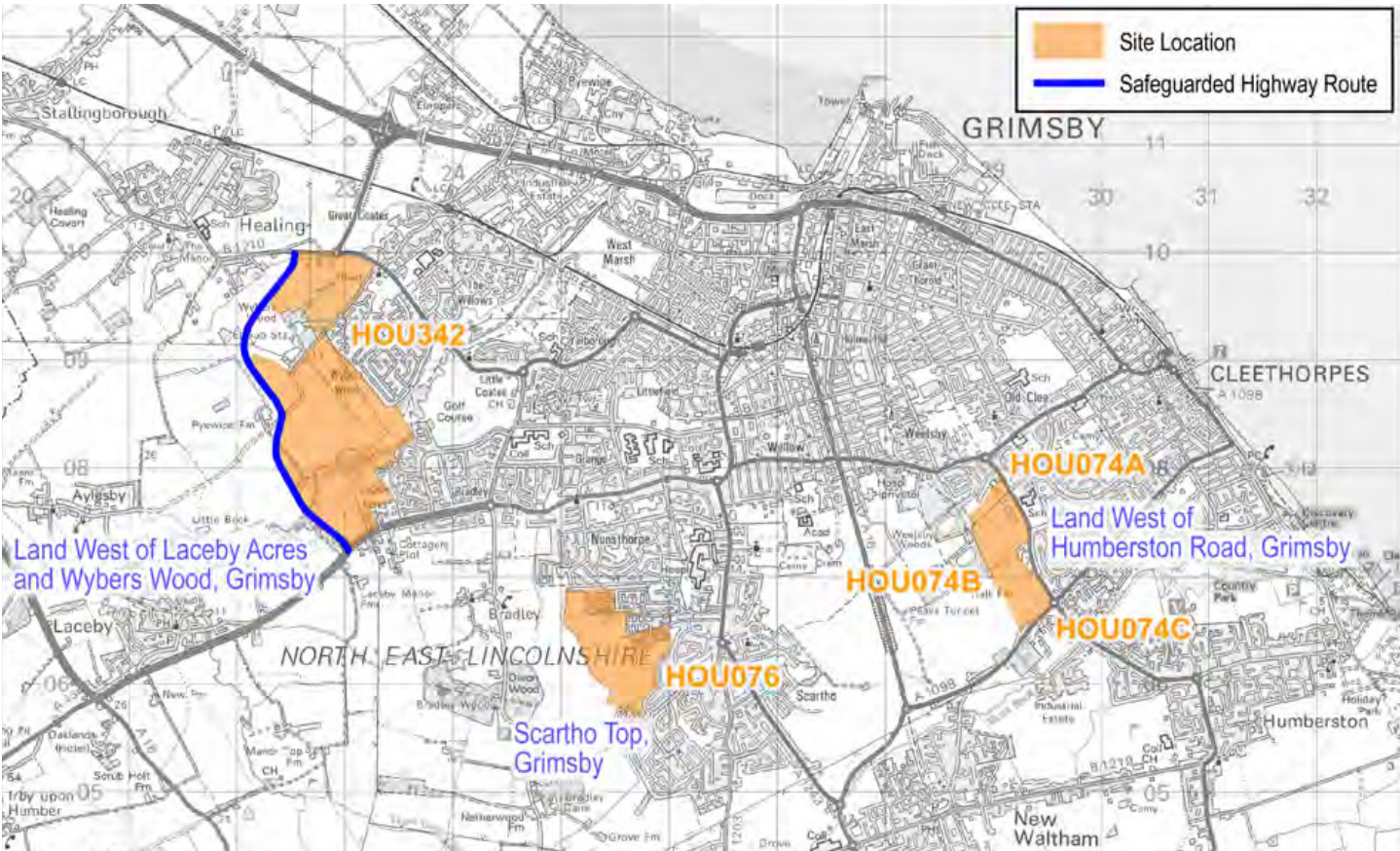


figure 2.2 | North East Lincolnshire Local Plan strategic housing allocations

North East Lincolnshire local plan Policy 14: Development of strategic housing sites

1. Development of all strategic sites must be planned and implemented in a coordinated way linked to the timely delivery of key infrastructure. Development will be expected to:

A. create balanced sustainable communities through provision of a range of housing types, sizes and tenures, including general market, affordable housing and housing for the young and elderly;

B. ensure that local infrastructure requirements for the new community are met through provision of facilities and services (schools, community facilities, local centres, play and playing pitch provision, and healthcare) in a planned and phased manner;

C. create high standards of design that create a specific sense of place which relates well to adjoining areas, recognising important views and connections;

D. create safe and welcoming places which promote a strong sense of community;

E. deliver development within a framework of green infrastructure, that maximises linkage to the wider green infrastructure network, promotes healthy lifestyles, ensures rights of way are protected and enhanced, and softens development edges;

F. maximise accessibility to sustainable travel choices, promoting walking, cycling and public transport; and address necessary improvements to the highway

network, both on and off-site;

G. deliver foul and surface water drainage infrastructure in a way that ties into green infrastructure provision, promotes a strong sense of place, and is co-ordinated with the phasing of the overall site;

H. minimise environmental impact safeguarding and enhancing biodiversity value, incorporating identified Local Wildlife Sites (LWS) and Sites of Nature Conservation Interest (SNCI);

I. take account of approved design guides, or other mechanisms to ensure high quality and locally distinctive design; and,

J. explore through consultation with the community, and deliver arrangements for long-term stewardship relating to drainage infrastructure, green infrastructure, open space and social infrastructure.

2. The following provision must be made in the development of the specific sites. Delivery will be secured through planning conditions and appropriate contributions:

B. Grimsby West

i. prepare a Grimsby West Masterplan for the whole site which will provide the framework for development of the site to ensure the site is developed in a comprehensive and coordinated manner. The Masterplan is to be agreed with the Council prior to the determination of any planning applications on the site and will form a material consideration, and the basis for determining subsequent planning applications;

ii. secure delivery of circa 3,500 homes, circa 2,600 homes over the plan period;

iii. phased development in accordance with a phasing and implementation plan included in the Grimsby West Masterplan;

iv. develop a Grimsby West design guide, and deliver high quality design in accordance with the approved guide;

v. undertake a heritage impact assessment to inform the Masterplan. The heritage impact assessment will identify heritage assets including, amongst others, the Church of St Nicolas, the Old Rectory and The Grange, Great Coates Conservation Area and non-designated asset at 110 Great Coates Road and also the earthworks, assess their significance, and assess the impact of the development on their significance. Appropriate measure for mitigation and adding value should be identified and set out in the assessment. The heritage assessment must form the basis for approaches to the layout and design of development across the site. Planning applications for the site should accord with the heritage impact assessment.

vi. education contributions, (on and off-site delivery), specifically the provision on site of a 500 place secondary school, 1.5ha of land for primary school provision and a financial contribution for off-site primary school expansion;

vii. open space play and recreation provision, specifically the provision of three equipped play areas, an area of no less than 2ha of allotments, provision of three adult sports fields including changing and parking facilities(70);

viii. green infrastructure, specifically including the expansion of the Freshney Parkway to the west to create a Freshney Valley Country Park, a network of green infrastructure that will link to the country park and the wider countryside; proposals for the softening of the western and northern boundaries to avoid the urbanising impact on the wider countryside, including the protection of Laceby Beck North LWS and Laceby Carr Plantation and Pond Candidate LWS, avoid coalescence and mark a transition between the village of Healing and the development site;

ix. social infrastructure including, community facilities, convenience store and other facilities compatible with a local centre; focused in two hubs, a central hub, and a southern hub, with strong connections to the wider development area;

x. affordable housing;

xi. provision for self-build/custom build homes;

xii. extra care and retirement homes;

xiii. drainage and surface water infrastructure;

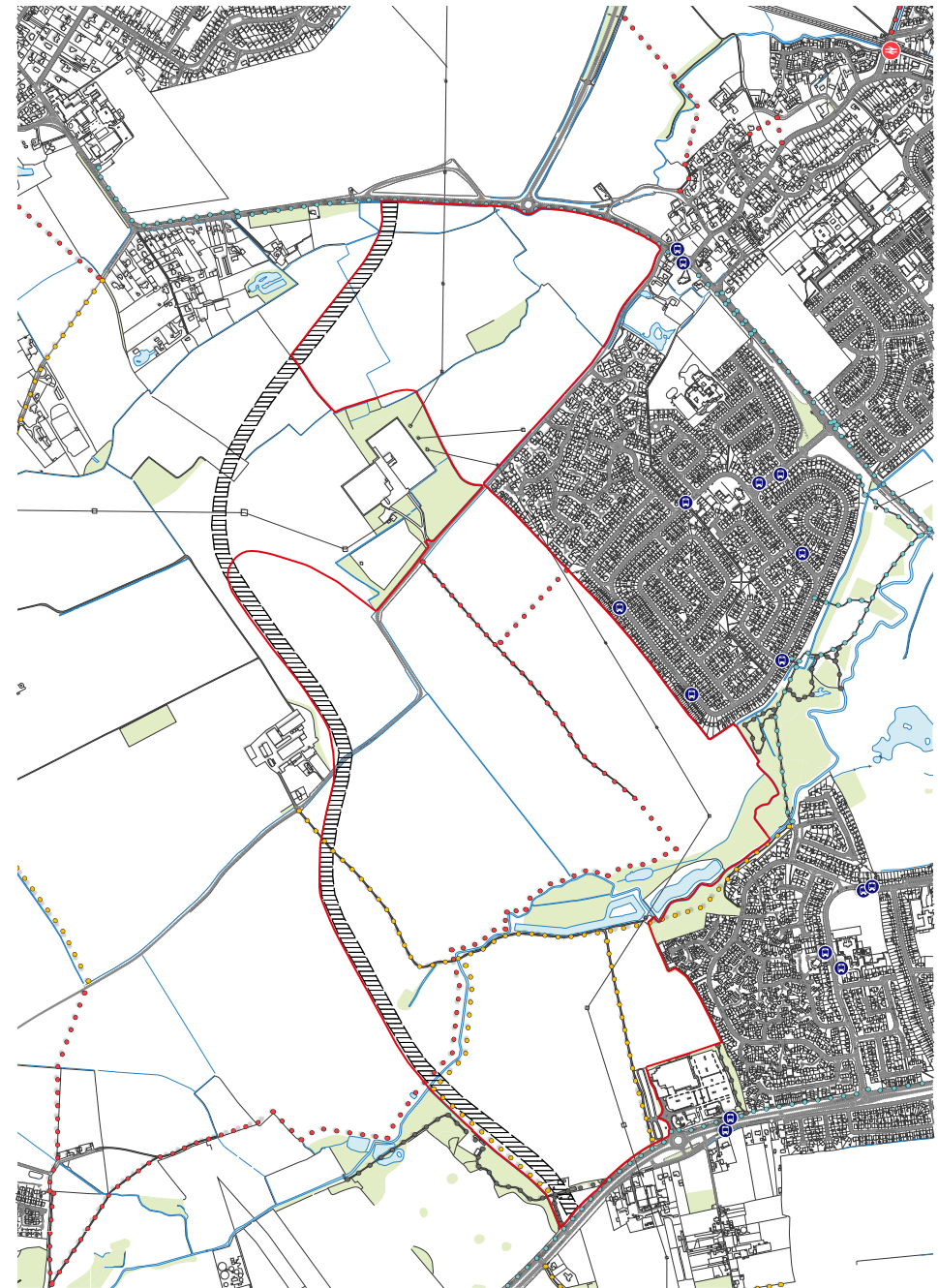
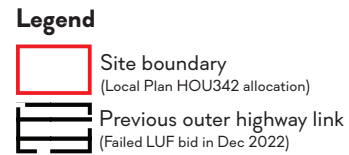
xiv. delivery of a complete highway link between the A46 and A1136 including safeguarding capacity for the delivery of a strategic link in accordance with the indicative concept plan included in the Grimsby West Masterplan.

In order to show compliance with Policy 14B, the following table sets out how it will comply with all aspects of the policy:

Policy 14 B – Requirements	Masterplan Response	Compliance
i. Prepare a Grimsby West Masterplan for the whole site. To be agreed by the Council prior to the determination of any application	This Masterplan will satisfy this element of the policies once approved by NELC.	
ii. Secure delivery of circa 3,500 homes, circa 2,600 homes over the plan period.	Due to external constraints, such as the National Grid Update proposal, it will be a challenge to deliver 3,500 dwellings. However, the masterplan demonstrates how the site will come forward using land in an efficient manner to maximum overall dwelling capacity.	
iii. Phased development in accordance with a phasing and implementation plan.	A high level phasing and implementation plan accompanies this Masterplan	
iv. Develop a Grimsby West design guide	Initial key design principles have been established in this masterplan to create a framework with more detailed guidance and design codes to be agreed through the planning application process.	
v. Undertake a heritage impact assessment to inform the Masterplan	The masterplan produces a clear audit trail of the HIA documents that have been used to inform the masterplan process.	
vi. The provision onsite of a 500 place secondary school ,1.5 ha of land for primary school provision.	The masterplan shows a secondary school site of 5.8Ha in area that could support 600 pupils and a primary school site of 1.7Ha in area which could support provision for a 2 Form Entry School. Both these provisions would exceed the policy requirements.	
vii. open space play and recreation provision, specifically the provision of three equipped play areas, an area of no less than 2ha of allotments, provision of three adult sports fields including changing and parking facilities	The range and quantity of the proposed recreational and sports facilities requested are provided for in the masterplan layout. There has been no updated open space need assessment undertaken by the Council since the adoption of the Local Plan so we have relied upon the same evidence base.	
vii. The expansion of the Freshney Parkway to the west to create a Freshney Valley Country Park, a network of green infrastructure that will link to the country park and the wider countryside; proposals for the softening of the western and northern boundaries to avoid the urbanising impact on the wider countryside, including the protection of Laceby Beck North LWS and Laceby Carr Plantation and Pond Candidate LWS		
ix. community facilities, convenience store and other facilities compatible with a local centre; focused in two hubs, a central hub, and a southern hub, with strong connections to the wider development area.		
x. affordable housing		

xi. provision for self-build/custom build homes;	There is sufficient flexibility in the masterplan concept layout to ensure there are suitable opportunities in the proposed development parcels to deliver a small proportion of this type of housing provision. Policy 20 expects making a provision of 1% of the homes for this type of housing product. (ie 35 dwellings)	
xii. extra care and retirement homes	We envisage that these types of uses can be accommodated either within or close by the proposed local centres.	
xiii. drainage and surface water infrastructure	Sufficient technical detail relating to achieving SuDs drainage provision has informed the Masterplan process and will provide the correct platform to develop the drainage strategy as part of a future planning application.	
xiv. delivery of a complete highway link between the A46 and A1136 including safeguarding capacity for the delivery of a strategic link in accordance with the indicative concept plan included in the Grimsby West Masterplan.	The indicative masterplan shows a link road between the A46 and A1136. Working with the Council and technical transport experts, evidence has been produced to demonstrate that the design and function of the internal link road would not only serve the development but it would also have capacity to operate as a strategic link thereby fulfill this policy objective.	
xv. provision of legible and permeable, public transport, cycle and pedestrian connections throughout the development, and connections to Wybers Wood, Grimsby town centre and the South Humber Bank employment area; and deliver appropriate highway infrastructure	As part of preparing this masterplan connectivity and accessibility to serve important areas have been a key theme behind the rationale of the layout. The movement framework plan has evolved in collaboration with relevant Council Officer, and stakeholder to deliver a robust overall transport and accessibility strategy that features in this document to comply with this policy requirement.	

xvi. complete, a renewable energy and digital strategy	<p>The evolving masterplan has had regard to these matters as they have grown in importance and become more mainstream since the policy was prepared as a result of higher regulation standards regarding energy efficiency measures, improvements in new technology, and the expectations of likely customers particularly regarding broadband internet infrastructure connections.</p> <p>Spatially the masterplan is robust and adaptable enough to accommodate ongoing changes in both renewable energy and digital technology which will allow the planning application submission to address the most appropriate strategy to adopt for the development.</p> <p>This will allow the following various options to be explored:</p> <ul style="list-style-type: none"> · Air source heat pumps to supply space heating and domestic hot water · Solar PV to generate electricity · Solar thermal hot water to supplement hot water generation · A central energy centre is used to generate heat on-site from gas boilers, biomass boilers, CHP or geothermal sources, or a combination of these. · A private wire from the off site solar farm · Fibre to the Home broadband connections. 	
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2.1.2 Strategic considerations

External bypass /link road

An external link road, the alignment of which is shown adjacent in figure 2.3, was originally proposed for the site, which would have provided the principal north-south connect on the western edge of development. This was the subject of an unsuccessful LUF funding bid in 2022.

Following the conclusion of this process, movement options for the site were reconsidered in light of best practice design and placemaking.

As a result, an alternative approach has been identified for the site, which is presented within this report, that focusses on an internal link road, that creates opportunity for varied placemaking along its route, together with achieving strategic connectivity objectives.

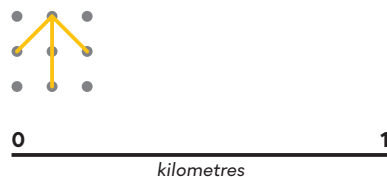


figure 2.3 | 1:20,000 | strategic infrastructure plan

Strategic energy

A number of strategic energy considerations are of significance to the development of a masterplan on the site:

- Existing pylons and overhead cables cross over the whole site.
- A proposed National Grid sub-station will potentially overlap part of the north-west of the site.
- A potential new power line corridor is planned along the western site boundary.
- A solar farm will be located immediately west of the site, extending further westwards towards the existing wind turbine area.
- A potential battery storage site is proposed south of the solar farm.

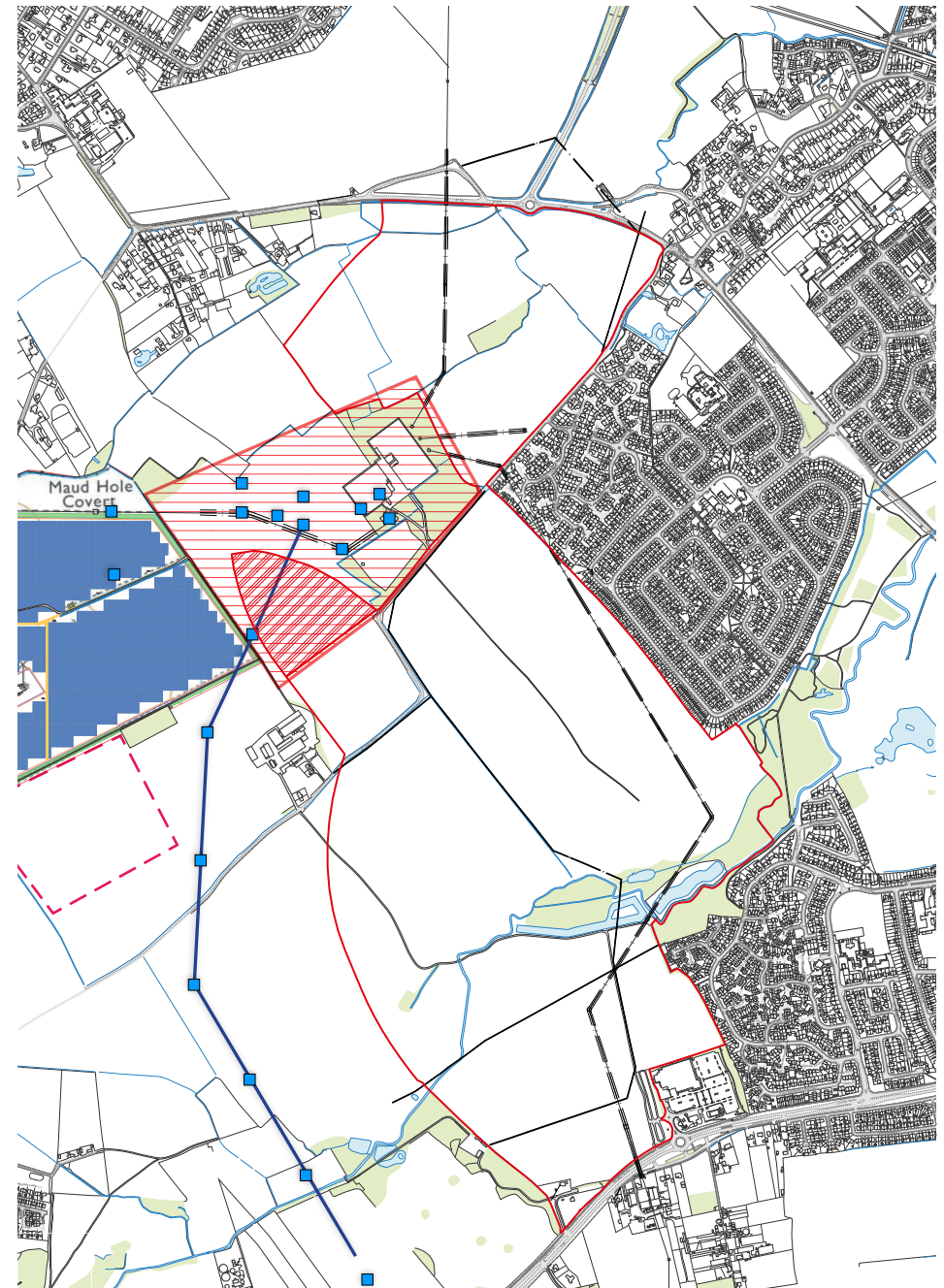
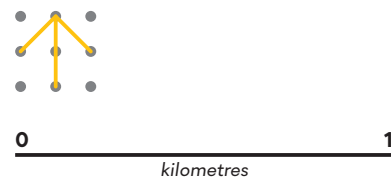
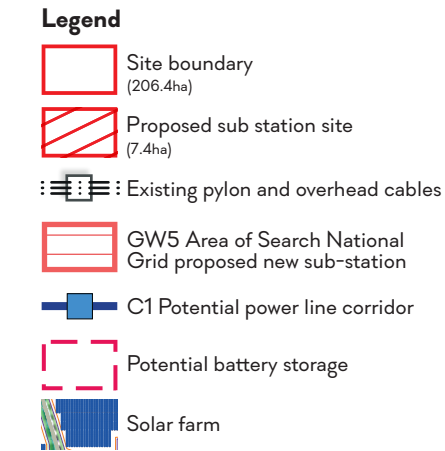


figure 2.4 | 1:20,000 | strategic energy plan

2.1.3 Local amenities and services

The site bounds the western extent of Grimsby's conurbation, abutting the existing residential neighbourhoods of Great Coates, Wybers Wood and Laceby Acres. Both the Great Coates and Wybers Wood neighbourhoods are separated from Laceby acres by the River Freshney landscape corridor that in-turn bisects the site along the river's approximate east-west axis.

A number of existing local neighbourhood centres are situated within a walkable distance of the site, including Wybers Wood, the Willows Estate, Bradley Cross Roads and Laceby Acres. Each of these centres supports a range of local amenities and services including local convenience stores, supermarkets, post offices, community libraries, doctor surgeries, pharmacies, community centres, pubs,

restaurants, as well as nurseries, primary and secondary schools. Primary schools within the closest proximity to the site include Wybers Wood Academy, Laceby Acres Primary School, and Great Coates Primary School. The closest proximity secondary schools include John Whitgift Academy and Healing School.

A comprehensive range of shops and services are found within Grimsby town centre, c.4km to the east. These facilities include a variety of retail, civic functions, healthcare and employment.

In addition, the South Humber Bank Business Park, located approximately 1.5km to the north of the site provides plentiful employment opportunities for the region. Future expansion to the South Humber Bank is identified within in the North East Lincolnshire Local Plan, with the intention to create further employment opportunities.

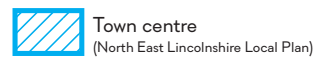


Legend



Site boundary

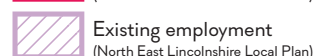
Land use



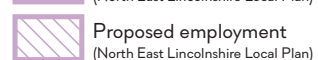
Town centre
(North East Lincolnshire Local Plan)



Local centre
(North East Lincolnshire Local Plan)



Existing employment
(North East Lincolnshire Local Plan)



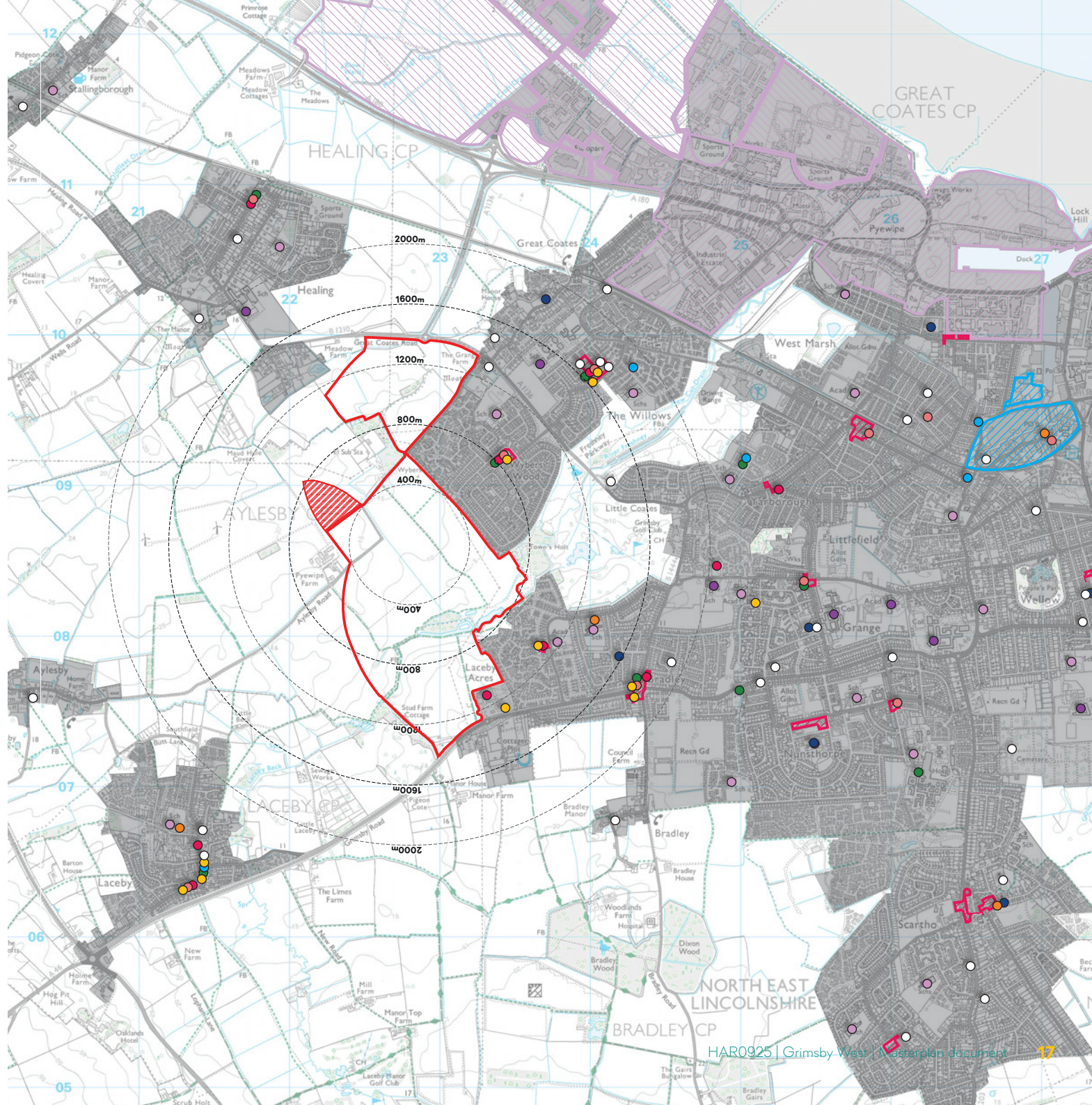
Proposed employment
(North East Lincolnshire Local Plan)

- Place of worship
- Community centre
- Doctors surgery
- Pharmacy
- Bar/ cafe/ restaurant
- Library
- Post office
- Convenience store
- Primary school
- Secondary/ High school



0 1000
metres

figure 2.5 | 1:35,000 | local facilities



2.1.4 Access and movement

The site is well located adjacent to networks of strategic road links and rail routes that provide direct connections in and out of Grimsby. These include the M180 and A46 corridors that provide wider links to the neighbouring cities of Hull, Leeds, Sheffield and Nottingham.

Pedestrian and cycle movement

The landscape within and surrounding the site is traversed by a range of public rights of way and bridleways, providing direct links between the site and adjacent settlements of Grimsby, Healing and Laceby, as well as the wider Lincolnshire countryside. Further to this, local cycle routes have been identified along the river Freshney and A46 corridors, providing commutable links into Grimsby town centre. Additional cycle routes provide direct links along Great Coates Road to Healing Secondary School.

Public transport

Multiple bus routes provide regular services to the south along the A46 and to the north along the A1136, providing access into Grimsby and Cleethorpes and the South Humber Bank Business Park.

These services are easily accessible via the adjacent bus stops on Grimsby Road to the south of the site, Great Coates Road to the north and St Nicholas Drive to the east.

Located approximately 800m north east of the site is Great Coates railway station, a small station on the Barton Line, linking a series of villages and small towns along the South Humber Bank. Trains run every two-hours between Barton-on-Humber and Cleethorpes, with quick links to Grimsby town centre.

Local movement

The site possesses a number of vehicular access points, most notably via the country lane Aylesby Road that centrally dissects the site along its east-west axis. Additional low-grade points of access exist along the site's southern boundary, connecting with the A46 Grimsby Road and providing good all-mode connections into Grimsby town centre and Cleethorpes. Further to this, the north of the site is well served by both the A1136 and Great Coates Road, providing good links with Great Coates Railway Station, Grimsby town centre, Healing village and the A180/ M180 highway networks.



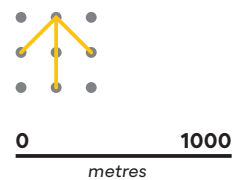
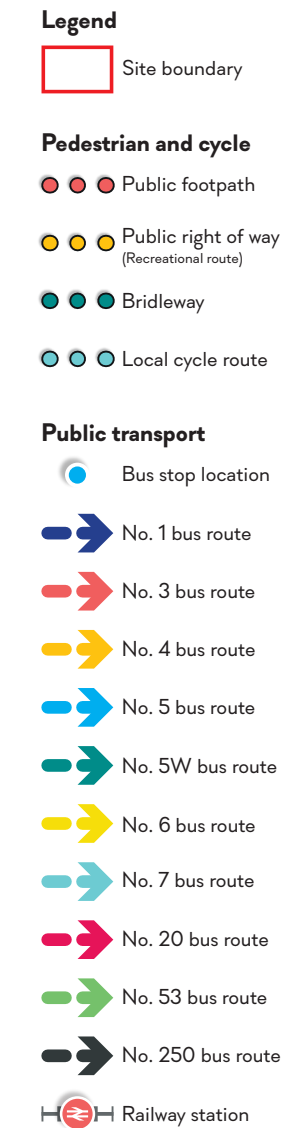
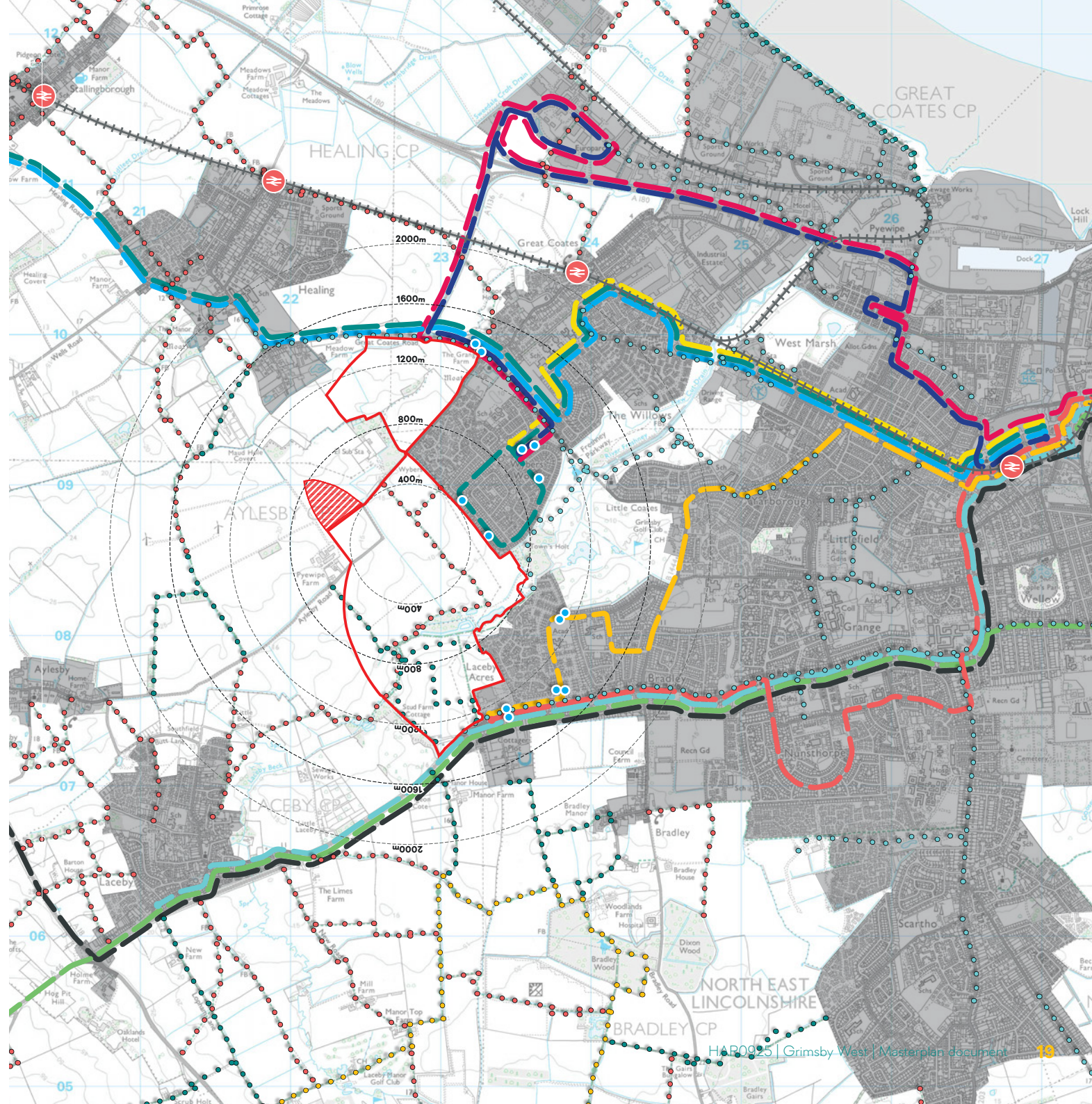


figure 2.6 | 1:35,000 | access and movement



2.1.5 Environmental setting

An assessment has been conducted to establish the potential for ecological sensitivity, both within the site itself and its surrounding context.

No statutory designated sites are found to be either within the site or in immediate proximity, with the majority of local statutory designations being associated with the Humber Estuary. However, it should be noted that the nearby River Freshney is a chalk stream, which is a non-statutory ecological designation.

A small portion of the site is identified as falling within the Environment Agency's flood zones 2 and 3, associated with the River Freshney corridor that crosses the southern portion of the site. In the wider setting, a significant proportion of the land to the north and north east of the site is identified as vulnerable to coastal flood as a result of the low lying topography adjacent to the Humber Estuary.

Further to this, a number of non-statutory ecological designations are also associated with the River Freshney corridor, including two Local Wildlife Sites (LWS) that intersect with the site itself and an additional LWS located approximately 500m downstream to the east of the site. In addition, three Sites of Nature Conservation Interest (SNCI) also lie downstream of the site, the closest being approximately 100m to the east. The ecological and recreational importance of the River Freshney has also been recognised within North East Lincolnshire's Local Plan through the allocation of a 'Strategic Green Infrastructure Corridor' following the river's alignment and crossing the site east- west.

An additional pocket of woodland designated as a SNCI also abut the site's western boundary adjacent to the electrical sub-station.



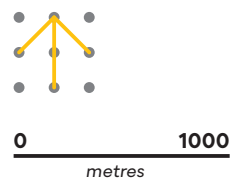
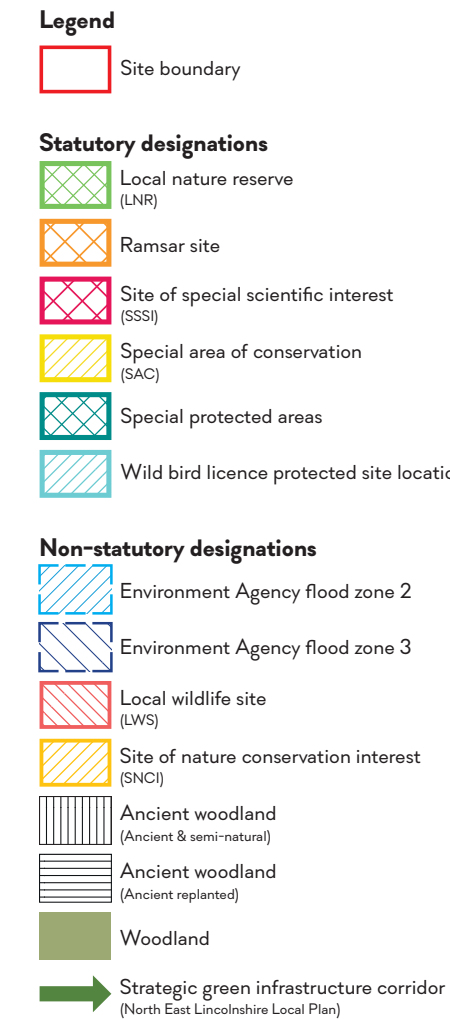
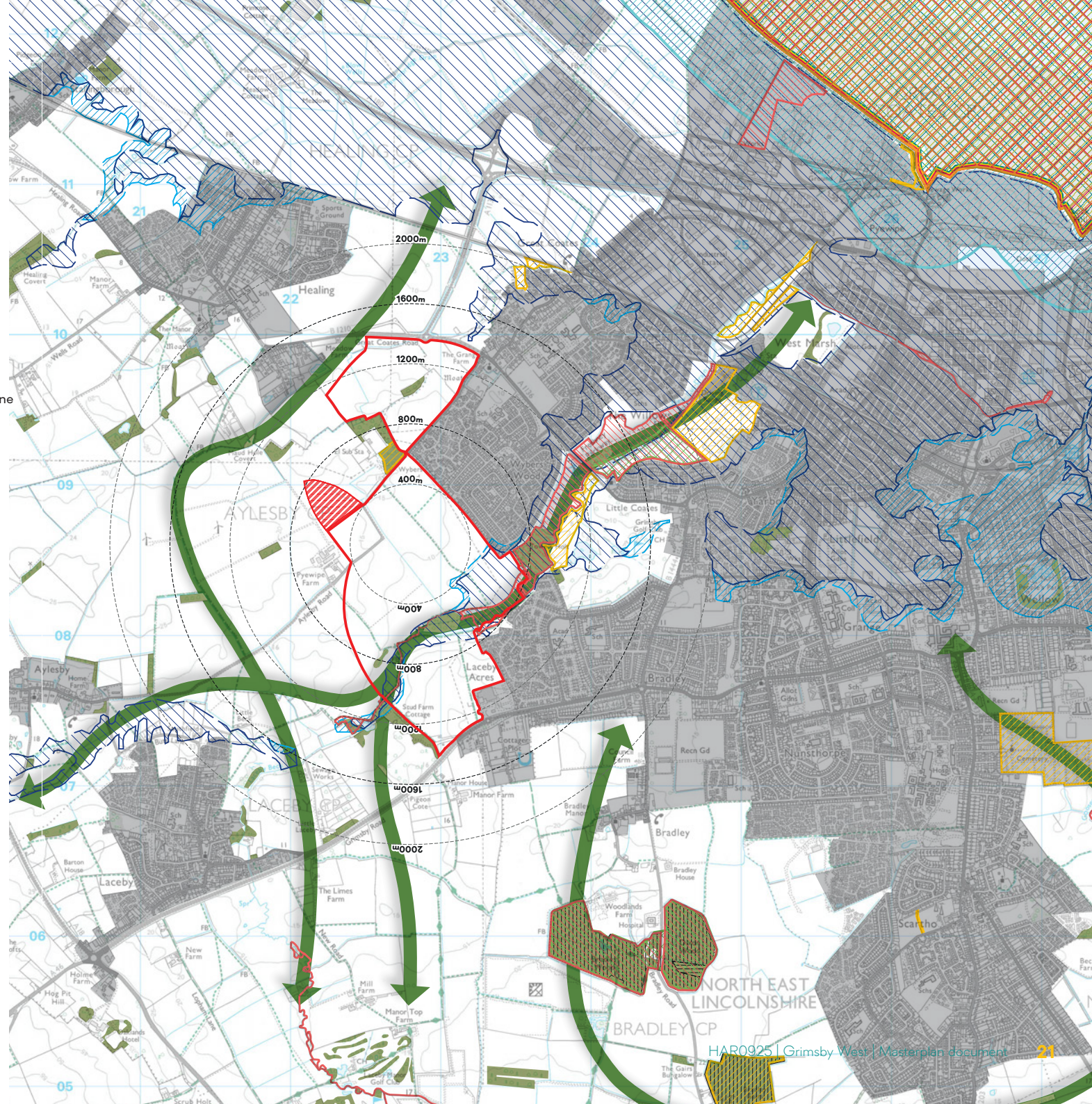


figure 2.7 | 1:35,000 | environmental setting



2.2 Built morphology

2.2.1 Settlement growth

An analysis of Grimsby's historic growth patterns has been undertaken to establish any patterns of growth that may inform and influence the design and layout of the site.

As set out in the series of historic plans opposite, in the late 19th century Grimsby was a relatively compact town that was largely contained between the Humber Estuary docks and the two radial railway lines. In addition, a number of small village settlements exist as small ribbon developments along either the principal roads leading in and out of Grimsby or around railway stations along Barton line.

Little growth can be seen either within Grimsby itself or the surrounding villages until after the first world war. By 1937 Grimsby is beginning to undertake a period of large expansion. This includes further growth of the dock and associated

industrial uses, as well as large expansions of the town's residential neighbourhoods. These neighbourhoods appear to follow the growth pattern of extending along the radial streets leading out of the town, then infilling the land behind to create a comprehensive development of the town's surroundings.

Following the second world war, the town follows the same development patterns of extending along radial routes such as Laceby Road and Great Coates Road. During this period Grimsby has coalesced with several outlying villages such as Scartho and Little Coates, as well as creating entirely new neighbourhoods in the towns suburbs such as Nunsthorpe. Further to this, other than the notable growth of Healing, many of the surrounding villages have remained a fairly consisted size since the late 19th century.

Between 1970 and the present day Grimsby has undertaken a large expansion to the west along the South Humber Bank. This includes a large expansion of the employment areas associated with the dock, as well as large new residential suburbs coalescing with Great Coates village. These neighbourhoods include Wybers Wood and the Willow Estate, located immediately to the east of the site.

Interestingly, during this period of expansion in the late 20th century, the Freshney River corridor has been largely preserved, creating a green wedge through the town that splits Grimsby from it's docks through to where the river meets the open countryside that is now allocated as the site. Therefore opportunities exist to continue this pattern of growth and preserve the River Freshney green 'wedge' when exploring development options for the site.

Legend

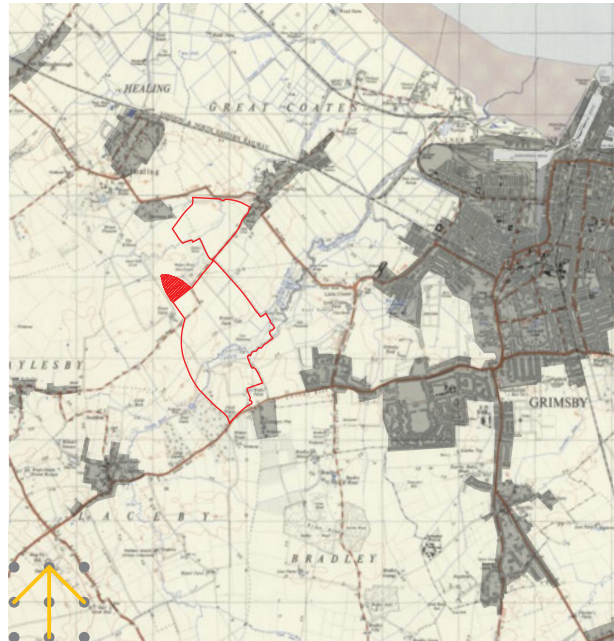
-  Site boundary
-  Urban area



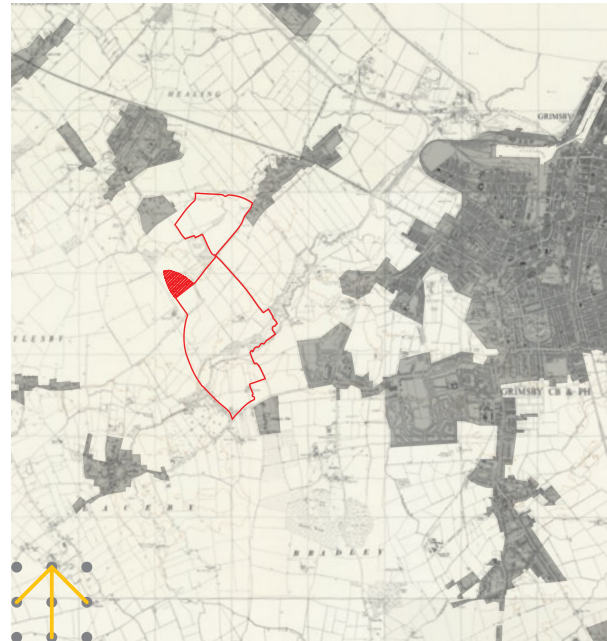
1888



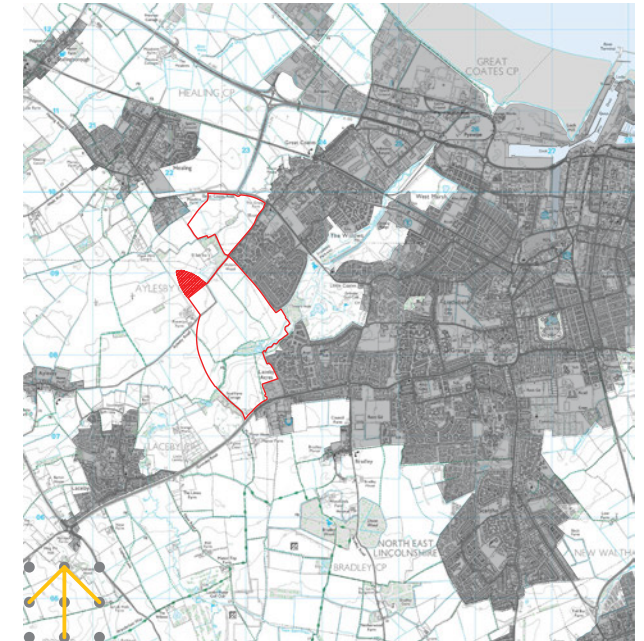
1914



1937



1970



Present day

figure 2.8 | nts | historic growth

2.2.2 Local layout and form

Consideration has been given to the historic structure of Grimsby and the surrounding locality, seeking to identify how the future growth of the town should be organised to remain in-keeping with the existing character and morphology of the region.

Historic grid patterns

Sub-regional grid networks

A study of the layout and alignment of roads and streets in the local area drew out a pattern of large scale grids within the highway network. As highlighted on the historic map in figure 2.9 opposite, at a sub-regional level a network of long-distance, fairly straight roads intersect with one another at cross-roads and provide direct connections between settlements in a regular form.

Local grid networks

Within the sub-regional grid pattern of long-distance straight roads, a more localised formal grid pattern is also evident within some of the local towns and villages, including a significant proportion of Grimsby itself. Many of these areas can be associated with the significant expansion of the town in the Victorian period.

Again, these grid networks are characterised by long straight roads, regularly intersecting with one another at cross-road junctions. Over such a large urban area this creates a character of highly formal and legible network of streets.



figure 2.9 | nts | sub-regional grid pattern

Switchback formations

Switchbacks within regional grid pattern

Analysis of the road networks at a large scale highlighted the sub-regional character of distinctly long, straight roads linking nearby settlements. However, a more localised analysis of these same street networks uncovers the interesting formation of switchbacks punctuating these long, straight roads at regular intervals (as indicated on the historic plan opposite in figure 2.11).

It is believed that these have gradually formed over time as new routes were carved out along existing field boundaries. Many of these switchbacks remain a common feature of the street networks in and around Grimsby today.

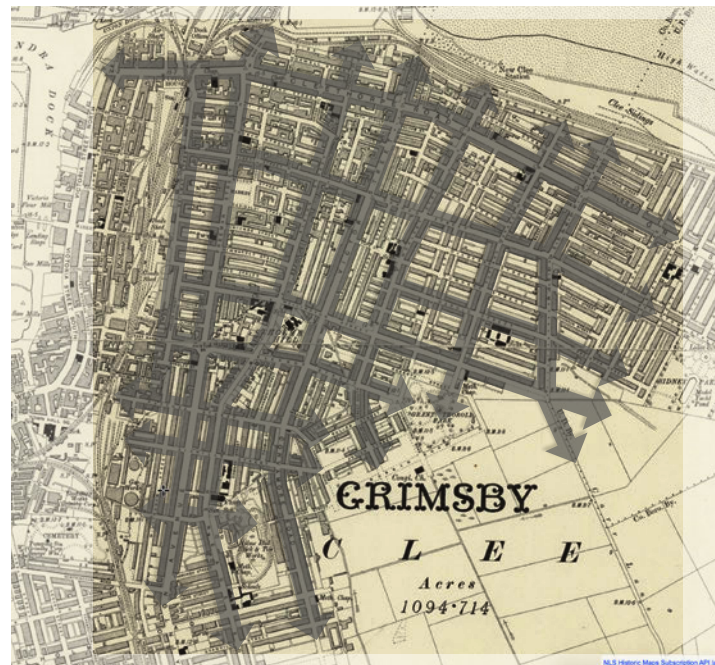


figure 2.10 | nts | local grid pattern



figure 2.11 | nts | switchbacks along straight roads

Switchbacks within villages

Switchbacks within villages

Further investigation into the local development patterns surrounding the site uncovered a second significant finding in relation to the formation of switchbacks within the linear street networks.

As demonstrated on the historic plans opposite, a number of adjacent villages and settlements have emerged around these switchback features. Commonly the historic core has been developed centrally around the switchbacks, with public buildings such as churches and public houses terminating the vistas created by the long straight roads.

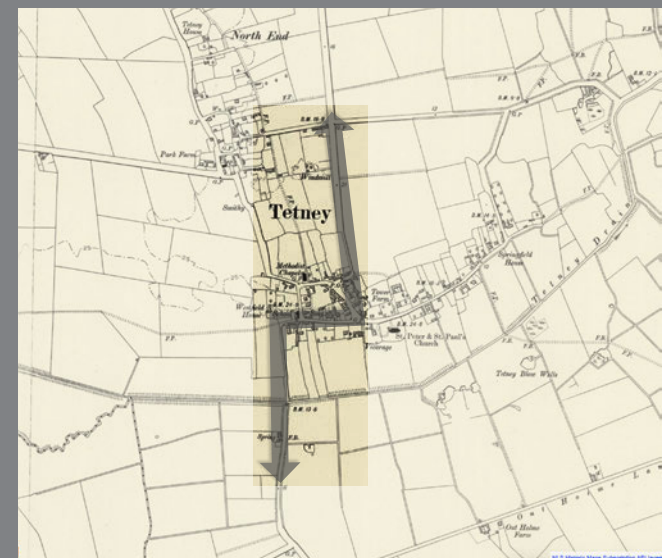
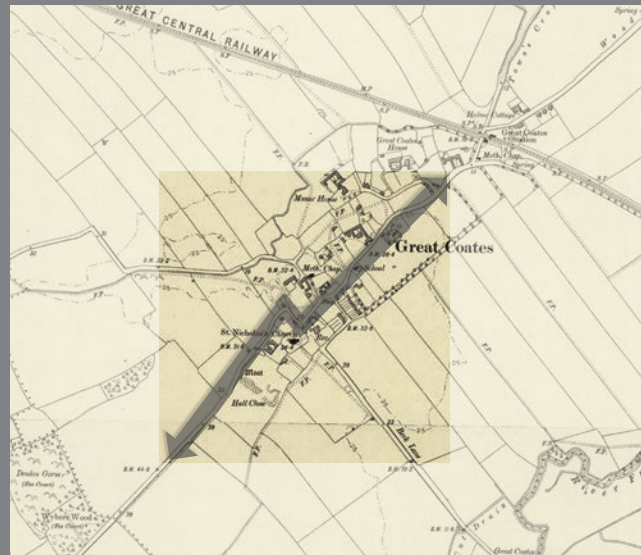


figure 2.12 | nts | switchbacks within villages

Squares and public spaces

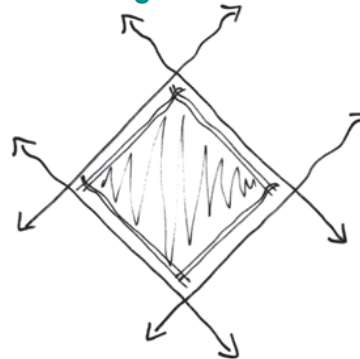
Square typologies

In an effort to efficiently understand the character and formation of squares and public spaces within existing urban environments, Node has pioneered an approach to categorising all square and public spaces into one of the following six typologies:

- Missing blocks
- Nodal squares
- Transect squares
- Offset squares
- Convergence squares, and
- Inset squares.

In undertaking this approach we are able to efficiently recognise distinctive features in the urban form enabling the identification and replication of these features within new proposed developments. As such, it is clearly recognised that the 'nodal square' typology is the most prominent public space type within the site's local context.

1. Missing block



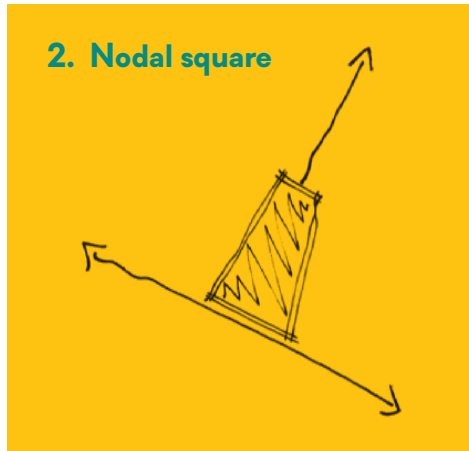
3. Transect square



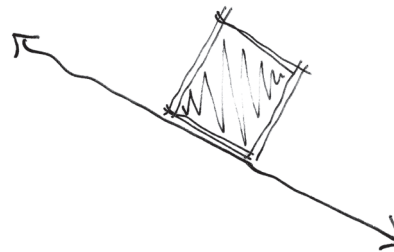
5. Convergence square



2. Nodal square



4. Offset square



6. Inset square

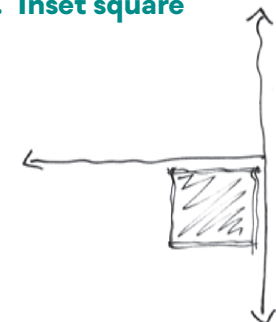


figure 2.13 | nts | square typologies

Laceby nodal square



North Thoresby nodal square



Local square typologies

The most commonly categorised types of square within many of the site's surrounding towns and villages were those that fall under the 'Nodal Square' typology.

A Nodal Square is defined as when the built form encloses the meeting of two streets at a perpendicular junction, and the junction itself forms the public space. Examples of such urban forms are presented on the aerial photographs opposite of the nearby villages of Laceby and North Thoresby.

Interestingly, in many of the instances where a Nodal Square was present in the locality of the site, this occurred when an additional street spurred from corner of a switchback that the village has formed around.



figure 2.14 | nts | local examples of nodal squares

Street character

Street layout patterns

Although the street patterns seen within the local environment today widely varies, commonalities can be found in the more historic cores where the settlements originated. The two common patterns seen in the local built environment include:

- **Formal grid pattern:** highly structured, formal perimeter blocks of development as found within the Victorian residential neighbourhoods of Grimsby and Healing
- **Ribbon development:** orientated around a central street(s) radiating from the centre of the village as found in neighbouring villages such as Great Coates and Aylesby.

Formal grid pattern



figure 2.15 | nts | local grid patterns

Ribbon development



figure 2.16 | nts | local ribbon developments

2.2.3 Street typologies

Although there is a wide range of street characteristics present within the site's locality, a number of key commonalities can be drawn between types of streets across the surrounding towns and villages. These have been categorised into the following three street typologies:

- Avenues
- Residential streets
- Urban core streets

These can be summarised as follows:

Avenues

In general these streets assert the role of strategic streets radiating between the centre and edge of the settlement. Key characteristics include:

Buildings set far-back from the carriageway by long front gardens and/ or service roads and private driveways

Tree lined verges separate footways and cycle lanes from the carriageway

Mature trees provide sense of enclosure along streets

The combination of street lined streets and maturely landscaped front gardens provides a strong sense of greenery.

Residential streets

These streets regularly occur in denser residential areas adjacent to the town and village centres. Key characteristics include:

Both two and two-and-a-half storey terraced housing lines the street, set back from the carriageway by short front gardens

Terraced housing provides good sense of enclosure and positive levels of natural surveillance over streets

Boundary treatments consist of low walls and/ or railings combined with hedgerows and mature shrub planting

Planting within front gardens provides a strong sense of greenery.

Parking is generally in the form of unallocated on-street

Urban core streets

These streets are present in the historic cores of the towns and villages surrounding the site. Key characteristics include:

Both two and two-and-a-half storey terraced housing lines the street

Buildings often directly front the back of footway or have very short front gardens.

The buildings have an active relationship with the street and create a strong sense of enclosure

Little to no vegetation provides a strong sense of urbanity

Parking is generally in the form of unallocated on-street

Avenues



Residential streets



Urban core streets



figure 2.17 | nts | local street typologies

2.3 Landscape character

2.3.1 Landscape character

The site's landscape character has been considered against landscape character assessments. The following key characteristics have been identified as relevant to the site:

National landscape character

National character area 42 Lincolnshire Coast and Marshes

The site is located within the Lincolnshire Coast and Marshes national character area (NCA42) as defined by Natural England. This area is characterised by a wide coastal plain which extends from Barton-upon-Humber in the north, to Grimsby at the mouth of the Humber and south to Skegness. The area is bounded by the North Sea along its eastern edge and by the Lincolnshire Wolds to the west. The wide coastal plain incorporates three distinctively different but closely interconnected areas which run parallel with the edge of the Wolds.

The site lies within the 'Outmarsh' area: a predominantly rural, productively farmed area, shaped by modest changes in topography, tree cover and land use, with wide, open views across long distances, an ancient drained landscape and a relatively high proportion of grass and rough grazing interspersed by small plantations providing shelter around its farmsteads and settlements. A complex series of rivers flow slowly east across the plain to the sea, some natural, some manmade, such as the many drains and ditches which combine to form important networks linking with other semi-natural habitats.

A statement of environmental opportunity for the area (SEO2) that is relevant for the creation of a new community at Grimsby West is to conserve and enhance the historic features and settlement character of the dispersed rural villages and market towns, encouraging initiatives which contribute towards green tourism, enhance green infrastructure links, manage the

pressures of flood risk and climate change, and ensure that infrastructure does not contribute negatively to the character of the area.

Local landscape character

3 'Wooded Open Farmland'

The site is situated within North East Lincolnshire's 'Wooded Open Farmland' character area. Its key characteristics are identified as follows:

- Virtually flat landform emphasising large skies, though some gentle undulations are evident
- Medium to large scale open arable farmland
- Open views sometimes interrupted by woodland blocks
- High and low voltage pylons have an urbanising effect
- Network of busy roads including the A46, A1173, B1210 but also a network of quiet local lanes
- Well established low cut native hedgerow field and roadside boundaries with hedgerow trees
- Tall native hedgerows and mature trees along lanes
- Internal hedgerows tend to be more sparse and fragmented around Aylesby and east of Laceby
- Small watercourses; North Beck Drain, Laceby Beck, Waithe Beck, and an extensive network of field drainage dykes
- Nucleated settlement pattern of villages and hamlets, scattered farmsteads
- The Wanderlust Way (local trail)



figure 2.18 | nts | national character area 42
source: Natural England

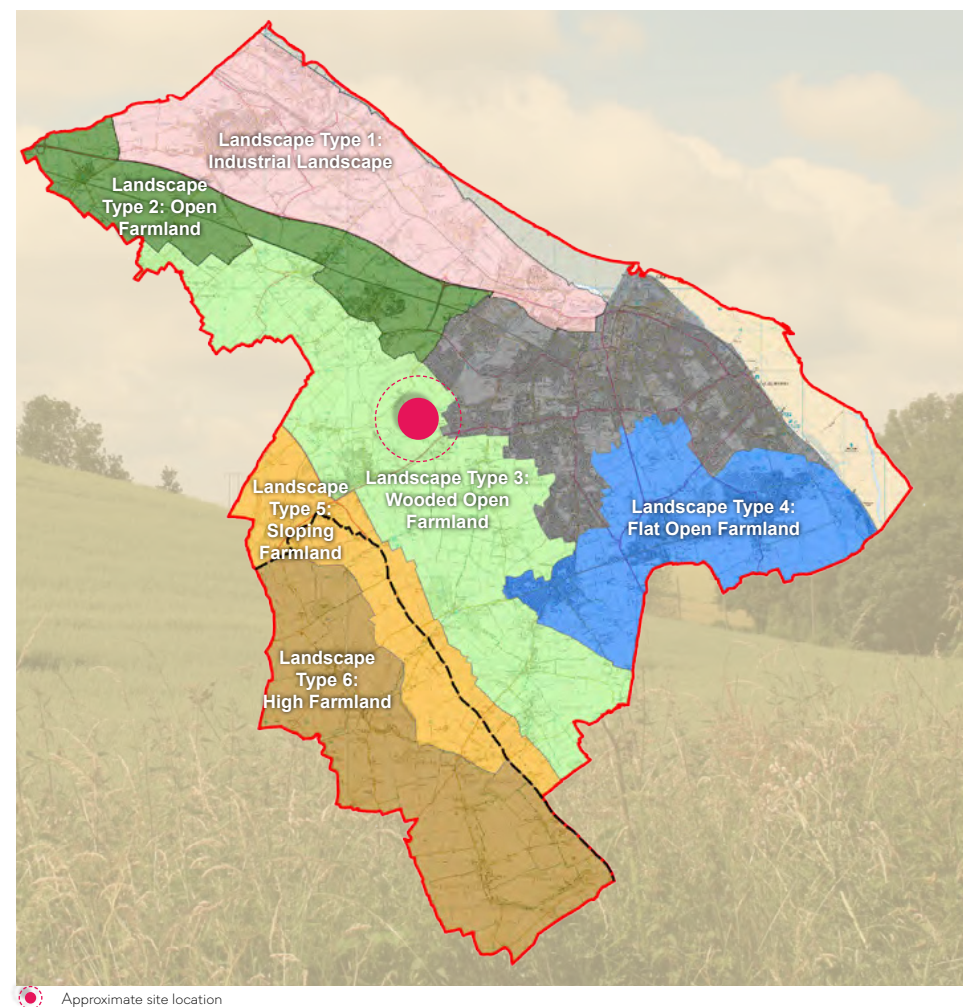


figure 2.19 | nts | local landscape types: wooded open farmland
source: North East Lincolnshire Council

2.4 Heritage

2.4.1 Heritage overview

The Masterplan has been informed by a Statement of Heritage Significance (Arc Heritage, 2016), Historic Environment Record (HER) aerial photograph data, a Technical Baseline Heritage Assessment (Pegasus Group), and pre-application advice from Historic England, which has provided further heritage advice into the development of the masterplan.

There are no designated assets that lie wholly within the site allocation boundary. A portion of the Great Coates Conservation Area overlaps with the northeast portion of the site. Within the 2km study area there are 25 Listed Buildings, 2 Scheduled Monuments and 2 further Conservation Areas. The site is not considered to form any part of the setting that positively contributes to the overall heritage significance of most of these heritage assets due to the nature of the asset and a lack of visual connections, spatial relationships or historic connections. Accordingly, the proposed Masterplan is not anticipated to result in a change that would impact upon the overall heritage significance of these assets.

The designated heritage assets that have potential to be affected by the proposals comprise St Nicolas Church, a Grade

I listed building, the Great Coates Conservation Area, The Grange, a Grade II Listed Building, and Cottager's Plots Conservation Area. Non-designated heritage assets include 110 Great Coates Road and the moated site within the curtilage of The Grange.

Any potential impact on the Grade I Listed Church of St Nicolas will be via a loss of some of its rural setting. Development within any parcel of the site allocation would not be visible from within the Church, or its immediate surrounds, which comprises the burial ground, due to intervening development. Views of the Church from the site allocation are limited to its tower, especially on approach from the west on the A1136 and across the field that comprises proposed residential Parcel D of the Masterplan. Any harmful impacts arising from loss of views are largely mitigated with the proposed Green Infrastructure area within this Parcel, which will preserve views of the Church. Any detailed layout of this Parcel might consider further view corridors towards the Church which would help to establish a strong sense of place.

Parcel D of the Masterplan is within the Great Coates Conservation Area and Parcels A-C, E and F form part of its

setting to the west. Any contribution the site allocation makes to its character and appearance is via views towards the Church which is within the Conservation Area, and its historic connection, being part of the wider agricultural landscape of the settlement and its illustrative historic value of the medieval settlement's agrarian economy. However, the character and appearance of the Conservation Area is best experienced from within its boundary and whilst the proposed development parcels will result in some loss of the rural character of the Conservation Area and its setting, the proposed areas of Green Infrastructure, and the retention of views towards the Church across Parcel D will largely mitigate any harmful impact. Historic England also consider that that the area of Green Infrastructure should greatly mitigate the impact too.

Whilst The Grange, a Grade II Listed Building, is located to the south of the northern area of the site, it is separated from it by Aylesby Road and modern development. The Grange was formerly a farmhouse but no historic connection with the site allocation has been identified, and it is anticipated that the site is not visible from the building. The site forms part of the wider surroundings The Grange, however it is predominantly experienced

from within its curtilage, and with the moated site, and any contribution the northern site makes to the significance of these assets is minor, via it being a relict, albeit changed, of their wider rural setting. Again, the proposed areas of Green Infrastructure will largely mitigate any harmful impacts.

The site is also within the wider setting of Cottager's Plot Conservation Area but is separated from it by the A46 dual carriageway, roundabout junction, and supermarket, and whilst the development parcels would be visible in some longer distance views from the northern boundary of the Conservation Area, development within them would not affect the character and appearance of the Conservation Area from a change in its wider setting.

There is no identified historical connection of the non-designated heritage asset at No.110 Great Coates Road with the site, and the site is only experienced with the house from the Aylesby Road and Great Coates Road junction, or from limited views from its side elevation.

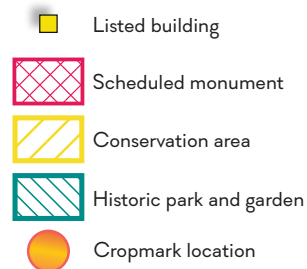
The non-designated heritage asset at No.110 Great Coates Road is a 19th century cottage and whilst the proposals would be seen in some views with the house, any intervisibility would be very

Legend



Site boundary

Heritage assets

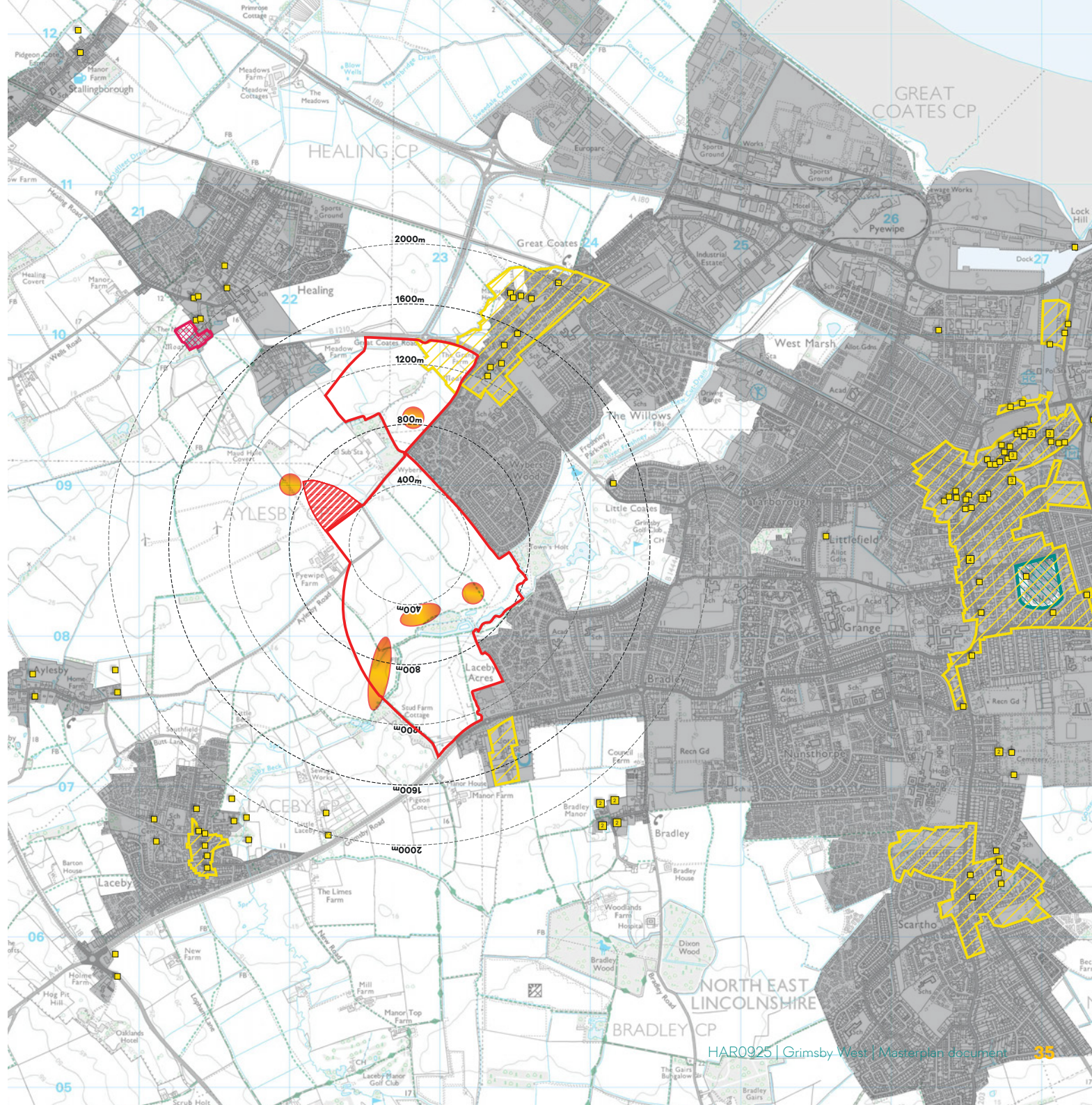


limited due to the extent of proposed green infrastructure within the eastern part of the northern site parcel. The development parcels of the Masterplan would not affect building significance of the building from the change within its wider setting.

Value will be added with the new publicly accessible spaces where heritage interpretation can be presented utilising the findings of the heritage assessment and any archaeological investigation. The HER and aerial photographs indicates that the greatest potential for archaeology at the site likely relates to the Prehistoric, Iron Age and Romano -British periods, although not confirmed, and the potential for any significant archaeology from other periods is low. Without prejudice to any further investigation any archaeology is likely to be of local or regional significance only and not warrant in-situ preservation.

0 1000
metres

figure 2.20 | 1:35,000 | heritage assets



2.5 Site assessment

2.5.1 Site description

Overview

A comprehensive photographic audit of the site and its surroundings has been undertaken. Key photographs and their location are shown in the appendix II.

Character

The land is bisected by Aylesby Road which passes through the centre of the site in a west to east direction. The site's existing character is predominantly arable fields, with the exception of the existing Aylesby Road and the river Freshney and its floodplain. To the east is Wybers Wood and Laceby Acres, which largely back onto the site's eastern boundary. The western and northern edges of the site do not have a defined boundary, with agricultural fields and farm buildings providing the wider setting, including Pyewipe Farm and Stud Farm. The southern boundary of the site is

formed by Grimsby Road and the rear of a Morrisons supermarket to the southeast.

Key features

To the north of Aylesby Road, the northern section of the site consists of arable land divided by hedgerows which vary in size and maturity. The site boundary abuts a National Grid electricity substation, which is screened by Wybers Wood SNCI from the northeastern part of the site. Part of the northeast corner of the site is within the boundary of the Great Coates Conservation Area. The land is generally flat which allows views into the conservation area, including towards the tower of the grade I listed St Nicolas Church.

To the south of Aylesby Road, the southern section of the site also consists largely of arable fields, bisected by the River Freshney which forms a key feature of this

part of the site. The river valley is fringed by woodland, including Carr Plantation SNCI.

The land gradually slopes downwards towards the river from Aylesby Road in a north to south direction and then back upwards from the river towards Grimsby Road (A46). The rear of Morrisons supermarket is visible from the southern portion of the site.

A number of bridleways and footpaths pass within and around the site. Public footpath 103, south of Wybers Wood, branches off Aylesby Road in a southern direction through the site, before bending westwards along the river towards Laceby. Footpath 105 branches off this footpath and links into Oakwood Drive to the east. Bridleway 102, opposite Pyewipe Farm, branches off Aylesby Road to the south of the river, before turning south past Morrisons onto Grimsby Road. Bridleway 101 branches off

from 102 and provides a link onto Nelson Way to the east.

Utilities, comprising overhead cables and pylons are a prominent feature of the site. Overhead cable and pylons runs from the west of Morrisons along the eastern edge of the site until it meets Aylesby Road where it connects to the electricity substation at Wybers Wood. From the substation, two overhead cables branch off to the northwest and northeast with their associated pylons. An overhead telecoms cable and posts runs along a similar alignment to the electricity cables to the south of the river.

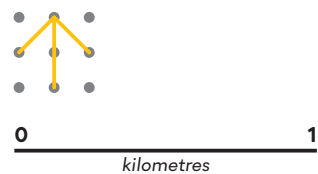
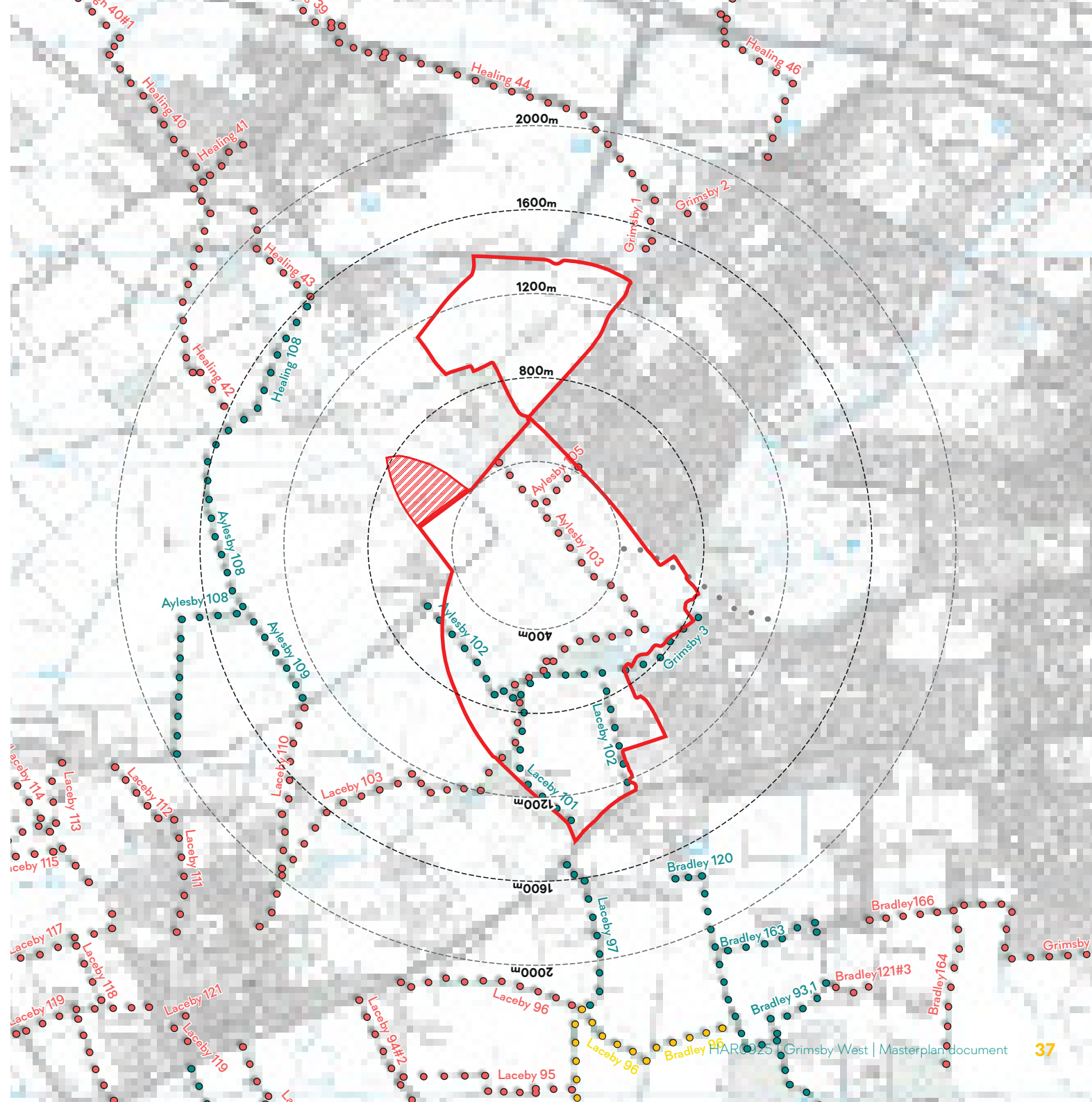


figure 2.21 | 1:25,000 | public rights of way plan



2.5.2 Technical assessments

This section of the baseline assessment provides a brief overview of the technical site assessments undertaken by the wider consultant team and includes:

- Access and connectivity
- Ecology and biodiversity
- Flood risk and drainage
- Utilities

Details within these studies have been taken forward to support the design development process through the provision of detailed constraints for both the site and its immediate context.

Access and connectivity

Tetrattech have been engaged to provide access and movement expertise to the design team. The Grimsby West site will generate additional traffic movements

and will provide a new link road between the A1136 and the A46 which will allow additional opportunities to access services and facilities. The NELC Saturn model for Grimsby is being used to assess the effect that the additional traffic and link road will have on the road network, and where highway improvements are likely to be needed. This work is at an early stage, however the analysis done by the Council at Local Plan allocation and for their funding bid for the Link Road indicated that the transport effects of the site can be accommodated, although improvements will be needed at some locations. We have since verified that the NELC's Saturn model is suitable to assess the effects of Grimsby West and this has been agreed with NELC and National Highways. Having verified the Saturn model our initial assessment of Grimsby West show that the proposed link road will carry some through traffic and will therefore fulfil a strategic function in addition to that of providing

access to the site, the use of the link road by HGVs is expected to be very small, and that the wider transport effects can be accommodated and that some highway improvements will be needed.

The site is proposed to be served via two new vehicle accesses, located on A1136 Great Coates Road and A46 Grimsby Road. The northern access will be at the A1136/ B1210 Great Coates roundabout, which will require improvement to accommodate the likely traffic flows. The southern access will be a new roundabout on the A46 west of the Cottagers Plot roundabout. Both main access junctions will include crossing points for pedestrians and cyclists to allow for the Healing Pedalway and Laceby cycleway routes. The two accesses will be connected by a link road which will have a 7.3m wide carriageway, 2.0m wide cycle lanes, 3.0m wide verges and 2.0m wide footways on both sides. Appropriate signal-controlled

pedestrian and cycle crossing facilities will be provided at main junctions along the link road. The pedestrian and cycle facilities along the link road will be complemented by an extensive network of shared use routes away from the link road which will link on-site facilities through to the existing off-site routes – the Healing PedalWay, Freshney Valley and Laceby cycle routes. Together these routes will cater for active travel journeys north-south and east-west through the site for both new and existing residents.

Multiple bus routes provide regular services to the south along the A46, to the north along the A1136 and to the middle along St Nicholas Dr, towards Grimsby and the surrounding local context. There are opportunities to provide a 10-minute frequency serve along the Link Road to Grimsby town centre. The nearest railway station is Great Coates railway station approximately 600m to the northeast

KEY:

- PROPOSED CARRIAGEWAY OR CYCLEWAY
- PROPOSED FOOTWAY OR SHARED USE FOOTWAY /CYCLEWAY
- PROPOSED GRASS VERGE
- PROPOSED LIGHT SEGREGATION

of the site. A number of local amenities and services are provided in local centres within a walkable distance of the site. This includes a convenience store and post office where a cash machine is accessible; various eateries and community centres including Bishop King Community Centre; and nurseries, primary and secondary schools. All of these amenities are accessible within a 1 km walk from the proposed development.

Discussions have been on-going with NELC officers at a number of workshops and a good level of understanding has been reached as to the form and function of the link road the pedestrian and cycle networks and the level of public transport provision. This reflects discussions to date, and the final specification and details will be agreed through the planning application. Discussions have also been ongoing with National Highways in regard to the potential effect of the site on the A180, which is part of the Strategic Road Network.

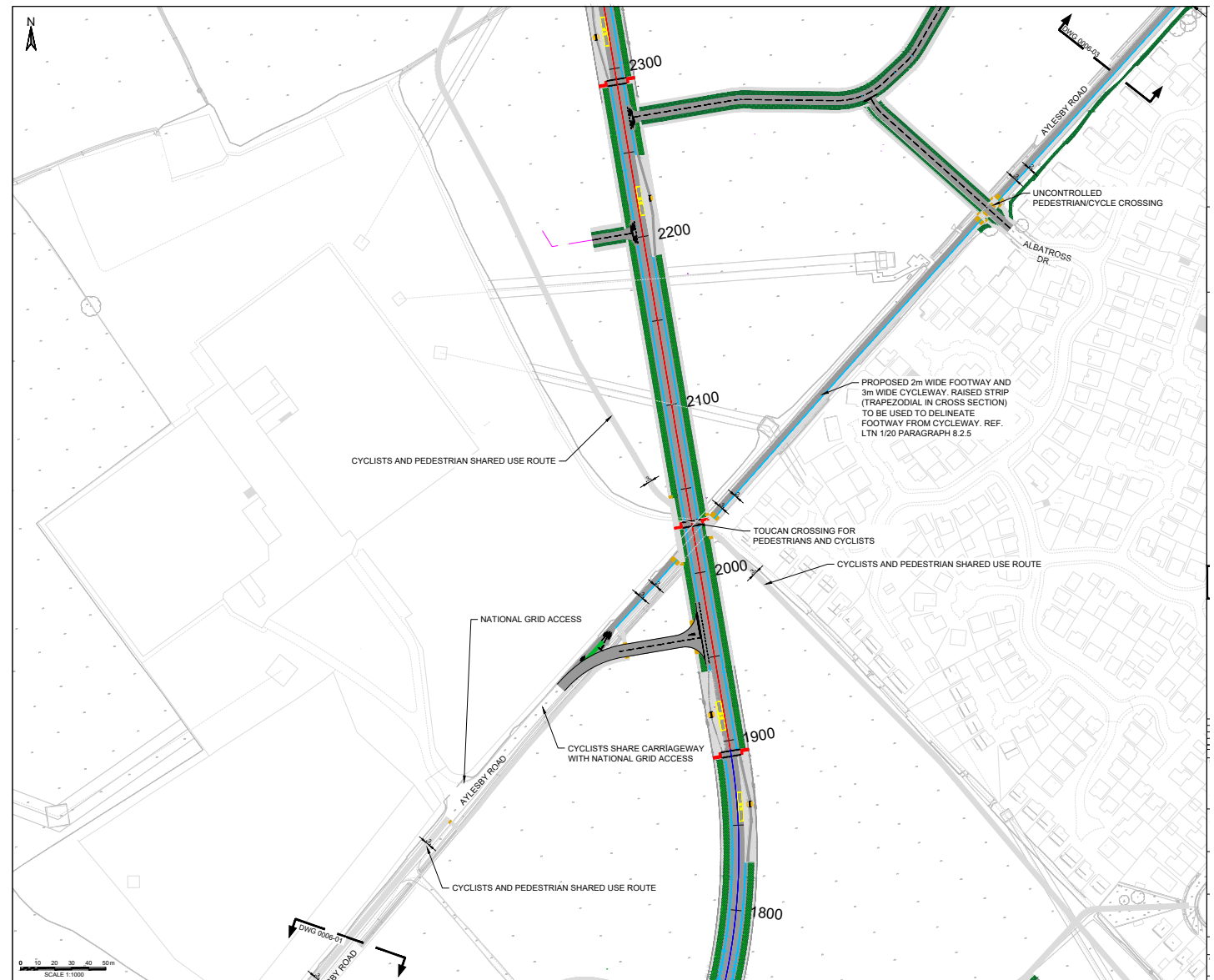


figure 2.22 | NTS | Link Road crossing Aylesby Road
HAR0925 | Grimsby West | Masterplan document

Ecology and biodiversity

The design for the site has been informed by an ecological baseline assessment by Brooks Ecological, which identified potential ecological constraints associated with the proposed development site and the need for further reporting or output to support a planning application.

Their report was based on a desk study of designated wildlife sites and records of protected or notable species, and an extended Phase 1 Habitat Survey carried out in August 2024.

Key findings were as follows:

- Most of the Site is occupied by intensively managed arable farmland, which is of limited ecological value.
- Areas of broadleaved woodland, neutral grassland and hedgerows are of greater value, and should be retained, protected, and enhanced wherever feasible.
- The River Freshney / Laceby Beck, along with associated riparian habitats (wet woodland and reedbed) are of high ecological value and are designated as Local Wildlife Sites. These areas should be retained and buffered from development and should form the focus of ecological enhancement at the Site.
- The Site lies within 3km of the Humber Estuary SAC, SPA, Ramsar. A shadow Habitat Regulations Assessment should be undertaken to consider the potential impacts of this development and to put forward mitigation measures.

Details on measurement of the Site's biodiversity and the implications of complying with the requirement to provide a net gain for biodiversity were also identified by Brooks Ecological.

This will ensure that at least a 10% biodiversity net gain will be achieved from the current position:

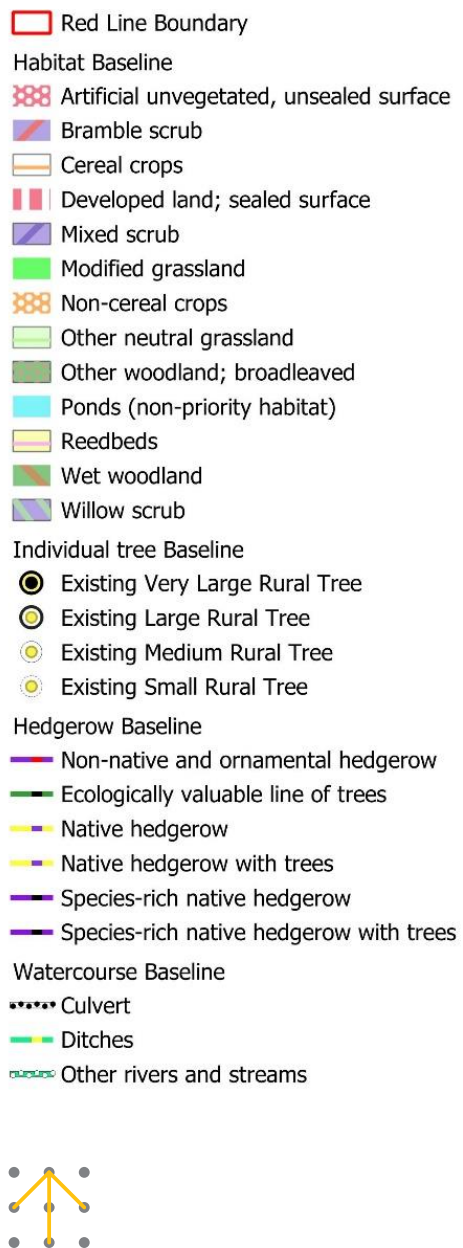


figure 2.23 | nts | habitats and ecological features

Flood risk and drainage

The Environment Agency Flood Map for Planning (figure 2.7) shows the site lies within Flood Zone 1, 2 and 3, with the site predominately covered by Flood Zone 1, with a small area of Flood Zone 2 and 3 present through the centre of the site along the Freshney Valley. The site doesn't include any flood defences.

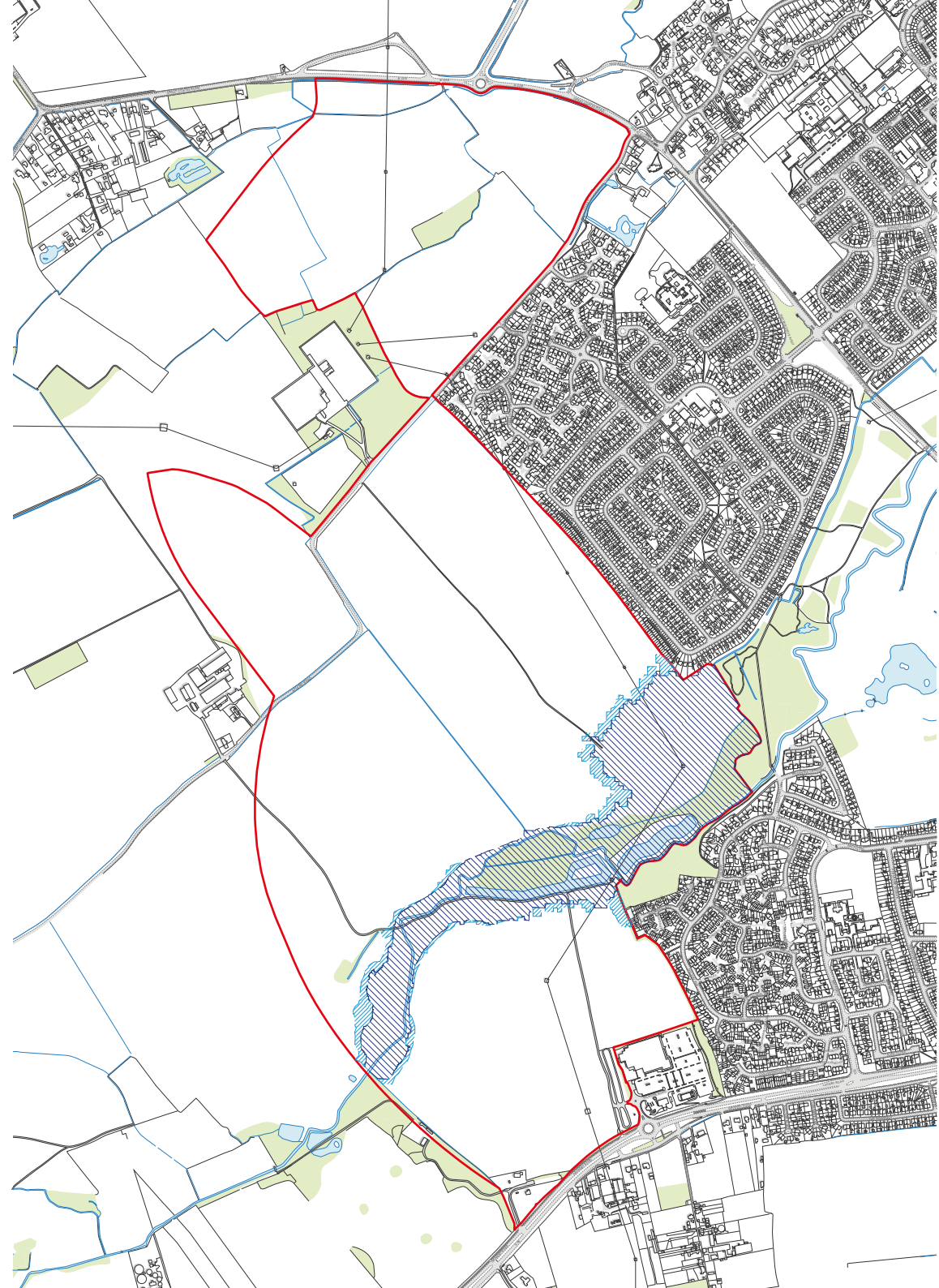
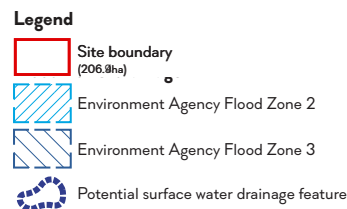
Flood Zone 1 represents a less than 1 in 100 annual probability of flooding from rivers or the sea, and therefore, the area is suitable for all types of development.

The nearest water course is Freshney River in Freshney Valley, which runs approximately 1.2km east-west in the site covered by Flood Zone 2 and 3. These areas are proposed to be retained as open space, and any flows can be managed as part of the future site levels. There are no other water courses which would be likely to cause significant flood risk to the site.

Adept drainage engineers have provided drainage guidance into the masterplanning process, including the size and location of proposed drainage features within the site.

Surface water drainage for the majority of the site will outfall into the Freshney Valley and the watercourse, while the area to the north of the site will outfall into the northern area of the site towards Great Coates Road. The surface water risk will be managed through incorporating the attenuation basins in the process of the master plan development as part of a sustainable surface water drainage system, which will consider the layout and profile of the site with regard to exceedance flows and flood resilience. Foul drainage will drain via gravity to pump stations strategically located across the development. The foul flows will then be pumped at a controlled rate to eastern boundary and discharge into a 1050mm diameter combined Anglian Water sewer, south of St Nicholas Drive.

figure 2.24 | nts | flood risk



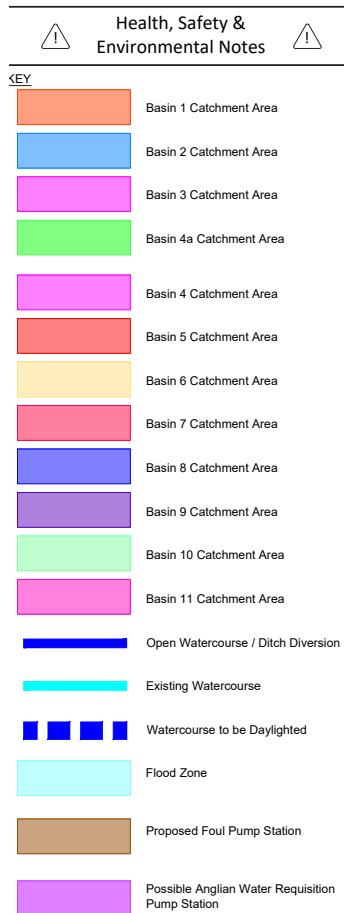
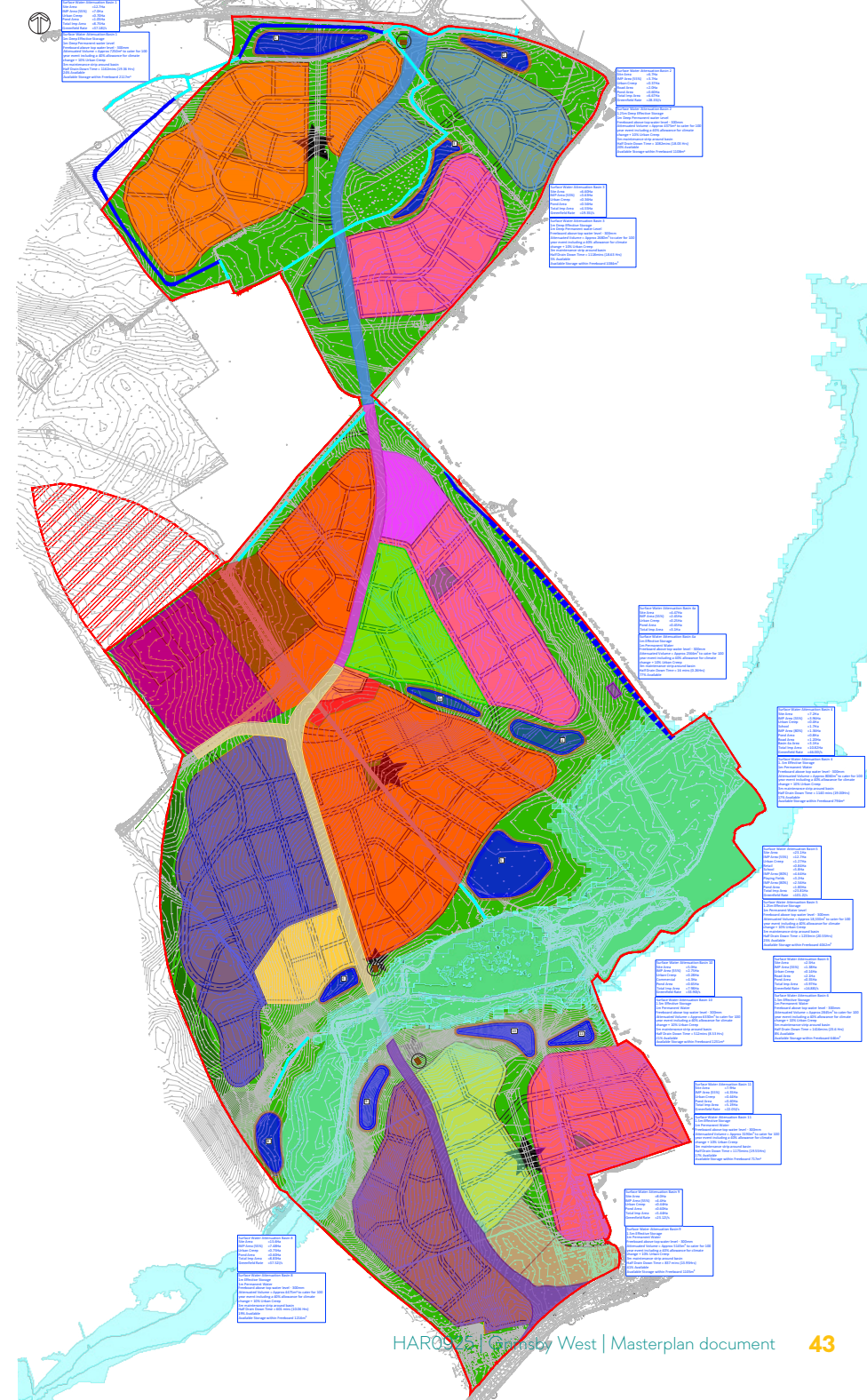


figure 2.25 | nts | drainage recommendations (Adept)



Utilities

UCML has been instructed by Harworth Estates Investments to provide a desktop utility study to identify the outline constraints derived from the statutory utility infrastructure in respect of the proposed development at Grimsby West.

The survey covered the following utilities and their respective providers:




























- Electricity: Northern Powergrid
- Gas: Cadent Gas
- Water: Anglian Water
- Communications: Virgin Media, Openreach

Existing constraints are mapped overleaf.

Where needed, the masterplan excludes technical utilities constraints from proposed developable area. This includes overhead electric cables and water mains.

Elsewhere, UCML has established where diversions may be required to deliver the masterplan layout as presented within this report, and identified associated costs.

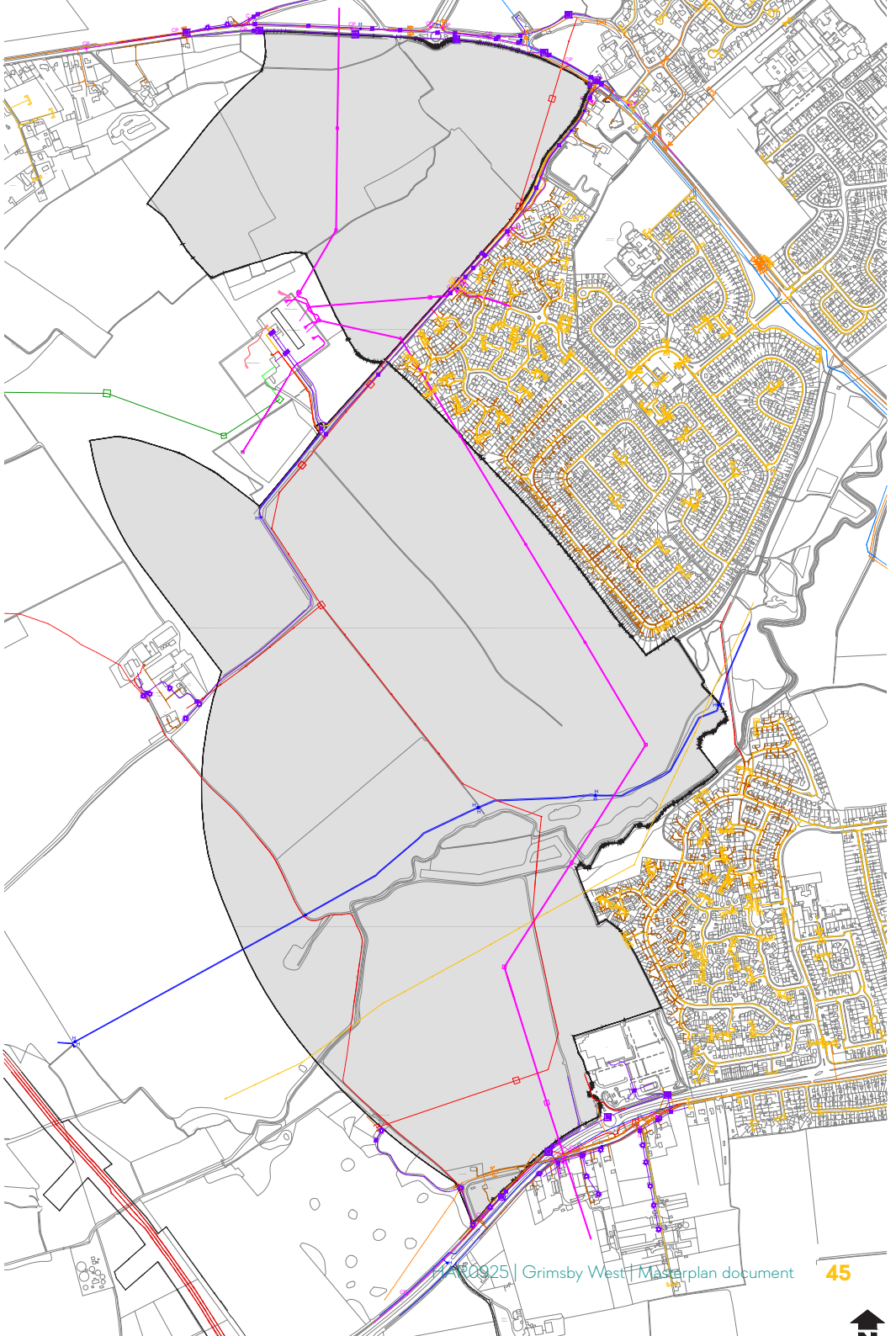
These diversions are considered acceptable to the client team in order to deliver a high quality, legible layout to development.

EXISTING UTILITIES KEY	
ELECTRIC - National Grid	
	Existing Overhead Cables
	Existing Pylon
	Existing Fibre Cables
ELECTRIC - Northern PowerGrid	
	Existing Electric GV (132kV) - Overhead
	Existing Electric EHV (33kV) - Overhead
	Existing Electric EHV (33kV) - Underground
	Existing Electric HV (11kV) - Underground
	Existing Electric HV (11kV) - Overhead
	Existing Electric LV - Underground
ELECTRIC - Orsted	
	Onshore Cable Route (As Planned)
	Development Consent Order Limits
GAS - Cadent	
	Existing Gas (Extra High Pressure)
	Existing Gas (Medium Pressure)
	Existing Gas (Low Pressure)
	Existing Gas Valve (Low Pressure)
WATER - Anglian Water	
	Existing Potable Water
	Existing Hydrant
	Existing Fitting
TELECOMS - BT Openreach	
	Existing Cable / Duct (Underground)
	Existing Joint Box
	Existing Manhole
	Existing Cable (Overhead)
	Existing Pole
TELECOMS - Virgin Media	
	Existing Cable / Duct (Underground)
	Existing Chamber / Pole
	Existing Cabinet
SITE INFORMATION	
	Site Area



0 500 metres

figure 2.26 | 1:15,000 | utilities (UCML)



2.6 Opportunities & constraints

2.6.1 Opportunities and constraints

Following an assessment of the site and its local context, a number of opportunities, constraints, and technical considerations have been identified to be taken forward into the design development process. The following bullet points and adjacent plan provides a summary of the key considerations that have informed both the design and layout of the site:

- **Work with existing topographies:** opportunities exist to work with existing topographies across the site to positively frame features such as the River Freshney and views of existing landmarks across Grimsby
- **Enhance landscape assets:** opportunities exist to retain and enhance existing landscape, ecological and watercourse features, such as the Freshney River Corridor to create high quality ecological and recreational networks throughout the site
- **Understand utilities:** consideration must be given to some of the significant utilities both crossing and located immediately adjacent to the site, namely the large electrical sub-station and associated power lines.
- **Drainage demands:** consideration must be given to the integration of sustainable urban drainage systems from the beginning of the design process. Opportunities may exist to utilise the site's relationship with the Freshney River chalk stream to create attenuation basins that permanently retain water to create beneficial ecological features
- **Creating connections:** opportunities exist to create a characteristic road link through the site, emphasising local features of long, straight roads with switchbacks
- **Active access:** opportunities exist to maximise the sites strategic location along local cycle routes, footpaths and bridleways, as well as the close proximity to Great Coates railway station to create an environment that encourage walking and cycling for journeys
- **Heritage assets:** opportunities exist to preserve and enhance the adjacent built environment of both the Great Coates and Cottager's Plot conservation areas.
- **Creating townscape:** opportunities exist to utilise development to frame views across the site of local landmarks such as Pyewipe farm, St Nicholas Church and Grimsby Dock Tower
- **Sensitive setting:** consideration must be given to the relationship between both existing and proposed development, especially where residential areas currently back onto the site
- **Creating centres:** opportunities exist to centralise proposed development clusters around switchback features in the street network
- **Nodal squares:** opportunities exist to utilise the formation of nodal squares when create public space provision
- **Urban patterns:** opportunities exist to replicate characteristic patterns of development, such as formal grids and ribbon developments
- **Street character:** opportunities exist to emphasise recognised characteristics of the local street networks to create a development gives a true sense of place through its street typologies
- **Local legibility:** opportunities exist to utilise existing characteristics within the local vernacular to create distinctive neighbourhoods that evoke the local sense of character

Legend

- Site boundary (206.8ha)
- Proposed sub station site (7.4ha)

Landscape features

- Existing tree
- Contour levels
- Existing spring
- Existing pond
- Strategic green infrastructure corridor (North East Lincolnshire Local Plan)

Landscape and Ecological designations

- Bat roosting woodland
- Site of nature conservation interest (SNCI)
- Considered local wildlife site (cLWS)
- Local wildlife site (LWS)
- Local nature reserve (LNR)
- GW4 Proposed Green Wedge

Flood risk & drainage

- Environment Agency Flood Zone 2
- Environment Agency Flood Zone 3
- Potential surface water drainage feature

Infrastructure

- Existing pylon and overhead cables
- Internal link road corridor (21.3m)

Heritage assets

- Listed building
- Conservation area
- Scheduled monument
- Cropmark location

Access & movement

- Existing all-mode access

500 metres

- Existing all-mode access
- Existing pedestrian access
- Existing path
- Existing public footpath
- Existing bridleway
- Existing local cycle route
- Existing bus stop
- Existing railway station

Placemaking

- Views of local landmarks
- Sensitive views
- Sensitive boundary

Local land uses

- Retail cluster
- Local centre (North East Lincolnshire Local Plan)
- Primary school
- Secondary school
- Electricity sub-station
- GW5 Area of Search National Grid proposed new sub-station
- C1 Potential power line corridor
- Potential battery storage
- Potential battery storage

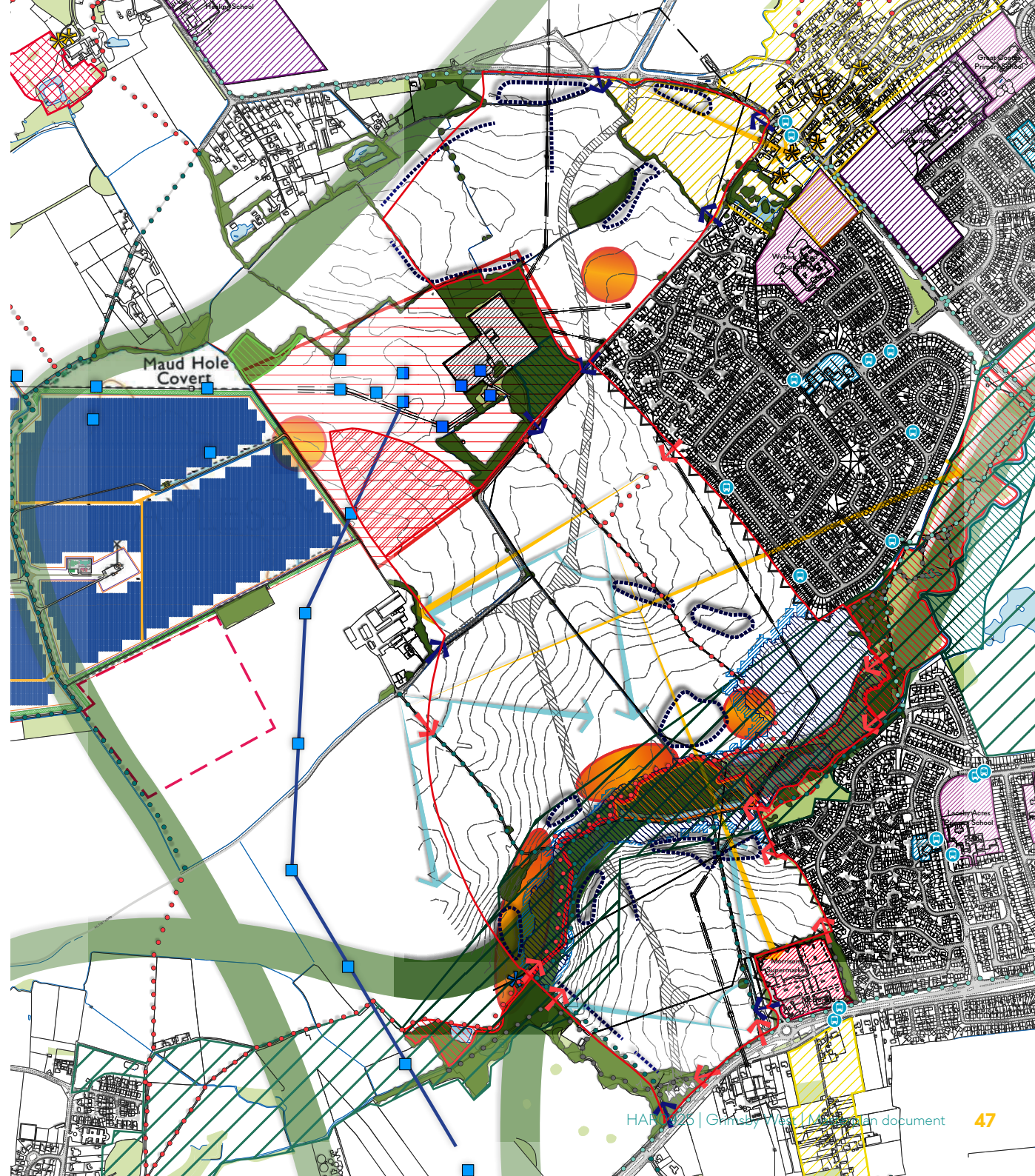


figure 2.27 | 1:15,000 | opportunity and constraints

3

Vision

- 1 Introduction
- 2 Appreciating the context
- 3 Vision and objectives
- 4 Consultation
- 5 Creating urban structure
- 6 Design response
- 7 Delivery
- 8 Next steps



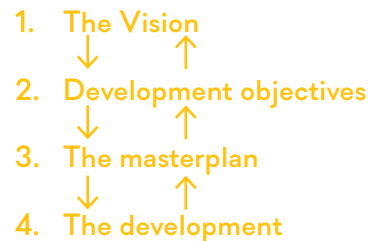
3 Vision

3.1 Overview

Establishing a clear, strong vision is a vital stage in the design process, ensuring that all stakeholders are unified in their aspiration for the future for the site, and critically, that this same aspiration is maintained throughout the planning and design process.

Grimsby West has always been viewed by the development team as an important site within Grimsby and North East Lincolnshire as a whole. Its size and location alone set it apart from other residential allocations within the local area. Early in the design process it was identified that the site had the potential to deliver a new community, but in order to deliver such a development successfully, it would need guiding principles that could mould the ideas into a vision.

In order to achieve this, a collective vision and set of development objectives have been established to lead the masterplan development process. In turn, this should ensure the masterplan and resulting development meets the aspirations of the vision:



The vision also responds directly to the aspirations of the North East Lincolnshire Local Plan, in relation to the Grimsby West strategic housing site, which are as follows:

Grimsby West will be a high profile location that creates an exceptional environment to live in and access skilled employment. It will be a place for all ages to live and prosper. Its overall character will be defined by four themes:

1. sustainable movement; (encouraging healthy lifestyles, promotes alternatives to the private car, provide good access to employment sites and wider leisure and service needs);

2. sustainable infrastructure; (promoting opportunities for generating renewable energy, ensuring well-connected communities that are supported by key infrastructure);

3. sustainable lives; (making provision for the community to access education, training and community services they need; and providing homes and places that encourage social integration and interaction and active lifestyles);

4. sustainable homes and place; (developing a range of high quality homes, providing a mix of densities and styles, developing a strong sense of community and creating a strong network of green infrastructure, building upon Freshney Parkway and linking to the wider countryside beyond, and safeguarding the character and setting of the heritage assets in the vicinity).



Figure 3.1 | Artist's impression

The vision

“Our vision for Grimsby West is to use the site’s sustainable location to provide three distinctive neighbourhoods that draw upon existing landscape features, local views, active travel and transport connections to deliver a high quality, landscape led and sustainable development creating a genuine sense of place. A vibrant and sustainable community for all residents at Grimsby West will be created by providing local centres, community facilities and schools, a network of active travel routes, attractive green spaces, good public transport links and energy-efficient, low-carbon homes. The vision for Grimsby West will be delivered through nine development objectives based on those from the Strategic Objectives in the North East Lincolnshire Local Plan. .”

3.2 Vision

The vision for Grimsby West has been derived from an understanding of government and local policy direction, contextual analysis and local consultation responses. Critically, it also reflects a greater consciousness in promoting the creation of sustainable, healthy and family focused development to provide aspirational environments for the communities of the future.



figure 3.2 | vision precedents

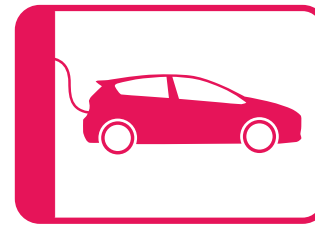
3.3 Development objectives

The following nine development objectives will be used lead and guide the delivery of the masterplan:



1: Population

To provide a high quality, deliverable and viable masterplan for approximately 3,500 homes that meets population and housing need, delivering a mix of housing and local facilities for a wide range of people.



2: Climate change

To deliver a sustainable masterplan that addresses both the cause and effects of climate change through the creation of diverse ecological and recreational green infrastructure, energy efficient housing and neighbourhood centres that prioritise easy access by active travel modes, robust development that is able to adapt over the lifetime of the neighbourhood, whilst minimising impacts of energy production, flood risk, extreme weather conditions, poor air quality and waste production.



3: Economy

To deliver a masterplan that considers employment opportunities as an integral part of the design, embracing opportunities for emerging work trends and patterns, including home working and shared workspace as part of the design of vibrant local centres.

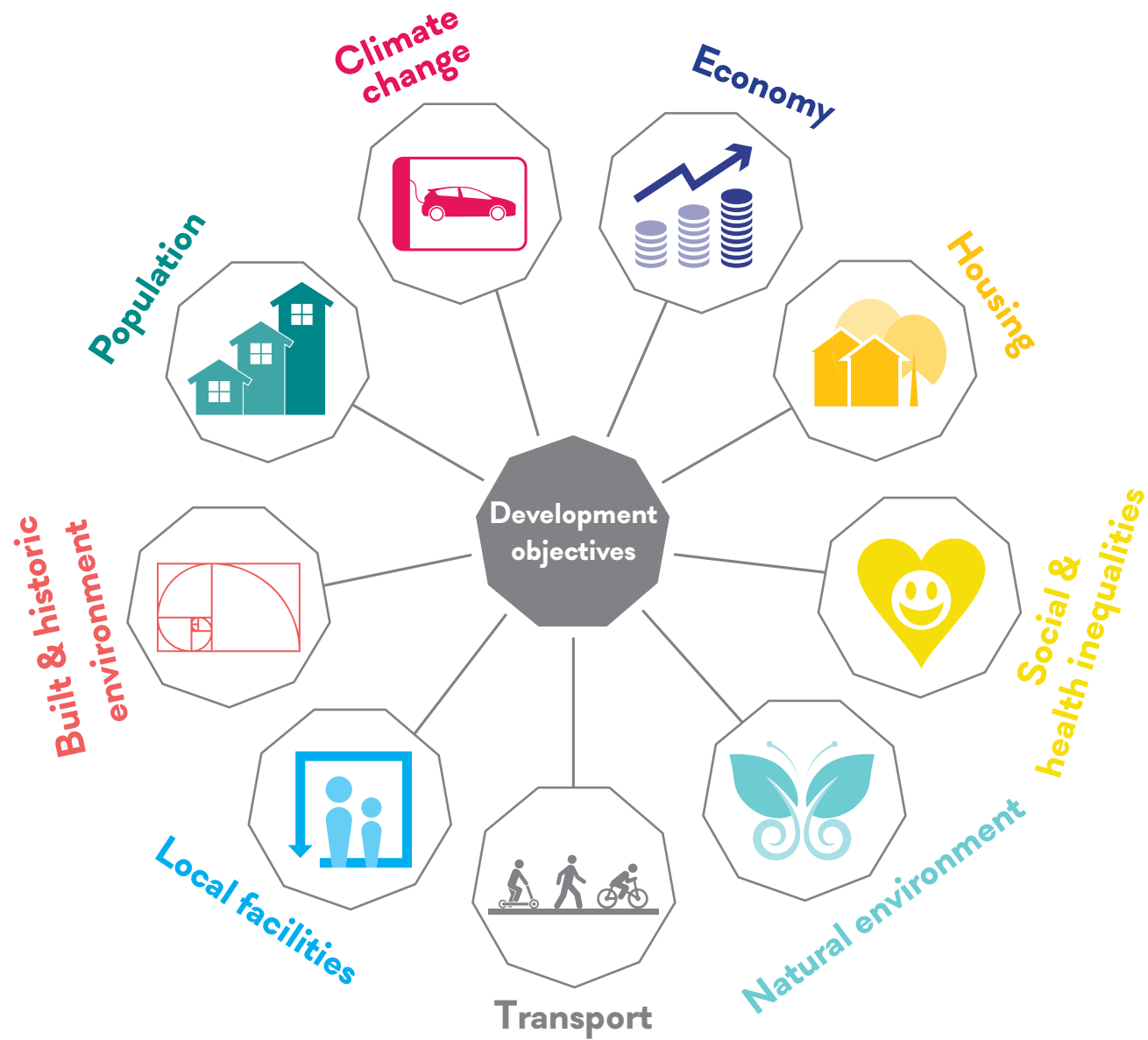


figure 3.3 | development objectives



4: Housing

Delivery of high quality, locally distinctive market and affordable housing to address the needs of an ageing population. The masterplan will utilise technological advances, partnerships with social housing providers, extra care and sheltered accommodation as well as innovative housing models to help foster a sense of community spirit.



5: Social and health inequalities

Creating a masterplan that promotes healthy lifestyles, positive well-being and tackles social isolation through accessible high quality public spaces, healthcare, sports and recreation provision, whilst minimising the negative impact of vehicles, air pollution and noise through a reduction in traffic speeds and encouraging more active travel.



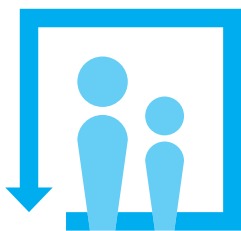
6: Natural environment

Creating a masterplan that safeguards and enhances the quality of natural environment, through a landscape and heritage and placemaking approach to the design, that includes at least a 10% uplift in biodiversity net gain (BNG).



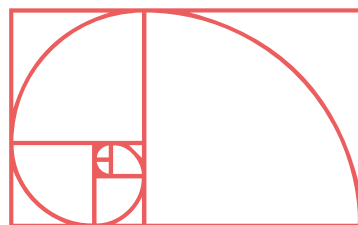
7: Transport

Creating a masterplan that prioritises access for all, in particular elderly, young and disabled populations through a network of connected routes, with a choice of safe, attractive and sustainable transport options, including, for example, active travel routes, regular and frequent bus services, EV charging provision, as well as a range of facilities on site which reduce the need to travel



8: Local facilities

Creation of two new local centres to service the day-to-day needs of the development. High levels of access and a complementary mix of uses, including school provision, will encourage multi-purpose trips, promote walking and cycling, whilst the addition of passing trade will together ensure vibrant and viable commercial centres.



9: Built and historic environment

Creating a high-quality of built and historic environment by applying principles of sustainable and inclusive design, promoting safe and secure accessible streets and places and recognising the importance of supporting and strengthening local and historical character and distinctiveness.



4

Consultation

- 1 Introduction
- 2 Appreciating the context
- 3 Vision and objectives
- 4 Consultation
- 5 Creating urban structure
- 6 Design response
- 7 Delivery
- 8 Next steps

4 Consultation

4.1 Overview

Engagement with a wide range of stakeholders and the local community is essential in developing a masterplan that reflects local needs. Full details are provided within the statement of community involvement, which is appended to this document.

The client and design team has been actively involved in ongoing engagement with North East Lincolnshire Council initially as part of the Local Plan adoption process prior to its formal allocations as a strategic housing allocation in 2018 and more recently through a detailed update review of the analysis process and development of the design vision which has provided ongoing input into key aspects of the design, to inform access and movement, mix of uses and approach to the creation of distinctive neighbourhoods.

Prior to the adoption of the Local Plan in 2018 a stakeholder workshop was held in 2015, the purpose of which was to engage with a wide range of interested local stakeholders that would be potentially impacted by the development to help develop a vision for the Grimsby West allocation. Whilst somewhat dated, the conclusions have nevertheless provided a strong foundation and identified common themes that have influenced the vision.

4.2 Public consultation

Three public consultation events have taken place to engage the local community in the development of the design for the site. The first took place at the beginning of 2022 and consulted local people about the design principles and objectives of the development.

Feedback on key issues and local needs helped inform the development of the more detailed proposals. This included a

key change relating to the alignment and design of the link road between the A1136 and the A46. The peripheral design and alignment of the link road was replaced with an internal route through the site.

The second event took place on 3 December 2024. This event sought feedback on more detailed masterplan proposals. Feedback on local needs included the necessity of protecting the privacy between existing and proposed properties and new public rights of way, with the proposals amended to include buffer planting to create an adequate distance to ensure safety and screen views.

The third public consultation event took place on 15 July 2025. Prior to the public exhibition, local Parish and District Councillors were contacted directly to attend a meeting. This allowed for a private review of the exhibition boards, and a focused discussion with the project team and other local representatives.



Notification of Public Consultation

A website will launch on 15 November 2024:
www.grimsbywest.co.uk
The exhibition will take place on:
Tuesday 3 December 2024 4pm-7.30pm
The Pelham Suite, Cambridge Road, DN34 5SZ

How Can I Make my Views Known?

Comments can be made through the project website or at our public exhibition. All comments should be submitted by 15th December 2024.

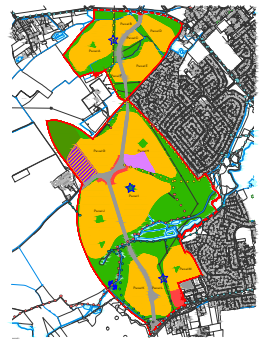
The website will include all of the information on display at the exhibition as well as a comment facility. At the exhibition, members of the project team will be available to discuss the proposals and your feedback which will help to shape the emerging Masterplan.

The Pelham Suite has level access, with ample parking including disabled parking. The Number 4 & Number 11 Stagecoach bus services are located close to the venue.

What Will My Comments be Used For?

All thoughts, suggestions, and issues received will be carefully considered to help shape the future of these proposals. We are keen to engage with local residents and interest groups to inform the Masterplan which is required to deliver the development.

Harworth



The Proposals

The development proposals for the site include the following:

- Approximately 3,500 dwellings across a number of development parcels;
- A new road through the site, connecting the A46 Grimsby Road, Aylesby Road, and the A1136 Great Coates Road;
- A new primary school, with potential expansion to include a new secondary school;
- Two local centres, to contain mixed uses to benefit the community; and
- A new country park, including enhancement of the River Freshney Corridor.