

Item 1 - Highfield House
Stallingborough Road
Immingham - DM/1019/23/
REM

From: Andy Hopkins <andyhopkins@immingham-tc.gov.uk>
Sent: Monday, November 20, 2023 8:57 AM
To: Planning - IGE (Equans) <planning@nelincs.gov.uk>
Subject: Re: Planning Consultation Ref: DM/1019/23/REM

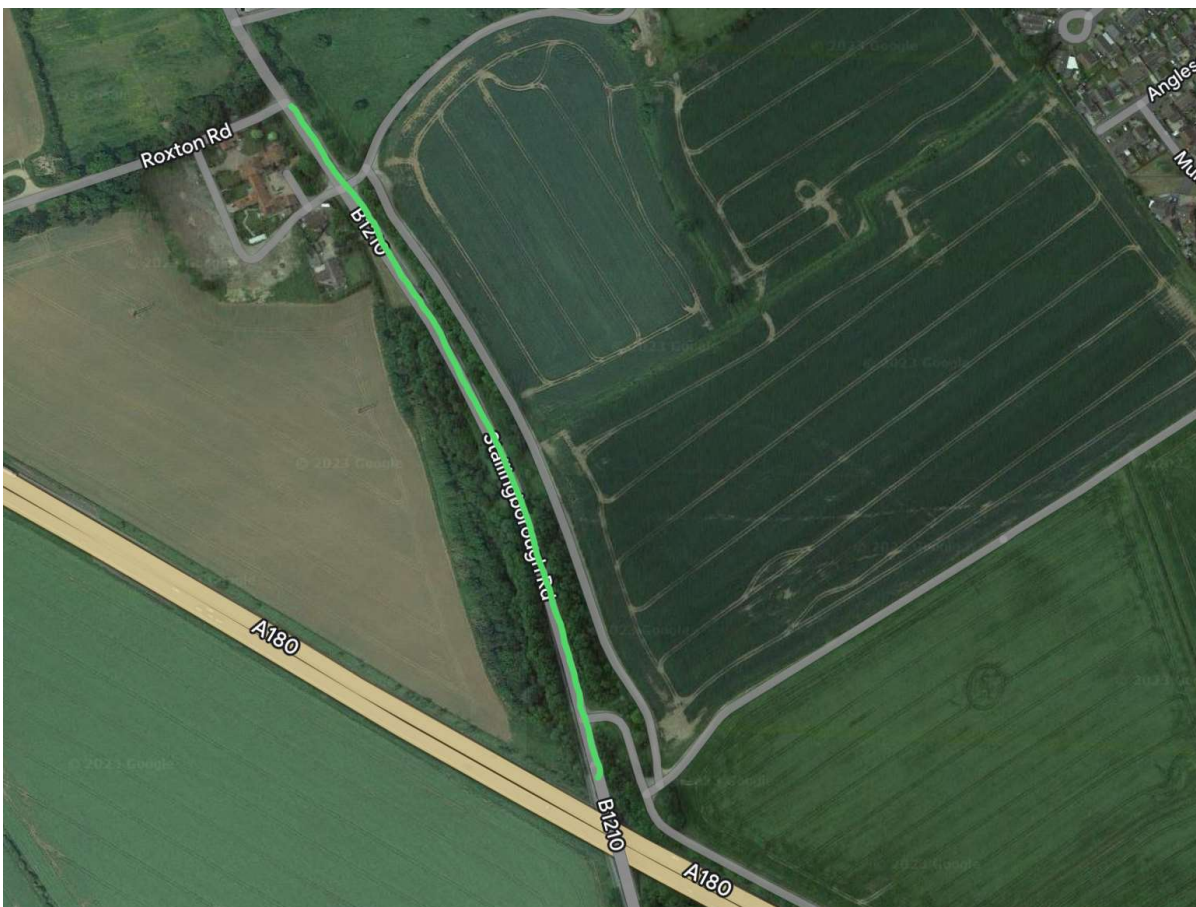
Hi Planning

The Town Council considered this item at its meeting on 15th November 2023.

Whilst there is no overall objection to the application the Council would like you consider the following:

Is the drainage capacity of the new and existing infrastructure enough to cope with the extra waste water that will be flowing through the sewers.

Would it be possible to extend the 30 mph as attached, concerns are raised about the speed of vehicles leaving Immingham after the garage and they do not stick to the 40 mph now.



Kind regards

*Andy Hopkins PSLCC
Chief Officer & Town Clerk
Immingham Town Council*

Comments for Planning Application DM/1019/23/REM

Application Summary

Application Number: DM/1019/23/REM

Address: Highfield House Stallingborough Road Immingham North East Lincolnshire DN40 1SW

Proposal: Reserved matters application following DM/0728/18/OUT to erect 525 dwellings to include public space and associated works with appearance, landscape, layout and scale to be considered

Case Officer: Richard Limmer

Customer Details

Name: Ms Danielle Altoft

Address: 58 Talbot road Immingham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This is a substantial housing development, which will put increasing pressure on existing roads and services such as doctors, schools etc, the roads in this area are already busy and close to a local primary school. There has already been a loss to the local environment using the fields close by for solar power farms. There are other housing developments in Immingham and close to Immingham which have been established for some time and still have many unsold properties - such as habrough fields. There are no plans to include a doctors, dentist, additional school places or other amenities additional traffic flows to and from this area would be dangerous in close proximity to a school and existing housing estate.

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Case Officer: Richard Limmer

Customer Details

Name: Maria Smith

Address: 2 Pilgrims Way Immingham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I read with interest the comments from Richard Beal, which stated the following ' The development is less than a 10-minute walk into Immingham town centre, which has a wide range of services, including retail, leisure, hospitality and healthcare facilities, with direct access via an existing footpath. It is also within easy walking distance of bus stops, with regular services to Grimsby.'

I'm unsure whether Mr Beal or the local councillors representing Immingham and NELC, have discussed this proposal with the residents of Immingham.

To simplify this for you all, we currently have No Bank in The town. I have to wait until January to make an appointment with my Dentist, who are already booked up until May of 2024.

We have a GP online service which is open for two hours each day, Monday to Friday, before most appointments are fully taken.

There are limited leisure services based on our Main Leisure Centre being taken down for shopping purposes several years ago.

Our Civic Centre has many unused units, which is a sad reflection on its once busy past.

So I don't understand how anyone could honestly think we are in a position for a minimum of 1000 extra residents to be supported in our town.

We do not get the support of our Councillors locally, we pay one of the highest Council Tax Charges, even though there is no full time Police station here and calls to the Emergency services can take long periods of time to arrive from Grimsby or Scunthorpe.

Immingham IS a busy and thriving town and has a good community spirit. However we are already at our capacity for infrastructure purposes.

Therefore I would like to object strongly to this Planning proposal.

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Case Officer: Richard Limmer

Customer Details

Name: Mr Paul Arundell

Address: Immingham Immingham IMMINGHAM
18 Mullway
Immingham
DN40 1RF

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: There is not the infrastructure available in Immingham, try obtaining a Doctors appointment or a dentist appointment are new facilities going to be built? If you need A&E care you have to drive to Grimsby, there used to be a minor injuries unit at the Roxton practice that closed ages ago.

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Case Officer: Richard Limmer

Customer Details

Name: Mr Paul Arundell

18 Mullway
Immingham
DN40 1RF

Address: Immingham Immingham IMMINGHAM

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: There is not the infrastructure available in Immingham for these houses, try obtaining a Doctors appointment or a Dentist appointment when are new facilities going to be built? If you need A&E care you have to drive to Grimsby, there used to be a minor injuries unit at the Roxton practice that closed ages ago. You only have to look at the schools in Immingham at the start and end of the teaching day the traffic is awful. Look around planning dept before you give approval for this

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Case Officer: Richard Limmer

Customer Details

Name: Mrs Caroline Fannon

Address: 13 Paddock Court Immingham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I object to this development on the grounds of the town currently not being in a position to support 500+ additional houses. The only doctor's surgery is straining under current pressures, there are no NHS dentists taking on patients, there are no banks, the only post office is woefully inadequate and there is severe anti social behaviour around the civic area because of a lack of facilities for young people. Additionally, I think the entrance to the site is in a dangerous position given the location of the petrol station.

My next concern is from an environmental point of view. Currently the site is home to many species such as deer, foxes, badgers and rabbits. Walk across the fields and you'll hear the sky larks and crickets. Look up and you'll see kestrels and song birds. Where will these species go? The site is surrounded by existing housing, the A180 and the new solar farm. It's beyond sad that this habitat will be lost without a thought for existing wildlife.

I hope that these concerns will be taken seriously and would welcome the opportunity to discuss these further.

Comments for Planning Application DM/1019/23/REM

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Case Officer: Richard Limmer

Customer Details

Name: Mrs Gillian Horner

Address: 3 Tummel court Immingham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The town of Immingham, does not have facilities to support the number of new homes, no bank, can't get doctors appointments, one dentist. There are not enough shops, police presence just to name a few! There needs to be another doctors surgery, shops, pre school and infant schools built within the new proposed estate otherwise services to the people that already live here will fail miserably. Let alone a big blot on the landscape that people will have to put up with! Lots of people brought their homes because of the open spaces near by, with somewhere to go for a stroll and walk their dogs, I would definitely think of leaving Immingham, if this happens, is there going to be any social housing or pensioners housing, not care homes. You need to think about the people already here before granting any planning permission.

From: Susan wade

Sent: Tuesday, November 14, 2023 4:53 PM

To: Planning - IGE (Equans) <planning@nelincs.gov.uk>

Subject: Highfield house, Stallingborough rd, Immingham ref application DM/1019/23/REM

Ref DM/1019/23/REM

TO WHOM IT MAY CONCERN

I SUSAN WADE, Object to the building of 525 dwellings at Highfield house, Stallingborough rd. , Immingham. My reasons being as follows :

1. The entrance to the said estate will come directly off the main rd, which would cause a dangerous junction.
2. Local amenities could not accommodate more residents, e.g. Schools, Clubs. Immingham no longer has any banks, and only limited cash machines in the town.
3. Immingham has a post office, which does not meet the need of the current residents in the town, so 1000 plus extra residents is not viable.
4. Solar farm would be too near to the properties

I strongly object to the building of these properties.

Yours sincerely,

Susan Wade
9 Jasmine Way,
Immingham.

Comments for Planning Application DM/1019/23/REM

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Case Officer: Richard Limmer

Customer Details

Name: Mrs Yvonne Tunstall

Address: 21 jasmine way Immingham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Living in Immingham for over 20 years I feel enough buildings surround the town.

Amenities are already stretched, doctors, dentists, schools, a shopping centre which has mostly closed premises. Being a dog walker I will miss open space to breathe and watch the wildlife enjoying the fields. The extra traffic on the original estate will be horrendous as it's already bad enough.

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Case Officer: Richard Limmer

Customer Details

Name: Mrs Geraldine Searby

Address: 30 Jasmine way Immingham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Absolutely ludicrous, to put 500+ homes here, there's not the infrastructure in place in Immingham to cope with anything like this number of dwellings, the traffic load on Margret street now is unbearable at school changeover times almost impossible to get through to doctors dentist another impossibility no banks poor choice of shops on civic local roads not able to cope now. this application must be rejected now.

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Case Officer: Richard Limmer

Customer Details

Name: Mrs MICHELLE Connelly

Address: 7 HOLBECK PLACE IMMINGHAM

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I object to this planning application. Immingham does not have sufficient infrastructure to support ANY new homes. There is one single doctors surgery one dentist that does not take any new patients, not enough shops and the roads are not big enough for the increase in demand.

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Case Officer: Richard Limmer

Customer Details

Name: Mr Stephen Carter

Address: 6 princess street Immingham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This town doesn't need to be overcrowded anymore than it is and losing green space is terrible for the public and the wildlife it's bad enough we have the eyesore solar farm we don't need a massive housing estate too

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Case Officer: Richard Limmer

Customer Details

Name: Mrs Amanda Royal

Address: 49 Bluestone Lane Immingham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: With Immingham already lacking facilities such as shops, a bank, schools and health services, I'm not sure how this will effect the area. This is a very large development and will struggle to accommodate so many people to the area which is a concern to the local people of Immingham, it is already feeling like a there isn't enough services to go round.

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Case Officer: Richard Limmer

Customer Details

Name: Mrs Rebekka Skelton

Address: 23 Spinney Close, Immingham, Lincolnshire Immingham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object on multiple grounds, Immingham does not have the capacity to support it's existing residents let alone hundreds more. I object on the following reasons; Loss of property value, loss of privacy; Loss of trees; Nature conservation; Noise and disturbance resulting from use; Highway safety; Traffic generation; Parking (vehicle and cycle); Effect on the character of the area. Also for road access. Also Traffic generation; Noise and disturbance resulting from use; Hazardous materials; Smells; Loss of trees; Light pollution; Health or crime fears; Road issues: traffic generation, vehicle access, road safety;

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Case Officer: Richard Limmer

Customer Details

Name: Mrs Lynn Larkins

Address: 13 Mayflower Avenue Immingham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I wish to raise my objection Immingham already struggles with amenities and services without adding more to them Schools, Drs ,dentists and even water pressure and water drainage issues since the last lot of houses built.Then theres the issue of putting extra traffic exiting out on to an already busy road

Comments for Planning Application DM/1019/23/REM

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Case Officer: Richard Limmer

Customer Details

Name: Heather Webster

Address: 39 Thornton place Immingham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: There are not enough facilities in this town as it is ,525 houses are not going to help with this even two people to every house that's over a thousand people were are the drs ,dentist ,and school places for these people and the access road causing chaos with the added cars. And all the open spaces you are filling with houses i strongly object to this .

Comments for Planning Application DM/1019/23/REM

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Case Officer: Richard Limmer

Customer Details

Name: Mr Jodie Lancaster

Address: 93 Stallingborough Road IMMINGHAM

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Application Summary

Application Number: DM/1019/23/REM

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Case Officer: Richard Limmer

Customer Details

Name: J Lancaster

Address: 93 Stallingborough Road, Immingham

I am writing to express my strong objection to the planning application referenced above. As a concerned resident in the affected area, it is essential to voice my concerns and bring to your attention the reasons for my opposition to the proposed development.

Noise and Disruption: The construction process typically involves loud machinery, constant hammering, and other disruptive activities. This can be a major inconvenience for existing residents, affecting their quality of life and peace of mind.

Traffic Congestion: Construction projects often bring an influx of workers, construction vehicles, and delivery trucks. This can lead to increased traffic congestion in the area, making it more difficult for residents to navigate and causing delays in daily commutes.

Environmental Impact: Construction activities can have a negative impact on the local environment. Clearing land for new houses may result in the destruction of green spaces, harm local wildlife, and contribute to soil erosion. Additionally, the use of construction materials and machinery can generate pollution.

Strain on Infrastructure: The construction of new houses may strain existing infrastructure, including roads, drain systems, and utilities. If these systems are not upgraded to accommodate the increased demand, it can lead to issues such as water shortages, power outages, and deteriorating road conditions.

Changes in Town's Character: The addition of new houses may alter the character and aesthetic of the town. This can be particularly concerning if the new construction does not align with the architectural style or scale of existing homes, leading to a loss of the town's unique charm.

Affordability and Gentrification: If the new houses being built are luxury properties, it can contribute to rising property values and rent prices, potentially pricing out long-term residents. This may lead to gentrification, where the character of the town changes as wealthier individuals move in, displacing those who have lived there for years.

Amenities: With an increase of people coming to live in Immingham we don't have the amenities to support that as we are already lacking facilities such as shops, a bank, schools and health services. Dentist and doctor appointments are already hard to get, with more people living here it will be harder and people who need urgent appointments will more likely have to wait longer.

Furthermore, lack of transparency and community involvement can foster a sense of frustration and disconnection. I request that my objections be considered seriously and thoroughly during the review of the planning application.

It is my sincere hope that the collective concerns of the community is carefully assessed and the potential negative impacts of the proposed development. I trust that you will prioritise the well-being and interests of the existing residents while making decisions that will shape the future of our town.

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Case Officer: Richard Limmer

Customer Details

Name: Mr Peter Allen

Address: 2 Lundy Court Immingham

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Just to reiterate my previous comments regarding the proposed building of 525 new houses in Immingham. We do not have the infrastructure to accommodate any more new builds. Roxton Practice in conjunction with Weelsby View doctors, there are 35,000 patients. Schools are bursting, cannot get Dentist appointment. No banks, our shops are practically non-existent. Police??? When we had all that rain the other week, there was flooding in our street from the fields. The outlook for a lot of the new houses are the ugly solar panels that are a blot on the landscape, they will be in close proximity to the motorway that we have been waiting 22 years to be black topped to reduce the noise levels.

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Case Officer: Richard Limmer

Customer Details

Name: Mr Barry Hancock

Address: The Limes Antons Gowt Boston

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment:

dear Mr Limmer

Swifts are in trouble. The UK has seen numbers plummeting with steep declines since the 1990's and a real danger of extinction unless we act now. When buildings are refurbished or demolished, the nooks and crannies used by swifts for nesting are lost and swifts have nowhere to lay their eggs and raise young. Ensuring provision is made for swifts via the planning system is crucial, so anything you can do to encourage developers and applicants to incorporate swift bricks into building plans would be very valuable. There is guidance for the provision of swift bricks which you can share- <https://drive.google.com/file/d/1ljcJ7rlkNMrr4lxd41XcBU3YC6IFKM6z/view> (e.g. for a house, fit 2 to 4 bricks, for a block of flats, 4 to 10, and for a school, hospital, or warehouse project, fit 10 to 40 swift nesting bricks). The bricks are easy to fit, inexpensive, will cater for the needs of several species of bird, and will last the lifetime of the building. I am very happy to provide further information if it would be helpful, please do not hesitate to get in touch.

Yours sincerely

Barry Hancock

Comments for Planning Application DM/1019/23/REM

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Case Officer: Richard Limmer

Customer Details

Name: Mr Carl Wood

Address: 58 Margaret Street Immingham

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I Object to this developed on the grounds mentioned by numerous other residents of Immingham is that we simply do not have the facilities to accommodate this development, we have no banks, hardly have a post office not to mention the doctor situation etc. The second is what assurances have been made to protect the wildlife or are they just hoping they will disappear and how will it affect the public rights of way. The council should need to put the people first before the greed of the house builders

Item 2 - 7 Beck Farm Mews
Barnoldby Le Beck -
DM/0362/24/FUL

Megan Green (EQUANS)

From: Planning - IGE (Equans)
Subject: FW: DM/0362/24/FUL - 7 Beck Farm Mews

Hi Owen,

Please see below feedback following the Barnoldby le Beck Parish Council meeting on Monday.

The applicant booked in to attend the meeting to present the planning application, did not attend.

Thanks §

**

Barnoldby le Beck Parish Council recommends refusal for the following reasons:

- Traffic concerns raised due to the narrow streets in Beck Farm Mews, Chapel Lane and Church Lane. These are all narrow lanes, with limited access and at times road blockages due to deliveries/ maintenance to the roads and properties. Additional traffic raises resident safety concerns as well as preventing access to their homes
- Parking limitations –the parking allocation on the property plan outlines two parking spaces on the driveway of the property. The driveway permits one vehicle to park only.
- Highways have approved this application however the number of off street parking spaces stated on the application looks to be incorrect, also there is a contradictory statement from highways regarding parking for planning application DM/0071/24/FUL as to whether the lay-by areas are for parking or passing. Can this be clarified?
- Whilst not a planning consideration, we have been made aware by residents attending the meeting that properties residing down Beck Farm Mews have covenants in place to prevent using the properties for business/ trade activities
- Concerns raised regarding anti social behaviour due to lack of recreational facilities within the village and the staffing ratio provisioned

Comments for Planning Application DM/0362/24/FUL

Application Summary

Application Number: DM/0362/24/FUL

Address: 7 Beck Farm Mews Barnoldby Le Beck North East Lincolnshire DN37 0BH

Proposal: Change of use from dwellinghouse (C3) to children's care home (C2)

Case Officer: Owen Toop

Customer Details

Name: Mrs Vicki Booth

Address: 1 Beck Farm Mews Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This is a really difficult application to object to. I have read the comments of the owner regarding her disappointment in the neighbours! She is right her foster children were no issue to the area and were polite to be around. This is a business though! Not a foster parent that lives 100% of the time with the children, but staff who clock off at the end of the day and go home! I have experience of the care system and my concern is that once this is passed if we do have concerns who do we go to? A faceless company that are profiting out of the misfortune of these children? The council will not care as it will not affect them? If assurance can be provided that if any issues impacting on the neighbourhood occurred, it would be dealt with immediately then perhaps I would reconsider my concerns.

Repurposing this house aside, I do not think that the cul-de-sac could cope with additional traffic, without causing parking issues and impacting the safety of all the children currently or in the future living in the street. My house was a late addition to the street and when this was agreed, parking was really not considered and thus causes issues on a weekly basis.

I do have genuine concerns as this brings a level of uncertainty and has the potential to change the dynamics of the street. I do agree these children need the opportunity to experience a better quality of life, but in a street that is already struggling for space, I am not sure it is the right fit.

Comments for Planning Application DM/0362/24/FUL

Application Summary

Application Number: DM/0362/24/FUL

Address: 7 Beck Farm Mews Barnoldby Le Beck North East Lincolnshire DN37 0BH

Proposal: Change of use from dwellinghouse (C3) to children's care home (C2)

Case Officer: Owen Toop

Customer Details

Name: Mrs Natasha Smart

Address: 1A Beck Farm Mews Barnoldby Le Beck Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The road at Beck Farm Mews is extremely narrow, it's impossible for 2 cars to pass and there is no turning area so delivery vans (which have increased massively since the pandemic) get stuck. There has been recent damage to properties due to delivery vans and visitors struggling to turn around. This is only going to be increased as the application states that there will be 2 members of staff, a manager (5 days) and a deputy manager and 6 weekly visits from social workers, which could mean up to 3-4 cars at the property, not to mention visitors and deliveries. The close is already at breaking point as it is so narrow with limited parking, this is going to cause extreme safety concerns for all children living on the close.

The extra parking mentioned in the application is already always full from neighbours cars and one of the areas is not allocated for parking as it is a passing place so these cannot be allocated to be available when required. The application states that the property has 2 parking spaces, however their driveway is only the length of one car.

There is also nothing in the travel plan that mentions how the children will get to school when the carers are getting the bus and walking there?. The planning applicants mentioned that the staff will use the bus service. The bus service is in excess of a mile away to walk to Beck Farm Mews, there are no footpaths until you reach the outskirts of the village, so walking at night with no street lights will be very concerning especially for any female staff. Personally I would not consider that walk to be safe, let's be honest staff will only work there if they have a car. Also public buses are notoriously unreliable, what plans are in place when the bus is delayed and staff are due at the property? I strongly feel that the close cannot cope with any increase in traffic without causing parking issues and in turn impacting the safety of the children that live on the close.

In noting the reference to the comments by the owner, this objection is based completely upon

safety for both the proposed children and local residents.

I am also really disappointed that this is being proposed apparently involving an illegal breach of covenant.

Comments for Planning Application DM/0362/24/FUL

Application Summary

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Address: 7 Beck Farm Mews Barnoldby Le Beck North East Lincolnshire DN37 0BH

Proposal: Change of use from dwellinghouse (C3) to children's care home (C2)

Case Officer: Owen Toop

Customer Details

Name: Mr Mark Tomlinson

Address: 2 Beck Farm Mews Barnoldby le beck Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Absolutely ridiculous suggestion to house young children/adults. This will be a living hell for children being isolated from Waltham/Grimsby. The village of Barnoldby le Beck has zero facilities for the young and Waltham is a long distance away. No one can guarantee 100% supervision of these possible troubled children and it will only bring other people to the area to cause trouble.

Find somewhere in a populated area with lots of facilities like cinema and shops, parks, beach etc. The house the children will be living in doesn't have a suitable front garden and a very very small back garden which is totally unsuitable for children who want to play games; this will push them on to the street and causing a danger to themselves.

I object to this application due to the unsuitable location for children with all the problems of living in an isolated village with bad access and communication with the nearest village being over a mile away.

Comments for Planning Application DM/0362/24/FUL

Application Summary

Application Number: DM/0362/24/FUL

Address: 7 Beck Farm Mews Barnoldby Le Beck North East Lincolnshire DN37 0BH

Proposal: Change of use from dwellinghouse (C3) to children's care home (C2)

Case Officer: Owen Toop

Customer Details

Name: Mr Mark Chapman

Address: 3 Beck Farm Mews Barnoldby-Le-Beck GRIMSBY

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I appreciate that there are many vulnerable young people in society and these residential homes are key to giving them a safe place to live I will try stick to some key material facts

The application states the property has 2 parking spaces, it has a driveway that will fit only 1 car, the drive is only 6.3m in length a VW Golf is 4.3m. Highways appear to have not check this and need to re-review the comment "The property benefits from two existing off-street parking spaces" where is the second space?

The highways comment also references spaces opposite the property as overflow parking, however that is in contradiction to the comments on another existing live planning application on Beck Farm Mews DM/0071/24/FUL that states this area is 1 of 2 passing places on Beck Farm Mews and a TTRO should be put in place during construction phase if DM/0071/24/FUL is approved, This need clarity, it can't be both.

The application states there will be 2 members of staff, a manager (5 days) and a deputy manager and 6 weekly visits from social workers which could be up to 3-4 cars at the property, not to mention family visitors, deliveries etc, A normal family/foster home is regularly only 1-2 cars this is very different to just a regular home.

Barnoldby-le-beck is a level 4 settlement in the local plan with very limited amenities in the village having a car is a necessity to get to or from the village, there are very limited activities for children, no schools and cars will be required to reach these in other villages.

The nearest bus stop is over a mile walk away, down an unlit road with a 60mph speed limit, all

the same risks exist for cycling this will be particularly difficult and dangerous in the autumn/ winter months

The travel plan states that "most staff do not own a car" but then later states that "staff will be recruited locally" if staff haven't been recruited how do you know how they will travel? Barnoldby is a very small rural village how many trained people will you realistically find locally?

The travel plan is there in an attempt to appease residents its only "encouraged" its un-enforceable if there are issues.

This increase in traffic and parking will impact the amenity and road safety of the other residents in Beck Farm Mews which is a single track lane with no turning point at the end or footpath for pedestrians. There has been recent damage to properties in the road due to delivery vans/ lorries and visitors struggling to get in and out of the road additional traffic/ parked cars will only exacerbate this issue. I have two young children and their safety has been a concern when entering the cul de sac at times on foot when walking our dog, due to the nature of traffic.

To address the comments on the portal from the property owner "it really is disappointing for me to hear that there is still a stigma attached to looked after children" there is no stigma here if you read the comments on DM/0071/24/FUL another application on Beck Farm Mews all the same comments regarding parking/traffic and road safety are on there. Beck Farm Mews and the nearby roads of Chapel Lane/ Church Lane are really at their limit now all very narrow with limited parking any additional traffic/ parked cars etc will be the straw that breaks the camels back.

Whilst not a material planning matter, I would also like to point out that there is a restrictive covenant in the title deeds of all properties in Beck Farm Mews, stating that the property can only be used as a private residence and not to carry out any trade or business from the property or its outbuildings, As the property will be run by Gravity Red Inspires which is a community interest company - this would be deemed as trading/ operating a business and thus in breach of the restrictive covenant. The applicant has quoted legislation regarding discrimination of children in comments on the portal please remind the applicant that the title deeds of the property that the owner signed are also a legal document and enforceable.

Megan Green (EQUANS)

From: Planning - IGE (Equans)
Subject: FW: DM/0362/24/FUL

>

> Application Reference: DM/0362/24/FUL

> Address: 7 Beck Farm Mews Barnoldby Le Beck North East Lincolnshire DN37 0BH

> Proposal: Change of use from dwellinghouse (C3) to children's care home (C2)

> Case Officer: Owen Toop

> Mr Doug Clarke

> 5 Beck Farm Mews, Barnoldby le Beck, DN37 0BH Neighbour Objection

>

> I appreciate the need to provide care for disadvantaged and vulnerable children and acknowledge that number 7 has previously been used to provide foster care. However, I do not believe it appropriate, given the location, to change its use from that of a residential property to a commercial one, transforming it into a clinical environment with transient carers and a focus on profit to the detriment of the neighbourhood.

>

> Barnoldby le Beck is a Level 4 minor rural settlement that offers very few services and amenities, and poor accessibility to higher level settlements; as defined by Policy 3, of the North East Lincolnshire Local Plan. In summary it is an isolated village with no amenities other than the local public house, no recreational facilities, and no transportation links.

>

> There is no street lighting and few footpaths within Barnoldby le Beck. Access to Waltham, the neighbouring village, is over a mile away. To access it by foot is by way of an unlit, narrow, uncurbed footpath that starts at the boundary of the village and runs alongside a busy national speed limit road. The verge between road and path being as little as 0.5m in places and no more than a meter in others. Pedestrians are therefore at the mercy of the consideration of drivers using Church Lane, Chapel Lane, Old Main Road, and Waltham Road. As a pedestrian, I have personally had to take evasive action on several occasions to avoid being hit by a car. There are times of day that I refuse to walk this route. Anyone (staff and/ or residents) accessing the property other than by car would have to navigate this dangerous route.

>

> Beck Farm Mews is an unadopted, quiet, cul-de-sac of 9 residential properties, access to which is restricted by narrow (single file) access and severely restricted access and egress to Main Road, Barnoldby Le Beck. This is either via Church Lane, which was only intended to give access to the Grade 1 listed Church of Saint Helen and is barely wide enough for a car to pass due to vehicles that park on the lane at all times of the day or, via Chapel Lane which is marginally wider but insufficiently so for 2 cars to pass. Residents are regularly prevented from accessing Main Road by either or both Church and Chapel Lane by other road users blocking these narrow lanes. Attached is evidence of what residents are regularly faced with in terms of blocked access.

>

> The Block Plan states that there are "4 parking spaces available, 2 on the drive and 2 in a lay-by opposite" both of which it quotes as being 5 x 2.5m. This is confirmed in the Highways Comment where it states, "The property benefits from two existing off-street parking spaces". However, the dimensions of the average car in the UK is around 4.3m in length and 1.8mm in width with the average UK parking bay size being 2.4m wide by 4.8m long, information one would have expected Highways to have known given parking bay sizes are designed to suggested sizes which haven't changed since the 1970s. So, I question how 5 x 2.5m is sufficient to provide two existing off-street parking spaces? It is not unreasonable therefore to question what else regarding this application is inaccurate given this obvious inaccuracy?

>

> Furthermore, the Highways statement states "Any residual parking demand generated by the property could be accommodated within the two existing parking spaces within the layby opposite". It somewhat presumptive by the applicant and Highways to claim the use of the spaces in the layby for this application. These 2 spaces serve the residents of Beck Farm Mews, Church Lane, Chapel Lane, visitors to Church of Saint Helen, and users of the Wanderlust Way and are often occupied at all times of the day. Further capacity will result in vehicles illegally parking

on verges or blocking the narrow lanes. When considering planning application DM/0071/24FUL Highways state “Beck Farm Mews is adopted up to a point in front of 1 Beck Farm Mews. Within the adopted area there are two passing places to facilitate the passing of two vehicles”. Is this then a layby or is it a passing point? I’m confused and it appears that Highways are as well, or at the very least inconsistent. I therefore challenge the validity of the statement by Highways given this inconsistency and the previously highlighted inaccuracy regarding off road parking. Attached is evidence of what residents are regularly faced with in terms of parking.

>

> Local residents have been fortunate and I’m sure grateful that the foster children in the care of the residents at number 7 over the years have been courteous, well behaved, and not been disruptive which is a credit to the fostering families. It is pleasing to hear that many of these children have been attained achievements that many take for granted. However, moderate strength evidence shows that overall, residential care has no effect on children’s behaviour and skills, compared with non-residential placements. Given that many children will have suffered abuse and trauma, which can lead to challenging behavioural patterns it is therefore a concern that any problems arising from such patterns will not be sufficiently, if at all, addressed by Gravity Red Inspires. This will further impact local residents who will suffering the burden the additional levels of traffic, this commercial enterprise, will impose on this residential street.

>

> The statement of purpose states that residential children should have access to leisure pursuits and / or membership of local community clubs or groups yet these don’t exist in Barnoldby le Beck. There are no recreational amenities of any kind, the concern therefore is that, with the Church of Saint Helen only 2 doors away, the church yard will substitute for this. Local residents are working hard to raise funds to keep this church, parts of which date back to the 13th century, open. Any anti-social and/ or disruptive behaviour would likely result in its closure.

>

> As such I object to this proposal and suggest a more suitable location is found to provide these children the appropriate care suitable to their needs and safety.

>

> <supporting evidence.zip>

>

>

Comments for Planning Application DM/0362/24/FUL

Application Summary

Application Number: DM/0362/24/FUL

Address: 7 Beck Farm Mews Barnoldby Le Beck North East Lincolnshire DN37 0BH

Proposal: Change of use from dwellinghouse (C3) to children's care home (C2)

Case Officer: Owen Toop

Customer Details

Name: Mr John Hancock

Address: 6 Beck Farm Mews Barnoldby-le-Beck GRIMSBY

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: It is all well and good coming up with all these building applications for No.4 Beck Farm Mews and change of use for No. 7 Beck Farm Mews. Highways have approved from their point of view for the building of one house on the land at the back of No. 4.

Pointing out that there is a 'passing point' opposite my drive. This 'passing point' is already taken up with neighbours parking.

Where will the carers park if No.4's application is approved? Neither application is practical just from a transportation point of view. Never mind all the other objections for No.4.

Where are any visitors to residents going to park?

The whole of Beck Farm Mews, with the help of the planning department would then just be a car park with no way of residents being able to get in or out.

The width of the road is already below standard, and yet Highways have passed it. Now there's an application for further expansion and need for parking.

It's about time someone at the council saw sense and put a stop to this over development and commercialisation of Beck Farm Mews.

Comments for Planning Application DM/0362/24/FUL

Application Summary

Application Number: DM/0362/24/FUL

Address: 7 Beck Farm Mews Barnoldby Le Beck North East Lincolnshire DN37 0BH

Proposal: Change of use from dwellinghouse (C3) to children's care home (C2)

Case Officer: Owen Toop

Customer Details

Name: Mr Adrian Bennison

Address: 8 Beck Farm Mews Barnoldby le Beck Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Further Information

I understand that when looking at planning applications the Local Authority do not normally take into account deeds of covenants on the property., not even when the application is directly challenging those covenants.

Although I am aware this information may not be accepted I feel it pertinent to point out that this application is in direct conflict with the deeds of the properties in Beck Farm Mews, formally known as Atkins Yard, in that it contradicts Schedule 3(3) in those deeds registered with the HM Land Registry under the Land Registration Act 1925 which states 'not to use any building or structure to be erected on the plot or for the time being standing there on for ANY PURPOSE EXCEPT THAT OF A PRIVATE RESIDENCE'

I struggle to understand how a Local Authority can ignore the fact that someone is trying to breach Land Registry Laws. I am also aware that for the proposed development to go ahead both planning permission and compliance with any existing restrictive covenants are required and restrictions put in place and will remain enforceable.

Comments for Planning Application DM/0362/24/FUL

Application Summary

Application Number: DM/0362/24/FUL

Address: 7 Beck Farm Mews Barnoldby Le Beck North East Lincolnshire DN37 0BH

Proposal: Change of use from dwellinghouse (C3) to children's care home (C2)

Case Officer: Owen Toop

Customer Details

Name: Mr Adrian Bennison

Address: 8 Beck Farm Mews Barnoldby le Beck Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: We strongly object to the planning application for the following reasons.

Barnoldby le Beck is a quiet village just outside Grimsby. It has very few facilities which includes a public house and a church which is rarely used. There are no other services or facilities the nearest of which are over one and a half miles away in Waltham.

There is no public transport and the nearest bus stop is one mile away in Waltham. To walk to the bus stop you have to walk along an unlit road, on a narrow footpath/cycle way which has no kerb stones in a mainly 60 mph speed limit.

The house that is applying for planning permission would hold the number of people suggested, however, there is no front garden and there is a very small garden to the rear and not one suitable for children to play in.

There are no leisure activities in the village and should children wish to access leisure facilities, I suggest they would have to be provided with transport in the form of cars or taxis.

My major concern is with regards to road safety and vehicular access.

Beck Farm Mews is a small development with narrow roads leading to it and in the close itself. Despite the fact that it only has nine houses traffic flow does not reflect this. Most houses have at least two cars which come in and out several times a day. This coupled with delivery service vehicles and other traffic significantly increases this number. Historically children used to play in the close but this is no longer an option as it is far too busy.

I strongly believe that the applicant has grossly underestimated the amount of vehicles that will be going to and from the property and is using artistic licence when estimating the parking spaces available. I would like to point out a recent planning application that was turned down. One of the reasons was that the private access road is inadequate as a result of its narrow width, form and shape and the resultant conflict between users of the road would be detrimental to highway safety. Moreover the lack of width and its shape restricts the ability to access the site adequately and safety by emergency and service vehicles contrary to Policy 5 of NELC local plan as set out in the National Planning Policy. Recently there have been two fires in the village one of which was a fatality.

The applicant has submitted a Block Plan which suggests there are 4 parking spaces available, 2 on the drive and 2 in a lay-by opposite. The drive is in fact only 6.3 metres by 3.2 metres and in fact will only fit 1 vehicle. With regards the area described as a lay-by I refer you to a report prepared by Adam Brockbank from the Highways Department regarding planning application DM/0071/24FUL. He states Beck Farm Mews is adopted up to a point in front of 1 Beck Farm Mews. Within the adopted area there are 2 passing places to facilitate the passing of 2 vehicles. Following a meeting with residents it is noted that there is a potential concern with residents parking within the existing passing places and therefore rendering these unusable for their intended purpose. This report refers to the area adjacent to the property in the application, therefore there is in fact only parking for one vehicle on the drive as the lay-by is in fact described in Mr Brockbanks report as a passing place. There is no other parking provision in the immediate area,

In the applicants Travel Plan it describes the times of shift change over times. It does not include in any detail other traffic movements with regards how the children will get to and from school, attend activities or other people visiting the home. I would suggest that either taxis or staff members would be used to transport the children again adding to the traffic movements in the close.

It also states that members of staff would walk or taxi share when coming to work. I would suggest the majority of staff will travel by car, especially in the dark nights, in winter or in inclement weather. They are not going to use public transport and walk along the dangerous stretch of road from Waltham. There have been a number of collisions even since traffic calming measures and a speed limit has been introduced.

I feel the residents of Beck Farm Mews will be impacted by the increased traffic flow which the applicant states in the application would start about 8.30 am in the morning and go through until 10.30 pm in the evening.

I asked that this application be refused on these grounds.

Comments for Planning Application DM/0362/24/FUL

Application Summary

Application Number: DM/0362/24/FUL

Address: 7 Beck Farm Mews Barnoldby Le Beck North East Lincolnshire DN37 0BH

Proposal: Change of use from dwellinghouse (C3) to children's care home (C2)

Case Officer: Owen Toop

Customer Details

Name: Mrs Vikki Nicholson

Address: Rivendell Chapel lane barnoldby le beck Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I strongly object to this as

1- parking is very limited and the property only has parking for one car, the proposed spaces are turning points, not for extra parking.

2- we have no public transport coming into Barnoldby for staff or for teenagers the nearest bus stop is over 2 miles away. Leaving teenagers isolated from peers.

3- more traffic coming into barnoldby has a big safety concern, we have no foot paths or street lighting, in the winter months barnoldby is total darkness from 4pm also and isolation risk for teenagers.

4- barnoldby is simply not the place for a care home, the children/teenagers will be along way from peers- and any social activities that could better their quality of lives, I feel there mental health would be impacted living in a rural location.

5- we have no outdoor playing fields, parks, village halls, youth centres, leisure centres, gyms or shops.

6- we have had problems in the past will any kind of emergency services not been able to access our narrow road efficiently so with extra cars parking is a big concern.

7- the property is designed for a family, one drive, one car little garden not a care home. It's simply not fit for purpose.

For my reason I object, this wouldn't benefit the proposed children or benefit our community.

Comments for Planning Application DM/0362/24/FUL

Application Summary

Application Number: DM/0362/24/FUL

Address: 7 Beck Farm Mews Barnoldby Le Beck North East Lincolnshire DN37 0BH

Proposal: Change of use from dwellinghouse (C3) to children's care home (C2)

Case Officer: Owen Toop

Customer Details

Name: Ms Sarah Thinnesen

Address: The Nook, Church Lane Barnoldby-le-Beck Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Having moved into the village a little over a week ago I am surprised to discover this application to which I object.

Having read all comments put forward, those proposed by Elizabeth Frayne, render me with even more concern for this application as it is clear there is a true lack of understanding to the reality of the situation, a poor comparison between personal and business use of her property, combined with potentially difficult real life outcomes for the proposed children and the local residents.

The greatest cause for concern is the safety of local residents regarding the increased vehicle flow along very narrow / single lane access roads, noise pollution of the increased traffic flow especially beyond 10pm, parking capacity and safety of residents accessing the cul-de-sac as there are no paths to do so. I note there is a proposed 'travel plan' developed to supposedly counter the residents shared safety concerns - I also note the plan is not mandated, but simply 'encouraged' and 'sustainable travel behaviour' promoted. Despite elegant wording of the plan what is sustainable travel behaviour in real terms? I have yet to discover any employee who would prefer to walk or cycle at least over 2 miles in the pouring rain, or on dark mornings or nights, with no street lights, being passed by cars permitted to drive at 50mph, than taking a taxi or car to work! Again I would actually question the safety of the staff being persuaded to undertaking this expectation!

In noting the reference to the 2010 Equality Act by Elizabeth, to be clear, this objection is not discriminatory against age or disability, but based upon safety for both the proposed children and local residents.

Further to my grave concern for safety is my concern for the childrens' ability to integrate to village life and thus have a true sense of belonging. There are no communal facilities, no common playing fields or ground of any kind for 10-17 year olds, no village hall, no shops or leisure facilities. No

bus stop, paths or street lights. Indeed the small village is remote and set back from the larger nearest village of Old Waltham. As a parent myself I would never have moved to this village with young children as it is far too remote and isolated to cater for the social needs of teenagers. I firmly believe all children need regular interaction with their peers and access to facilities which both stimulate and ensure mental growth. None of which can be found in this remote village.

For both reasons I object to this proposal

Comments for Planning Application DM/0362/24/FUL

Application Summary

Application Number: DM/0362/24/FUL

Address: 7 Beck Farm Mews Barnoldby Le Beck North East Lincolnshire DN37 0BH

Proposal: Change of use from dwellinghouse (C3) to children's care home (C2)

Case Officer: Owen Toop

Customer Details

Name: Ms Elizabeth Frayne

Address: Woodlands 70 St Marys Lane Louth East Lindsey

Comment Details

Commenter Type: Amenity Group

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am the sole owner of 7 Beckfarm Mews and I am writing in support of the above planning application, with regards to the fostering of children in our borough. I feel the fostering of children needing the support, nurture and guidance of a caring home is such a vital service in our communities, and has never been more important than now.

Beck Farm Mews would provide an ideal location as a childrens home and the children that would potentially be homed there would only be governed by the number of rooms, and so there would be no greater impact on the mews than any average family that lived in the property.

Previously to renting out the above property I had lived there for 8 years. Whilst living there I was a single foster carer looking after 4 children. I fostered in the home for 6 years. My sister also lived in the property after I had moved on, she also fostered 3 children in the home for 2 years. The children had always been very well liked in the village. However, I understand some of the neighbours have objected to the change of use for the above property which is very disappointing to hear as there isn't any change other than it being named a residential home rather than a foster home. All my foster children absolutely thrived living there, going on nature walks with our dogs and pony and making lots of friends with the other children in the village. All my foster children have all gone on to full time employment, further education and some to university so it really is disappointing for me to hear that there is still a stigma attached to looked after children.

The Equality Act came into force in 2010 to protect everyone including children and young people from discrimination which does include housing. If 7 Beckfarm Mews were to continue as a foster home no one would object however, registered as a childrens home people will object. We live in a society of equality and diversity and there should not be discrimination towards any looked after child as there are so many different circumstances why children are moved into a residential home

and why it is so important we have access to them.

I feel this application represents the serious thought we need to give to support all children in our community and help all children to become vital members of our society and that is for all children including looked after children.

Item 3 - Land Off Station Road
New Waltham - DM/0005/24/
FUL

From: clerk@newwalthamparishcouncil.com
Sent: Friday, March 8, 2024 10:01 AM
To: Planning - IGE (Equans) <planning@nelincs.gov.uk>
Subject: New Waltham Comments

Please find below comments from New Waltham Parish:

2. DM/0005/24/FUL – Land off Station Road, NW – No major objections. However wished to comment on Enforcement, once this parking area is available/is the road going to be monitored/ maybe a clearway on verges/ find a solution to prevent cars from parking down the main road heading towards Waltham? Councillors concerned that it wont stop current issues as only 50 spaces allocated to the area?

Many thanks



Anneka Ottewell-Barrett

Clerk & Resp.Financial Officer
New Waltham Parish Council

Contact: (01472) 822821

New Waltham Pavilion
St Clements Way, NW
DN36 4GU

www.newwalthamparishcouncil.com

Office Opening:
9.30-2pm Mon-Thurs & 10-12 Fridays

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Comments for Planning Application DM/0005/24/FUL

Application Summary

Application Number: DM/0005/24/FUL

Address: Land Off Station Road New Waltham North East Lincolnshire

Proposal: Creation of new car park and drop off area to include lighting, landscaping and boundary treatments

Case Officer: Bethany Loring

Customer Details

Name: Mr Sam Greaves

Address: 9 Binbrook Drive, New Waltham, North East Lincolnshire DN36 4UU

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: To address these concerns, a comprehensive assessment of the potential effects on property values should be conducted. This assessment should involve collaboration with real estate experts, market analysts, and community stakeholders. Analyzing similar projects in other areas and their impact on property values can provide valuable insights into potential outcomes.

Transparent communication with residents is key to managing expectations and addressing concerns related to property values. Providing detailed information about the measures being taken to mitigate negative consequences, such as traffic management plans and noise reduction strategies, can help alleviate fears within the community.

Additionally, collaboration with local real estate professionals can inform the development of strategies to mitigate any potential negative impact on property values. This may include marketing initiatives to highlight the positive aspects of living in the area, showcasing the community's resilience to change, and emphasizing the long-term benefits of well-planned urban development.

In conclusion, a comprehensive and thoughtful approach is imperative to address the multifaceted concerns associated with the Toll Bar School Car Park proposal in Wigmore Park. Engaging the community in the decision-making process, considering alternative solutions, and implementing meaningful mitigation measures will contribute to a more balanced and sustainable outcome for both the educational institution and the residents.

I appreciate your attention to these concerns and trust that the planning committee will prioritize the well-being and interests of Wigmore Park residents in its decision-making process.

Sincerely,

Sam Greaves
9 Binbrook Drive

Comments for Planning Application DM/0005/24/FUL

Application Summary

Application Number: DM/0005/24/FUL

Address: Land Off Station Road New Waltham North East Lincolnshire

Proposal: Creation of new car park and drop off area to include lighting, landscaping and boundary treatments

Case Officer: Bethany Loring

Customer Details

Name: Miss Chloe Stanfield

Address: 9 binbrook drive new waltham

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Dear Sir/Maddam

I trust this correspondence finds you well. I write to you with a comprehensive exploration of concerns and reservations regarding the planning permission proposal for the Toll Bar School Car Park in Wigmore Park. Acknowledging the necessity for adequate parking facilities for educational institutions, it is crucial to engage in a thorough analysis of potential negative impacts and to devise a holistic strategy that prioritizes the well-being of Wigmore Park residents.

1. Increased Traffic Congestion:

The proposition of constructing a school car park raises significant concerns about the potential escalation of traffic in the Wigmore Park area, especially during school hours. This heightened vehicular activity not only poses the risk of increased congestion on local roads but also raises concerns about the safety of residents, particularly pedestrians and cyclists. The development of a comprehensive traffic management plan is paramount. This plan should not only ensure the seamless flow of traffic but also incorporate safety measures to protect both residents and students. Collaboration with local authorities, traffic experts, and community members is essential to formulate effective solutions that address the concerns associated with increased traffic.

Addressing the potential increase in vehicular activity necessitates an evaluation of current traffic patterns and infrastructure. A comprehensive traffic impact assessment, considering the peak hours of school activities, should guide the formulation of mitigation strategies. Potential measures may include the introduction of traffic calming devices, adjustment of traffic signals, and the exploration of alternative routes to alleviate congestion in critical areas. Furthermore, collaboration

with local law enforcement can enhance the implementation and enforcement of traffic management measures.

2. Noise and Disruption:

Construction and ongoing operation of the car park have the potential to introduce significant noise and disruptions, infringing upon the current peace and tranquility enjoyed by residents of Wigmore Park. Construction activities, increased vehicle movement, and potential events associated with the car park could disturb the quiet residential atmosphere. To address these concerns, a multifaceted approach is necessary.

During the construction phase, stringent noise reduction measures must be implemented. These may include restricting construction activities during certain hours, utilizing sound barriers, and employing construction equipment that adheres to noise level regulations. Collaboration with construction experts and environmental consultants can help identify and implement best practices for noise reduction.

Operational guidelines for the car park's ongoing use are equally crucial. Establishing rules and regulations that minimize disruptions, particularly during early mornings and late evenings, is imperative. A community-oriented approach can involve seeking input from residents to determine optimal operational hours and addressing specific concerns they may have regarding noise levels.

3. Environmental Impact:

The construction and operation of the car park may result in a range of environmental impacts that need careful consideration. This includes concerns about increased pollution, potential loss of green spaces, and disruptions to the local ecosystem. To address these concerns, a thorough and transparent environmental impact assessment (EIA) must be conducted.

The EIA should encompass an evaluation of the project's potential impact on air and water quality, soil health, and the preservation of existing flora and fauna. A comprehensive plan for mitigating any identified environmental impacts must be developed, incorporating sustainable practices and green design elements.

Preserving green spaces is crucial for maintaining the ecological balance of the area and contributing to the overall well-being of the community. The plan should include measures to protect existing trees, promote sustainable landscaping practices, and potentially incorporate green roofs or permeable surfaces in the construction of the car park.

Community involvement in the environmental impact assessment process is vital. Residents can provide valuable insights into local environmental sensitivities, and their input can contribute to the development of a more robust and community-sensitive plan.

4. Property Values:

Concerns have been raised within the community regarding the potential impact of the proposed car park on property values in the Wigmore Park area. These concerns are valid, as the perceived negative aspects of the car park, including increased traffic, noise, and potential disruptions, could influence the desirability of the neighborhood.

We also have young children and a safety is a big concern with the dangerous driving weve seen from parents and pupils I sincerely hope you take all this into consideration

Comments for Planning Application DM/0005/24/FUL

Application Summary

Application Number: DM/0005/24/FUL

Address: Land Off Station Road New Waltham North East Lincolnshire

Proposal: Creation of new car park and drop off area to include lighting, landscaping and boundary treatments

Case Officer: Bethany Loring

Customer Details

Name: Mr Sam Greaves

Address: 9 binbrook drive New waltham

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:

Subject: Comprehensive Concerns Regarding Toll Bar School Car Park Proposal's Impact on Wigmore Park Residents

Dear Sit/Maddam

I hope this letter finds you well. I am writing to express my multifaceted concerns and reservations regarding the planning permission proposal for the Toll Bar School Car Park in Wigmore Park. While recognizing the necessity of creating adequate parking facilities for educational institutions, it is paramount to engage in a thorough analysis of potential negative impacts and devise a holistic strategy that prioritizes the well-being of Wigmore Park residents.

1. Increased Traffic Congestion:

The proposition of constructing a school car park raises significant concerns about the potential escalation of traffic in the Wigmore Park area, especially during school hours. This heightened vehicular activity not only poses the risk of increased congestion on local roads but also raises concerns about the safety of residents, particularly pedestrians and cyclists. The development of a comprehensive traffic management plan is paramount. This plan should not only ensure the seamless flow of traffic but also incorporate safety measures to protect both residents and students. Collaboration with local authorities, traffic experts, and community members is essential to formulate effective solutions that address the concerns associated with increased traffic.

Addressing the potential increase in vehicular activity necessitates an evaluation of current traffic

patterns and infrastructure. A comprehensive traffic impact assessment, considering the peak hours of school activities, should guide the formulation of mitigation strategies. Potential measures may include the introduction of traffic calming devices, adjustment of traffic signals, and the exploration of alternative routes to alleviate congestion in critical areas. Furthermore, collaboration with local law enforcement can enhance the implementation and enforcement of traffic management measures.

2. Noise and Disruption:

Construction and ongoing operation of the car park have the potential to introduce significant noise and disruptions, infringing upon the current peace and tranquility enjoyed by residents of Wigmore Park. Construction activities, increased vehicle movement, and potential events associated with the car park could disturb the quiet residential atmosphere. To address these concerns, a multifaceted approach is necessary.

During the construction phase, stringent noise reduction measures must be implemented. These may include restricting construction activities during certain hours, utilizing sound barriers, and employing construction equipment that adheres to noise level regulations. Collaboration with construction experts and environmental consultants can help identify and implement best practices for noise reduction.

Operational guidelines for the car park's ongoing use are equally crucial. Establishing rules and regulations that minimize disruptions, particularly during early mornings and late evenings, is imperative. A community-oriented approach can involve seeking input from residents to determine optimal operational hours and addressing specific concerns they may have regarding noise levels.

3. Environmental Impact:

The construction and operation of the car park may result in a range of environmental impacts that need careful consideration. This includes concerns about increased pollution, potential loss of green spaces, and disruptions to the local ecosystem. To address these concerns, a thorough and transparent environmental impact assessment (EIA) must be conducted.

The EIA should encompass an evaluation of the project's potential impact on air and water quality, soil health, and the preservation of existing flora and fauna. A comprehensive plan for mitigating any identified environmental impacts must be developed, incorporating sustainable practices and green design elements.

Preserving green spaces is crucial for maintaining the ecological balance of the area and contributing to the overall well-being of the community. The plan should include measures to protect existing trees, promote sustainable landscaping practices, and potentially incorporate green roofs or permeable surfaces in the construction of the car park.

Community involvement in the environmental impact assessment process is vital. Residents can provide valuable insights into local environmental sensitivities, and their input can contribute to the development of a more robust and community-sensitive plan.

4. Property Values:

Concerns have been raised within the community regarding the potential impact of the proposed car park on property values in the Wigmore Park area. These concerns are valid, as the perceived negative aspects of the car park, including increased traffic, noise, and potential disruptions, could influence the desirability of the neighborhood.

Comments for Planning Application DM/0005/24/FUL

Application Summary

Application Number: DM/0005/24/FUL

Address: Land Off Station Road New Waltham North East Lincolnshire

Proposal: Creation of new car park and drop off area to include lighting, landscaping and boundary treatments

Case Officer: Bethany Loring

Customer Details

Name: Mr Tom Burkin

Address: 11 binbrook drive Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Firstly, whilst I appreciate the issue with parking for the school, I strongly oppose and disagree that this is appropriate. Is the car park designed to allow one car in at a time? As a queue of cars waiting to get into the car park will mean that traffic will be backing up onto the main road due to the sheer volume of cars intending to access this car park. How will they know too that there is available parking during drop off and exiting ? I am concerned about the volume of cars accumulating at the top of the main road and at the entrance to the estate. This could potentially cause accidents and is not safe for pedestrians either who live on the estate. This could also be dangerous for school children crossing the road due to the volume of cars that will be trying to access the proposed car park.

Firstly, I have a three year old with special educational needs who doesn't understand danger, hence us buying a house set well back from the main road and away from cars. The fence currently up would mean my children can access a car park from their garden which is highly unsafe. I also have a baby who has been hospitalised before for breathing difficulties and I am extremely worried about the fumes that would be accumulating again right next to my house. I don't feel this is fair at all and it very upsetting that we have spent so much money on building our family home for you to propose a car park right next to the boundaries of our home which puts my children at risk. From an environmental perspective too I strongly oppose this again due to the fumes affecting the air and causing further environmental damage via air pollution. Also, what is to stop people using the car park for unsociable use ? Again, directly outside my home. My children sleep facing towards the space where the car park is proposed to be built.

Furthermore, I think this is abysmal and entirely selfish to pursue as this puts my family's safety at risk by creating a space which will be open to the public all the time which will essentially create

the opportunity for anti- social behaviour to occur on my doorstep.

From the conversations I have had with parents who use the roads on Wigmore Park to park, they will continue to use these roads until there are double yellow lines put down outside the affected houses. All you are doing actually, by building a car park is encouraging more people to disrespect the estate and the areas surrounding our home. It will not deter people who already enjoy parking along the roads on the estate as this is the preference of many parents. Also from a safety perspective again, the turning would be far too close to the traffic lights and there are a large number of parents who have said will continue to park along the estate anyway.

Who is responsible for the maintenance of this car park ? The tollbar school car park is covered in moss and is not properly maintained. Furthermore, the noise pollution is also a huge concern for my family and again I think is very selfish and inconsiderate. I won't be able to get my children to sleep with engines, slamming of boots and car doors at night or early in the morning. Also, the flood lights/ potential lighting outside our house will shine into our windows. Why has the school not given up one of their fields for a car park?

Already, we have had children from the school cutting through our garden to meet their parents after school or are using Binbrook drive as a short cut to walk across onto the estate. They walk across our garden and trample onto our flower beds which we have worked hard to look after. They will be walking across our garden all the time as a short cut if you put a car park there as there is nothing to stop children and parents walking onto our property. We own the land to the side of the house which is included in our plot, so this is a direct encroachment onto our property's boundaries. I intend to attend the council meeting in person as I will not hesitate to put across my views on the matter as it is quite frankly, unsafe, unfair and harmful to me and my family and I am not going to tolerate this.

Speaking in terms of the future, hypothetically every single time any kind of anti -social offence or dangerous incident occurred too which is highly likely I would report it immediately to the police as I refuse to be negatively impacted by this and so do the other residents. Surely this is a waste of services and police time? I should not be worrying about the safety of my family to this extent or their wellbeing.

Again, I reinforce my first point which is that the junction at the top of Wigmore Park would be too close to the car park and would create traffic build up due to the volume of people trying to access it. This is hazardous to residents and other traffic trying to access/ leave the estate. This is dangerous too to school children crossing the road. I await your response with eager readiness to respond.

Kind regards,
Lucy Burkin

Comments for Planning Application DM/0005/24/FUL

Application Summary

Application Number: DM/0005/24/FUL

Address: Land Off Station Road New Waltham North East Lincolnshire

Proposal: Regulation 3 application for the creation of new car park and drop off area to include lighting columns, landscaping and boundary treatments (Amended Description and Plans received 13th May 2024 to include amended red edge, ownership certificate, landscaping, management details and confirmation of lighting columns)

Case Officer: Bethany Loring

Customer Details

Name: Mr Tom Burkin

Address: 11 binbrook drive Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Barrat homes have advised us regards to stating the council is now responsible for the overgrown land adj to our property included within our plot at No. 11 Binbrook drive, also along side the current barrat show home which will back onto this car park?

According to barrat homes correspondence from a complaint we made, the council is now responsible for maintaining the overgrown land around the side of our house and also along the private road sited along side BINBROOK Drive .

Can you please provide written evidence this is now the councils responsibility?

Please can you also provide planning permission or a valid explanation to why barrat homes still have 4no long flag poles advertising there business up on the councils property then if it's no longer their grounds for maintaining?

Also please can you provide us with written confirmation from the exact date when they stopped maintaining this section, so we can pursue this matter?

Can the council provide us with a start date for the maintenance works to begin on the existing section of land built my barrat homes we pay a maintenance fee for?

Comments for Planning Application DM/0005/24/FUL

Application Summary

Application Number: DM/0005/24/FUL

Address: Land Off Station Road New Waltham North East Lincolnshire

Proposal: Creation of new car park and drop off area to include lighting, landscaping and boundary treatments

Case Officer: Bethany Loring

Customer Details

Name: Mr M Hume

Address: 15 Binbrook Drive New Waltham Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Proposed plan does not detail how this area will be managed outside of school operating times to reduce or mitigate anti social behaviour. The open area directly off a main road invites out of hour parking for gangs in cars to congregate / or the illegal parking of motor homes and caravans.

This would not only increase anti social noise to the neighbouring houses but also potentially facilitate crime and become a hot spot for fly tipping.

The car park requires the installation of lockable barriers (to be controlled via the school) and also installation of council monitored cctv to prevent this activity and protect the neighbouring properties.

Comments for Planning Application DM/0005/24/FUL

Application Summary

Application Number: DM/0005/24/FUL

Address: Land Off Station Road New Waltham North East Lincolnshire

Proposal: Creation of new car park and drop off area to include lighting, landscaping and boundary treatments

Case Officer: Bethany Loring

Customer Details

Name: Kevin Sawley

Address: 16 Binbrook Drive New Waltham

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: The amount of traffic fouling the junction of Station Road and Vickers road is such that you can wait at the traffic lights for 3 rotations and still not be able to leave the estate during drop off and pick up times, the inconsiderate parking of people picking up and the abuse these drivers give out is appalling. All the traffic will still enter or leave the new proposal using these lights there by not improving anything. Students and parents abandon their vehicles in the surrounding streets with disregard to residents, they double park sometimes blocking in other cars at the end of Binbrook

Comments for Planning Application DM/0005/24/FUL

Application Summary

Application Number: DM/0005/24/FUL

Address: Land Off Station Road New Waltham North East Lincolnshire

Proposal: Creation of new car park and drop off area to include lighting, landscaping and boundary treatments

Case Officer: Bethany Loring

Customer Details

Name: Mr roger breed

Address: 9 Janton Court New Waltham Grimsby

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: this will cause more congestion especially around the exit in Vickers Road unless Station Road is made a Clearway, the laybys got rid of and the Teachers allowed to park inside the Academy premises Where are the cars going to park that use the verges along Station Road . I thought this was a DROP OFF area. drive in and drive out
I hope it does work for everones sake but I have doubts

Comments for Planning Application DM/0005/24/FUL

Application Summary

Application Number: DM/0005/24/FUL

Address: Land Off Station Road New Waltham North East Lincolnshire

Proposal: Creation of new car park and drop off area to include lighting, landscaping and boundary treatments

Case Officer: Bethany Loring

Customer Details

Name: Mr John Mardles

Address: 8 Vickers Road New Waltham

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: Provision of this facility is welcomed but I have concerns about how this will be managed? There appears to be no mention of who will be responsible for the day to day operational conduct of the parking. Who is the parking designed for? It seems that the existing chaotic parking in Station Road will be moved here. Presumably it is the teachers parking. Surely the Academy should provide adequate spaces on site. My worry is that it will do nothing to alleviate the intolerable and dangerous situation in Vickers Road both at drop off and pick up times. I believe it is essential for yellow lines to be provided in Vickers Road to stop the irresponsible use of it. Should these considerations be positively received I am inclined to give the plan my support. Thanks.

Comments for Planning Application DM/0005/24/FUL

Application Summary

Application Number: DM/0005/24/FUL

Address: Land Off Station Road New Waltham North East Lincolnshire

Proposal: Creation of new car park and drop off area to include lighting, landscaping and boundary treatments

Case Officer: Bethany Loring

Customer Details

Name: Mr John Mardles

Address: 8 Vickers Road New Waltham Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I wish to make further comment on this application. When purchasing this property it was done so on information from the developers that a drop off area was to be built to avoid parents using Vickers Road, Wellington Avenue and Binbrook Drive for such purpose. The plan as submitted is nothing of the sort. It is clearly a car park. I can only assume that it will be used by teachers to park their own vehicles. The drop off area is tiny and completely useless. I believe that the aim is to transfer the appalling situation of parking on Station Road verges to be moved to Wigmore Park. It will do nothing to alleviate the intolerable and dangerous situation we endure every School day morning drop off and pick up. Tollbar has plenty of land and should morally provide the parking spaces for their employees and at the schools expense.

There is absolutely no thought as to who would manage the space. Would it be the School, the Council or independent operators? Or no one at all? Station Road is one of the busiest roads in the area. We have already had one serious incident last year at the traffic lights entrance to Wigmore Park.

I do not support this application in its current form. However, as a drop off area "managed" and with appropriate signage in the Roads previously mentioned, I would be more supportive. Other Schools in this area have restricted parking during the peak hours and that is what is needed.

Comments for Planning Application DM/0005/24/FUL

Application Summary

Application Number: DM/0005/24/FUL

Address: Land Off Station Road New Waltham North East Lincolnshire

Proposal: Regulation 3 application for the creation of new car park and drop off area to include lighting columns, landscaping and boundary treatments (Amended Description and Plans received 13th May 2024 to include amended red edge, ownership certificate, landscaping, management details and confirmation of lighting columns)

Case Officer: Bethany Loring

Customer Details

Name: Mr Jonathan Mardles

Address: 8 Vickers Road New Waltham Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Toll Bar Car Park Management Plan refers to Pay and Display ticket machine, yet there is no indication on the plans where that will be situated. The stated aim of the car park is to alleviate the amount of parking on verges along Station Road but it seems it is 6th form students who are causing the damage so are they really prepared to pay car parking charges? Please clarify. There is no mention of what signage will be provided in Vickers Road to keep parkers and drop offers using it instead of the designated facility. Without it residents of Wigmore Park will gain no benefit from the change only suffer even more. Also your documents state the car park open from 7am to 6pm but in another breath says it is for outside hours use as well so can't be both and out of ours use opens up more problems and is unnecessary as the School can provide parking for any out of hours events. Very clear signage is required and no mention of it is made anywhere in the paperwork. I still object to the proposed plan unless the concerns I have outlined are properly addressed.

Comments for Planning Application DM/0005/24/FUL

Application Summary

Application Number: DM/0005/24/FUL

Address: Land Off Station Road New Waltham North East Lincolnshire

Proposal: Creation of new car park and drop off area to include lighting, landscaping and boundary treatments

Case Officer: Bethany Loring

Customer Details

Name: Mr Matthew Collinson

Address: 9 Vickers Road New Waltham

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Currently I am unable to see on the plans exactly how the site will be managed. Is there going to be a lockable access point after school hours? If not, then this would likely lead to an increase in anti-social behaviour and also enable potential travelling communities to establish a temporary base causing significant issues for residents and potentially the school.

I am unsure why you need additional parking and can't just have a drop off space. If it is to be parking for the school pupils and/or teachers, who becomes responsible for the site? Surely if it is for that purpose then some level of permitting is required.

Given the application was submitted/validated after the 12th of February 2024 surely the legal requirement to achieve 10% bio diversity net gain is applicable and therefore this doesn't seem to be evidenced.

The proposed development has not been thought through around access and restricting the potential for anti-social behaviour. As a result I oppose the current plans.

Comments for Planning Application DM/0005/24/FUL

Application Summary

Application Number: DM/0005/24/FUL

Address: Land Off Station Road New Waltham North East Lincolnshire

Proposal: Creation of new car park and drop off area to include lighting, landscaping and boundary treatments

Case Officer: Bethany Loring

Customer Details

Name: Mr Jim Wright

Address: 27a Parker Street Cleethorpes Cleethorpes

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: The landscaping plan is both vague and modest. It says the hedges will be "small". It would be better for biodiversity if they were high, thereby creating feeding/nesting/roosting habitat for birds.

Also, the species of the hedges - preferably native - should be identified. And there should be more of them, not just a token aesthetic gesture.

There should, in addition, be a planning condition that the landscaping should be managed by the school. If no one takes responsibility, there is a high risk that it will fall into disrepair.

Maybe the council's ecology unit might come up with some helpful proposals.

One other thought. Has any provision been made for litter to be removed?

Item 4 - Ash Holt Waithe
Lane Briggsley -
DM/0099/24/CND

Comments for Planning Application DM/0099/24/CND

Application Summary

Application Number: DM/0099/24/CND

Address: Ash Holt Waithe Lane Brigsley North East Lincolnshire DN37 0RJ

Proposal: Details in discharge of condition 6 (Construction Traffic Management Plan) pursuant to DM/0447/23/FUL

Case Officer: Bethany Loring

Customer Details

Name: Mr Philip Jackson

Address: 7 Kingsfield Farm Barnoldby-le-Beck GRIMSBY

Comment Details

Commenter Type: Ward Councillor

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I echo the objections to this plan from Waithe Lane and Brigsley residents. Waithe Lane is far too narrow and winding to take construction traffic from either direction (from the B1203 or A16) to service this totally inappropriate development which should never have been granted planning consent in the first place.

One delivery of building materials has already been attempted, despite the fact that there is no approved Construction Traffic Management Plan in place. This was an HGV which tried to access the site from the B1203 (which the proposed Plan would not allow) and the vehicle got stuck in front of a neighbouring property, causing extensive damage to the grass verge and damaging an underground electricity supply cable. My understanding is that the vehicle then had to be towed back through the village to the B1203, causing major disruption. However, this is NOT an argument in favour of access from the A16; on the contrary it demonstrates the inadequacy of Waithe Lane along its whole length for traffic of this nature.

Planning Enforcement should also be challenging the applicant as to how and why a delivery of building materials was being attempted before any CTMP was in place.

Comments for Planning Application DM/0099/24/CND

Application Summary

Application Number: DM/0099/24/CND

Address: Ash Holt Waithe Lane Brigsley North East Lincolnshire DN37 0RJ

Proposal: Details in discharge of condition 6 (Construction Traffic Management Plan) pursuant to DM/0447/23/FUL

Case Officer: Bethany Loring

Customer Details

Name: Mr Andrew and Amanda Furman

Address: Ktima, brigsley road Ashby cum fenby

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The proposed development of further industrial size buildings in this rural village bare no suitability for the delicate environment, no regard to the wellbeing of the residents or the peaceful historic beauty of the village have been taken into account whatsoever.

The road access to the property is archaic, a single lane 9 ft wide at best with a substrate only designed originally for horse and cart type traffic, to introduce hgv type vehicles and other goods vehicles is totally inappropriate and unwanted by all who live in the area. Furthermore the route known as waithe Lane is simply a lane, not even an A road. This lane is a popular cycling and walking route normally only experiencing the residents car movements occasionally, and should be left this way.

At present as the development "As is" now there are already considerably more vehicles traversing the route with new damage to the verges of the residents properties along Waithe Lane and total destruction of the verges near the proposed further development area. The level of dangerous near misses is only set to get worse.

To recap the wellbeing of the environment, the residents quality of life, and the cyclists, walkers, dog walkers, safety is already comprised and to add to this for the empty selfish self fulfilment of a totally unnecessary further development is absurd and utterly of keeping and utterly unwelcome.

Carol Pedersen (EQUANS)

From: andrew Furman
Sent: 29 May 2024 20:36
To: Planning - IGE (Equans)
Subject: *requested address* fao Bethany Loring ref DM/0099/24/CND
Attachments: WhatsApp Image 2024-05-27 at 16.33.45_9f6b5875.jpg; WhatsApp Image 2024-05-29 at 18.34.14_6d68231d.jpg; WhatsApp Image 2024-05-29 at 18.34.14_ec091a73.jpg; WhatsApp Image 2024-05-29 at 18.34.14_37d183b9.jpg; WhatsApp Image 2024-05-27 at 16.33.30_a6cf30cb.jpg; WhatsApp Image 2024-05-29 at 18.34.14_dece7f91.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Proposed CTMP route

After reading the highways submission it is clearly apparent that they are not familiar with the lane whatsoever, and have not actually taken the time to go and look and assess its suitability for the proposed volume of traffic to be required to traverse it .

In the highways submission it makes casual reference to the occasional articulated lorry being included in the volume of deliveries , this contradicts the proposed ctmp that suggests that they will be utilizing rigid back 10mtr hgvs ,clarity is required here.Due diligence in this matter needs to be applied to avoid compromising the health and safety of the residents and the numerous recreational users of the lane who have enjoyed right of passage for decades.

These users are such as pedestrians, dog walkers, wheel chair users, cyclist ,runners ,holiday makers , horse riders and so on .

There are no actual designated passing places on this route ,the recommended set up for passing places are as follows ,(found on gov web page).

“Passing places should have a minimum length of 3 cars. Ideally each passing place should be clearly visible from the last, with spacing no greater than 60m”

They also need to be of a tarmac construction and clearly sign posted, as the “surprise delivery” clear demonstrated . There are several entrances to private properties that can not be included for use as a passing place. Furthermore, there are multiple areas where pedestrians and all the other users are able to gain access,and also farm vehicles to the lane with no segregation from the traffic being available , this would leave traffic management untenable .

For the proposed ctmp route over the construction period, there will be 100s of hgv deliveries and 1000s of van and contractors car movements, this will undoubtable cause havoc in the locality and there will be a huge increase in the potential for accidents to occur.

I refer you to the attached photos that illustrate the width of the lane in an easy to comprehend format, here you can clearly see that a work van that is 6 foot 6 inches wide fills the lane thus rendering the lane impassible . A 10 mtr long hgv is 8 foot 4 inches wide, with the lane being 8 foot wide in places, clearly unsuitable .

Please find attached .

Ktima
Brigsley Road
Ashby-cum-fenby
DN37 0QN

16:05

88%



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Discover

Search

Saved



















From: andrew Furman

Sent: Thursday, May 30, 2024 6:51 PM

To: Planning - IGE (Equans) <planning@nelincs.gov.uk>

Subject: FAO Bethany LorningAshholt , waithe lane , Brigsley

Good evening Bethany, Carol planning team,

Thank you for putting our comments/ photos on the portal for Ash holt, Waithe Lane ,
Ashby-cum-fenby.

We have some missing pictures my husband Andy did not attach to the comments we
sent you! Please could you add these on to the portal ? See attached .

Many thanks

Andrew, Amanda Furman

Ktima

Brigsley Road

Ashby-cum-fenby

Dn37 0qn.





Comments for Planning Application DM/0099/24/CND

Application Summary

Application Number: DM/0099/24/CND

Address: Ash Holt Waithe Lane Brigsley North East Lincolnshire DN37 0RJ

Proposal: Details in discharge of condition 6 (Construction Traffic Management Plan) pursuant to DM/0447/23/FUL

Case Officer: Bethany Loring

Customer Details

Name: Mr John Sutcliffe

Address: Maple Lane Waithe Lane Brigsley

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: There is a large road sign at junction of A16 "unsuitable for heavy goods vehicle" This is a 9ft narrow lane-single track few passing places. Very poor road condition many large potholes and crumbling sides of the edge of the road especially the Lincolnshire side near the bridge Small narrow bridge over Waithe Beck-very heavy weight of Lorries over small bridge Large motorway barrier over small stream Several right angle blind bends unable to see with hedging close to the road Ditches at either side of the road I counted cement going through the village last time when they were when they were supposed to be going round Large numbers of stall will be employed in total construction will all come through the village as well as other miscellaneous supplies kitchen plumbing etc Who is going to police so no vehicles come through the village ?-unrealistic Speed of traffic down the lane 60mph 30mph through the village dr ears go very fast There will be a serious accident Lane increasing used by many -NELincs cycle route walkers in groups runners horse riders use it daily Already traffic has increased considerably This is a quiet residential only area along a 9ft country lane

Comments for Planning Application DM/0099/24/CND

Application Summary

Application Number: DM/0099/24/CND

Address: Ash Holt Waithe Lane Brigsley North East Lincolnshire DN37 0RJ

Proposal: Details in discharge of condition 6 (Construction Traffic Management Plan) pursuant to DM/0447/23/FUL

Case Officer: Bethany Loring

Customer Details

Name: Mrs Flora Forster

Address: WALNUT HOUSE WAITHE LANE, BRIGSLEY Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Additional comments to the concerns I have already submitted.

On Thursday morning 29th February 2024 a very large articulated lorry came along Waithe Lane from the direction of the B1203 past our property. As it went past it knocked two big branches (and also smaller ones) off the beautiful Walnut tree in our garden (subject of a TPO), caused damage to neighbours' trees and also to the verges right along the lane. I have photos but am unable to add them. I later ascertained from the driver that it was making a delivery to Ash Holt- not surprisingly it got stuck for several in the soft verge outside that property. According to the Construction Traffic Management Plan no vehicles delivering to the construction site should come from that direction at all , and indeed the lane from the A16 is as narrow and also unfit for large vehicles to use. It appears that when planning permission was given for the 60 metres long "Indoor School" at Ash Holt there was little proper consideration given as to the suitability of Waithe Lane for the construction of such a large building. The damage from this one vehicle is considerable and it is likely to be repeated many times over if the building is allowed to go ahead.

This incident reinforces not only my concerns but the concerns of those who have commented on this application so far, and also the concerns of others who frequently use the lane. By allowing such a delivery to take place even before the CTMP is in place it highlights the applicant's lack of care for the environment in which she lives, and lack of regard for her neighbours - no apologies for the damages done have been received. And it also emphasises how unfit in its entirety Waithe Lane is to cope with the high volume of large vehicles which will use it throughout the construction phase and beyond. Please give proper regard to this problem now. Planning permission should not have been granted in the first place.

From: Flora Forster
Sent: Thursday, March 7, 2024 6:10 PM
To: Planning - IGE (Equans) <planning@nelincs.gov.uk>
Subject: DM/0099/24/CND

Hope these photos work better. The majority show the lane near our house up to where the truck got stuck. The photos after that show the damage to the verges towards the A16. That was done by the truck as it drove away. Inevitably a large vehicle will badly damage the inside corners on the bends in both directions because of how tight the bends are.













Comments for Planning Application DM/0099/24/CND

Application Summary

Application Number: DM/0099/24/CND

Address: Ash Holt Waithe Lane Brigsley North East Lincolnshire DN37 0RJ

Proposal: Details in discharge of condition 6 (Construction Traffic Management Plan) pursuant to DM/0447/23/FUL

Case Officer: Bethany Loring

Customer Details

Name: Mrs Flora Forster

Address: WALNUT HOUSE WAITHE LANE, BRIGSLEY Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: As a resident of Waithe Lane, and a very frequent user of the lane as a cyclist, runner and walker I have to object to this Consultation Traffic Management Plan. In my opinion, when planning permission was granted for the erection of the "Indoor School" at Ash Holt, very little consideration could have been given to the practicality of its situation on a very narrow country lane, with extremely limited access off the B1203 at the western side, and also from the A16 on the eastern side. It is not just during the building phase where there will be problems, but also going forward as there will always be vehicles required to service and maintain the site, and always the possibility of large horse transport vehicles visiting the facilities.

In detail, Waithe Lane from the junction with the B1203 is extremely narrow, twisty and prone to flooding, and also is populated by houses on both sides for most of its length to Ash Holt. I note that the Traffic Management Plan suggests that vehicles connected with the erection of the new building will not be allowed to use this part of the lane, but how is this to be policed? We were told when the smaller building was being built that the vehicles would come from the opposite direction, but nobody could have informed the drivers as innumerable cement lorries and other vehicles came from the B1203. There is only enough width for one vehicle and the verges are badly chewed up by reversing vehicles trying maneuver round each other. This second building is far larger and there will therefore be a much greater number of vehicles involved. In addition it goes without saying that the safety of other road users (cyclists, runners and walkers) including small children will be compromised. We need a guarantee that this condition will be adhered to this time, and direction as to what to do when it isn't.

Access is no better from the A16 except that there are no residential buildings on the road. The lane is only 9ft wide - in places it is narrower. To get from the A16 into the construction site at Ash

Holt, vehicles, often carrying large loads of materials and steel, and the building machinery will have to negotiate eight 90 degree bends. The road surface is already poorly maintained and full of pot holes, and that's before all the additional traffic ruins it further. All the problems that apply to the village side of the lane also apply to the rural side.

In conclusion, Waithe Lane in its entirety is not fit for this type of construction to take place and consideration should be given to rethinking the whole concept.



Planning
New Oxford House
2 George Street
Grimsby
DN31 1NB

15th February 2024

Planning reference DM/0099/24/CND

Dear Sirs

I wish to comment on the Construction Traffic Management Plan relating to the above reference.

I am writing as a resident of Waithe Lane for over 70 years. Waithe Lane is totally unsuitable for use by HGV's as instructed by the signage already erected in the Thoroughfare lane at the A1 end of Waithe Lane.

The width of Waithe Lane is generally less than 9'- 0" and has numerous 90° bends, often blind in the 2 mile length between Brigsley village and the A16 main road. Motor vehicles cannot pass without resorting to mounting and damaging the soft grass verges. Even at present the lane is hazardous for pedestrians, cyclists, and horse riders due to commercial vehicles using the lane as a shortcut. It is therefore inconceivable that permission could be allowed for low loader lorries & HGV's to transport concrete, structural steelwork & other heavy duty constructional equipment associated with the Application via this route. In the longer term further commercial vehicles will be needed to service requirements of the proposed "Indoor School".

Reference should be made to the current N.E.Lincs Traffic Regulation Orders and permission to proceed with this application rejected in its' entirety.

Yours sincerely

M.R.Forster
Walnut House
Waithe Lane
Brigsley
Grimsby
DN37 0RJ

Comments for Planning Application DM/0099/24/CND

Application Summary

Application Number: DM/0099/24/CND

Address: Ash Holt Waithe Lane Brigsley North East Lincolnshire DN37 0RJ

Proposal: Details in Discharge of Condition 6 (Construction Traffic Management Plan) pursuant to DM/0447/23/FUL (Amended Plans and Documents received 8th May 2024 to include revised CTMP, contractor route and site details, signage locations and escort vehicle details)

Case Officer: Bethany Loring

Customer Details

Name: Mrs Flora Forster

Address: WALNUT HOUSE WAITHE LANE, BRIGSLEY Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Despite the efforts of KWA Architects to try to lessen the impact of the building process on Waithe Lane and its environs, in their latest response to the CTMP required before construction can begin on the gargantuan second "barn" at Ash Holt, I continue to have strong objections. They state that the first barn was constructed without complaint and suggest that this second proposed structure will have no greater impact, and that therefore the CTMP will be adequate. Actually there were a lot of complaints about the first building but as no one had any idea about the possible erection of another (much larger) building no official complaints were made. Of significant note at the time was the number of concrete mixer lorries which came through the village from the direction of the B1203 past all the residential properties, not from the A16 direction as apparently they were supposed to. That was just one problem. However nothing will be achieved by going over old ground now.

The main issue now continues to be the inadequacy of Waithe Lane to continue to cope with the increased volume of large HGVs and other delivery vehicles during the building phase, and beyond. I don't need to state all the issues with the lane - these have been covered already many times. Its surface condition has deteriorated markedly during the long periods of poor weather that we are continually suffering now, and will be worsened by the expected volume of construction vehicles. An equine facility of this size should never have been given planning permission in this environment. Such a facility should have access off a main road as all the other similar businesses in the area have, including the one that has already been built for Ms Edwards' use. The Council has denigrated its responsibilities in this respect.

Thank you

Flora Forster

Planning
New Oxford House
2 George Street
Grimsby
DN31 1NB



31st May 2024

Planning / Reference DM/0099/24/CND

I object to the latest Highways Comment dated 21st May 2024

The CTMP does not include sufficient information and evidence relating to bridge weighting capacities.

I refer to items 2.4 & 2.5 from the CTMP 1428/CTP/Rev E, identifying bridges 1, 2, & 3, without any plan showing their localities along Waithe Lane.

Structural load capacities for these existing bridges are quoted, with no indication as to the source of this technical information. **Who has provided this data and the reliability of the load capacities?** These figures need to be quantified for the benefit of this Meeting rather than merely accepting their validity.

It is unfortunate that the same capacities for Bridge 3 have merely been copied by the Highways Department Control Officer in their latest document dated 21st May **& admitting the load capacity has been provided by another Authority without technical justification.** The latest photographs of Bridge 3 provided clearly indicate the extremely poor condition of the masonry with many of the mortar joints cracked and/or non-existent indicating structural inadequacy of the bridge as a whole.

The blue advisory sign applies to the Thoroughfare road and all roads leading off this, including Waithe Lane, as they are all single width minor country lanes.

The blue advisory sign is there to help protect the structural integrity of the lane, & its' non-existent modern foundations, including Bridge 3, so that this not compromised by HGV vehicles attempting access

Also, this sign was erected before the era of sat nav and increased lorry sizes. This clearly requires a review and updating to suit modern traffic weights and volumes.

M.R.Forster
Walnut House
Waithe Lane
Brigsley
Grimsby
DN37 0RJ

Comments for Planning Application DM/0099/24/CND

Application Summary

Application Number: DM/0099/24/CND

Address: Ash Holt Waithe Lane Brigsley North East Lincolnshire DN37 0RJ

Proposal: Details in discharge of condition 6 (Construction Traffic Management Plan) pursuant to DM/0447/23/FUL

Case Officer: Bethany Loring

Customer Details

Name: Mr David Mitchell

Address: Wheatlands Waithe Lane Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: It was with great sadness and surprise that an application to build a 'Riding School/Indoor Arena' next door but one to where I have made my home, was granted planning permission on 6 October 2023. Many of the objections of residents, voiced at the time, centred around the inappropriate vehicular access to the site, both whilst under construction, and to service the 'Riding School' once completed.

Condition 9 of the council's 'Notice of Decision' to grant planning permission for the building of a 'Riding School', states 'The hereby approved development shall be used as a private indoor manège, to be used by the applicant only, and not for any means of commercial or business livery/operation. I await to see with interest how more than ten large paddocks will be used to service such personal, private use.

The publishing of the Construction Traffic Management Plan (25/1/24) to outline the way in which all our concerns are going to be allayed, has in fact done nothing of the sort. It is unsurprising that, just like the flooding of Waithe Lane, which we endure regularly (up to 12 inches over a stretch of approx. 100m), the problems have not been addressed, primarily in my opinion, because they cannot be.

Even if, as The CTMP dictates, vehicles do not drive through the village, the HGV's visiting the site and instead take the only other route available from the A16, That starts by using a road signposted 'Unsuitable for Heavy Goods Vehicles'. Beyond that junction of the A16 and Thoroughfare, there is the further turning onto what is even more unsuitable Waithe Lane. A continuation of the journey which must be in the region of 2 miles. This is a single track, unclassified road, the condition of which has greatly deteriorated since planning permission was

sought. The sides of this single track country lane are disintegrating. The surface of the lane is also peppered with large, deep pot holes (I would have attached photograph of the severity if permitted). In addition to this, the lane has ditches, numerous sharp, blind bends, especially after spring and summer growth, which can only be safely navigated by cars/cycles literally at walking pace. It is inconceivable that large HGVs can remain on the road whilst navigating these bends.

Residents are already frequently placed in the position of having to pull on to verges or reverse into driveways in order to pass when meeting a vehicle travelling in the opposite direction. There is no doubt, regardless of the CTMP, previous experience has shown, this will have an impacting on the residents. Any development which increases the traffic flow using the lane, will clearly have an impact on the quality of life of residents on a daily basis. Where that traffic includes lorries carrying large building materials, or vehicles pulling horse trailer/horseboxes, the potential impact is significantly greater.

Another important point to consider here is the constant flow of people who use the lane for walking/cycling/horse riding recreational purposes. Indeed, cycling along Waithe Lane is something recommended by NELC (Miller's Loop) in their publication 'Discover North East Lincolnshire'. Waithe Lane has no pavements, so residents and the trail of walkers (sometimes whole families with young children sometimes in pushchairs) who are attracted by and stream through the quaint village, open countryside, wildlife and quiet roads, will be placed in increased danger by any increase in traffic flow. I myself use the lane on my bicycle and on foot regularly.

In conclusion, it is with utter dismay that the Construction Traffic Management Plan is judged to be a workable solution to the servicing of such an inappropriate building on a quiet country lane which is little more than 'a track' in places.

Comments for Planning Application DM/0099/24/CND

Application Summary

Application Number: DM/0099/24/CND

Address: Ash Holt Waithe Lane Brigsley North East Lincolnshire DN37 0RJ

Proposal: Details in Discharge of Condition 6 (Construction Traffic Management Plan) pursuant to DM/0447/23/FUL (Amended Plans and Documents received 8th May 2024 to include revised CTMP, contractor route and site details, signage locations and escort vehicle details)

Case Officer: Bethany Loring

Customer Details

Name: Mr David Mitchell

Address: Wheatlands Waithe Lane Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Planning Reference DM/0099/24/CND

I wish to object to the suitability of the CTMP 1428/CTMP/ Rev D

I read with interest the minutes of the planning committee meeting held on 27/3/24. It stated,

'Appraisal

It is noted that there have been some objections from neighbours, however it is important to note that the principle of the development has already been established under the original approval and this application seeks to discharge the technical detail only.'

As I understand it, the planning application is contingent on all 'Conditions' being met (including Condition 6), whether they are technical detail or not.

With reference to the Construction Traffic Management Plan 1428/CTMP/Rev D, I found parts of this document disingenuous, which sour its validity in my view.

In section 2.1. it is stated that '...the proposed route was used without complaint in the past.' The current state of the lane surface on Waithe Lane is shocking and dangerous to road users. It is the previous use of this lane which has caused this and the state of the surface has been the subject of many complaints, and thus provides a strong argument for the route not to be hammered even more by HGVs and increased traffic use in the future.

In section 2.2. it is claimed that Thoroughfare is a suitable lane for HGV use, (in spite of what the

signs say) and justifies this by reference to the established passing places. There is one established passing place and it is no more than 10m from the junction that adjoins the A16 to Thoroughfare. For the rest of the two miles (approx.) journey to Ash Holt, there are none. It should also be stated that the suitability for HGVs of Thoroughfare, is much greater than Waithe Lane, & it is also the case that Thoroughfare only accounts for a small fraction of the journey to Ash Holt.

2.3. states that Waithe Lane does not have a blue advisory sign. You cannot reach Waithe Lane without having to pass a blue advisory sign, which as I have stated, is many times less suitable for HGVs than Thoroughfare on which the unsuitable for HGVs sign is located.

2.4. ii. Bridge 3 is claimed to have a load capacity of 40 tones. I refer to M.R. Forster's submission as to the validity of this claim.

2.6. ii. The fact that vehicles will be escorted does not decrease the damage they will do to road structures, surfaces & verges.

4.1. The log of at least 70 HGV Lorries travelling down Waithe Lane leaves me cold. It is clear that this is only a fraction of what this building will bring to Waithe Lane, both during the build and beyond.

And whilst there have been numerous concerns raised about the policing of many aspects of the building and use of this Riding School, including by planning committee members themselves, I am not aware of one single measure that has been put in place to address these concerns.

I was also dismayed at the lack of accuracy in the Highways submission. Namely:

'...the applicant has also supplied a routing agreement via the A16. The proposed route is deemed appropriate to the Highway Authority and avoids sending construction traffic through the residential section of Waithe Lane, which is narrower and therefore wholly unsuitable.'

Yes, I agree, the residential section of Waithe Lane is narrow and wholly unsuitable (hallelujah), but is no narrower or less suitable than the section of Waithe Lane that runs from Thoroughfare to the village. So there you have it! In 'Highways Authorities' own words, the use of Waithe Lane for this level of construction traffic is 'WHOLLY UNSUITABLE'. The difference in the comparison that the 'Highways Comment' makes regarding the two stretches of Waithe Lane are as inaccurate as they are inexplicable. It really does raise the question whether anybody who was involved in making this report has actually travelled along Waithe Lane themselves.

It is not only the damage that will be caused to the road structures & verges that concern me. The constant flow of people who use the lane for walking/cycling/horse riding/dog walking/wheel chairs/prams and recreational purposes. Indeed, cycling along Waithe Lane is something recommended by NELC (Miller's Loop) in their publication 'Discover North East Lincolnshire'. Waithe Lane has no pavements, so residents and the trail of walkers (sometimes whole families with young children sometimes in pushchairs) who are attracted by and stream through the quaint village, open countryside, wildlife and quiet roads, will be placed in increased danger by any increase in traffic flow. I myself use the lane on my bicycle and on foot regularly. In conclusion, it is

with utter dismay that the Construction Traffic Management Plan is judged to be a workable solution to the servicing of such an inappropriate building on a quiet country lane which is little more than 'a track' in places. I totally endorse the submission from Ktima which succinctly demonstrates the problems we face in graphic detail.

Planning

New Oxford House

2, George Street

Grimsby

DN31 1NB

Planning Ref; DN/0099/24/CND



Dear Sirs,

We wish to object to the CTMP plan relating to the above reference.

The weight limit of this unclassified single track country lane (originally built for horse and carts) is unknown. On the Lincolnshire side the lane is in a dreadful condition following many years of neglect. There is no substructure to the lane which is why potholes keep reoccurring even when they have been repaired.

Waithe House Farm situated near Waithe Beck was built in 1826 along with the bridge. The 200 year old bridge is constructed only with bricks not reinforced. The car had not been invented until 60 years later let alone HGVs. The bridge has not changed over the last 160 years until 40 years ago with the addition of side railings.

THE BOUNDARY BETWEEN N.E.Lincs and Lincs. is the middle of Waithe Beck. THE BRIDGE IS JOINTLY OWNED

Where is the weight limit proof of this bridge? We need more details as the bridge has not been inspected for the

last 200 years.Only small local traffic uses it and we have never had HGVs until this latest development.This application should be rejected in its entirety.

John and Ruth Sutcliffe

Maple Grove

Waithe Lane

Brigsley

Item 6 - 157 Station Road
Stallingborough - DM/1199/23/
FUL

Ward Member Reply Slip for Applications to be reported to the Planning Committee

Application No.	Reason for Referring to Planning Committee
DM/1199/23/FUL 157 Station Road - Stallingborough	To discuss issues around flood risk in an open forum.

.....CLLR..... Date 14/02/2024

Name STEWART SWINBURN

Municipal Offices, Town Hall Square, Grimsby, North East Lincolnshire, DN31 1HU
T (01472) 313131, W www.nelincs.gov.uk



STALLINGBOROUGH PARISH COUNCIL

Clerk to the Council – Kathy Peers Telephone 07494 577661
e-mail 'clerk@stallingboroughparishcouncil.com

22nd January 2024

To:

planning@nelincs.gov.uk

Dear Sirs,

Further to your letter, the Parish Council discussed the applications below at a meeting held on Wednesday 10th January 2024 and submits the following comments:

Planning Application Reference: DM/1199/23/FUL

Proposal: Erection of one house and garage

Location: 157 Station Road Stallingborough

No objections.

Yours faithfully,

KJ Peers

Clerk to the Council

Comments for Planning Application DM/1199/23/FUL

Application Summary

Application Number: DM/1199/23/FUL

Address: 157 Station Road Stallingborough North East Lincolnshire DN41 8AL

Proposal: Erect one dwelling with integral garage

Case Officer: Emily Davidson

Customer Details

Name: Mr John Saunders

Address: 2 South Marsh Road Stallingborough Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am in support of this planning application, but would like to comment on a few points.

1) Builders vehicles parked outside this proposed development, this section of road is a long bend, making it dangerous for other vehicles as this is a well used road.

2) Contractors vehicles parking on the lane and village green adjacent to development.

The lane is used by farmers, YEB, Anglian Water etc.

The green is maintained by NELC and various organisations have planted spring bulbs in this area.

3) FLOOD PLAIN ... In the last few years new houses have been built at the rear of our property, their ground level is about 1 metre higher than ours, they also raised the footings by about 1.25 meters.

With a further drop to the property in question this would make the the overall drop about 2 meters, why are you saying that this property is not on the flood plain when the higher properties are ?

Is this an oversight by the planning department, if not, I was just wondering why the properties have been built so high ?

4) Water channel adjacent to properties, do the owners understand that the trees and waterway is their responsibility to the mid point of the water channel?

Comments for Planning Application DM/1199/23/FUL

Application Summary

Application Number: DM/1199/23/FUL

Address: 157 Station Road Stallingborough North East Lincolnshire DN41 8AL

Proposal: Erect one dwelling with integral garage

Case Officer: Emily Davidson

Customer Details

Name: Mr barry hancock

Address: the limes antons gowt boston

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment:

Dear Emily Davidson

Swifts are in trouble. The UK has seen numbers plummeting with steep declines since the 1990's and a real danger of extinction unless we act now. When buildings are refurbished or demolished, the nooks and crannies used by swifts for nesting are lost and swifts have nowhere to lay their eggs and raise young. Ensuring provision is made for swifts via the planning system is crucial, so anything you can do to encourage developers and applicants to incorporate swift bricks into building plans would be very valuable. There is guidance for the provision of swift bricks which you can share- <https://drive.google.com/file/d/1ljcJ7rlkNMrr4lxd41XcBU3YC6IFKM6z/view> (e.g. for a house, fit 2 to 4 bricks, for a block of flats, 4 to 10, and for a school, hospital, or warehouse project, fit 10 to 40 swift nesting bricks). The bricks are easy to fit, inexpensive, will cater for the needs of several species of bird, and will last the lifetime of the building. I am very happy to provide further information if it would be helpful, please do not hesitate to get in touch.

Yours sincerely

Barry Hancock

Item 7 - Land Adjacent To
74 Bluestone Lane
Immingham - DM/0332/24/
OUT

Comments for Planning Application DM/0332/24/OUT

Application Summary

Application Number: DM/0332/24/OUT

Address: Land Adjacent To 74 Bluestone Lane Immingham North East Lincolnshire DN40 2EJ

Proposal: Outline application to erect dormer bungalow with access to be considered

Case Officer: Lauren Birkwood

Customer Details

Name: Mr Immingham Town Council

Address: Civic Centre Pelham Road Immingham

Comment Details

Commenter Type: Parish Council

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Immingham Town Council objects to this development as this would lead to an over intensification of the site. It would be overbearing and have an oppressive impact on the nearby properties.

Comments for Planning Application DM/0332/24/OUT

Application Summary

Application Number: DM/0332/24/OUT

Address: Land Adjacent To 74 Bluestone Lane Immingham North East Lincolnshire DN40 2EJ

Proposal: Outline application to erect dormer bungalow with access to be considered

Case Officer: Lauren Birkwood

Customer Details

Name: Mrs Evelyn James

Address: 69 Bluestone Lane Immingham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I strongly object to the planning application to erect a Dormer Bungalow opposite my bungalow No.69 Bluestone Lane. I have lived here for 25 years and I feel that I will to a certain degree have my outlook spoiled and be overlooked from the upstairs Dormer windows straight into my living room. I understand that a previous application has been declined and see no reason as to why this time the application should be approved.

Regards Mrs E James

Comments for Planning Application DM/0332/24/OUT

Application Summary

Application Number: DM/0332/24/OUT

Address: Land Adjacent To 74 Bluestone Lane Immingham North East Lincolnshire DN40 2EJ

Proposal: Outline application to erect dormer bungalow with access to be considered

Case Officer: Lauren Birkwood

Customer Details

Name: Ms Christine Hunter

Address: 70 Bluestone Lane Immingham

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

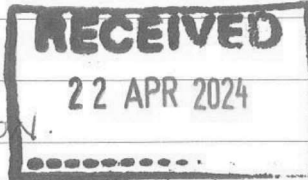
Comment Reasons:

Comment: I strongly oppose to the erection of a dormer bungalow on land adjacent to 74 Bluestone Lane as it will likely include removal of wildlife habitat that is currently there. Previous applications have already been rejected so this should follow similar rules and also be refused. It will block natural light into surrounding properties meaning an increase in electricity usage, environmental impact and costs. Immingham town council also object to this development.

15/4/24

REF. DN/0332/24/OUT

PEARL E WALTON
71 BLUESTONE LANE
IMMINGHAM
N/E Lincs
DN40 2EL



TO LAUREN BIRKWOOD
REGARDING APPLICATION.

TO BUILD A DORMER BUNGALOW
ADJACENT TO 74 BLUESTONE LANE.
I WOULD LIKE TO PUT OBJECTIONS
TO THE BUILDING OF THIS BUNGALOW.

OBJECTIONS ARE.
INTERFERING WITH OUR PRIVACY —
THE NOISE OF TRAFFIC TO AND FROM
FROM THIS PROPERTY. AND MORE
VOLUME OF TRAFFIC. — FROM THERE —
IT WOULD ALSO BE A SHAME TO LOSE
OUR "GREEN BELT" AN OASIS OF SHRUBS,
TREES, HEDGES, — THE ONLY PART OF OUR
ROAD TO BE LIKE THIS. —

A FEW YEARS AGO, BUILDING APPLICATION
FOR THIS SITE WAS TURNED DOWN.
HOPE THIS ONE WILL ALSO BE THE SAME

From: Gunar Coe

Sent: Saturday, April 13, 2024 7:55 PM

To: Planning - IGE (Equans) <planning@nelincs.gov.uk>

Subject: Planning application DM/0332/24/OUT

Mss Birkwood

Hi my name is Mr Gunar Coe,

I live at 76 bluestone lane. The access to my garden is a right of way through 74 . This right of way has been in place for more than 90 years of which 40 years has been used by myself and my wife. I strongly do not agree to it being moved in anyway at all.

The previous owner of 74 also tried to move the right of way , the legal advice I received , which I still have the details of , says it should not be moved without our permission.

Regards

Mr G Coe

Item 8 - Land Off Pasture Street
Grimsby - DM/1074/23/FUL

Comments for Planning Application DM/1074/23/FUL

Application Summary

Application Number: DM/1074/23/FUL

Address: Land Off Pasture Street Grimsby North East Lincolnshire

Proposal: Erection of 8 new dwellings with photovoltaics, erection of 2 commercial units and a store with 4 flats above with photovoltaics. Alteration to existing vehicular access, creation of car parking spaces, landscaping and associated works

Case Officer: Bethany Loring

Customer Details

Name: Mrs Joan Hogan

Address: 6 CAVENDISH WAY GRIMSBY Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: There is not enough parking available for the existing residents in Wragby Street/Cavendish Way. This proposed new building will only make it worse. Even more so if approved during building works. NE Lincs services (bin wagons, emergency vehicles struggle now to access this area.

Comments for Planning Application DM/1074/23/FUL

Application Summary

Application Number: DM/1074/23/FUL

Address: Land Off Pasture Street Grimsby North East Lincolnshire

Proposal: Erection of 8 new dwellings with photovoltaics, erection of 2 commercial units and a store with 4 flats above with photovoltaics. Alteration to existing vehicular access, creation of car parking spaces, landscaping and associated works

Case Officer: Bethany Loring

Customer Details

Name: Mrs Mary Eekhout

Address: 40 Fraser Street Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Very, very concerned about the access to the car park on Pasture Street. Cars do not travel slowly when they come around the corner from Convamore Road. The entrance to the car park is in a serious blind spot thus a potential accident "black spot".

Also concerned about the access to Wragby Street and Cavendish Way during construction. Will the cars and the refuse collection trucks be able to pass?

Parking on Fraser Street is already a huge challenge and cars already park on Wragby Street. When the new residents park on the road as well as cars parked across the road. Will the refuse trucks be able to pass?

Comments for Planning Application DM/1074/23/FUL

Application Summary

Application Number: DM/1074/23/FUL

Address: Land Off Pasture Street Grimsby North East Lincolnshire

Proposal: Erection of 8 new dwellings with photovoltaics, erection of 2 commercial units and a store with 4 flats above with photovoltaics. Alteration to existing vehicular access, creation of car parking spaces, landscaping and associated works

Case Officer: Bethany Loring

Customer Details

Name: Mrs Marie Terese Noble

Address: 46 Fraser Street Grimsby

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I am very concerned that the proposed development of 12 dwellings and two shops on that small piece of land is going to create a serious problem for current residents. Will the refuse trucks be able to manoeuvre down the street to get to Cavendish Way? Fraser Street is already having issues with numerous cars, adding more houses is just adding more pressure. The proposed entrance to the shopping car park is in a serious blind spot.

Perhaps build fewer houses with off road parking to keep in character to the other houses on Wragby Street.

Comments for Planning Application DM/1074/23/FUL

Application Summary

Application Number: DM/1074/23/FUL

Address: Land Off Pasture Street Grimsby North East Lincolnshire

Proposal: Erection of 8 new dwellings with photovoltaics, erection of 2 commercial units and a store with 4 flats above with photovoltaics. Alteration to existing vehicular access, creation of car parking spaces, landscaping and associated works

Case Officer: Bethany Loring

Customer Details

Name: Mr Malc Marper

Address: 65 Fraser Street Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Already typed all this once, but it conveniently timed out so to the point

Residents of Fraser street strongly object to the amount of houses your proposing to build.

Fraser street is chocablock with traffic already,

Maximum of 4 properties if you must build on that small piece of land.

Item 9 - 34 Heneage Road
Grimsby - DM/0185/23/CEU

North East Lincolnshire Planning
New Oxford House
George Street
Grimsby
North East Lincolnshire
DN31 1HB

Tel: 01472 326289 Option 1



Working in partnership

REQUEST FOR APPLICATIONS TO BE HEARD AT PLANNING COMMITTEE

Ward Member Reply Slip for Applications to be reported to the Planning Committee

Application Number	Reason for Referring to Planning Committee
DM/0185/23/CEU	Residents have concern that this 7-bedroom HMO will cause anti-social behaviour and have an impact on the local community.

Contact Details: -

Signature

Date25 October 2023.....

NameCllr Steve Beasant.....

Address: ...51 Columbia Road, Grimsby.....

Item 10 - 205 Humberston
Fitties Humberston -
DM/0263/22/FUL



Humberston Village Council

Clerk to the Council – Mrs. K. Peers

Tel:- 07494 577661

Email:- clerk@humberstonvillagecouncil.com

Planning, North East Lincs Council

5th May 2022

Dear Sirs,

The following planning applications were discussed at the meeting of Humberston Village Council held on Wednesday 4th May 2022 and the comments below each application listed are the comments resolved to be submitted as follows:

Planning Application Reference: DM/0263/22/FUL

Proposal: Erect single storey flat roof side extension with various alterations to existing chalet to include changes to windows and doors, and installation of cladding

Location: 205 Humberston Fitties Humberston

Objections - the Village Council feel that this application should not be granted permission as it is out of keeping with the overall character of the area and is too large for the plot. The proposed changes would make the overall appearance not in keeping with the area and adjacent properties.

.

Kind regards,

**Mrs. K. Peers – Clerk to the Council
Humberston Village Council**



Humberston Village Council

Clerk to the Council – Mrs. K. Peers

[Tel:- 07494 577661](tel:07494577661)

Email:- clerk@humberstonvillagecouncil.com

Planning, North East Lincs Council

5th October 2022

Dear Sirs,

The following planning applications were discussed at the meeting of Humberston Village Council held on Tuesday 4th October 2022 and the comments below each application listed are the comments resolved to be submitted as follows:

Planning Application Reference: DM/0263/22/FUL

Proposal: Erect single storey extension and covered decked area with various alterations to existing chalet to include raising the height of the roof, provision of an external chimney, changes to windows and doors, and replacement of existing cladding (AMENDED PLANS DATED 5/09/2022)

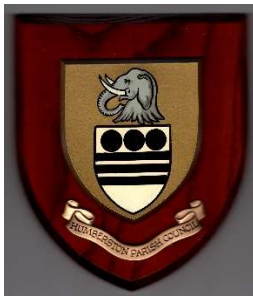
Location: 205 Humberston Fitties Humberston

Objections – the Village Council would reiterate its previous objections to the original plans and would support the objections raised by the Conservation Officer. This application bears no resemblance to the original chalet building and also shows itself as a ‘double storey’ building which is unacceptable on this site. The Village Council still wishes to see the application refused.

Yours faithfully,

KJ Peers

**Mrs. K. Peers – Clerk to the Council
Humberston Village Council**



Humberston Village Council

Clerk to the Council – Mrs. K. Peers

Tel:- 07494 577661

Email:- clerk@humberstonvillagecouncil.com

Dear Sirs,

17th April 2024

The following planning applications were discussed at the meeting of Humberston Village Council held on Tuesday 16th April 2024 and the comments below each application listed are the comments resolved to be submitted as follows:

Planning Application Reference: DM/0263/22/FUL

Proposal: Erect single storey extension and covered decked area with various alterations to existing chalet, changes to windows and doors, and replacement of existing cladding (Clarification plans showing side elevation facing 207 Humberston Fitties received 3rd April 2024)

Location: 205 Humberston Fitties Humberston

No further comments to make other than those already made and in support of comments made by the Heritage Office regarding more details on landscaping etc.

Yours faithfully,

KJ Peers

Mrs. K. Peers – Clerk to the Council
Humberston Village Council



Humberston Village Council

Clerk to the Council – Mrs. K. Peers

Tel:- 07494 577661

Email:- clerk@humberstonvillagecouncil.com

Dear Sirs,

20th March 2024

The following planning applications were discussed at the meeting of Humberston Village Council Planning Committee held on Tuesday 19th March 2024 and the comments below each application listed are the comments resolved to be submitted as follows:

Planning Application Reference: DM/0263/22/FUL

Proposal: Erect single storey extension and covered deck area with various alterations to existing chalet, changes to windows and doors, and replacement of existing cladding (Amended plans dated 5th March 2024)

Location: 205 Humberston Fitties Humberston

Whilst the Village Council still considered the chalet to be too large for the plot, it supports the comments made by the Heritage Officer and the conditions stipulated therein.

Yours faithfully,

Mrs. E. H. Shawhulme– Chair of the Council
Humberston Village Council

Comments for Planning Application DM/0263/22/FUL

Application Summary

Application Number: DM/0263/22/FUL

Address: 205 Humberston Fitties Humberston North East Lincolnshire DN36 4HD

Proposal: Erect single storey extension and covered decked area with various alterations to existing chalet to include raising the height of the roof, provision of an external chimney, changes to windows and doors, and replacement of existing cladding (AMENDED PLANS DATED 5/09/2022)

Case Officer: Owen Toop

Customer Details

Name: Mr Tom Cannon

Address: 9 Spall Close Scartho Top Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: It is noted that the applicant has carried out a complete redesign of the proposals. Overall, there is a sense that the new scheme appears far less 'alien' or 'jolting' within the surroundings, than did the previous one.

However, there are still a number of issues that I would like to express.

The drawings are vague. External dimensions are lacking. There are no vertical heights indicated, so the height to eaves and roof apex is unknown.

Only 2 elevations are indicated. The design of the other 2 elevations needs to be provided, not least so that the impact on the immediate neighbours to West and North is known. This is particularly important with regard to Chalet 207.

If the LA is minded to approve the design on this basis, there are too many critical details being left 'to chance'.

The proposed chalet appears to be incredibly high. Without dimensions, it is necessary to 'scale off', but it would appear that the roof apex height is circa 6.5 metres, meaning this would tower above neighbouring chalets and that the existing roof height (3.1 metres) is more than doubled. This results in a huge increase in volume and visual mass, as well as bringing about a design that does not relate well to either the host chalet, the surrounding ones, or the wider Conservation Area setting. The Fitties Chalet design Guide states that "The roof should not dominate the height of the

walls below". The design in it current guise does not accord with this.

In summary its seems that the design is an improvement on the original set of proposals, but still needs further refinement to ensure that it pays due respect to the existing 'host' chalet, does not cause detriment to the surroundings , and accords with the The Fitties Chalet design Guide.

As such I wish to express my objection to these revised proposals.

Many thanks,

Kind regards.

Tom Cannon

Owner occupier of No 201

09.09.2022

Comments for Planning Application DM/0263/22/FUL

Application Summary

Application Number: DM/0263/22/FUL

Address: 205 Humberston Fitties Humberston North East Lincolnshire DN36 4HD

Proposal: Erect single storey flat roof side extension with various alterations to existing chalet to include changes to windows and doors, and installation of cladding

Case Officer: Owen Toop

Customer Details

Name: Mr Tom Cannon

Address: 9 Spall Close Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:

Having reviewed the proposals for a substantially sized extension for the chalet at Plot 205, I must raise a number of important points that I hope you will take into consideration during your own scrutiny process.

The Fitties Chalet Design Guide (FCDG) states that a successful design of a chalet extension is one that is " . . .compatible to the existing . . . ". The FCDG goes on to state that extensions " . . . should be of a scale and character which reflect the original buildings" , that additions to principle elevations " . . . should be limited to verandas and porches.", and that "The original structure should always remain as the dominant form and that the original roof shape should give an indication of how an extension would be roofed". The proposals satisfy none of these criteria.

There is no question that the proposals are very substantial. The extension will dwarf its neighbours and, especially considering that the existing roof is to be scaled up, and will obliterate the chalets original form. This is a bold modern design, but it does not carry echoes of (or glean design cues from) the old structures that earn The Fitties its Conservation Area status, not does it pay any interest to the prevailing vernacular.

These opinions might be seen as subjective, until the physical characteristics are considered. Existing roof height to its highest point is 3.1 metres. The height of the proposed flat roof is 4.7 metres, a 52% increase over the original height. This would bring about a considerable increase in "Mass" (ie visual weight, impact etc), and it is worth considering the increase in volume. The existing chalets has a volume of 210 cubic metres. The volume of the extension and roof reconfiguration combined, on their own is 255 cubic metres. It is startling to find that the proposed

increase in volume is actually greater than the volume of the existing chalet !

The proposed extension is placed on the chalet's most visible elevation, facing the open green space, the 'meadow', to the East and the footpath atop the dunes immediately beyond. Footfall especially on weekends and bank holidays is substantial and this is one of the many classic open vistas that many enjoy when visiting the area on foot. A reconfiguration or alteration of any chalet anywhere on the Fitties should be designed with care and sympathy. This is even more so the case when the finished product affects views from outside, looking inwards.

The East elevation of the chalets follows a 'building line', that is obeyed by all of the nearby chalets that share a boundary with "the meadow". The proposed extension, will break through this building line by approx. 2 metres, with all of its 4.7 metres of height.

The proposed extension closes the gap between it and its neighbour by 1.4 metres. This presents a blank and entirely featureless 4.7 metre high flank wall facing and in close proximity to chalet No 207. As well as significantly reducing natural light enjoyed by No 207, this will cut down the 180 degree view of the adjacent open space from this chalet by 50 %. A devastating outcome for the owner of No 207 !

The FCDG makes for a prescriptive design guide for new additions to the built environment of the Fitties. Though perhaps alluding to it, one thing it does not specifically mention is that just as important as the chalets, are the open spaces between them. The proposed extension pays neither interest nor respect to this fundamental design concept.

It is noted that the proposals include recladding and replacing 'plastic' windows, this is a small concession, given the harm the wider proposals would cause.

In summary, the proposed design is completely incompatible and at odds with both the host chalet, and the wider Conservation Area. As discussed above it falls short of according with almost all design guidance offered by the FCDG. It also falls short of coming anywhere near to embracing the ethos of designing in a Conservation Area - ie it neither "Preserves" or "Enhances".

As such I express my objections in the strongest possible terms, and for all the above reasons respectfully suggest that these proposals should not be granted Planning Permission.

Many Thanks

Kind regards

Tom Cannon

Owner occupier of No 201

08.05.2022.

Comments for Planning Application DM/0263/22/FUL

Application Summary

Application Number: DM/0263/22/FUL

Address: 205 Humberston Fitties Humberston North East Lincolnshire DN36 4HD

Proposal: Erect single storey extension and covered decked area with various alterations to existing chalet, changes to windows and doors, and replacement of existing cladding (Clarification plans showing side elevation facing 207 Humberston Fitties received 3rd April 2024)

Case Officer: Owen Toop

Customer Details

Name: Mr Tom Cannon

Address: 9 Spall Close Scartho Top Grimsby

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:It is noted that once again the proposals have gone through a redesign. Despite this, the significant size and bulk of the extension still results in the almost complete blocking of the original chalet when viewed from the East. The extension should be designed so that it is subordinate to the host chalet, leaving more of the original roof and the bathroom offshoot still visible. The open view of this group of chalets from the dunes is one of the most iconic on the Fitties and alterations to chalets should be carefully designed to avoid negative impacts.

Regarding the height of the proposed extension, it should be noted that the design guidance stipulated in the The Fitties Chalet Design Guide sets maximum heights for chalets. It also encourages variation in roof heights and pitches, to create interest. This principle is not been followed here. The proposed extension projects Eastwards from the existing chalet, where ground levels fall away, meaning that the proposed height of the apex is likely to exceed these stipulated maximums. Given the close proximity, the impact this will have on Chalet 207 should be given serious consideration, especially given that the open aspects and distant views, both around and between adjacent chalets, really do typify this part of the Fitties.

Taking the above into account, a reduction in the height of the roof apex, and a redesign of the extension so that the existing bathroom offshoot is not obscured, will also provide better mitigation for the loss of amenity for Chalet 207.

A further concern is that there is no defined car parking space. Currently cars are usually parked where the proposed extension and deck is planned to be placed. Planning for parking on this plot is challenging, due to the skewed orientation of the chalet on the plot, but whether it is possible to

viably park anywhere else on the plot is not explained on the drawings or other submitted information. As such, it is most likely that the lane will be used for parking, which will have an unacceptable, negative impact on the occupiers of the other Chalets in 6th Avenue.

In summary, there is a sense that the proposed scheme is not a coherent one. In settling certain design issues, new ones have been created - especially car parking. There is also a sense that it imposes too much on its surroundings, and does not follow the design guidance of the Fitties Chalet design Guide. As such I once again must express my objection to these proposals.

Many thanks, Kind regards. Tom Cannon Owner occupier of No 201 26.04.2024

Comments for Planning Application DM/0263/22/FUL

Application Summary

Application Number: DM/0263/22/FUL

Address: 205 Humberston Fitties Humberston North East Lincolnshire DN36 4HD

Proposal: Erect single storey extension and covered decked area with various alterations to existing chalet to include raising the height of the roof, provision of an external chimney, changes to windows and doors, and replacement of existing cladding (AMENDED PLANS DATED 5/09/2022)

Case Officer: Owen Toop

Customer Details

Name: Mrs Lynda Gandy

Address: 145 Fifth Avenue Humberstone Fitties Cleethorpes

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I wish to strongly object to the very vague plans produced for this extension which looks to be higher than the original building and certainly the roof seems considerably higher pitched than the original building. Apart from impacting on chalets surrounding them I feel it so strange that this week we have had a leaflet through from yourselves asking us not to forget the true original intention of the fitties and keep our chalets traditional and quirky. In no way is that either of those things. We are in danger of losing the true ethos of the fitties which we, that have properties and I am sure local people will be very sad to see it change. I hope that you reconsider this monstrosity and insist on change. Many thanks!!!

Comments for Planning Application DM/0263/22/FUL

Application Summary

Application Number: DM/0263/22/FUL

Address: 205 Humberston Fitties Humberston North East Lincolnshire DN36 4HD

Proposal: Erect single storey extension and covered decked area with various alterations to existing chalet to include raising the height of the roof, provision of an external chimney, changes to windows and doors, and replacement of existing cladding (AMENDED PLANS DATED 5/09/2022)

Case Officer: Owen Toop

Customer Details

Name: George and Jackie Nixon

Address: 148 1st Main Road Humberston Fitties Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: These are my objections of building extensions to 205 6th Avenue
Out of keeping with the character of the Fitties.

Too big for the plot.

Affect view from the sea defence, footpath and field.

Dominates the chalets around it.

Double storey is not a chalet.

Comments for Planning Application DM/0263/22/FUL

Application Summary

Application Number: DM/0263/22/FUL

Address: 205 Humberston Fitties Humberston North East Lincolnshire DN36 4HD

Proposal: Erect single storey extension and covered decked area with various alterations to existing chalet, changes to windows and doors, and replacement of existing cladding (Clarification plans showing side elevation facing 207 Humberston Fitties received 3rd April 2024)

Case Officer: Owen Toop

Customer Details

Name: Mr Brian Smith

Address: 203 Humberstone Fitties Cleethorpes

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Reasoning 1; I object from the stance of access and egress to my own chalet being blocked by cars that do not pull onto the footprint of the 205 property now. Several times we have had to ask anyone staying there to move so that i can get my car out of my chalet that i do park within my own footprint. From the plans I see no consideration for parking within the footprint of the property.

Reasoning 2; Privacy, it looks as though it is proposed to have decking directly facing my back seating area.

Reasoning 3; Currently as I look from the back of my property it allows me to enjoy the view towards the woodland facing North which will now be completely blocked out by the extension.

Comments for Planning Application DM/0263/22/FUL

Application Summary

Application Number: DM/0263/22/FUL

Address: 205 Humberston Fitties Humberston North East Lincolnshire DN36 4HD

Proposal: Erect single storey extension and covered decked area with various alterations to existing chalet to include raising the height of the roof, provision of an external chimney, changes to windows and doors, and replacement of existing cladding (AMENDED PLANS DATED 5/09/2022)

Case Officer: Owen Toop

Customer Details

Name: Mr Simon Timm

Address: 206 5th avenue Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I would like to strongly object to the proposed plans as they are not in anyway in-keeping with the heritage or design of what the chalets traditionally are.

As a neighbour having a double height extension will be intrusive and overbearing as my property will have a restricted view and will be overlooked by the property.

Owen Toop (EQUANS)

From: Owen Toop (EQUANS)
Sent: 15 May 2024 15:38
To: Owen Toop (EQUANS)
Subject: FW: 205 Humberston Fitties planning
Attachments: IMG_6188.jpg; IMG_6190.jpg; IMG_6185.jpg; IMG_5738.jpg; IMG_4564.jpg; IMG_5890.jpg

From: Melvin Drew
Sent: Wednesday, May 15, 2024 10:25 AM
To: Owen Toop (EQUANS) <Owen.Toop@nelincs.gov.uk>
Subject: 205 Humberston Fitties planning

Good morning Owen

Here are some pictures to highlight the parking concerns and the impact it probably has demonstrated. Vehicles seem to be parked all over with no designated parking area and also down the lane.

Kind Regards

Melvin Drew









Comments for Planning Application DM/0263/22/FUL

Application Summary

Application Number: DM/0263/22/FUL

Address: 205 Humberston Fitties Humberston North East Lincolnshire DN36 4HD

Proposal: Erect single storey extension and covered decked area with various alterations to existing chalet to include raising the height of the roof, provision of an external chimney, changes to windows and doors, and replacement of existing cladding (AMENDED PLANS DATED 5/09/2022)

Case Officer: Owen Toop

Customer Details

Name: Mr Melvin Drew

Address: 207 Fifth Avenue Humberston Fitties Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I am astonished at the amendments on the above planning application made by my next door neighbour. It appears to have gone from one extreme to another. From a giant box like construction to a totally out of place, modern construction in no way being sympathetic to the line of period chalets which back on to the welcoming paddock and sand dunes.

It would appear that not a great deal of thought has gone into this amendment which is a typical design template commonly used on new housing estates.

Also the dimensions are not clear and it seems to have moved from 6m² to 7m by 4.5m not including the covered decking projecting out with no measurements.

Our chalet, 207, which was stated as being extended, has only the addition of open decking so as not to block the beautiful aspects we all share and are lucky to enjoy.

This chalet should not be a stand out property and it should merge with others instead of sticking out like a sore thumb!

I am sure there are many ways the owners can enhance their property, maximise views and gain sunlight but this should not be at the expense of their neighbours or detrimental to the overall environment. There are many chalet owners, who to their credit are improving their chalets the right way in order to keep that conservation status that the Humberston Fitties was granted.

I have grave concerns that should planning accept this application then others may follow this altering the whole ethos of what Humberston Fitties is all about.

We are all responsible to keep the charm and quirkiness you can feel when driving through and walking past these quaint chalets from a bygone age so please let's keep it vintage and enjoy the Fitties for what it is and what it was meant to be.

This is why I strongly object to this planning application.

Comments for Planning Application DM/0263/22/FUL

Application Summary

Application Number: DM/0263/22/FUL

Address: 205 Humberston Fitties Humberston North East Lincolnshire DN36 4HD

Proposal: Erect single storey flat roof side extension with various alterations to existing chalet to include changes to windows and doors, and installation of cladding

Case Officer: Owen Toop

Customer Details

Name: Mr Melvin Drew

Address: 207 Humberston Fitties Humberston

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: We would like to strongly object to the planning proposal at 205 Humberston Fitties.

We believe it to be a selfish attempt to enhance their own panoramic viewing potential and solar gain at the expense of their neighbours. The plans do not consider the unique style created by other holiday homes along the sand dune edge.

The Heritage Statement states that the proposal is a unique design when in fact a flat roofed box that bares no cohesion with the host chalet. The modular box style extension shows a raised flat roof now in line with the original pitch that is much taller than surrounding flat roofs and will dominate the other chalets. The overall extension is very large and is at least 50% of the existing floor area. The modern aluminium windows are very domestic and not in sympathy with the ethos of chalet living and design.

The front elevation facing the sand dunes is much more forward of the original building line and would be situated closer to the boundary with 207. There appears to be no reason why the proposed extension has to be placed near the boundary, which will reduce views, space and light between chalets.

It affects our chalet, as we would have a 3 metre high blank wall close to our boundary that will overshadow and cut down natural light into our chalet

We are blessed that Humberston Fitties has a conservation order protecting its chalets so we must do all we can to preserve and cherish the history we have all inherited as chalet owners and visitors.

Comments for Planning Application DM/0263/22/FUL

Application Summary

Application Number: DM/0263/22/FUL

Address: 205 Humberston Fitties Humberston North East Lincolnshire DN36 4HD

Proposal: Erect single storey extension and covered decked area with various alterations to existing chalet, changes to windows and doors, and replacement of existing cladding (Amended plans dated 5th March 2024)

Case Officer: Owen Toop

Customer Details

Name: Mr Melvin Drew

Address: 207 Fifth Avenue Humberston Fitties Grimsby

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: There is a dying breed of post-war chalets retaining their original style and shape. We are fortunate at 207 to have one of these along with other nearby neighbours who have maintained, cherished and sympathetically enhanced their chalets. Whilst the Heritage Officer has commented that every effort should be made to retain the charming historic appearance of chalets, this development at 205 wants to add a rather large, over the top extension which will invariably ruin its shape and detract from its original appearance.

I object to this application as its proposed appearance alongside other chalets nestling alongside the paddock will stand out like a sore thumb.

Also, the proposed northern elevation on the plans is not correct as it is exactly the same as the existing one and does not illustrate the impact such a large extension will have on neighbouring chalets.

This area occupies chalets which are small and quite close to each other and such a large extension will have a ruinous impact on neighbours and should not be allowed. This proposed extension will spoil our aspect, reduce the open plan feel and will block out natural light and sunlight.

I agree that the exterior can be enhanced but only by sympathetic means and if this extra large container style extension is not refused then the guidelines are not worth the paper they are written on.

Comments for Planning Application DM/0263/22/FUL

Application Summary

Application Number: DM/0263/22/FUL

Address: 205 Humberston Fitties Humberston North East Lincolnshire DN36 4HD

Proposal: Erect single storey extension and covered decked area with various alterations to existing chalet, changes to windows and doors, and replacement of existing cladding (Amended plans dated 5th March 2024)

Case Officer: Owen Toop

Customer Details

Name: Mrs Pauline Drew

Address: 10 Rymer Place Cleethorpes

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Having reviewed the amended plans for the chalet at plot 205 I have noticed some planning proposals are not clear. Firstly the drawing of the proposed rear northern elevation is exactly the same as the existing one and does not show the extent of the 4.9m long new build nor the new height of the roof which I assume will be much higher if it takes its line from the original apex of the pitched roof. There are no actual measurements for the roof height but as next door neighbours it would be likely that this would overshadow our chalet. The northern side elevation would provide a blank, featureless view of a wall as our aspect, cutting out any open space feel. The new plans are also scant as to landscaping and car parking. At present vehicles are parked where the new extension would be and it does not state what designated provision for future parking would be.

There is also a considerable fall off and slope from the chalet to the meadow area but it does not state any levelling as there would be quite a step towards floor level.

Overall, the amended plans do not show the full picture. It appears that although this seems to be a smaller extension the actual footprint is larger when you add the decking area which adds up 43.5 sq. m which is not within the design guide allowance which is a sizeable extension.

Therefore I object as this design does not retain the character of the original and strays from the open plotland layout as it is far from a sensitive alteration. The Heritage Officer has stated, 'It is paramount that the original chalet is still visible' - this would not be the case as the extension is to be placed on the most visible aspect of the chalet that faces the meadow and the dunes. There would be no trace of the original chalet and its visual impact will dominate and overpower rather than blend in.

As the Heritage Officer states, 'It is very important that we consider the historic value of the existing chalets of the Fitties.....'. In my opinion this planning application does not adhere to the

ethos of the Fitties and it is not appropriate in design nor scale. There is room for betterment and enhancement of the chalet with more fitting materials and cladding but this does not have to be done by extending, altering and creating a chalet that bears no resemblance to the original building. There is need for preservation and we should make sure that we follow the guidelines when deciding the future of this Conservation Area.