

ITEM 2 - 6 DEANS GROVE, GRIMSBY

Carol Pedersen (Engie)

From: peter.harriman@
Sent: 22 February 2021 22:38
To: Planning - IGE (ENGIE)
Cc: sarah.harrimar
Subject: Planning application reference DM/0589/20/FUL

Dear Sir/Madam

I object to plans for 6 Deans Grove Grimsby, on the block plan and proposed site layout published on 17th February 2021 and previous proposed site plans the application keeps showing a plan of the lane down to Rathgar house then the track in front of Rathgar house and then access track in front of houses, on their plan this track is shown as different widths it states this as existing shared driveway on their submitted site layout. This is inaccurate, from the front of each house and garden there is a track and lawn area going up to bridge this is owned by the property owner or freeholder, the track is for access for all property's along this row of houses, originally this track on the deeds and conveyance says it is 10ft wide to allow access to all properties, over the years as car ownership has increased and the track has got wider and now allows one or two residents cars to be parked alongside track and part of grass area, this allows cars to reverse and turn on owners own part of track, this increased track width is not an "existing shared driveway" also on plan they propose to put hedging and a holly tree in lawn area at other side of track, in covenants when this land was bought from Yarbrough estate, it clearly states this land should be kept as an open space for a lawn area. In recent times more and more home delivery's are taking place which is causing the lane and track to houses to be very congested, with some delivery vans having to reverse full length back to Brighowgate, more homes turned in to flats is not a good idea for this row of houses,

Sincerely
Peter Harriman

1 Deans Grove
Grimsby



Rathgar
Deansgrove
Grimsby
N.E. Lincs.
DN32 0SA

21st February 2021

Senior Development Management Officer
North East Lincolnshire Planning
New Oxford House
2 George Street
Grimsby
N.E. Lincs.
DN31 1HB

Dear Sir,

Alterations to No. 6 Deansgrove – Planning Application DM/0589/20/FUL – AMENDED DETAILS

I refer to your letter dated 9TH February 2021 in connection with the amended Planning Application.

Previous comments/objections made for the first and subsequent amended applications are still relevant together with additional comments as show below:

Whilst the proposal has been reduced from 4 individual apartments to 2 flats, the property still consists of 4 bedrooms plus 1 loft room/bedroom. I also notice that the parking places have been reduced to 2 instead of 4.

Can the property developers guarantee that the occupants of these flats will only require two parking places or can they confirm how they would cope if they require in excess of two places because it is inappropriate to assume that they can use the privately owned frontages between Nos. 1 to 5 for this purpose. The Block Plan showing the access to No. 6 seems a little vague.

What arrangements have they made regarding the collection of their domestic and recycling bins and how many will they require?

It appears that the property developers did not consider the logistics in refurbishing a property such as No. 6 which is in a location which has a restricted access and a limited availability of parking spaces. It does not seem appropriate for them to assume that they “can take over” or spoil the existing residents’ quiet enjoyment of their properties.

Yours faithfully,

L Hyde

SUPPLEMENTARY PLANNING AGENDA – 3RD MARCH 2021

ITEM 4 – THE SCRATCHING POST, 38 HIGH STREET, CLEETHORPES



Item 7 – DM/1044/20/FUL – Brook Lane, Waltham

The description of the application has been amended to: **Erect a dwelling as an amendment to that granted on application DM/1192/15/FUL**. An amended Full application form provided to reflect this.

3rd February 2021

Mr Jonathan Cadd
Places & Communities
North East Lincolnshire Council
New Oxford House
George Street
Grimsby
DN31 1HB

Dear Jonathan,

RE: DM/1074/20/FUL – 36 BARGATE, GRIMSBY

Further to discussion last week, I write to respond to the consultation response received from the Local Highway Authority (LHA) in respect of the above planning application. This letter sets out a comprehensive rebuttal of those comments, with further details available within the Transport Assessment, Road Safety Assessment and Stage 1 Road Safety that support the planning application. In directly addressing the LHA's comments we hope to assist you in accurately presenting the applicant's position when reporting the application to Planning Committee.

The LHA's comments are set out below in italics, together with our response to each point. In order to set the context for consideration of other issues, we start with the highway authority's comments on existing highway safety conditions before moving on to its specific concerns in respect of the proposed access arrangements.

LHA Comment (1)

'Within the Transport Assessment it is shown that there have been a total of 10 collisions over the 2015-2019 period. The Transport Assessment suggests that this is not unusual however the Highway Authority would not agree with this statement, especially as 2 of the collisions are classed as serious and it would be disingenuous to suggest this is not considered unusual.'

Applicant's Response (1)

- The 10 collisions have occurred along an extended stretch of Bargate and not necessarily within the immediate vicinity of the application site.
- Of the 10 incidents reported in the Transport Assessment, a total of 5 collisions have occurred at the junctions of Abbey Road/Bargate and Augusta St/Bargate and Brighowgate during the 2015-2019 period.
- The equivalent average annual accident rate is 0.4 collisions per annum at Abbey Road/Bargate junction and 0.6 collisions per annum at the junction of Augusta St/Bargate and Brighowgate.
- We have extended this analysis back to 2001 to consider whether the previous operation of the Conservative Club at the application site led to a higher rate of collisions. We can confirm that it did not and that this low rate of recorded collisions has been consistent over the last 20-year period.
- This low accident rate has occurred despite traffic counts confirming that this section of Bargate has an average daily traffic flow of around 20,000 vehicles.
- The Welhome Road/Bargate and Westward Ho/Bargate junctions are located 200-300 metres to the south of the application site and experience very similar traffic

flows. In the 2015-19 period, those junctions experienced 6 collisions and 9 collisions respectively i.e. a higher rate of collisions than the junctions of Bargate, Abbey Road, Augusta Road and Brighowgate.

- There is therefore no basis on which to consider highway safety conditions in the vicinity of 36 Bargate to be 'unusual' and it is not, as the LHA has asserted, 'disingenuous' to suggest otherwise.
- We would stress that this is not just the opinion of our highway consultants but also that of the independent auditors who prepared a Road Safety Assessment and Road Safety Audit of the proposed access arrangements, at the request of the LHA.

LHA Comment (2)

'The applicants are looking to introduce a new access point coming off Bargate, in the form of a right-hand turn lane, in an area where there are already several other junction points Augusta Street, Abbey Road and Brighowgate. Bargate is also a main link through to the town centre and is a main bus route. The Highway Authority acknowledges that the Planning and Retail Statement outlines that the applicants have addressed concerns in respect of the pedestrian access arrangement in the previous application. It is also acknowledged that the trip generation associated with the development is not considered severe in NPPF terms.'

Applicant's Response (2)

- We welcome the acknowledgement that the additional traffic generated by the proposed development is not considered to have any severe impacts on the highway network and that previous concerns in respect of pedestrian access have been addressed.
- The Transport Assessment submitted with the current application confirms that additional customer vehicle traffic associated with the proposed development will have an impact of 1.06% - 1.39% on existing daily traffic flows to this section of Bargate. This is well within daily variations and will clearly not lead to any significant increase in traffic movements within the vicinity of the application site.

LHA Comment (3)

'Within the latest Transport Assessment the applicants have stated in point 3.2.2 –

The proposed access arrangement including right turn provision from Bargate is the preferred option; settled on after various discussions with Highways Officers, the commission of an independent Road Safety Assessment on three different options and a Stage 1 Road Safety Assessment on Drawing 069907-CUR-00-XX-DR-TP-75001, submitted during the determination period of the recent planning refusal.

The Highway Authority would like to clarify that this was never the Authorities (sic) preferred option and is not supported in Road Safety Terms.'

Applicant's Response (3)

- At the pre-application stage we were advised that the highway authority's preferred option would be for no additional road markings to Bargate. However, following submission of the previous application a number of concerns were raised and various proposals for formal right-turn provision were drawn up in response to this.

- The highway authority was not willing to provide comment on any of these options until we had commissioned an independent road safety audit. An independent assessment was carried out and a preferred solution was identified based on the option that the independent assessors considered to be the safest option. The preferred solution was then subjected to a Stage 1 Road Safety Audit undertaken by independent auditors.
- We note that this solution also includes a new right-turn lane to Abbey Road, which the independent auditors considered to be an improvement on the existing arrangements.
- The proposed solution was therefore worked up in accordance with the process required by the highway authority.

LHA Comment (4)

'The Highway Authority believe there is insufficient road width to safely accommodate this right turn lane whilst also maintaining appropriate lane widths for north and southbound traffic. The Highway Authority believe there is insufficient road width to safely accommodate this right turn lane whilst also maintaining appropriate lane widths for north and southbound traffic.'

Applicant's Response (4)

- We have provided drawings of the proposed right-turn lane demonstrating how this will work and swept path analysis has been undertaken to show how HGVs and buses would be able to pass one another.
- The independent road safety audit did not consider that there was insufficient road width to safely accommodate the proposed right-turn lane.

LHA Comment (5)

'The existing road layout already prevents the free flow of traffic once a vehicle is stationary waiting to turn into the side streets. The road width at this location would be expected to be a minimum of 10.5m to safely accommodate ahead traffic and pedal cyclists together with the proposed right turn lane. The applicants have demonstrated there is a road width of approximately 9.5m, however the Highway Authority note that this would be unachievable at this location. The footways are 1.47m on the West and 1.41m to the East which is less than the standard 2m width for an urban location and therefore it would not be considered acceptable to utilise any of the width for increasing the road widths.'

Applicant's Response (5)

- It is not clear what the basis is for this minimum carriageway width of 10.5 metres, but it is not a measurement based in relevant standards or policy.
- 9.5 metres is the width of the existing carriageway and it would not be necessary to reduce pavement widths to achieve this.
- As above, it has been demonstrated that 9.5 metres is sufficient to accommodate the proposed right-turn lane on Bargate and allow the free flow of traffic on the northbound and southbound carriageways.

LHA Comment (6)

'The short length of the right turn lane may increase the risk of nose to tail shunt type collisions heading southbound. The length of the right turn lane has capacity for a single vehicle, whilst this may be appropriate for much of the time, peak periods may

increase the risk of more than one vehicle waiting to turn right due to the lack of gaps in the northbound traffic. The short length of the right turn lane may increase the risk of nose to tail shunt type collisions heading southbound. The length of the right turn lane has capacity for a single vehicle, whilst this may be appropriate for much of the time, peak periods may increase the risk of more than one vehicle waiting to turn right due to the lack of gaps in the northbound traffic.'

Applicant's Response (6)

- The current application is supported by a junction capacity assessment. This has demonstrated that the proposed right-turn provision would operate well within capacity with negligible levels of queuing, even at peak times.
- The assessment estimates that in the busiest periods, the average wait for a vehicle turning right into the site will be less than 10 seconds. This is not expected to result in any rash or inappropriate driver behaviour.
- The risks cited by the LHA already exist for southbound traffic turning right into Augusta St. Yet accident data shows that the average number of collisions occurring at this junction is 0.6 per annum.

LHA Comment (7)

'The Short length of the right turn lane may increase the risk of head on type collisions at the site. Abbey Road and Brighowgate are key routes to access the south of the town centre, including the railway station and major car parks. There is a risk of conflict between vehicles turning right into these two side roads vs vehicles turning right into the development site, such that a head on type collision may occur, or perhaps more likely at urban speeds, right turning vehicles make a last moment avoiding movement that causes a side swipe type collision with a vehicle travelling in the same direction.'

Applicant's Response (7)

- As above, a junction capacity assessment has been undertaken which confirms that the length of the proposed right-turn lane is appropriate.
- The risks cited in terms of conflicting traffic movements already exist at the junction of Bargate, Augusta Street and Brighowgate. However, as stated above, an average of just 0.6 collisions per annum currently occur at this junction.

LHA Comment (8)

'Cycles being squeezed by narrow lane widths may increase the risk of collisions involving cycles. The right turn lane provision will create a narrowing of the ahead carriageway in both directions. Bargate forms a key route into the town centre for cycles, a significant narrowing such as this may increase the risk of collisions involving cycles being squeezed by passing vehicles.'

Applicant's Response (8)

- The proposed arrangements will result in northbound and southbound carriageway widths of 3.1 metres.
- National cycle infrastructure design guidance (LTN 1/20) confirms that where segregated cycle provision is not provided, carriageway widths of 3.0-3.2 metres will be appropriate.
- No accidents in the last 5-year period have involved cyclists (or pedestrians).

LHA Comment (9)

'Close proximity of the site exit may increase the risk of junction related collisions. The proposed site exit to Augusta Street is within 10m of the junction with Bargate, at a where vehicles turning into the side road will be focused on the immediate hazard of oncoming vehicles on Bargate and may not observe a vehicle waiting to join a queue of traffic on Augusta Street, increasing the risk of a collision at this point.'

Applicant's Response (9)

- The application scheme involves closure of the existing site access/exit on Augusta Street (that could be brought back into use at anytime), moving it further from the junction with Bargate and making it exit only.
- As above, we have examined accident records covering the period when the Conservative Club was in operation and this confirms that the use of the existing site access/exit on to Augusta Street had no impacts on the number of accidents at the junction of Bargate, Augusta Street and Brighowgate.
- It is therefore apparent that the improved arrangements that are now proposed will not have any significant impacts on highway safety.

LHA Comment (10)

'Poor footway provision from the south for pedestrians which may increase the risk of collisions in the site car park between pedestrians and manoeuvring vehicles. Poor footway provision from Augusta Street due to steps and portico for mobility impaired pedestrians which may increase the risk of these users stepping into the car park area, consequentially increasing the risk of collisions in the site car park between pedestrians and manoeuvring vehicles.'

Applicant's Response (10)

- We have already addressed these issues by way of changes to the proposed site layout. This was acknowledged earlier in the LHA's comments so it is not clear why they have been repeated here. These comments appear to form part of the text copy and pasted from the LHA's response to the previous planning application.

LHA Comment (11)

'In addition to this, the width of Bargate is such that a rigid HGV waiting to turn right would either hold traffic up behind it or would need to straddle the centre line, bringing it in to conflict with oncoming traffic. The Highway Authority also note that there is only sufficient carriageway available for a car to pass another stationary one on Bargate without hold ups occurring and even this is not always possible due to the alignment taken by some vehicles waiting to turn in to one of the junctions off Bargate. Anything larger would lead to congestion and given the nature of this road this is a cause for concern. Whilst delivery vehicles are more likely to operate earlier in the morning when traffic levels are less the schedule for servicing still covers busier times of the morning, increasing concerns. It is also not just larger vehicles which cause concerns though as multiple smaller vehicles waiting to turn into the site from Bargate could also create similar obstructions.'

Applicant's Response (11)

- This comment seems to be in relation to proposals first put forward almost 12 months ago which did not include any right-turn carriageway markings. In

fact, with the proposed right-turn provision, there would be no centre line to straddle when turning right into the proposed access.

- Notwithstanding the above, HGV traffic to the proposed store will be infrequent and will be equivalent to 0.51% to 0.69% of the total number of HGVs that use this section of Bargate every day.
- Not all HGV traffic to the proposed store will arrive from the north, some will arrive from the south and be able to turn left into the proposed site access.
- HGVs approaching from the north and turning right into the site will not need to straddle the centre line because, as the LHA is aware, we have proposed separate right-turn provision. This will also assist with vehicle alignment.
- Swept path analysis has demonstrated that other vehicles, including buses, would be able to pass either side of an HGV using the right-turn lane to access the application site.
- As the LHA asserts, Abbey Road and Brighowgate are important routes into the town centre. They will therefore currently be used by HGV traffic approaching from the south and turning right onto these roads from Bargate. These junctions do not benefit from the safer right-turn provision proposed as part of the application scheme, yet accident records confirm that this existing activity is not causing any significant highway safety issues.

LHA Comment (12)

'Further concerns are also raised with respect to the any [sic] vehicles waiting to turn right from Bargate into Augusta Street, because of the car park exits proximity to Bargate. If a queue were to form of more than two vehicle lengths were to be waiting to access Bargate it could lead to any addition vehicles leaving the car park to straddle the opposing carriageway. The driver of a vehicle turning right from Bargate is more likely to concentrate on oncoming traffic assessing gaps between vehicles than perhaps another vehicle overhanging his/her onward carriageway on Augusta Street. Accelerating away from the junction could lead that driver little time to react to any obstruction of the highway again increasing the risk of collisions. On street parking at Augusta Street would increase such risks.'

Applicant's Response (12)

- As stated previously, the proposed car park exit will be located further from the junction with Bargate than the existing vehicle access/exit.
- It is also the case that when the former Conservative Club was in use it is likely that large numbers of vehicles would exit on to Augusta Street at the same time following events etc. Accident records indicate that such activity did not increase the average number of collisions at the junction of Bargate, Augusta Street and Brighowgate.
- As the LHA is aware, we have proposed to extend double yellow lines on Augusta Street to limit on-street parking that will further improve arrangements.

LHA Comment (13)

'The applicant has been unable to demonstrate that the proposed development will not have a severe impact on the highway network in this location and the Highway Authority is not content with adding another conflicting junction point in this location. Essentially the provision of a new right turn for this proposal is likely to increase the level of collisions at this location. Whilst there may have been additional reports submitted with this new application, the Highway Authority remain of the stance that

no further evidence has been produced to support the applicants proposals and it is on this basis that the Highway Authority would therefore recommend refusal of the application on highway road safety grounds.'

Applicant's Response (13)

- The applicant has provided a comprehensive and thoroughly justified suite of evidence to address the concerns of the LHA and to demonstrate that the proposed development will not have any unacceptable impacts on highway safety.
- This evidence includes drawings and swept path analyses showing how access solutions will work, an independent Road Safety Assessment and Stage 1 Road Safety Audit which confirm that these arrangements are acceptable in road safety terms and a Transport Assessment which includes an extended examination of accident records in the vicinity of the application site, traffic counts and a junction capacity assessment.
- The evidence confirms that there are no significant or unusual highway safety issues at the junctions of Bargate, Abbey Road, Augusta Street and Brighowgate. It also demonstrates that safe vehicle access can be created to serve the proposed development and that this solution offers a number of benefits in road safety terms including the closure and relocation of the existing access on Augusta Street, new right-turn provision to Abbey Road and the potential to reduce vehicle speeds in the wider junction arrangement by the narrowing of lanes to form the new right turn provision.

We hope that this letter provides useful clarification and that you are able to give these matters appropriate weight when formulating your recommendation to Planning Committee. We believe that the applicant has clearly demonstrated that the proposed development will not have any unacceptable impacts on highway safety and that it therefore accords with the requirements of paragraph 109 of the NPPF. Whilst risks to highway safety are clearly low, those risks will be appropriately mitigated by the off-site highway improvements put forward by the applicant, in accordance with Policy 36 of the Local Plan.

The previously acknowledged benefits of the application scheme include the restoration of a locally listed building, improving the appearance of Bargate and the Wellow Conservation Area, creating a number of new jobs and improving neighbourhood shopping facilities within this part of Grimsby. As such, the planning balance clearly supports approval of the application scheme.

As ever, if you have any queries or require further information then please don't hesitate to contact me.

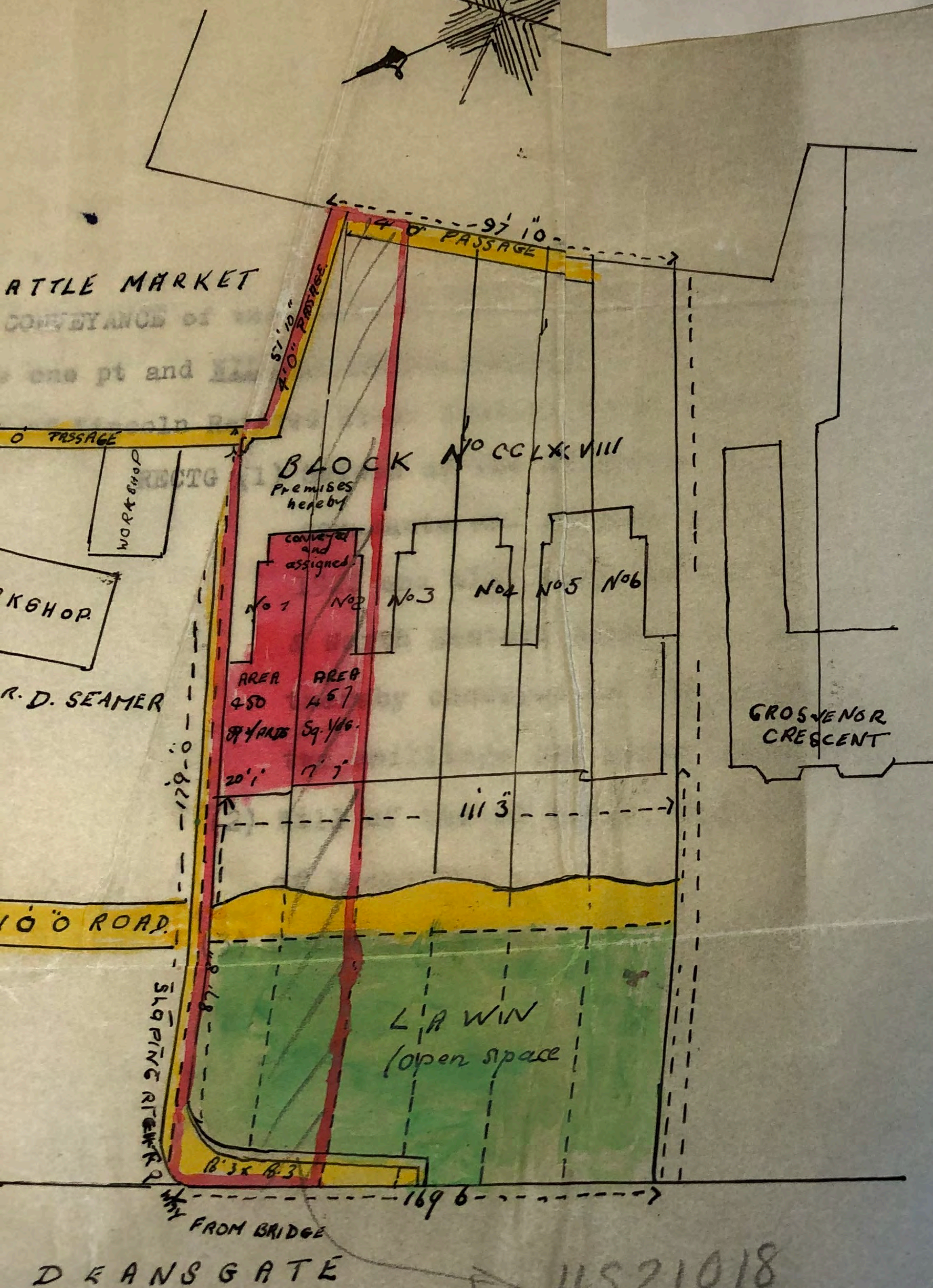
Yours sincerely,

JONATHAN WADCOCK
Director

DATED 10th June 1908.

H 137
H.M. LAND REGISTRY
TITLE No. *HS 21018*
PHOTOGRAPHIC COPY
(liable to distortion in scale)
of PLAN to *Assignment*
dated *10/6/1908*

The Plan referred to



of £1010.

of the sd agrmt and in conson of the ... then paid by the Pchsr to the
sonal Representative as aforesaid (receipt acknowledged) the Vdr as Personal Re
.W.G. Hewitt deceased thereby conveyed unto the Pchsr
ALL THE befe abstd ppty.