

North East Lincolnshire Local Development Order



Former Clifton Bingo site Grant Street
Cleethorpes

Adopted 9 March 2016



Working in Partnership



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Introduction

- 1.1 The Government is promoting the use of Local Development Orders (LDOs) to assist in the relaxation of planning requirements, allow greater certainty for prospective developers and create the conditions for successful development.

Purpose of the LDO

- 1.2 This LDO relates to land associated with the former Clifton Bingo (now demolished) site, off Grant Street, Cleethorpes. The 0.25 hectare site is within the Cleethorpes Central Seafront conservation area, close to the town's railway station and tourist attractions.
- 1.3 The site is in private ownership and has an extant full planning permission for a residential-led mixed use scheme, dating from January 2006. However, this development has not taken place and there is no prospect of it doing so.
- 1.4 North East Lincolnshire Council's principal objective, through the LDO's preparation, is to significantly improve the likelihood that the site is developed with a high quality sustainable development, which may ultimately act as a catalyst for wider regeneration plans within this part of Cleethorpes.
- 1.5 The LDO grants outline permission for the type of development specified by the Order subject to conditions (see 'Conditions') and in so doing, removes the need for outline planning permission. The process of adopting a LDO is designed to ensure that the development permitted would not have unacceptable impacts on neighbours, the environment or the wider area.
- 1.6 The LDO does not remove the need to obtain other statutory consents or licences, nor pre-empt or prejudice the outcome of such applications. It remains the responsibility of the developer to obtain all the necessary statutory consents relating to the site. It is also the case that a planning application can be submitted to develop the site, regardless of the LDO, which would then be dealt with under standard planning procedures. However, the LDO is also designed to provide the council's preference as to how the site should be developed, whilst recognising the views of residents and statutory consultees, so as to allow development to proceed more quickly.
- 1.7 This LDO comprises three parts:
- The **Grant Street Local Development Order** - this sets out the precise terms of the outline planning permission granted;
 - The **Statement of reasons** - outlining the reasons for its conditions; and
 - **Next steps** - which outlines the steps needed to be undertaken by developers when taking forward their proposed LDO development.

The Grant Street Local Development Order

The Grant Street Local Development Order

This LDO grants outline planning permission, with details of access, for the erection of buildings and/or use of land primarily for Class C3 with ancillary A1, A2, A3, A4, A5, D2, C1, C2 and C4 (see below for definitions). This promotes a high density, residential-led, mixed use development on the site (see Appendix A 'Location plan').

C1, C2, C3 and C4 Uses:

- C1 Hotels - hotels, boarding and guest houses (excludes hostels).
- C2 Residential institutions - residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
- C3 Dwelling houses - for use by a single person or a family or not more than six unrelated individuals living together as a single household. This may include an element of care.
- C4 Houses in multiple occupation - small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

A1, A2, A3 A4 and A5 Uses:

- A1 Shops – preferably, convenience goods complementary to the residential use and which support tourism.
- A2 Financial and Professional Services - financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies. It does not include betting offices or pay day loan shops.
- A3, A4, A5 Restaurants, Cafés, Drinking Establishments and Hot Food Takeaways - for the sale of food and drink for consumption on and off the premises, including restaurants, snack bars, cafés, public houses and hot food takeaways.

D2 Uses:

- D2 Assembly and Leisure – this may include cinemas, music and concert halls, bingo and dance halls, swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations.

Conditions

2.1 Development is hereby granted by this LDO, subject to the following conditions:

Condition	Reason
<p>1 Applications for approval of the matters referred to in Condition 2 (known as reserved matters) shall be made within five years of the date of this LDO being adopted, and the development to which it relates shall begin no later than whichever is the later of the following dates:</p> <ul style="list-style-type: none"> a. Five years from the date of the adoption of this LDO; or b. Two years from the final approval of the reserved matters, or in the case of approval on different dates, final approval of the last such matter to be approved. 	<p>This permission is in outline form with details of access and the information is necessary for consideration of the detailed proposal as required by S.92 of the Town and Country Planning Act 1990.</p>
<p>2 No development shall begin until details of the following reserved matters have been submitted to and approved in writing by the Local Planning Authority:</p> <ul style="list-style-type: none"> a. layout; b. scale; c. appearance; and d. landscaping. 	<p>The information is necessary for consideration of the detailed proposal as required by S.92 of the Town and Country Planning Act 1990.</p>
<p>3 The development must accord with the following plans: Figure A.1 'Grant Street - site location plan'.</p>	<p>To ensure the site is developed in accordance with the LDO, for the avoidance of doubt, in accordance with saved Policy GEN1 of the North East Lincolnshire Local Plan 2003.</p>
<p>4 Collectively, the floor space of the retail / commercial/leisure uses (C1, C2, A1, A2, A3, A4, A5, D2) hereby approved, shall not exceed 1,000m².</p>	<p>To ensure the development adds to the quality and range of uses, in the interests of tourism and in accordance with saved Policy LTC9 of the North East Lincolnshire Local Plan 2003.</p>
<p>5 No phase of development shall commence until a scheme for the provision and implementation of foul</p>	<p>To prevent increased pollution of the water</p>

Condition	Reason
<p>and surface water drainage works have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be completed as approved and retained thereafter.</p>	<p>environment and an increased risk of flooding in accordance with saved Policy GEN1 of the North East Lincolnshire Local Plan 2003.</p>
<p>6</p> <p>If contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing within seven working days to the Local Planning Authority and no further development shall be undertaken within that phase of development until the following steps have been complied with. An investigation and risk assessment must thereafter be undertaken and where remediation is necessary a remediation scheme must be prepared and a Plan for Implementation, which is subject to the approval in writing of the Local Planning Authority. Once approved, the remediation measures shall be implemented as approved.</p>	<p>To ensure risks from land contamination to future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors and in accordance with saved Policy GEN1 of the North East Lincolnshire Local Plan 2003.</p>
<p>7</p> <p>No phase of development shall commence until a Construction Management Plan including details of:</p> <ul style="list-style-type: none"> • dust suppression techniques; • noise reduction measures; • hours of working; • wheel cleaning facilities; • the location and details of any construction compound; • construction related traffic routing; and • a methodology for development work adjacent to the railway boundary. <p>is submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved Management Plan.</p>	<p>To ensure that the construction process is carried out in a safe manner, which will not impact adversely on the amenities of nearby residents, or on the safety of the adjacent highway/railway network, in accordance with saved Policy GEN1 of the North East Lincolnshire Local Plan 2003.</p>

Condition		Reason
8	Access to the site shall be taken from Station Road. No phase of development shall commence until full technical details of the form, design and layout of the proposed access(es), including demonstrating adequate forward visibility for vehicles entering and exiting the site, have been submitted to and approved in writing by the Local Planning Authority. This shall include details of the closure and making good of any redundant highway access(es) into the site. Once approved, the development shall be carried out in strict accordance with the approved details.	In the interests of highway safety, in accordance with saved Policy GEN1 of the North East Lincolnshire Local Plan 2003.
9	No dwelling shall be occupied, and no use shall commence in any phase until the access, parking and manoeuvring arrangements which serve it are available for use. Once completed, they shall be retained thereafter.	In the interests of highway safety and in accordance with saved Policy GEN1 of the North East Lincolnshire Local Plan 2003.
10	Prior to first occupation of any A3, A4 or A5 uses in any phase, details of the proposed hours of opening shall be submitted to and approved in writing by the Local Planning Authority. The approved hours of opening shall thereafter be adhered to.	To ensure that the uses do not adversely impact on the amenities of nearby residents, in accordance with saved Policy GEN1 of the North East Lincolnshire Local Plan 2003.
11	<p>Prior to the commencement of any phase of development, an agreement under Section 106 of the Town and Country Planning Act 1990, shall be entered into with the Local Planning Authority in relation to:</p> <ul style="list-style-type: none"> the provision of Affordable Housing where 15 dwellings or more are proposed; a financial contribution to mitigate the development's impact on primary education provision, where 10 dwellings or more are proposed; and the management and maintenance of open space and any sustainable urban drainage systems. 	To ensure adequate provisions, to mitigate the impacts of development, for the avoidance of doubt and in accordance with saved Policy GEN1 of the North East Lincolnshire Local Plan 2003.

Table 2.1 Conditions

Statement of reasons

- 3.1** The site is important for regeneration in Cleethorpes, and its potential to act as a catalyst for future development in the immediate area. It has lain vacant for several years, despite the granting of a planning permission in 2006 for redevelopment. This permission was commenced through the site's demolition and clearance and thus remains extant. However, no construction work has been undertaken.
- 3.2** The LDO's principal objective is to maximise the likelihood of development, through removing the need to obtain outline planning permission, lessening the risk associated with development.
- 3.3** The preferred approach is a residential-led, mixed use development, which will contribute to the range of housing in Cleethorpes and help to meet wider housing needs. Nevertheless, development should preferably include other uses which contribute to tourism in Cleethorpes.

The site

- 3.4** This LDO relates to vacant land associated with the former Clifton Bingo hall, which extends to 0.25 hectares (2,500m²) within Cleethorpes town centre, bound by Grant Street, Station Road and Station Approach (see Appendix A 'Location plan').
- 3.5** The site is in a strategic location immediately adjacent to Cleethorpes railway station, a short walk from the main shopping area, and close to the promenade, pier and seaside activities. It is also within the Central Seafront conservation area, and close to a number of listed buildings, including the Grade II former Cleethorpes railway station buildings and Grade II railway station buffet and adjacent station buildings at Cleethorpes railway station.
- 3.6** The site's topography includes a steep upwards gradient from east to west.
- 3.7** An electricity sub-station is located within the site's boundary on Grant Street, and a larger sub-station is situated close to the eastern boundary on Station Approach.

LDO timescales

- 3.8** This LDO takes effect on the date on which it is adopted and expires after five years.
- 3.9** Prior to the LDO expiring, it will be reviewed.

LDO conditions

- 3.10** The conditions imposed on this LDO are necessary to ensure development is acceptable in planning terms.
- 3.11** The conditions are used to:

- confirm the approved land uses;
- ensure development is designed to reduce impacts on the environment, the road and the railway network;
- require the submission of reserved matters; and
- ensure impacts are appropriately mitigated.

Legislative framework

3.12 This LDO has been prepared and executed in accordance with the terms set out within The Town and Country Planning (Development Management Procedure) (England) Order 2015.

Statement of relevant Planning Policies

Local Plan

3.13 The requirement for LDOs to implement local plan policies was removed in 2009. The statutory development plan is the North East Lincolnshire Local Plan (adopted 24th November 2003) and includes saved policies (2007)⁽¹⁾.

3.14 The provisions of the LDO seek to adhere to the policies set out within the North East Lincolnshire Local Plan (adopted 2003) which identifies the site as a Resort Area. The site is also within the Central Seafront conservation area.

3.15 Local plan policies of relevance to this LDO include:

- **Policy GEN1 Development areas** - outlines that within the defined development areas on the proposals map, proposals should adhere to a number of criteria to ensure their suitability;
- **Policy GEN3 Development and landscaping** - stipulates that 'where appropriate' a comprehensive landscape appraisal and landscaping scheme will be required to support development proposals;
- **Policy GEN8 Protection of water resources** - outlines that development proposals likely to cause an unacceptable threat to the quality and/or quantity of ground waters or surface waters will not be permitted;
- **Policy LTC9 Tourism facilities** - outlines that within the defined 'Resort Area' development proposals for tourist facilities or proposals likely to increase the attraction of the area to tourists and quality of facilities, will be permitted;
- **Policy BH1 Conservation areas** - states that development proposals within a conservation area should have special regard to the desirability of preserving or enhancing the character or appearance of the surrounding environment;

1 A new Local Plan is in preparation.

- **Policy T6 Development proposals and the provision of parking** - outlines that proposals will be expected to provide a level of parking no greater than the maximum standards required by the Council's Mobility and Parking Standards;
- **Policy T7 Car parking provision for those with mobility impairments** - states that approximately 5% of total parking bays in new developments should be designed and located to meet the needs of people with mobility impairments;
- **Policy S1 Shopping hierarchy** - outlines that new shopping development will be permitted within the shopping hierarchy which includes Cleethorpes Town Centre;
- **Policy NH3 Protected species** - states that development proposals likely to cause harm to species protected by law, or to lead to the destruction or obstruction of their habitats, will only be permitted if arrangements can be made through planning agreements or conditions to secure the protection of them;
- **Policy H10 Development of dwellings in gardens, adjoining land and infilling** - states that housing development proposals within adjoining land of properties will be permitted where it can be shown that the proposal will not lead to a range of adverse effects, including amenity, overlooking or loss of privacy, unacceptable levels of nuisance and disturbance from vehicles and visitors, and an unduly adverse effect on the general character and appearance of the neighbourhood in which it is to be located; and
- **Policy LTC4 Children's equipped play areas** - states that where major development proposals (50 or more new dwellings) cause a deficiency in equipped playgrounds for children the Council will seek, by negotiation, the provision of such facilities to address the deficiency either on the proposed development or, if appropriate on a site in the immediate vicinity.

Supplementary Planning Guidance

3.16 In addition, the following Supplementary Planning Guidance notes prepared by the Council to provide further detail and guidance to support the local plan policies, are relevant to this LDO:

- **North East Lincolnshire Supplementary Planning Guidance (SPG) Note No. 3 - Mobility and Parking Standards Adopted April 2004** - This adopted guidance outlines provisions for car and cycle parking and promotes sustainable travel;
- **North East Lincolnshire Supplementary Planning Guidance (SPG) Note No. 4 – Developer Contributions to Education Facilities Adopted April 2005** - This adopted guidance relates to the need for planning obligations to secure financial contributions (or equivalent) to mitigate the impacts of development on education provisions; and
- **Interim Affordable Housing Statement Adopted 1st November 2010** – This details requirements relating to Affordable Housing.

Environmental Impact Assessment

- 3.17** A formal Screening Opinion (Reference DM/0765/15/SCR) in relation to the site's development, confirmed on the 3rd September 2015, that an Environmental Impact Assessment is not required.

Relevant planning history

- 3.18** Reference: DC/1162/05/SSU - Demolition of existing hall and erection of a building with 35 apartments, 38 space car park and a retail/commercial unit. Approved on 13th January 2006.
- 3.19** Reference: DC/116/08/SSU - Conservation Area Consent to demolish the existing Clifton bingo building. Approved on 7th May 2008.
- 3.20** These were implemented and remain extant.

Development considerations

- 3.21** Matters of detail are dealt with through the imposition of planning conditions. The following should be given consideration in the preparation of reserved matters:

Development considerations	
Historic Environment	<p>Development has the potential to link with key heritage-led regeneration, as well as help tackle heritage at risk. So, development proposals will need to respond positively to the Central Seafront conservation area and nearby heritage assets. Consideration should be given to the adopted Cleethorpes Central Seafront Conservation Area Appraisal.</p> <p>Specifically, developments should:</p> <ul style="list-style-type: none"> • Embrace the clock tower as a historic landmark and entry point into town; • Contribute positively to the setting of the grade II listed railway station buildings; • Add value to the character and appearance of the conservation area; • Utilise the close and long distance views from within and around the conservation area; • Utilise materials that contribute to enhancing the quality of the conservation area; • Utilise qualities within the townscape to contribute to the design of the site;

Development considerations	
	<ul style="list-style-type: none"> Utilise the historic grain within the site in terms of views and routes; and Consider the setting of Worsley House (Grade II listed). <p>An 'Assessment of Significance' for the site has been prepared and is attached at Appendix B 'Assessment of significance'. An assessment of impact will need to be prepared for a detailed scheme and submitted with the reserved matters application. This should demonstrate how the proposal has taken account of the assessment of significance.</p> <p>Developers should ensure they are aware of their legal duties as prescribed by the Planning (Listed Building and Conservation Areas) Act 1990.</p>
Design	<p>The following considerations are considered important to ensure that a development proposal achieves 'good design' in terms of its functionality, sustainability and attractiveness, as prescribed by the National Planning Policy Framework:</p> <ul style="list-style-type: none"> A range of building heights which respond to the site's topography and local character; A visual focal point through well designed building(s); Active frontages to promote natural surveillance and safety, achieving 'Secured By Design'; A range of buildings which allow visual and physical connectivity with Cleethorpes town centre and the promenade; Achieve 'Building for Life 12' accreditation, incorporating measures which promote sustainability; Integration of quality public realm and landscaping; and Features which promote and enhance biodiversity, linking to the site's location near to the Site of Specific Scientific Interest.
Transport and Access	<p>The site is in a highly accessible location with excellent access to public transport and close to a good range of services. Given this, a flexible approach will be taken to the amount of on-site car/cycle parking provision. Any provision should broadly meet the adopted 'Mobility and Parking Standards (SPG) Note 3'.</p> <p>The use of sustainable transport/travel is encouraged. Consideration should be given to those with mobility impairments, by incorporating kerbs and crossings.</p> <p>Provision of electrical vehicle charging points should be considered.</p>

Development considerations	
	<p>Access should be available for emergency vehicles, as should the provision of water supplies for firefighting.</p> <p>Opportunities exist for below ground parking, utilities and storage.</p> <p>A Travel Plan will be required at reserved matters, where the number of dwellings exceeds 80. A statement will suffice for between 50-79 units. There is no requirement for a scheme of less than 50 residential units.</p> <p>The North East Lincolnshire Travel Plan Guidance will highlight any requirement for alternative uses.</p>
Utilities	The site includes a sub-station which development will need to take account of. Additionally, a further sub-station is present, close to the site's eastern boundary.
Drainage	<p>The permeable surfacing of external areas, as part of a detailed landscaping scheme, is encouraged, as is the use of sustainable drainage techniques. For example, green roofs and rainwater harvesting.</p> <p>The drainage strategy should be designed to mimic natural drainage patterns as closely as possible, taking account of land levels.</p> <p>Anglian Water should be contacted to check the capacity of existing systems.</p>
Amenity	Detailed design proposals should fully address environmental and amenity issues associated with the development/uses.
Railway Network	Separate consent regimes may be required for works within close proximity to the railway. It is advised that Network Rail be contacted well in advance of works on site commencing.

Table 3.1 Development considerations

Heads of terms

3.22 A legal agreement, under S106 of the Town and Country Planning Act 1990 (as amended), is required, subject to the scale and nature of the proposed scheme. The draft Heads of Terms are outlined below. A flexible approach will be adopted, subject to adequate evidence of a scheme's viability:

- the provision of Affordable Housing; where 15 dwellings or more are proposed;

- a financial contribution to mitigate the development's impact on primary education provision, where more than 10 dwellings are proposed; and
- the management and maintenance of open space and any sustainable urban drainage systems.

Draft heads of terms	
Affordable Housing	An Affordable Housing contribution is required which is compliant with Affordable Housing/Planning Policy and delivered on site.
Education	A financial contribution in accordance with the adopted Developer Contributions to Education Facilities (SPG), is required for schemes of 10 dwellings or more. The contribution is calculated on the basis of £11,276.64 payable for every four houses, excluding affordable and one bedroom houses.
Public Open Space	The maintenance and management of open space, in perpetuity.
Sustainable Urban Drainage Systems (SuDS)	The maintenance and management of SuDS, in perpetuity.

Table 3.2 Draft heads of terms

Next steps

- 4.1** This section is written mainly for the benefit of developers wishing to carry out LDO development. It identifies the steps that need to be taken by developers to ensure their proposals are right for the LDO site and that they can be processed smoothly and determined quickly.

LDO outline planning permission

- 4.2** You should familiarise yourself with the Local Development Order (LDO) document and the conditions that go with it.
- 4.3** Please note that the outline planning permission granted by the LDO is not a permission to start work on a LDO site. The LDO states which matters have been reserved for later approval. When all the reserved matters have been approved, and, where appropriate, conditions discharged, work may begin on the LDO site.

Reserved matters

- 4.4** A reserved matters planning application for the following is required:
- **Layout** - includes buildings, routes and open spaces within the development and the way they are laid out/considered in relation to buildings and spaces outside the development;
 - **Scale** - includes information on the size of the development, including the height, width and length of each proposed building;
 - **Appearance** - aspect of a building looks, including the exterior of the development; and
 - **Landscaping** – includes proposed landscaping and public/private realm works.
- 4.5** In the event your application is acceptable, you will receive a decision from the Council which will signify that you have reserved matters approval.
- 4.6** Our approval of reserved matters may include conditions in addition to those already required by the LDO.

Application requirements

- 4.7** The Council has a Reserved Matters Checklist which is available at: <http://www.nelincs.gov.uk/resident/planning-and-development>. A fee will be payable.
- 4.8** Advice on the above can be obtained from the Development Management Team, who can be contacted on 01472 326289 option 1 or by email to: planning@nelincs.gov.uk.

Location plan

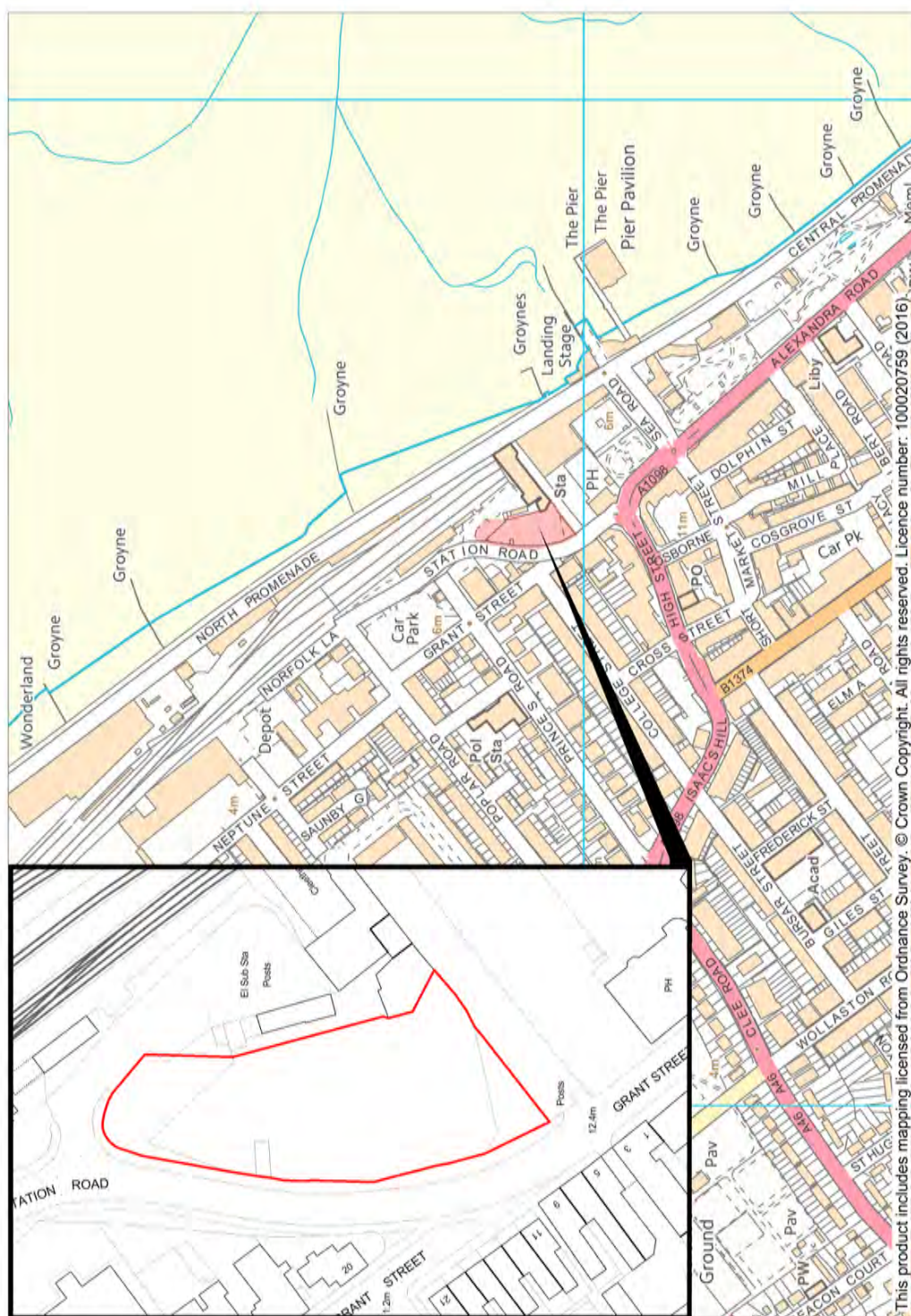


Figure A.1 Grant Street - site location plan

Assessment of significance

Development history

- B.1** The proposed development site is a c.200sqm area sandwiched between Station Approach and the two generations of Railway Station built to service the coastal resort of Cleethorpes.
- B.2** Cleethorpes originated as a series of three hamlets outlying the village of Clee, these were Oole or Hole in the north west around the modern Market Place, Itterby to the south east around Seaview Street, and Thrunscoe much further to the south east around the modern cricket pitch and Signhills School. The earliest useful map of the area dates to 1740, transcribed later by Rex Russell, and shows the proposed site as fields to the north west of the hamlet of Oole. This character is still extant on the enclosure award map of 1846. During this time the two hamlets of Itterby and Oole had been gradually changing as they started to become popular destinations for people holidaying away from the big towns and cities, with the nearby Dolphin Hotel having its first phase built in 1760.
- B.3** In 1863 the Manchester Sheffield and Lincolnshire railway company extended their line from Great Grimsby to Cleethorpes, building the first phase of station buildings and platforms directly to the north of this proposed development site. These buildings still stand, although they were superseded in 1884 by new station buildings and additional platforms directly to the east of this proposed development site. At the same time the railway company also built the north and central promenades and their associated gardens, for leisure and also as part of works to consolidate the soft clay cliff. The new station buildings were built to interface with the new north promenade. The coming of the railway transformed the two hamlets closest to the station, and by the surveying of the Ordnance Survey maps of 1887-9 the road systems had been greatly extended and new development was forming both with and outside of the old historic cores.
- B.4** The development site in the late 19th century is shown on Ordnance Survey maps as open space, part of which appears to have been terraced in order to accommodate the train station of 1884. Close by was the town's first police station to the west, part of Victoria Terrace (now demolished) and the adjoining Victoria Hotel (now locally listed, known as O'Neill's) to the south, and what appears to be a detached house to the south west.
- B.5** By the surveying of the 1906-8 Ordnance Survey maps a great deal of dense urban terraced housing has been built in the area, including on the site of the presumed house to the south west, and further development has taken place at Victoria Terrace. In addition, the development site is now occupied by a "Circus," although the terrace for the train station is still present and takes up part of the site.

- B.6** By the surveying of the 1932-3 Ordnance Survey map the Circus had been replaced by a Picture Theatre. This was the Theatre Royal and replaced a short lived predecessor and was standing from 1921 until 1982 and so was by far the longest standing structure on the site. The building was large and covered part of the land previously associated with the Railway Station. Photographs exist and show a building with a good quality neo-classical façade. During this period the adjacent railway station of 1884 was part demolished and rebuilt in a less architecturally significant style, and Victoria Terrace was demolished leaving Victoria Hotel standing. Most of the buildings along the North Promenade were similarly replaced with poor quality buildings, the most prominent and relevant being “Fantasy World” which lies directly to the east of the development site, overshadowing both it and the train station.
- B.7** The site was then occupied by the Clifton Bingo until it too was demolished in the early 21st century, since when it has lain vacant. This building took a much greater area of land formerly associated with the Railway Station than its predecessor, with additional buildings built between the two. Together these effectively used up all of the space that used to separate the two complexes.

Impact Assessment

- B.8** The proposed development site is within the Cleethorpes Central Seafront Conservation Area, having been added to the designation in 1998 along with the seafront promenades, pleasure gardens, train stations and other areas. It is also adjacent to both the commercial core of the resort and the north promenade. At present the area has a “back road” atmosphere, which is contributed to by this vacant plot having the character of an abandoned demolition site. It has been highlighted as a site with the potential for high quality development in the recent (2014) appraisal of the conservation area. Directly adjacent to the north and east is the complex of railway stations, platforms and associated refreshment rooms which are covered by two separate Grade II listings. To the west are three historic buildings, added to the conservation area in 2014, including the resort’s first police station. Across Grant Street, also to the west, are two terraces of early 20th century houses. To the south is the locally listed O’Neill’s public house, formerly the Victoria Hotel, and the site of Victoria Terrace which used to adjoin the hotel.
- B.9** Development heights in the area are complex, and exaggerated by the change in levels which also occur within the site itself. The properties fronting onto the north promenade are significantly lower than those occupying the former cliff line which runs north-west to south-east, reducing rapidly in height to the north west. This places the site on the edge of high ground in Cleethorpes, increasing the potential for long distance views of any new buildings as well as potential dominance over adjacent properties. The change in levels within the site may, however, provide opportunities that would not otherwise be available. An additional complexity is the fact that the site has now lain vacant for around 10 years which will have an effect on the perception of the massing any new buildings.

- B.10** The most sensitive aspect of any development on this site would be the relationship with the adjacent Railway Stations. These are primarily single storey buildings which are also topographically lower than the proposed development site. However, historic photographs and postcards show that the old station and the most architecturally significant parts of the new station had a good degree of separation from the Theatre Royal and there appear to have been surprisingly few angles at which the theatre formed a backdrop to the two buildings. This would suggest that a well thought out layout would help keep the impact of any new development to a minimum. It is of vital importance, however, that the elevations facing the stations are well designed as they will inevitably form a backdrop to these listed buildings from certain angles. Of particular sensitivity is the clock tower to the newer station. This was designed as an eye-catcher, a prominent piece of design to highlight the otherwise short building. It is therefore particularly important that conflict with the clock tower is avoided in any new development, and sight lines need to be considered in detail.
- B.11** Of much less sensitivity is the relationship with the locally listed O'Neill's public house. This is a substantial three storey Victorian building facing down High Street on one side, and the estuary/sea on the other. It would be very difficult to overshadow or distract from this building with a new development, however opportunities to compliment it need to be explored. In addition, the north western elevation which faces the proposed development site is little more than a plain rendered wall, reflecting the fact that it used to adjoin further buildings that have since been demolished and further reducing the potential impact the new development would have upon this building.
- B.12** To the north west of the site is the Grade II listed Worsley House. Views to and from the house from the proposed development site are very limited. Despite this the proposed development still has the potential to affect the character of the setting of the house, which needs to be taken into account during the design phase.
- B.13** The properties to the west are a mixture of storeys, although those with facades facing the proposed development site are all 2 and 2.5 storey. This is complicated again by changing levels as the former cliff reduces in height to the north west. The only buildings that appear to have been designed with an intended sea view are 5, 7 and 9 Grant Street which have an attic storey with dormer windows facing the sea. The primary view from these buildings is along the pedestrian link between Grant Street and the North Promenade, alongside the newer Railway Station, so the potential to conflict with this is limited. The impact of any new build upon these historic houses should, however, still be examined, explained and if necessary mitigated against.
- B.14** Sited within a conservation area and adjacent to a complex of listed buildings, this site has the potential for high quality redevelopment. The complex land levels provide both opportunity for innovative design and potential conflict with historic assets, and sight lines need to be carefully considered. Being on the edge of the commercial, residential and tourism based areas of the town mean that there are no obvious

restrictions with regards to use from a historic environment point of view. Any proposed development needs to be well designed, taking into account both sight lines and the character of the area. Illustrations need to be provided to show the new buildings in their context, paying special attention to way that they form a backdrop to the train stations.



Figure B.1 View of the later train station with the development site behind, from the beach



Figure B.2 View up the pedestrian access between North Promenade and Grant Street/Station Approach



Figure B.3 View across the railway platforms and development site towards the Grant Street terraces



**Figure B.4 The development site showing Clifton Bingo, unknown date.
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**Figure B.5 View across the railway platforms and development site
towards the old Police Station**



Figure B.6 View across the railway platforms and development site towards O'Niels Pub (formerly the Victoria Hotel) and Grant Street/Station Approach



Figure B.7 View of the newer railway station with Fantasy World behind and the development site off to the right



Figure B.8 View of the older train station from the pedestrian access, looking across the development site



Figure B.9 View along Station Approach towards the development site



Figure B.10 View across the development site towards O'Neils and one of the Grant Street terraces



Figure B.11 View of the newer train station from Grant Street, looking across the development site

Historic Ordnance Survey Maps

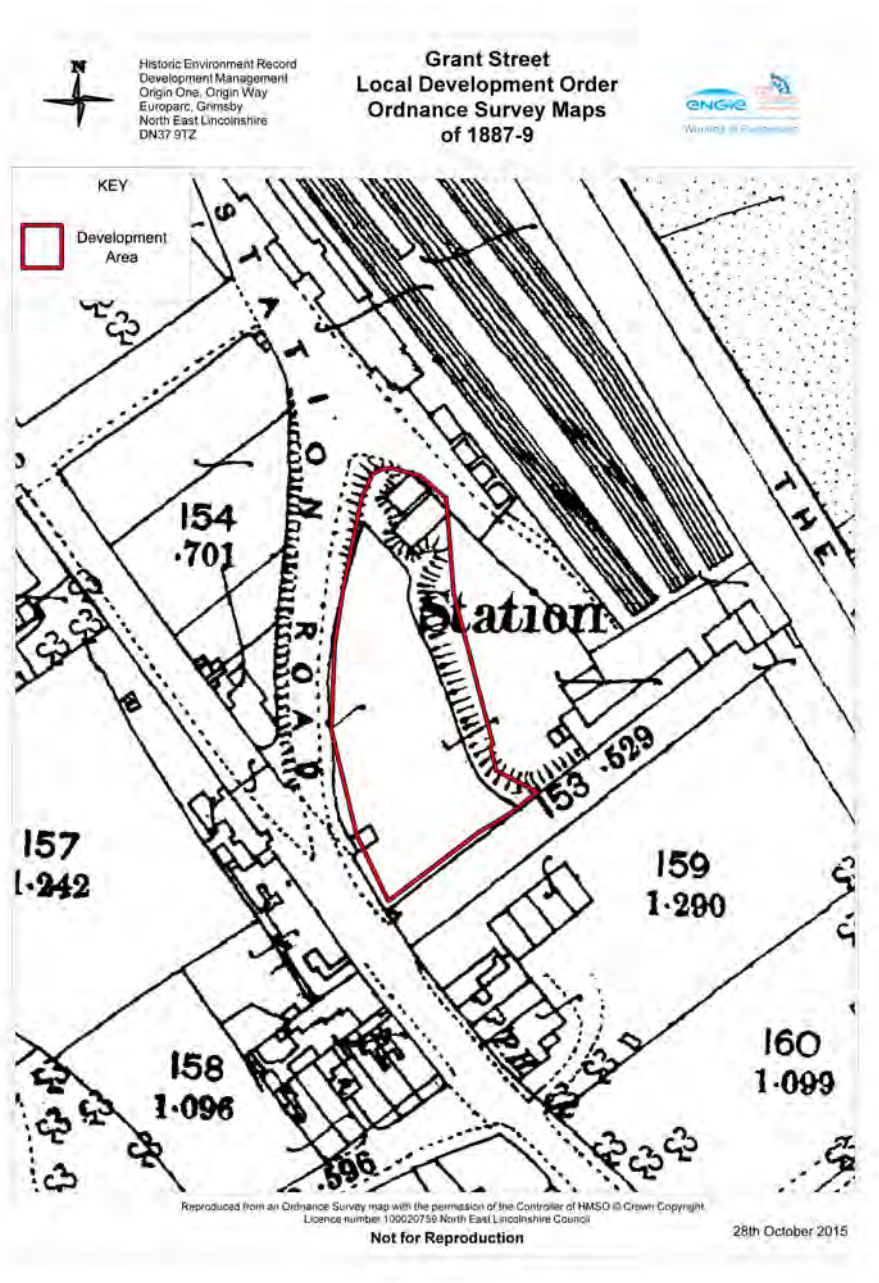


Figure B.12 Grant Street Ordnance Survey Map 1887-9

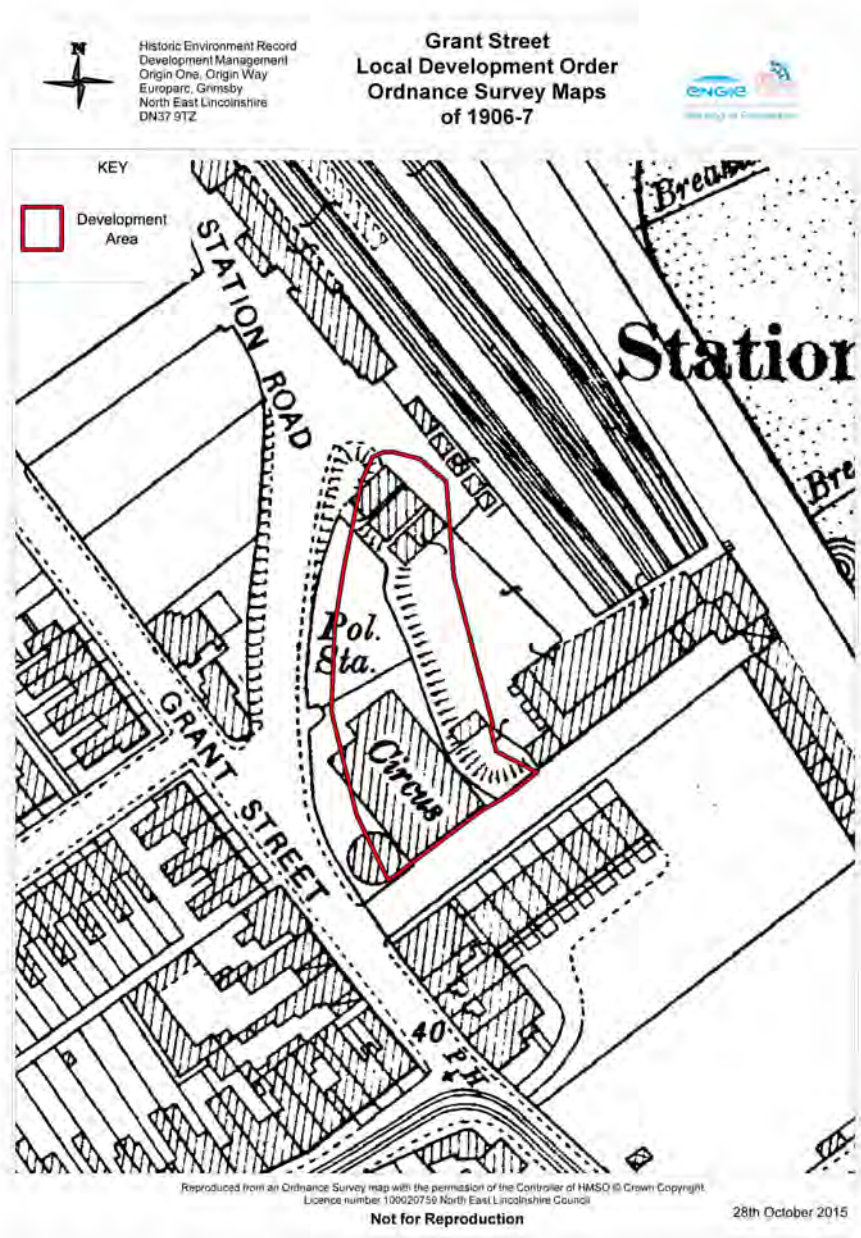


Figure B.13 Grant Street Ordnance Survey Map 1906-7

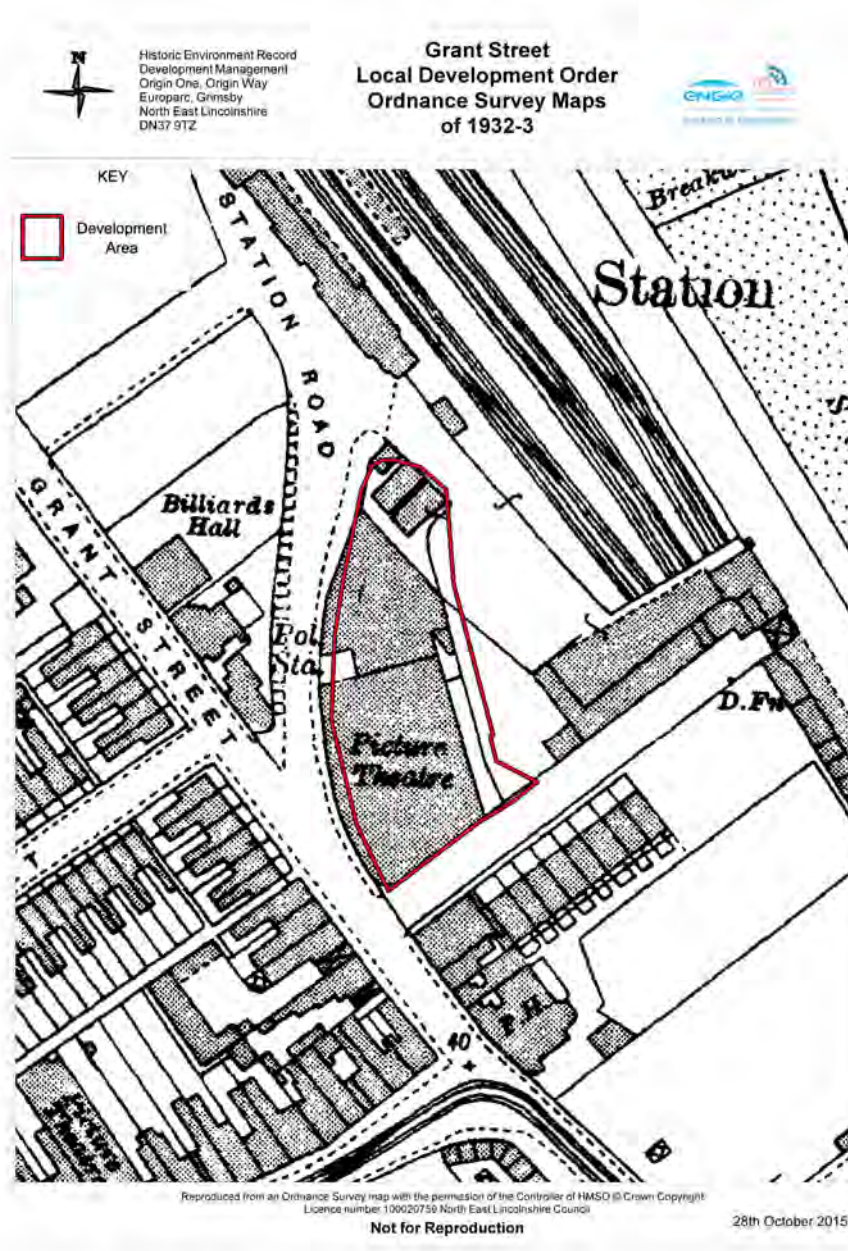


Figure B.14 Grant Street Ordnance Survey Map 1932-3

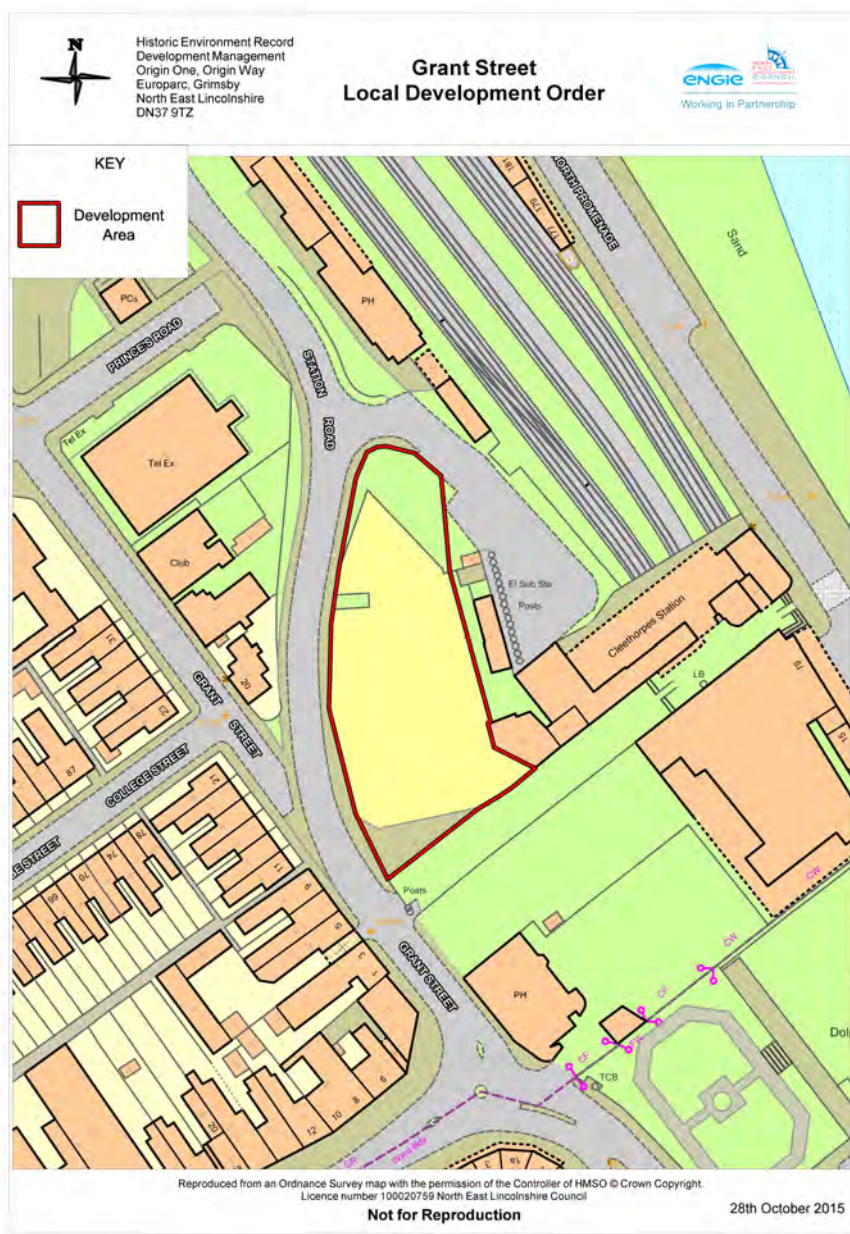


Figure B.15 Modern Grant Street Ordnance Survey Map

Designated assets



Figure B.16 Designated Heritage Assets

Document Availability

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