

Comments for Planning Application DM/0980/25/OUT

Application Summary

Application Number: DM/0980/25/OUT

Address: Land West Side Louth Road New Waltham North East Lincolnshire

Proposal: Outline application for a Residential Development (Use Class C3) for up to 300 Dwellings and associated Access, Public Open Space, Landscaping, Drainage & Infrastructure, with all Matters Reserved except Access.|cr|

Case Officer: Bethany Loring

Customer Details

Name: Mr Gary Hand

Address: 16 Southern walk Grimsby DN332PG

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I wish to strongly object to this development for the following reasons,

This development is outside the local plan.

The road and highways infrastructure is already at capacity and cannot cope with another 300 homes owning possibly 2 cars per home.

The use of displaced water holding tanks and pumps, how loud will these pumps be and what happens if these fail ? (These situated close to dwellings)

Wildlife disruptions, we have bats, deer and birds of pray all present in this greenbelt corridor.

Air pollution due to increased hgv trucks and general traffic increase.

Lack of local infrastructure, we only have limited local amenities (doctors, supermarkets, chemists, schools,pre school care.

Planning Objection Statement

Objection to Proposed Housing Development

Submitted to: North East Lincolnshire Council (NELC)

Applicant: Cyden Homes

Planning Reference: *DM/0980/25/OUT*

Site Address: Land west side Louth Road, New Waltham, Grimsby, North East Lincolnshire

Development: Outline application for a residential development (use class C3) for up to 300 Dwellings, and associated Access, Public Open Space etc.

Date Submitted: *15/04/2026*

Objector: *Garret Busby on behalf of Local Resident Group*

Contact Address: *20 Southern Walk, Grimsby, NE Lincs, DN33 2PG*

Grounds for Objection

This formal objection is submitted in response to the proposed housing development on the land behind Southern Walk, Grimsby. The objector believes that the application should be refused based on:

- Conflict with the North East Lincolnshire Housing Strategy
- Erosion of settlement identity and local character
- Severe traffic and highway safety implications
- Significant ecological harm and breaches of wildlife protection law
- Non-compliance with NELC Local Plan ecological policies
- Substantial flood-risk concerns

Each of these points is addressed in detail within the full objection that follows.

Summary Statement

The proposed development fails to comply with national policy, the NPPF, North East Lincolnshire's adopted and emerging Local Plan policies, environmental legislation, and the demonstrable needs of the local community.

It would cause irreversible harm to local identity, infrastructure capacity, ecological networks, and public safety.

For these reasons, the application should be refused in full.

Planning Objection Statement (North East Lincolnshire)

Objection to Proposed Housing Development

This objection is submitted in response to the proposed housing development. After careful review, we believe the application should be refused on the grounds that it conflicts with local and national planning policies, environmental objectives, and the identified needs of the community. The following sections outline the key areas of concern.

1. Housing Strategy Misalignment

This application does not comply with, and is misaligned against, the **North East Lincolnshire Council (NELC) Housing Strategy 2023–2028**, which aims to prioritise affordable, sustainable homes and ensure residents have access to safe, secure, and affordable housing. The strategy commits the Council to stronger communities and evidence-based decision-making in addressing local housing need. [\[nelincs.gov.uk\]](https://nelincs.gov.uk)

Shortage of Affordable and Social Housing

North East Lincolnshire faces a shortage of affordable and social housing. The Housing Strategy highlights a lack of one- and two-bed properties and confirms that the social housing rental market requires improvement, indicating that the current supply is insufficient. [\[nelincs.gov.uk\]](https://nelincs.gov.uk)

Demonstrated Need for Affordable Homes

The Housing Strategy emphasises the need to ensure every resident has access to good and affordable homes to support economic stability and community wellbeing. High-value, market-dominated developments do not address this need. [\[nelincs.gov.uk\]](https://nelincs.gov.uk)

80% Private Homes

The proposed development consists of approximately **80% private homes** priced from **£250,00 - £300,000+**, conflicting with strategic objectives to broaden affordable housing provision and support residents facing affordability pressures. The Strategy highlights significant affordability challenges and stresses that new developments must reflect local needs rather than price residents out. [\[nelincs.gov.uk\]](https://nelincs.gov.uk)

Local Affordability Evidence

With the median house price in North East Lincolnshire at approximately **£148,000**, affordability is a barrier for many households. The Housing Strategy notes rising pressures on affordability and declining numbers of young and working-age residents—groups that struggle most to access home ownership. Developments priced at £300,000+ fail to address these local realities. [\[nelincs.gov.uk\]](https://nelincs.gov.uk)

Policy and Strategic Conflict

Given the above, approval of this development would contradict the Council's strategic housing objectives and disregard the evidenced need for affordable homes.

Delivering high-cost market housing in an area with clear affordability constraints directly contradicts the Strategy's goal of providing safe, secure, and affordable homes for all residents. [\[nelincs.gov.uk\]](https://nelincs.gov.uk)

2. Loss of Distinct Character, Place-Making Failure and Settlement Coalescence

Conflict with National Place-Making Policy (NPPF)

The proposed development would result in a clear failure of place-making, contrary to the objectives of Chapter 12 of the National Planning Policy Framework (NPPF), which places great weight on the creation of well-designed places that are locally distinctive and sustainable.

The NPPF states that development should:

- Function well and add to the overall quality of the area.
- Be sympathetic to local character and history, including the surrounding built environment and landscape setting.
- Establish or maintain a strong sense of place.
- Promote communities that are not only visually attractive but socially and environmentally sustainable.

This proposal fails these tests. Rather than responding to its context, it would introduce a large-scale, generic suburban estate that bears little relationship to the established settlement form, character, or spatial structure of New Waltham, Waltham, and Scartho.

The NPPF is explicit that good design is a key aspect of sustainable development, not an optional or secondary consideration. Harm to local character, identity, and settlement pattern therefore attracts significant weight in decision-making.

Accelerated Coalescence and Loss of Settlement Identity

The proposed development would materially contribute to the physical and visual coalescence of currently distinct settlements, eroding the recognisable boundaries between New Waltham, Waltham, Scartho, and neighbouring villages.

This is directly contrary to long-established planning principles that seek to:

- Prevent urban sprawl.
- Maintain distinct and separate communities.
- Protect the identity of towns and villages rather than allowing them to merge into an indistinct urban mass.

The North East Lincolnshire Housing Strategy explicitly highlights the importance of creating "*stronger communities*" where residents feel secure, connected, and anchored by a clear local identity. Development that accelerates coalescence fundamentally undermines this objective.

Conflict with Adopted North East Lincolnshire Local Plan Policies

The proposal conflicts with several key adopted Local Plan policies, including:

Policy DM26 – Design

This policy requires development to:

- Respect the character, form, and setting of the surrounding area.
- Reinforce local distinctiveness rather than dilute it.

The scale, layout, and housing mix proposed are inconsistent with the established character of the area and would fail to reinforce local distinctiveness.

Policy DM9 – Development Boundaries

While development beyond settlement boundaries may be considered in limited circumstances, it must not result in unacceptable harm to settlement form or character.

The scale of this proposal would extend built development in a manner that directly facilitates coalescence.

Policy DM12 – Landscape Character

This policy seeks to protect the character and separation value of landscapes that contribute to settlement identity. The application site performs an important transitional and separating function between communities, which would be permanently lost if developed.

Taken together, the proposal represents a clear conflict with the design, settlement, and landscape objectives of the adopted Local Plan.

Conflict with Emerging Local Plan Policies and Evidence

The conflict is further intensified by emerging Local Plan Review policies, which attract increasing weight as they progress.

The Council's draft Housing Needs Analysis stresses that population change and housing delivery must be carefully managed to ensure "the right homes in the right places", explicitly warning against inappropriate development that dilutes settlement character and undermines community cohesion.

Emerging Green Wedge policies are designed to:

- Prevent the merging of settlements.
- Protect key green gaps and corridors.
- Safeguard landscape character and identity.

The application site very clearly performs the very function these emerging policies are intended to protect, further weighing against development.

Conclusion on Section 2

The proposal fails both national place-making guidance and local planning policy. Rather than reinforcing identity or delivering a high-quality, context-led place, it would result in a generic suburban expansion that permanently erodes settlement character and undermines the spatial distinction between New Waltham, Waltham, Scartho, and neighbouring villages.

This harm is fundamental, cumulative, and irreversible. As such, it must be afforded significant weight and provides a clear and robust basis for refusal.

3. Traffic and Highway Safety

The traffic assessment submitted alongside application **APP/B2002/W/25/3360989** states that Toll Bar Roundabout operates within capacity during most peak periods.

However, the proposed development is expected to generate **143 two-way AM peak trips** and **138 PM peak trips**, adding significant pressure to a known bottleneck.

Under **NPPF Paragraph 116**, development must be refused if:

1. It results in an unacceptable impact on highway safety; or
2. It produces severe residual cumulative impacts.

Severe Cumulative Impact

The developer argues that a **3% increase** in traffic is not severe. However, modelling shows the **northern arm of the junction reaching 109% capacity**, exceeding operational limits and clearly meeting the NPPF definition of *severe*.

Their assessment is further flawed because it **does not account for 1,523 new homes already approved within a 2-mile radius**, significantly underestimating cumulative impact.

Conflict with the Local Transport Plan (LTP)

The proposal contradicts the **North East Lincolnshire Local Transport Plan**, which emphasises:

- The need for a “*modern, well managed and efficient transport system*” to support growth and ensure reliable journey times. [[nelincscou...prgloo.com](#)]
- Commitments to improving junction performance and road safety, specifically policy 6(D) which seeks to safeguard existing infrastructure. [[nelincs.gov.uk](#)]
- The importance of a transport network that provides safe access to essential services including education and healthcare. [[northlinco...ngov.co.uk](#)]

Council updates identify Toll Bar Roundabout as a **critical junction**, with significant works already undertaken to improve safety and congestion—evidence of existing strain on the network. [[nelincs.gov.uk](#)]

Capacity Failure by 2030

Modelling indicates the junction will **exceed 100% capacity by 2030**, meaning it will be physically unable to process traffic demand. This will create long delays, queuing, and risks to **emergency service access** to the Princess of Wales Hospital.

This conflicts with LTP objectives to:

- Support economic growth through a **resilient** transport network.
- Ensure **safe and reliable** access to key services. [[nelincscou...prgloo.com](#)]

Conclusion on Highways

When assessed against the applicable **national and local policy framework**, the proposed development would give rise to a **severe residual cumulative impact on the highway network**, within the meaning of **paragraph 116 of the National Planning Policy Framework**.

The evidence demonstrates that:

- Toll Bar Roundabout is **already operating close to, and in some cases beyond, its practical capacity**;
- The proposed development would push at least one arm of the junction to **in excess of 109% capacity**, resulting in operational failure;
- The Transport Assessment **materially underestimates cumulative impact** by failing to adequately account for more than **1,523 consented dwellings within a two-mile radius**;
- By 2030, the junction is forecast to exceed **100% operational capacity**, resulting in persistent congestion, unstable traffic conditions, and heightened safety risks.
-

These impacts would not be limited to inconvenience. They would materially affect:

- **Highway safety**, through increased queuing, stop-start traffic, and collision risk;
- **Network resilience**, undermining the efficient functioning of a critical junction;
- **Emergency service access**, including routes to **Princess of Wales Hospital**, with clear implications for public safety.
-

Importantly, these harms arise from the **scale and location of additional traffic generation**, not from detailed design matters. They therefore **cannot be adequately mitigated through planning conditions, minor junction alterations, or future infrastructure aspiration**, particularly in the absence of a secured and deliverable mitigation strategy.

As such, the proposal is in **direct conflict with paragraph 116 of the NPPF** and the objectives of the **North East Lincolnshire Local Transport Plan**, which seek to safeguard highway capacity, safety, and reliable access to essential services. Given the clear evidence of capacity failure, safety risk, and cumulative impact, the proposal **fails the test of sustainable development** in transport terms.

The severe residual impact on the highway network provides a **clear, robust, and policy-compliant basis for refusal** on highway grounds.

4. Environmental and Legal Concerns

The site constitutes a high-value ecological habitat supporting multiple protected and priority species, including bats, hedgehogs, badgers, deer, pollinators, and various wild birds. This ecological richness means the land is exceptionally sensitive to disturbance.

In addition to statutory wildlife protections, North East Lincolnshire Council (NELC) planning policy and emerging Local Plan Review priorities place strong emphasis on biodiversity enhancement, ecological network protection, and environmental safeguarding. These policies materially intensify the incompatibility of a 250–300-home development on this site.

Statutory Wildlife Protections

Wild Birds – Wildlife and Countryside Act 1981

Under Section 1, it is a criminal offence to intentionally damage or destroy the nest of any wild bird while it is in use or being constructed.

Given the site’s known nesting activity and the extensive vegetation clearance required, such offences are highly likely during development.

Bats – European Protected Species

All UK bat species are protected under the Conservation of Habitats and Species Regulations 2017.

It is a criminal offence to:

1. Deliberately disturb bats
2. Damage or destroy bat roosts
3. Impair breeding or rearing of young

The site includes hedgerows, tree lines, dark corridors, and rich foraging zones, all of which are key bat commuting habitats. The proposed development would unavoidably fragment or destroy these sensitive features.

Badgers – Protection of Badgers Act 1992

Badger setts are strictly protected. It is unlawful to damage, destroy, or obstruct a sett, or to disturb a badger occupying one.

Groundworks, excavation, and heavy machinery operations associated with a major housing estate pose an unavoidable threat to sett integrity.

NELC Local Plan Ecological Policies Supporting Objection

Mandatory Biodiversity Net Gain (BNG) – NELC Local Plan Review (2024)

The Council has committed to strengthening biodiversity policy, including ensuring mandatory Biodiversity Net Gain (BNG) is achieved. Developers must leave the site

with more and better habitat than currently exists.

[\[nelincs.gov.uk\]](http://nelincs.gov.uk)

Given this site's high ecological value, delivering a net gain while constructing 250–300 houses, roads, drainage, and infrastructure is highly improbable.

NELC-Adopted Technical Guidance on Ecological Risk

North East Lincolnshire uses the Yorkshire and Lincolnshire Pollution Advisory Group (YALPAG) "Development on Land Affected by Contamination" Guidance (v12.2) for environmental and ecological safeguarding in planning decisions.

YALPAG requires a risk-based, phased assessment for any site where contamination or ecological risk is suspected, including:

- Phase 1 Preliminary Risk Assessment
- Identification of ecological receptors
- Demonstration that development will not harm sensitive systems

The applicant has not demonstrated that protected species or ecological features can be safeguarded to the standards expected under this framework.

Developer's Proposed Mitigation Is Insufficient

The developer proposes:

- Hedgerow retention or replacement
- Temporary fencing near reedbeds
- Wildflower grassland seeding "where feasible"

These measures fundamentally fail because:

1. They do not satisfy mandatory BNG requirements [\[nelincs.gov.uk\]](http://nelincs.gov.uk)
2. They do not protect ecological corridors, as encouraged by proposed Green Wedge policy [\[nelincs.gov.uk\]](http://nelincs.gov.uk)
3. They do not align with Biodiversity Opportunity Mapping principles [\[nelincs.ob...tive.co.uk\]](http://nelincs.ob...tive.co.uk)
4. They are inadequate given the extensive loss of habitat, foraging areas, and nesting locations resulting from a development of 250–300 homes.

Risk of Criminal Offences & Policy Non-Compliance

The development carries a substantial likelihood of committing offences under:

- Wildlife and Countryside Act 1981 (bird nests)
- Conservation of Habitats and Species Regulations 2017 (bats)
- Protection of Badgers Act 1992 (badger setts)

In parallel, the proposal is inconsistent with several emerging NELC policies, including:

- Mandatory Biodiversity Net Gain
- Green Wedge proposals
- Local Green Space designation opportunities
- Health & Wellbeing environmental considerations
- Biodiversity Opportunity Mapping [\[nelincs.gov.uk\]](http://nelincs.gov.uk), [\[nelincs.ob...tive.co.uk\]](http://nelincs.ob...tive.co.uk)

The combination of legal risk, ecological harm, and policy conflict is significant and unresolved.

NELC Local Plan Ecological Policies Supporting Objection

Mandatory Biodiversity Net Gain (BNG) – NELC Local Plan Review (2024)

The Council has committed to strengthening biodiversity policy, including ensuring **mandatory Biodiversity Net Gain (BNG)** is achieved. Developers must leave the site with **more and better habitat** than currently exists. [\[nelincs.gov.uk\]](https://nelincs.gov.uk)

Given this site's **high ecological value**, delivering a net gain while constructing 250–300 houses, roads, drainage, and infrastructure is highly improbable.

Green Wedge Protection (Proposed Local Plan Policy)

NELC's Local Plan Review proposes new **Green Wedge** policies intended to protect:

- key green corridors
- wildlife movement routes
- ecological network integrity [\[nelincs.gov.uk\]](https://nelincs.gov.uk)
-

This site, known to support commuting bats, foraging deer, pollinators, and nesting birds, is precisely the type of landscape Green Wedges are designed to protect.

Local Green Space Designation (Proposed Policy)

NELC proposes policy mechanisms for communities to designate **Local Green Spaces** where land is:

- demonstrably special
- ecologically or locally valuable
- close to the community [\[nelincs.gov.uk\]](https://nelincs.gov.uk)
-

Given the site's value for wildlife and its role in local ecological character, it appears **eligible for LGS designation**, further weighing against development.

Health & Wellbeing Environmental Policy (Proposed)

The Local Plan Review also introduces a new **Health and Wellbeing** policy requiring developers to show how designs support environmental factors beneficial to health. [\[nelincs.gov.uk\]](https://nelincs.gov.uk)

Replacing biodiverse natural land with a dense housing estate clearly conflicts with this emerging policy direction.

Biodiversity Opportunity Mapping – NELC Consultation (Local Plan Review)

Consultation feedback for NELC's Local Plan stresses the need to use **Biodiversity Opportunity Mapping** and ecological networks when assessing development proposals.

This supports protection of priority habitats and NPPF 174(d) and 179 requirements. [\[nelincs.ob...tive.co.uk\]](https://nelincs.ob...tive.co.uk)

The site, used by multiple protected species, is highly likely to form part of an ecological network or biodiversity opportunity area

Conclusion of Section 4

Based on statutory protections, ecological evidence, and North East Lincolnshire's current and emerging Local Plan policies, this development presents unacceptable and unlawful ecological risks that cannot be mitigated.

Approval should not be granted unless and until:

- full ecological assessment is completed,
- impacts are proven avoidable,
- and compliance with NELC biodiversity and environmental policies is demonstrated.

At present, none of these conditions are met.

5. Flood risk and Drainage concerns

Although the site is formally designated as Flood Zone 1 (low risk), this classification does not reflect the lived experience of local residents. Regular surface water flooding has occurred historically, with water frequently reaching the garden boundaries of properties on Southern Walk and Eastfield Avenue during periods of heavy or prolonged rainfall.

These repeated incidents demonstrate that the area already experiences localised surface water flooding, despite its strategic flood zone designation. This highlights a well-recognised limitation of high-level flood mapping and reinforces the importance of site-specific evidence, as acknowledged by paragraphs 159 and 160 of the National Planning Policy Framework (NPPF), which require planning decisions to be informed by local flood risk and all sources of flooding, including surface water.

Residents are therefore concerned that the site's current function as a natural soakaway will be compromised by development that introduces impermeable surfaces such as buildings, roads, and hardstanding. The replacement of permeable land with impermeable materials is likely to significantly increase surface water runoff.

There is particular concern that this increased runoff will place additional pressure on the existing, decades-old sewerage and drainage infrastructure, which is already known to be vulnerable during periods of heavy rainfall. This raises a real risk of sewer surcharge and increased flooding to surrounding residential properties. Both national policy and North East Lincolnshire local policy are clear that development must not increase flood risk elsewhere.

Paragraph 167 of the NPPF states that development should only be permitted where it can be demonstrated that it will be safe for its lifetime, without increasing flood risk off-site, and where appropriate mitigation measures are in place.

Similarly, the North East Lincolnshire Local Plan requires development to incorporate Sustainable Drainage Systems (SuDS) and to ensure that surface water runoff is adequately managed so that it does not adversely affect existing properties, infrastructure, or the wider environment. Proposals that overload existing drainage networks or worsen known flooding issues are contrary to these policy objectives.

Given the clear discrepancy between mapped flood risk and observed conditions on the ground, it is essential that any proposal is supported by a robust, site-specific Flood Risk Assessment and a detailed, deliverable drainage strategy, agreed with the Lead Local Flood Authority. Any assessment must demonstrate, through credible evidence rather than assumption, that surface water can be managed effectively and that the development will not exacerbate flooding on Southern Walk, Eastfield Avenue, or surrounding areas.

Conclusion and Request for Refusal

In the absence of clear and convincing evidence that the proposed development will not increase surface water runoff, overwhelm existing drainage infrastructure, or exacerbate known flooding experienced by neighbouring properties, the proposal fails to comply with national and local flood risk policy.

The development is therefore contrary to paragraphs 159, 160, and 167 of the National Planning Policy Framework, as well as relevant policies within the North East Lincolnshire Local Plan relating to flood risk management, sustainable drainage, and the protection of existing communities from avoidable environmental harm.

On this basis, it is respectfully requested that planning permission be refused due to the unacceptable risk of increased flooding, insufficient consideration of local surface water conditions, and conflict with adopted flood risk and drainage policies. Alternatively, the application should be deferred until a comprehensive and policy-compliant Flood Risk Assessment and drainage strategy have been submitted and independently agreed.

Final Conclusion and Formal Request for Refusal

Having regard to the full body of evidence presented, this application represents a fundamental and irreconcilable conflict with national planning policy, the adopted and emerging North East Lincolnshire Local Plan, statutory environmental protections, and the clearly evidenced needs and lived experience of the local community.

Taken cumulatively, the proposal would:

- Undermine the North East Lincolnshire Housing Strategy by delivering an overwhelmingly market-led development which fails to address demonstrable affordability need.
- Cause irreversible harm to settlement identity, accelerating coalescence between distinct communities contrary to sustainable spatial planning principles.
- Result in severe residual cumulative transport impacts, compromising highway safety, network resilience, and access to essential services in direct conflict with the NPPF and the Local Transport Plan.
- Give rise to unacceptable ecological harm, with a clear and unresolved risk of breaching statutory wildlife legislation and failing to meet mandatory and emerging biodiversity and environmental policy requirements, including Biodiversity Net Gain and Green Wedge protection.
- Expose existing residents to an increased and unacceptable risk of surface water flooding, contrary to both the National Planning Policy Framework and North East Lincolnshire flood risk and drainage policies, with no robust, agreed, or deliverable mitigation.

Critically, these harms are not isolated, nor are they capable of being adequately mitigated through conditions or reserved matters. They arise from the scale, location, and nature of the development itself, and therefore go to the very principle of the proposal.

In line with the precautionary principle, the statutory duty to prevent environmental harm, and the requirement under the NPPF for development to be demonstrably sustainable, it is clear that the adverse impacts of this proposal significantly and demonstrably outweigh any purported benefits.

Accordingly, it is respectfully and formally requested that planning permission be refused for application DM/0980/25/OUT, as the proposal:

- Fails the test of sustainable development.
- Conflicts with adopted and emerging national and local planning policy.
- Presents unacceptable risks to community safety, infrastructure capacity, ecological integrity, and environmental quality.

To grant permission in these circumstances would represent a departure from policy, evidence, and the Council's own strategic objectives, and would result in long-term and irreversible harm to both existing and future residents of North East Lincolnshire.

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Case Officer: Bethany Loring

Customer details

Name: Mrs Nicki Weed

Address: 24 Sothern Walk, Scartho, DN33 2PF

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

I strongly oppose the above proposed development for the following reasons:

We have a total of 1523 additional new homes in the immediate area of the proposed development that directly affect the major trunk roads of Louth road, Grimsby Road, Waltham Road and Station Road.

Springfield Park, Scartho 249+

Kensington Green, Scartho 159

Torbay Park, Scartho 64

Woodland Way, Waltham 41

The Green, Waltham 92

The Hyde, Waltham 199

Aspen Park, Waltham 64

Becklands, New Waltham 204
Wigmore Park, New Waltham 227
High Forest, New Waltham 224

The “irony” of the above names can’t be ignored!! All but one referring to “green” spaces. Our “green” spaces that are being destroyed rapidly.

1. Congestion, Highway Safety and Pollution.

The local network immediately around the proposed development is already heavily congested. It is already saturated, and not just at peak-times. A report on the 21st August 2020 recorded 23,500 cars using the Tollbar roundabout. The traffic has shown a marked increase over the past years directly because of the number of new housing developments. The volume of traffic presents significant road safety concerns for motorist’s cyclist’s pedestrian’s and our equestrian friends.

The air quality in the local catchment of the proposed development is becoming poorer due to the increased congested slow moving traffic. Tollbar Academy typically has around 1730 to 2000 pupils. Its full capacity is 2355. “Traffic pollution, particularly nitrogen dioxide (NO₂) and fine particulate matter (PM_{2.5}) is a significant cause of new cases and worsens existing asthma of childhood asthma, acting like secondhand smoke. Studies show millions of children globally develop asthma due to vehicle emissions annually, with high-traffic areas having much higher rates, stressing the need for policies targeting traffic volume, emissions and exposure.’ A further potential of 300/600/900 cars polluting this area will compound this further. I have arrived at these figures as most couples have a car each, and, if they have teenager/young adults in their house this will increase.

2. Flooding and Surface water.

Before moving to Southern Walk, I lived on Grimsby Road, Waltham for 19 years (facing the field) this field regularly flooded. Since moving (January 2025) I have witnessed flooding on the field directly behind my bungalow, and neighboring bungalows. I have downloaded a surface area map which clearly shows the areas that flood. I am very concerned that this issue would further be compounded by the new development. Our rainfall has increased, both in frequency and intensity. In November 2025 the rainfall was 31% above the long-term average.

3. Wildlife and Biodiversity.

The proposed development would have a catastrophic impact on the wildlife that inhabits the two fields. These include Deer, Red Foxes, Hedgehogs, Bats, Owls and Raptors to name but a few. The reed beds are crucial for biodiversity, supporting birds, water voles, otters, amphibians and insects. The proposed development would result in the irreversible loss of land that is functional to their survival. This is contrary to planning policies aimed at protecting and enhancing biodiversity.

4. Impact on Infrastructure.

This proposed development would place unacceptable pressure on the local infrastructure and environment. Where are the additional Doctors, Dentists, Schools, Nurseries etc..? There will be some geographical migration? How will our local NHS Trust cope? I worked in an acute setting at the DPOW Hospital for 37 years. The trust does not suffer “winter” pressures; it is under pressure all year round!! There is a lack of sustainability within the village to support further over intensification.

To summarize I believe that more than adequate housing has already been built and is still in the process of being built. We therefore can't foresee the final impact that the completion of this will have upon our already

congested roads as previously mentioned. The addition of yet another development in this area is un-warranted.

I believe also that the Grimsby Local Plan is not been adhered to. I refer specifically to sections 9.10 and 9.11.

Also, one of Section 106 Agreements key features says "It's purpose is to offset negative impacts of development (e.g. increased population, strain on services) and ensure that the development integrates well"

I would therefore respectfully request that the local planning authority refuses this application.

PS. As a nation we are supposed to be "going green" lessening our "carbon footprint", we are clearly experiencing changes globally that are not altogether welcome for the future climate and generation.

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Case Officer: Bethany Loring

Customer Details

Name: Mrs Nicki Weed

Address: 24 Southern Walk Scartho Grimsby DN37 0PU

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I have tried twice now on this planning portal, and have been "timed out" on both occasions.

I have subsequently written a letter and hand delivered it today.

I strongly oppose the development:

We have a total of 523 additional new homes in the immediate area of the proposed development that directly affects the already congested major trunk roads.

Congestion, Highway Safety and Pollution seem to have been completely ignored.

Flooding and surface water also.

The wildlife and biodiversity, of which includes many species including those that are protected seem irrelevant.

The proposed development would place unacceptable pressure on the local infrastructure and environment.

I have summarized in my letter (which is several pages), that I believe that more than adequate housing has already been built and is still in the process of being built. We therefore cannot foresee the final impact that the completion of this will have upon our already congested roads.

The addition of yet another development is totally un-warranted.

I believe that the Grimsby Local Plan is not being adhered to. I refer to sections 9.10 and 9.11.

Also, one of Section 106 Agreements says "It's purpose is to offset negative impacts on development (e.g. increased population, strain on services) and ensure that the development integrates well"

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Case Officer: Bethany Loring

Customer Details

Name: Mr Glen Scowen

Address: 28 Southern Walk Scartho, Grimsby DN33 2PF

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I have lived in Scartho for about 10 years and have gradually seen the buildup of traffic, especially in the last year or so. Louth and Waltham Road are continuously gridlocked, Southfield Road and Avenue are also gridlocked due to motorists thinking they can dodge the build up of traffic on either side of the two main roads, which in turn makes it more difficult for those of us who live off the surrounding roads to join the main roads. Getting to appointments takes longer due to the traffic build up. Emergency vehicles have difficulty in getting through the traffic and am worried in case we may need any of them in a hurry in the future.

The infrastructure isn't there to cope now, so with an extra 600 or so vehicles and 300 more homes it will struggle even more. There have been more serious accidents due to impatient drivers not wanting to wait in traffic and have taken chances.

The local shops are suffering too as no one can park in the village.

Flooding on the field, there is always water laying on the surface and when we have heavy rainfalls it floods, sometimes having reached our back garden. The field has been allowed to grow fallow for about a year and has attracted many new insects, butterflies, frogs, newts and small birds. The foxes, deer, hawks, owls, bats and many more wildlife have been living happily not bothering anyone for many years and have established their homes. So many of the wildlife has been uprooted in the area and many have been killed or maimed due to being disorientated and uprooted from their habitat.

We moved here for a stress-free life as we retired early due to health problems and myself having had a few strokes. The proposed building on the field will cause a lot of stress and pollution, also cause more traffic holdups due to lorries delivering to the site. The extra vehicles will cause mayhem. Pollution will also be a problem especially to those of us with breathing and health problems.

I strongly oppose as the area is out of the local plan....

Comments for Planning Application DM/0980/25/OUT

Application Summary

Application Number: DM/0980/25/OUT

Address: Land West Side Louth Road New Waltham North East Lincolnshire

Proposal: Outline application for a Residential Development (Use Class C3) for up to 300 Dwellings and associated Access, Public Open Space, Landscaping, Drainage & Infrastructure, with all Matters Reserved except Access.|cr|

Case Officer: Bethany Loring

Customer Details

Name: Mrs Elaine Scowen

Address: 28 Southern Walk Scartho, Grimsby DN33 2PF

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I am the owner of 28 Southern Walk. I strongly object to the proposal. I have lived here for about 10 years and have significantly noticed the increase in traffic and countryside being diminished.

1) Traffic

Increase of traffic in the last few years has gradually built up along the Grimsby and Louth Road causing gridlocks due to more dwellings being built and most households having at least two cars. With the proposed planning of these 300 homes on the field off Louth and Grimsby Road, this will increase by another 300 plus cars added to the already congested roads. The Gridlock reaches all the way into Grimsby and Cleethorpes. Many accidents, some serious have occurred more over the last year or so. We were stuck in a gridlock last month and an ambulance was struggling to get through, no one could move out of the way. It became a chaotic mess. Traffic cuts through Southfield Ave and Southfield Road, thinking they can miss the main traffic which is gridlocked on the two main roads, but then it causes traffic build up on this road making it difficult for those of us who live there to join the traffic. The extra pollution in the air is not healthy for any of us living off or around the main roads.

2) Flooding and drainage/sewage

The field is constantly flooded and in torrential rain the water has reached our back garden. The heron takes up resident there thinking it's a lake. Southern Walk also floods as the drain/sewage cannot cope with all the extra buildup of water. With extra housing this will increase the danger of bigger and more damaging flooding of our roads and homes.

3) Wildlife

The field has been left to grow wild which has encouraged more wildlife, insects, butterflies, frogs, newts over the last year or so. The resident foxes, deer and most importantly the badgers, hawks,

owls and bats that are protected species have established their homes there for many years. We have also had the otter's visit from time to time from the Dyke behind the far end trees. We have all wild life visit our gardens at night and have had pleasure in watching them on a night camera. All their natural habitat is being taken away from them. Many have been killed or maimed as they get disorientated and cause accidents on the roads. They just find somewhere to go and then disrupted again for another building site.

There are many developments that have started around this area and are still not finished or are standing empty. This encourages crimes to be committed due to unsociable behaviour.

Doctors, hospitals, dentist and schools are in short demand and adding extra dwellings to this area will substantially make its mark, on the overcrowding of people and traffic.

The pylons in the field are surely not safe for young children to be living and playing around.

36 SOUTHERN WALK
SCARTHO
GRIMSBY
N. E. LINCOLNSHIRE
DN33 2PF.

PLANNING DEPARTMENT
N. E. LINCOLNSHIRE COUNCIL
MUNICIPAL OFFICES
TOWNHALL SQUARE
GRIMSBY
DN31 1HU.

24 FEB 2026

Dear Sir / Madam,

RE: - DM/0980/25/OUT - HOUSING DEVELOPMENT LOUTH ROAD.

I am writing on behalf of my Dad David Shephard who lives at 36 Southern walk, most of the almost 35 years with my Mum, who very sadly is now living in a care Home. He and his family greatly oppose this terrible development a complete blot on a beautiful landscape, which he's enjoyed for a very long time, he even built a lovely Summer House that looks onto the Field and we've all enjoyed many special hours together there.

1) Why do we need another housing development? At the moment we have a multitude of new build houses & estates all around this area and beyond, who's going to live in all of them?

2) My Mum and Dad bought their bungalow with retirement in mind and also because of the wonderful outlook and peace and quiet, why should this now all be changed, obviously for monetary value yet again, how very sad indeed!

3) When we look out of the dorma window of the upstairs bedroom it's the most glorious view - a green field, with trees and an abundance of nature. We get deers on a daily basis, pheasants, foxes, birds, including birds of prey - Sparrow Hawks are regularly seen hovering over the

field. Where will they go? Their habitats are being destroyed every day, by all these awful developments. We as a family love our wild life and my Dad loves the wide variety of birds he gets in his garden and on his bird feeders, he's very worried that the numbers might decline if this development goes ahead. Why are we forgetting about our wildlife it's absolutely devastating and they have no voice, so we'll speak on their behalf.

4, Why is there going to be a public walkway linking Louth Road and Grimsby Road? It will bring in more people and who knows who else, unsavoury types checking out our homes to commit crime and young people up to no good.

5, If it does go ahead any trees planted which in my opinion should be at the back of Southern wall in front of the new build houses and must be of the mature type to give good coverage and make a nice green barrier for privacy.

6, What about the noise, pollution and lighting inconvenience from the houses, cars etc & the people it will bring. People aren't generally quiet, well people in bungalows tend to be older so enjoy the peace & quiet more, families and younger couples who will most probably live in these houses no so much.

It makes us very sad that at no time has anybody considered the residents this will effect. Nice normal hardworking people who have saved all their lives to buy their homes and their little bit of England and it's green pastures, but you don't want them to enjoy it anymore. Shame on You!!

Yours Faithfully

Diane & David Shephard and Family

Comments for Planning Application DM/0980/25/OUT

Application Summary

Application Number: DM/0980/25/OUT

Address: Land West Side Louth Road New Waltham North East Lincolnshire

Proposal: Outline application for a Residential Development (Use Class C3) for up to 300 Dwellings and associated Access, Public Open Space, Landscaping, Drainage & Infrastructure, with all Matters Reserved except Access.|cr|

Case Officer: Bethany Loring

Customer Details

Name: Richard Black

Address: 38 Southern Walk Grimsby DN33 2PF

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Dear Bethany Loring

We're objecting to the application of Residential housing on the land behind Southern Walk, Grimsby. We fell it is completely unacceptable to expect local residents to accept the proposed application, as the are around the sight is already gridlocked at certain times of the day, the proposed access road from Grimsby road Waltham and Louth road Grimsby onto the development will not be fit for purpose due to the 40 mile an hour speed limits on both roads, having a 30 mph maybe to much due to the roads having bends and side roads already situated in the areas, toolbar school is at capacity, Dr's and dentists already have huge wating lists, the land is liable to flooding and this will only be made worse by having more concrete and tarmac. Not to mention the detriment to local wildlife such as birds, bats, hedge hogs, and deer the frequently visit the field.

Yours sincerely

Richard and Denise Black
38 Southern Walk,Grimsby.

North East Lincolnshire
Planning Dept.
Municipal Offices
Town Hall Square
Grimsby
DN31 1HU
Ref. No. DN/0980/25 OUT

46, Southern Walk
Scarb
DN33 2PF
29th Dec. 2025

RECEIVED
- 6 JAN 2026

Dear Sir, Madam

Referring to the above reference number, I protest against the planning on this field. The traffic all around this area is horrendous. Getting to work and back morning and evening is worsening every day.

This will become a rat run as Southfield Ave. I read about young youths on bikes causing havoc in Waltham and New Waltham. They will find another route for their fun. Our gardens lead on to this field, a row of bungalows, what of our privacy.

It is a calming place, good for our mental health and well being. If, when, these houses are built, these houses will have, 2 cars, there will be delivery vans, Recycling boxes. To add to the already heavy traffic

Not to mention the animals. Deer in the morning
visits, in the evening. Bats, because there
are no lights to interfere with flying. This year
we have had a huge amount of Bees, butterfly's.
All though I'm told, no one cares about this
so long as Cyden's get planning permission.

yours sincerely

From: Beverley Lewis
Sent: 24 February 2026 16:18
To: Planning - IGE <planning@nelincs.gov.uk>
Subject: Fwd: Planning reference: DM/0980/25/OUT

Mrs Beverley Lewis
51 Southern Walk
Scartho
Grimsby
DN33 2PE

From: Beverley Lewis
Date: 23 February 2026 at 19:42:36 GMT
To: planning@nelincs.gov.uk
Subject: Planning reference: DM/0980/25/OUT

Good Evening,

I am writing to voice my concerns over the above planning application for Louth Road/Waltham Road in Scartho.

My husband and myself have lived in Southern Walk for nearly 29 years now. This is a quiet residential area with the vast majority of residents being retired.

My concerns are:

1. The land is currently water logged (pictures of this were given to Ron Shepherd). The drains in Southern Walk cannot cope with the current rainfall. Frequently the water level comes up over the paths into people's gardens. Last year we were concerned that we might get water coming under our patio door and our flower borders were flooded.
2. The population in Grimsby isn't growing sufficiently to warrant the new builds that are proposed in this area and in other areas in Grimsby. Is the intention that these properties will attract people from the south of the country to purchase these properties and commute daily or will they purchase them to rent out? The properties that are being built are out of most young people's budgets.
3. Traffic - the amount of traffic coming in/out of Grimsby at the moment is a serious cause for concern. The building of these additional houses will only impact on this with most of them having at least 2 vehicles.
4. The proposed new build land also attracts a lot of wildlife - foxes, badgers, deer, hedgehogs rabbits and pheasants - and it would be a shame for these animals to lose their habitats.
5. Concerns as well that the road linking Louth Road and Waltham Road through the proposed new estate will be used as a race track like Louth Road and Peaks Parkway currently are in the evenings.

Regards
Mrs Beverley Lewis
Sent from my iPad

Comments for Planning Application DM/0980/25/OUT

Application Summary

Application Number: DM/0980/25/OUT

Address: Land West Side Louth Road New Waltham North East Lincolnshire

Proposal: Outline application for a Residential Development (Use Class C3) for up to 300 Dwellings and associated Access, Public Open Space, Landscaping, Drainage & Infrastructure, with all Matters Reserved except Access.|cr|

Case Officer: Bethany Loring

Customer Details

Name: Miss Samantha MACDOUGALL

Address: 56 Southern Walk Scartho Grimsby dn332pe

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: My main objection is increase in traffic flow in the area. The traffic backs up on normal days as I well know as I work at Tollbar Academy and the roads coming from all directions cannot cope currently so with the proposed planning to add further congestion, this is a very serious matter especially for emergency services

Safety for children entering and leaving Tollbar is a big worry as many of them ride their bicycles down Louth Road and therefore could lead to unwanted accidents.

Flooding in Southern Walk is a problem as the drainage system gets overloaded and causes problems for residents i.e. toilets back up and cause homes to flood.

There is a variety of wildlife in the field at the back of Southern Walk, We regularly see the deer, many species of birds and know that badgers are around at night. To lose the wildlife would be such a shame just when the Government are asking us to encourage wildlife and insects and to build properties on the land would be devastating.

I noticed that there was no provision of healthcare, retail or education on the proposed plan. Surely health and education must be considered.



MR MRS Matthews
60 Southern Walk
Scartho
Grimsby
DN33 2PE.

Dear Sir/Madam

Re Planning Application

ref DM/0980/25/out. Land off Louth Road

We would like to write as a local resident to formally object to the above outline planning application in the strongest terms.

Our objection is based on material planning considerations and on a detailed review of the submitted application & plans.

① Principle of Development and conflict with the Development plan.

The proposal would result in encroachment and urbanisation that is harmful to the established character of the area.

② Outline Application lacks critical detail

③ Highway Safety, access, and visibility concerns. Louth Road is a very busy route.

④ Impact on Residential Amenity

Increased noise and disturbance

Loss of privacy

General erosion of residential amenity

⑤ Drainage and flood risk

⑥ Cumulative and precedent impact

unacceptable pressure on local infrastructure.

⑦ Weight of local objection

objections from local residents, highlighting

widespread concern,

These concerns are consistent and well founded.

D.M.

For the reasons set out the proposal
is unsustainable and harmful.

I therefore respectfully request that planning
permission is refused.

yours faithfully

John & Christine Matthews.

Local Resident

6/1/2026

MR, W WELLS
62, SOUTHERN WALK
SCARFHO
GRIMSBY

RECEIVED
12 JAN 2025

PLANNING APPLICATION REFERENCE DM/0980/25/OUT

I WOULD LIKE TO OBJECT TO THIS DEVELOPMENT GOING AHEAD, FOR UP TO 300 RESIDENTIAL DWELLINGS DUE TO THE FOLLOWING REASONS

- ① THE AREA IS OUTSIDE THE LOCAL PLAN.
- ② THE AREA IS FULL OF OTHER DEVELOPMENTS AND HAS BECOME AN URBAN SPRAWL WITH OVER INTENSIFICATION. WITH THESE ONGOING DEVELOPMENTS COMES MORE TRAFFIC AND IN TIME, WILL LEAD TO ENVIRONMENTAL DEGRADATION, AND A DECLINE IN THE QUALITY OF URBAN LIFE.
- ③ THE TRAFFIC IS ALREADY CAUSING CONGESTION. WITHOUT THE EXTRA VEHICLES THAT WILL BE ADDED, WITH ALL THE ALREADY APPROVED DEVELOPMENTS IN THE AREA. THIS CAN ONLY CAUSE SAFETY ISSUES WITH A SCHOOL SWAP BANK IN THE MIDDLE OF PROBLEM. THE DENSITY OF DEVELOPMENTS IS INAPPROPRIATE FOR THE ROADS AND WILL CAUSE EVEN MORE SEVERE RESIDUAL CUMULATIVE IMPACT ON HIGHWAY SAFETY ESPECIALLY IN PEAK TIMES. THE ROAD INFRASTRUCTURE IS JUST NOT GOOD ENOUGH NOW, ALL THESE DEVELOPMENTS MUST USE TOLLBAR ROUNDABOUT.
- ④ THE SITE FLOODS, AND IN HEAVY RAIN SOUTHERN WALK ALREADY FLOODS TOO. PEOPLE HAVE VIDEOS OF HOW DEEP THE WATER GETS AROUND THEIR HOUSES. DEVELOPERS SAY THEY CAN FIX THIS, BUT THE SOLUTIONS DON'T WORK. DEVELOPERS ALSO CHANGE THE GOALPOSTS AFTER PLANNING IS GRANTED.
- ⑤ THE LOSS OF GREENFIELD LAND WHEN BROWNFIELD ALTERNATIVES EXIST. THE AREA HAS LOST LOTS OF GREENFIELD LAND IN THE LAST 2 YEARS AND HAS BEEN

2

THE MAIN FOCUS OF THE DEVELOPERS. THIS IS BECAUSE IT IS/WAS A NICE PLACE TO LIVE. THEY CAN GET MORE FOR THEIR HOUSES, PROVING ITS ALL ABOUT PROFIT WITH NOT A CARE FOR THE PEOPLE OR WILDLIFE IN THE AREA. IF DEVELOPERS ARE ABLE TO WIN PLANNING ON APPEAL WE ARE IN TROUBLE. ALTERNATIVES EXIST, JUST NOT AS PROFITABLE FOR THE DEVELOPER. SOON, WALTHAM, NEW WALTHAM, SCARTH, HUMBERSTON AND HOLTON LE CLAY WILL BE ONE BIG URBAN SPRAWL WITH TRAFFIC USING RAMP RUNS CAUSING MORE SAFETY ISSUES.

6) THE DEVELOPMENT WILL DESTROY THE ECOLOGY OF THE AREA. IT IS A WILDLIFE CORRIDOR WITH MANY SPECIES OF ANIMALS INCLUDING, I BELIEVE (PROTECTED) BADGERS & BATS. THE BATS WOULD GET MOST OF THEIR FOOD FROM THE FIELD AND INSECTS IT ATTRACTS. WITH THE FRAGMENTATION OF WILDLIFE HABITAT, THERE WILL A LOSS OF BIODIVERSITY. FINALLY, IF PLANNING IS REFUSED & HOPEFULLY IT WILL BE, BUT AN ALTERNATIVE IS GIVEN, I FAIL TO SEE HOW A DEVELOPER CAN APPEAL TO CENTRAL GOVERNMENT FOR THE LAND, HAVING BEEN GIVEN THAT ALTERNATIVE

REGARDS

From: ROBERTSON, Jayne
Sent: 09 January 2026 09:04
To: Planning - IGE <planning@nelincs.gov.uk>
Subject: Planning objection DM/0980/25/OUT

To: Development Management
North East Lincolnshire Council

Re: Planning Application DM/0980/25/OUT – Land off Louth Road

Dear Sir or Madam,

I write as a local resident to formally object to the above outline planning application in the strongest terms. My objection is based on material planning considerations and on a detailed review of the submitted application documents, plans, access information, and supporting material.

1. Principle of Development and Conflict with the Development Plan

The proposal represents inappropriate development in this location and conflicts with the objectives of the adopted development plan. The application seeks outline consent without adequately demonstrating that the site is suitable for development in principle. The proposal would result in encroachment and urbanisation that is harmful to the established character of the area and sets an undesirable precedent for further development along Louth Road.

2. Outline Application Lacks Critical Detail

As an outline application, this proposal omits essential information regarding layout, scale, appearance, landscaping, drainage, and mitigation. Without this information, it is not possible for residents or the Local Planning Authority to properly assess the full impacts of the development. Granting outline permission would effectively defer fundamental issues that should be resolved at this stage, contrary to sound decision-making.

3. Highway Safety, Access, and Visibility Concerns

The submitted access and visibility information raises serious concerns. Louth Road is a busy route, and any additional access point will materially increase the risk of accidents. The proposed access arrangements do not convincingly demonstrate that safe visibility splays can be achieved in practice, particularly given traffic speeds, existing junctions, and cumulative use of the road.

Furthermore, the development would generate additional vehicle movements that the local highway network is not well suited to accommodate, exacerbating congestion and safety risks for pedestrians, cyclists, and existing road users.

4. Impact on Residential Amenity

The development would result in a significant adverse impact on the living conditions of nearby residents. Likely impacts include:

- Increased noise and disturbance
- Loss of privacy
- Light pollution
- General erosion of residential amenity

RECEIVED
- 2 JAN 2026 LL

TO THE NORTH EAST LINCOLNSHIRE COUNCIL
PLANNING DEPARTMENT,
MUNICIPAL OFFICES,
TOWN HALL SQUARE.
GRIMSBY.
N.E.LINCOLNSHIRE.
DN31 1HU.

PLANNING APPLICATION REFERENCE
DM/0980/25/OUT. LOCATION LAND WEST SIDE OF
LOUTH ROAD. NEW WALTHAM. NORTH EAST
LINCS.,

TO WHOM IT MAY CONCERN

THE ATTACHED DOCUMENTS ARE MANY
REASONS LAID OUT WHY WE ARE AVIDLY
“AGAINST” THIS BUILDING PROPOSAL.

YOURS FAITHFULLY,

MARY K JACKSON. 70, SOUTHERN WALK,
SCARTH0, GRIMSBY. DN33 2PE.

* Please excuse large "print"
My Computer has a problem.

1. THE PROPOSAL IS FOR SOME 350 HOUSES TO BE BUILT ON THE SITE, EXAMPLE TWO TO A HOUSEHOLD PLUS CHILDREN, WOULD BE 700 PLUS 2 CARS TO A FAMILY WE COULD END UP WITH 1,400 CARS FOR A START, PLUS CHILDREN

2. WE UNDERSTAND THAT THERE IS A PROPOSAL TO BUILD ANOTHER 250 HOUSES IN THE LAND OPPOSITE THE FIELD = 500 PLUS 2 CARS TO A FAMILY = 1000 CARS PLUS OFF SPRINGS IN THE FUTURE = TOTALLYING AT THE PRESENT TIME APPROX 2,400 CARS AND 1,200 ADULTS "PLUS CHILDREN", IF THIS BUILDING GOES AHEAD.

3. BOTH LOUTH ROAD AND WALTHAM ROAD ARE KNOWN FOR BUILDUP CONGESTION PARTICULARLY LOUTH ROAD WHICH IS A NARROW ROAD AND IS DANGEROUS TO OVERTAKE BUSES

OR ANY OTHER VEHICLE. IT IS BUSY ALL THE TIME NOT JUST AT 8AM OR 3PM OR 5PM THERE IS QUEUES OF TRAFFIC ALL THE TIME AND WE HAVE A HARD JOB GETTING OUT OF SOUTHFIELD AVENUE AS IT IS.

EVERYDAY WE HEAR AMBULANCES RUSHING BOTH WAYS TO EMERGENCIES DOWN LOUTH ROAD HEADING FOR CLEETHORPES, WALTHAM OR HOLTON LE CLAY AREA.

WE ALSO HAVE PEOPLE TRAVELLING FROM "ALL" OVER THE COUNTY IN CARS ETC., TO GET TO OUR BIG DIANA PRINCESS OF WALES HOSPITAL FOR APPOINTMENTS ETC., OR THE GRIMSBY UNIVERSITY STUDENTS, AND THEY ALL TRAVEL ON THIS AWFULLY BUSY ROAD.

THERE IS ALWAYS QUEUES OF TRAFFIC HEADING AND COMING

AWAY FROM TESCO AREA, AND I'M SURE MANY OF YOU HAVE BEEN STUCK AT SOMETIME IN THESE QUEUES

I WAS INFORMED THE OTHER DAY THAT MANY PEOPLE IN HOLTON LE CLAY ARE COMPLAINING ABOUT HOW MANY NEW HOUSES ARE BEING BUILT THERE, MANY OF THEM STANDING EMPTY.

ON SCARTH ROAD WE HAVE SCARTH TOP WHICH WAS SUPPOSED TO BE QUITE "UNIQUE" MAYBE IT IS WHEN THEY ARE NOT SETTING FIRE TO CARS, AND A LOT OF THE PROPERTIES ARE EMPTY OR FOR SALE.

ALSO WITH REGARD TO PARKING YOU CAN'T GET PARKED MUCH NOW IN THE SCARTH VILLAGE, SO WHERE ARE 2,400 MORE CARS

GOING TO BE ABLE TO PARK? FOR SHOPPING ETC.,

WE HAVE APPROX 2,400 PUPILS AT THE TOLL BAR ACADEMY, ALSO FAIRFIELD JUNIOR ACADEMY OFF WALTHAM ROAD WHERE IT IS ABSOLUTELY DANGEROUS TO GET OUT ONTO THE MAIN ROAD.

I UNDERSTAND THAT THE SAME BUILDER PROMISED TO BUILD ANOTHER SCHOOL AND SHOPS ETC WHEN HIS PLANS GOT PASSED IN BOUNDARY ROAD AREA . BUT NOTHING HAS BEEN DONE. A GENTLEMAN WAS TELLING ME AT THE ARCHITECT MEETING THAT HE HAS A VERY OLD OAK TREE IN HIS GARDEN AND WAS TOLD THEY WERE GOING TO CHOP IT DOWN. "THAT IS NOT ON" CHOPPING HISTORY DOWN.

SO ONTO THE "FIELD" ITSELF,
WHERE WE HAVE SEEN GOLDEN
CORN AND WHEAT, BEANS AND
WILD FLOWERS (WE WERE TOLD
THAT THE FARMER HAD A 3 YEAR
CONTRACT WITH THE
GOVERNMENT TO GROW WILD
FLOWERS FOR 3 YEARS.) IT HAS
ONLY BEEN ONE YEAR ????

FOR YEARS WE HAVE OCCASIONAL
VISITS FROM ADULTS DEERS AND
FAWNS, THAT CAUSE NO
PROBLEMS, SQUIRRELS, AND
YEARLY PRODUCTION OF BABY
FOXES PLAYING AT THE BOTTOM OF
OUR GARDENS, HURTING NO ONE.
WHERE ARE THEY TO GO I ASK? WE
HAVE BATS ON THE TREES AT
NIGHT, WHAT ABOUT THIS SO
CALLED BRIDGE IN NORTH
LINCOLNSHIRE WHICH IS SPENDING
MILLIONS OF POUNDS TO PROTECT

THE BATS, WHAT ABOUT OUR
BATS.?

THE FIELD ITSELF IS KNOWN FOR
ITS WATER LOGGING AND
RETENTION, ALSO LAST YEAR WE
HAD A BAD RAINSTORM AND THE
WATER RUSHED OFF THE FIELDS
INTO EVERYONES DRIVE AND
FILLED THE ROAD. IT WAS A FOOT
DEEP AT THE END, IN THE ROAD
AND GARAGES AND DRIVES IT WAS
QUITE FRIGHTENING.

WE ALSO HAVE AN GRID PYLON IN
THE FIELD, AND WAS TOLD WHEN
WE MOVED HERE SOME 9 YEARS
AGO THAT YOU COULD NOT BUILD
ANYTHING 90 FT OR SO NEAR IT, I'M
SURE THEY WILL BE PLEASED
HAVING HEAVY CABLES OVER THE
HOUSES, ALSO THERE WAS AN
ELECTRIC STORM NOT LONG AGO
AND THE ELECTRIC CABLES AND

THE GRID PYLON TURNED BLUE.

THERE IS ANOTHER QUESTION,
WHAT WILL HAPPEN TO THE OLD
SEWERS WHEN 3000 PEOPLE
DECEND ON IT. OUR SEWERS ARE
ORIGINALS IN SOUTHERN WALK
AND ARE NOW QUITE OLD.

WE HAVE HAD TWO PUBLIC
MEETINGS REGARDING ALL OF THIS
AT THE LIBRARY IN SCARTH0, AND
ONE IN THE VILLAGE WITH THE
ARCHITECTS. MANY PEOPLE
COMMENTED THAT THERE WAS
GOING TO BE A PATHWAY AT THE
BACK OF OUR GARDENS WITH TREE
STUMPS FOR SEATS AND I HEARD A
FEW REMARKS THAT IT WOULD
END UP BEING A DRUG DEN FOR
PEOPLE FROM CERTAIN AREAS
AROUND THIS TOWN.
MOST OF SOUTHERN WALK IS
WHERE SENIOR CITIZENS HAVE

DECIDED TO RETIRE. I'M NOT MENTIONING THE VIEW AS THEY SAY THAT DOESN'T COUNT, BUT OUR SECURITY DOES, IT IS BEING QUESTIONED, AND BUILDING ALL THOSE HOUSES WOULD TAKE THE LAST OF OUR GREEN LAND FROM SCARTH, WHEN THERE IS PLENTY OF BROWN AREAS THEY COULD USE.

WHY ARE THESE PROPOSALS BEING PASSED SO EASILY WHEN YOU KNOW IT WILL COMPLETELY RUIN OUR VILLAGES.

FINALLY HAS ANYONE THOUGHT ABOUT THE "CAR FUMES" AND AIR POLLUTION. NOT EVERYONE CAN AFFORD A ELECTRIC CAR. THINK ABOUT THE THOUSANDS OF SCHOOL CHILDREN WHO HAVE TO WALK TO SCHOOL PASSING CARS IN QUEUES PUMPING OUT EMISSIONS.

I THANK YOU FOR LISTENING TO
ME AND I'M SURE THERE ARE LOTS
MORE REASONS AGAINST THIS
OBLITERATION OF OUR PRECIOUS
GREEN BELT.

SO TO FINISH, WE AND HUNDREDS
OF OTHER HOUSE OWNERS, WHO
RELIGIOUSLY PAY THEIR RATES IN
THIS AREA, ARE TOTALLY AGAINST
THE PROPOSAL.

THANK YOU FOR YOUR
ATTENTION.

MRS MARY JACKSON
70, SOUTHERN WALK,
SCARTH0, GRIMSBY
DN33 2PE.

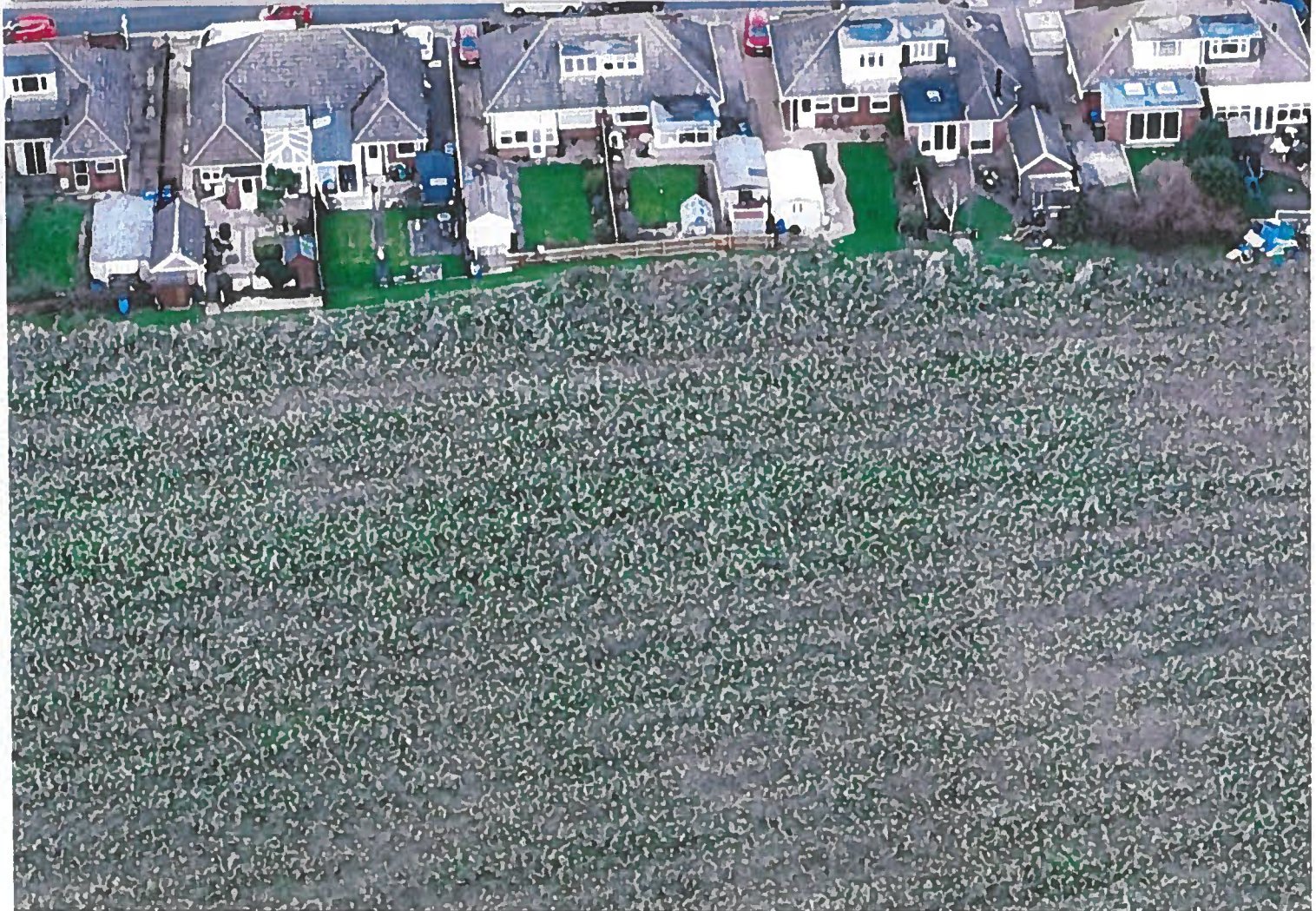










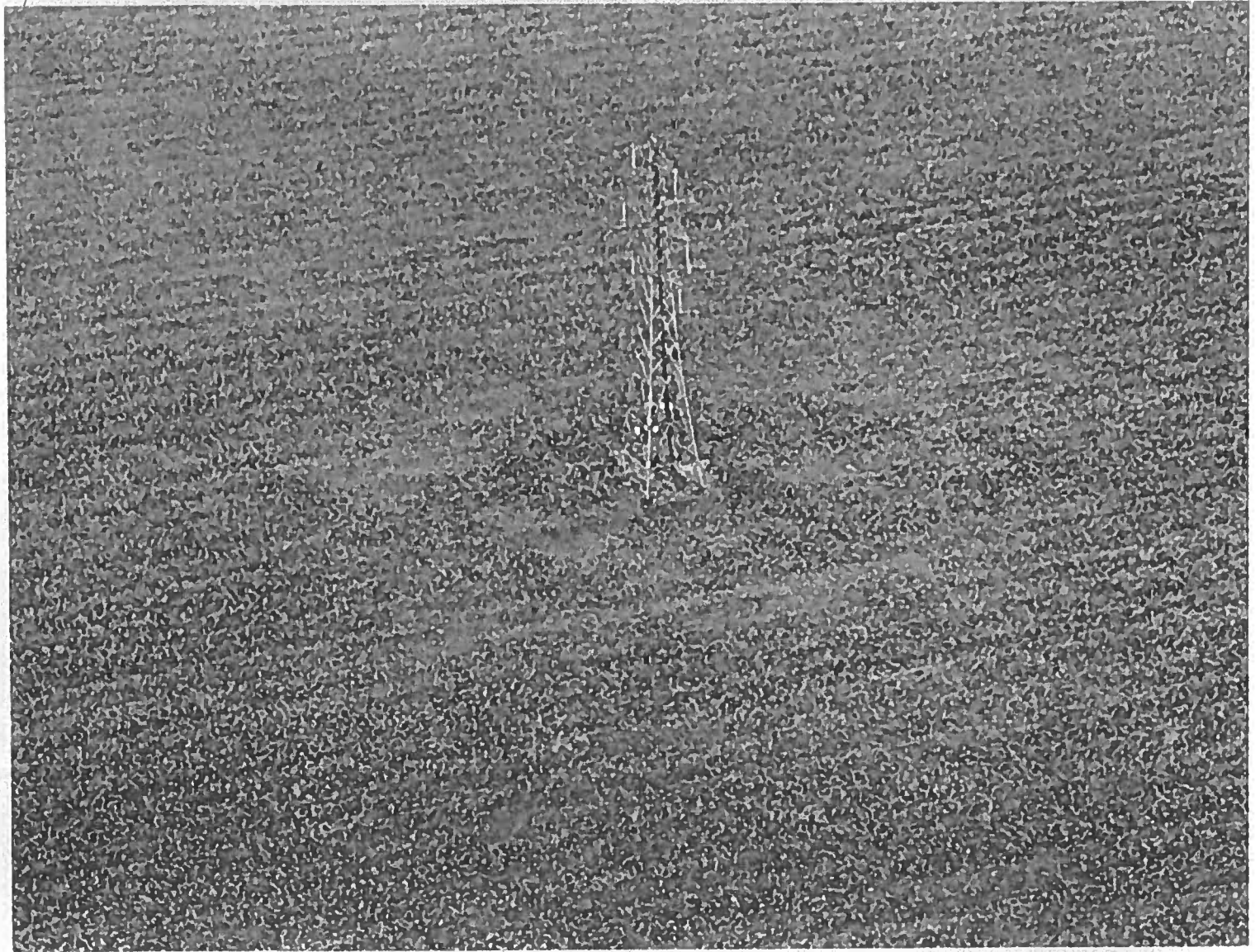












These impacts are neither adequately assessed nor mitigated within the application.

5. Overdevelopment and Character of the Area

The proposal represents overdevelopment of the site relative to its surroundings. It fails to respect the established character, spacing, and form of development along Louth Road and nearby residential streets. The cumulative effect would be visually intrusive and harmful to the local environment.

6. Drainage and Flood Risk

The application does not provide sufficient detail to demonstrate that surface water drainage can be satisfactorily managed. Without clear and enforceable drainage proposals, there is a real risk of increased surface water runoff and flooding, affecting neighbouring properties and the wider area.

7. Cumulative and Precedent Impact

Approval of this application would set a precedent for further similar developments in the area. The cumulative impact of such development would place unacceptable pressure on local infrastructure, services, and the highway network, contrary to sustainable development principles.

8. Weight of Local Objection

The application documentation includes multiple representations and objections from local residents, highlighting widespread concern. These concerns are consistent, well-founded, and based on material planning considerations that have not been adequately addressed by the applicant.

Conclusion

For the reasons set out above, the proposal is unsustainable, premature, and harmful. It fails to demonstrate compliance with local and national planning policy and does not adequately mitigate its adverse impacts. I therefore respectfully request that planning permission be refused.

Thank you for considering my objection. I ask that this representation be fully taken into account in the determination of this application and reported to the Planning Committee should the application be considered there.

Yours faithfully,

Jayne Robertson
66 Southern Walk
Scartho
Grimsby
DN33 2PE

Comments for Planning Application DM/0980/25/OUT

Application Summary

Application Number: DM/0980/25/OUT

Address: Land West Side Louth Road New Waltham North East Lincolnshire

Proposal: Outline application for a Residential Development (Use Class C3) for up to 300 Dwellings and associated Access, Public Open Space, Landscaping, Drainage & Infrastructure, with all Matters Reserved except Access.|cr|

Case Officer: Bethany Loring

Customer Details

Name: Mrs Tracey Durkin

Address: 12 St Giles Avenue Scartho GRIMSBY DN33 2HB

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: In response to this planning application, we have concerns regarding the extra traffic that this development will bring both during the building process and longer term with most households now having at least 2 cars. During busy periods traffic already backs up from Tollbar on the Louth Road side right up to Scartho fork and beyond into town. Similar issues are experienced on Waltham Road. .

Has the cumulative impact of all of the current and proposed developments on the road networks been considered or has this application been assessed on its own? Both Louth Road and Waltham Road are key access routes into the town centre and beyond, so it is not only planning applications in the Waltham and Scartho area that have an impact on these roads.

Aside from the major concerns in respect of additional traffic the erection of 300 houses puts considerable pressure on local amenities and in particular schools and doctors surgeries and as was the case with Scartho Top promises/commitments to provide additional schools/shops took over 20 years to come to fruition.

I strongly oppose the building of yet more housing in an area which once set itself apart as having a community village feel...no longer will there be defined 'empty space' boundaries between Scartho, Waltham and New Waltham (not to mention the ever creeping merge into Holton Le Clay).

Comments for Planning Application DM/0980/25/OUT

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Case Officer: Bethany Loring

Customer Details

Name: Miss Melissa Ormond

Address: 10 Tallert Way Grimsby Dn331rw

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Why is there this constant need for more housing to be built? Where are the new doctors, new schools, new hospital to aid all these new estates? The traffic around the tolbar roundabout is already congested enough, people running late in a hurry then speeding right near a school to make the time back, station road has turned into a 40mph road despite a horse riding school being on the same road ... the council have no consideration for horse and rider how can it be advised to pass wide and slow at 10mph but this road be a 40mph the starting point being at the halfway point of the arena? We do not need more housing estates, leave the land alone, for the wildlife, make better use of it for dog walkers, horse riders, farmers.. anything but housing..

Comments for Planning Application DM/0980/25/OUT

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Case Officer: Bethany Loring

Customer Details

Name: Mr Peter Meredith

Address: 34 Trinity Road Cleethorpes DN35 8UG

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I am the owner of 56 Southern Walk

1. Congestion

To build this site with an extra estimated 600 vehicles will increase the flow of traffic and therefore increase the congestion from not only the immediate area but on Scartho Road passed the hospital to at least Nuns Corner roundabout. Then there is the A16 towards Cleethorpes and Holten Le Clay. With the congestion also comes the air quality and noise because of standing traffic.

2. Emergency Services

Especially the ambulance service being grid locked regularly at Tollbar roundabouts junctions - Hope planners never need an emergency ambulance. Waltham Road/Louth Road are the only access roads from New Waltham/Waltham/Holten Le Clay to the hospital and can often include Cleethorpes so extra traffic would put pressure on this service as well as Police/Fire

3. Safety

Tollbar school is getting more students from new developments so the risk to them will increase greatly, The amount of cycles in use by students is increasing and although there has not been too many serious accidents they will be at greater risk of this occurring.

4. Flooding

We already get flooding on Southern Walk because the drainage system gets overloaded and when this happens the road floods and toilets start to back up and flood into homes. The field looking from north to south has always flooded on the west side of the pylon and remains

underwater for a considerable time.

5. Wildlife

There is a large variety of wildlife including Roe Deer who regularly use the field even in daylight hours - Badgers are about at night and can be seen if you are quiet - Foxes classed as vermin are always about - Bats hunting over the fields not able to tell what variety - birds, wide range from small finches to the local buzzard. Where is the local wildlife suppose to go to?

The field has been left fallow under the government scheme to encourage wildlife and insects I believe which is still active.

This would negate any benefit if field built upon and waste more government money.

6. Building

Building homes are important but the over extending of housing in this area are taking away identity of Scartho/Waltham/New Waltham/ Holton Le Clay. If not careful they will all be joined up and create a NEW TOWN!!

7. Services

There seems to be no provision of health care, education or retail on the plan. Health care and schools are important to be considered. Every development seems to think the next development will provide it. IT DOES NOT HAPPEN. Putting extra pressure on existing facilities.

8. TIME

At the consultation in November/December the firm said they would be building approximately 50 units per year.

300 divided by 50 equals 6 years of disruption and noise.

9. OTHER

Many areas planning has been granted and either started and not finished or builder gone bankrupt. Get these finished.

Develop brownfield sites before green sites - Pleasure Island, Old Art College, Docks and where the High rise flats were. Just a few suggestions, if you need more contact me.

All this will be compounded if the suspected development off Side Lane, off Louth Road is confirmed.

Comments for Planning Application DM/0980/25/OUT

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Case Officer: Bethany Loring

Customer Details

Name: Gary Lamming

Address: 193 Waltham Road Grimsby DN33 2PY

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Planning Application Reference Number DM/0980/25/OUT

Please see below for concerns regarding the above planning application. This is the second submission due to character limitations.

Red Line Boundary and Site Ownership Drawing

The image shown on drawing number 22 5599 20 does not accurately reflect the land ownership. The ditch at the north-west corner of the site is currently shown outside of red border, but it should be shown inside the red border as it is part of the land being developed, under the Hedge and Ditch rule. The hedgerow is on the southerly side of the ditch, which indicates that the hedge and ditch are part of the land being developed and therefore should be included in the plans to ensure a sustainable solution to drainage issues is implemented.

Illustrative Landscape Masterplan Drawing

The illustrative masterplan drawn by Smeeden Foreman shows that the existing trees and hedgerow will be retained at the north-west corner of the proposed development. This is not a hedgerow anymore, and consists of wild overgrown ivy and Hawthorne trees rather than bushes. There is also an Ash Tree at this location. All of the trees are choked with ivy and have either died, are suffering from rot or will most likely be affected by the ivy in the long term. Based on what is there at present, retention of the existing "hedgerow" is not a viable option in the long term.

Given that this border is also located next to the open drain to which it is proposed to discharge water from the development site, would it not make sense to grow hedgerow inboard of the open drain and allow space to access the drain for maintenance in the future?

In the long term, who will be responsible for maintenance of any hedgerow that is grown on the proposed development? Will it be down to the owners of the proposed new properties or a management company responsible for upkeep of the communal areas? This needs to be defined to ensure that all areas of the new development are properly maintained.

Other Concerns

1. Page 10 of the design and access statement states "PO6 requires contributions towards primary and secondary education provision. Specifically, 1 primary place per 4 dwellings and 1 secondary education place per 5 dwellings". Based on the specific requirements for the proposed development of 300 houses, this would require 75 primary places and 60 secondary places. How is this requirement being met?

2. Section 1.0, page 3 of the Planning & Sustainability Assessment states that the Council can only demonstrate a 3.6 year supply of deliverable housing land. Do the council agree with this? We were led to believe that this proposed development was outside of the local plan and was not required to be able to meet the Council's housing target.

3. The plan on page 39 of the design and access statement shows the houses located in the north-west corner of the proposed development to be two and two and a half storeys high. These will overlook into our property and potentially Markham's Orchard and Boundary Court Farm. When Markham's Orchard was built, the houses that were built on the Northern side did not have any major second floor windows overlooking the neighbouring property, presumably to ensure some privacy. Shouldn't this practise be adopted for the new development where other houses may be overlooked (not just at the three locations mentioned) to ensure a reasonable level of privacy is maintained?

Comments for Planning Application DM/0980/25/OUT

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Case Officer: Bethany Loring

Customer Details

Name: Gary Lamming

Address: 193 Waltham Road Grimsby DN33 2PY

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Planning Application Reference Number DM/0980/25/OUT

Please see below for concerns regarding the above planning application. Due to the character limitations I will submit a further set of comments and also email the original document.

Flood Risk

Although the proposed development falls within a low flood risk area, it is acknowledged on page 34 of the design and access statement that the proposed site is within a local depression. It is not surprising that there are reports from other neighbours that the land is prone to flooding. How will this be managed to ensure it does not further impact the neighbouring houses on Louth Road, Southern Walk, Markham's Orchard, Boundary Court Farm and Waltham Road?

On page 18 of the design and access statement it states "According to the topographical survey and as outlined previously there is an existing open drain running along part of the northern boundary of the development. As such, watercourse is proposed to be the discharge option for this development, albeit this immediately outfalls to an existing AWS Ltd sewer, this then in turn outfalls to an IDB controlled watercourse and ultimately the Buck Beck".

This drain runs east from Waltham Road and then turns north at the north-west corner of the proposed development to outfall into an existing AWS Ltd sewer. Is it being proposed that this drain will be the discharge option for the whole of the proposed development, including the attenuation pond in the north-east corner? How will the water actually get to this drain? Will it be

piped into it or will it be connected to via another open drain?

This open drain already takes water from the area of Waltham Road and beyond and when it is raining there is a significant flow, with the ditch level running high. How will the discharge from the proposed development be controlled so that it does not cause this flow to back-up and flood the back gardens of the houses in Waltham Road along which the ditch runs?

As the ditch is open it is prone to blocking up with vegetation such as falling leaves. In the time we have lived on Waltham Road the ditch that runs north towards the AWS Ltd sewer has been dug out several times to ensure it flows properly. The part of the ditch that runs east alongside the proposed development has also been dug out. If this is not done on a routine basis, the surface water backs up and causes the gardens to become waterlogged.

Has discharging water from the proposed new development into this open drain been agreed with and approved by the NE Lincolnshire Engineering Department? Have calculations shown that there is adequate capacity within this ditch to cope with the extra water?

How will the drain be maintained in the future to ensure that it remains free-flowing to satisfy current and future run-off requirements? Given that the drain receives clean water and that it only blocks up with falling vegetation from trees etc., is installing a culvert not a better longer term option to satisfy the drainage requirements?

In the Statement of Community Involvement document, Section 8.0, Key Considerations, sub-section (v), Drainage & Flooding states that Anglian Water has agreed to the surface water discharge flow rate to the open watercourse /drainage ditch on the north-eastern boundary of the site.

Although this may have been agreed with Anglian Water, have NE Lincolnshire Council also been involved in this decision and has it been agreed how this will be engineered? Maintenance of the open ditch running north towards the Anglian Water sewer has always been carried out by the Council and not Anglian Water. The design of any such system needs to be given due thought to ensure it is viable, sustainable and does not cause long term flooding issues.

Traffic Concerns

As reported by others in response to this planning application, we have concerns regarding the extra traffic that this development will bring. During busy periods we have witnessed traffic backing up from Scartho fork to the newly built Co-Op store on Waltham Road. We can't speak for the traffic on Louth Road as we live on Waltham Road, but our understanding that this road is just as bad after speaking to some Louth Road residents.

Has the cumulative impact of all of the current and proposed developments on the road networks

been considered or has this application been assessed on its own? At what point do these developments overload the current road infrastructure and at what point do we say an increase in traffic is no longer sustainable? Both Louth Road and Waltham Road are key access routes into the town centre and beyond, so it is not only planning applications in the Waltham and Scartho area that have an impact on these roads, developments further afield also have an impact.

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Case Officer: Bethany Loring

Customer Details

Name: Miss Gail Davies

Address: 1 Weston Grove Immingham DN40 2DE

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I visit family in Southern Walk Scartho, where there is a field behind their property. During my visits it's lovely to sit in the garden and watch the wildlife, deer, birds of prey etc and the view.

I most definitely strongly object to building on this field, the development is going to cause no end of issues, including impacting on the wildlife that rely on that field for food and safety.

The traffic is already full to capacity, it can be extremely busy and more vehicles on those roads are going to cause noise, pollution and chaos.

I often see the children walking to and from school on the main road, and more traffic on the road is going to be a major risk to all those children.

From: jackie dawson
Sent: 17 February 2026 16:51
To: Planning - IGE <planning@nelincs.gov.uk>
Subject: Re: DM/0980/25/OUT

Thank you for your reply. My address is as follows
7 West Lea. Scartho, DN32 2PQ

Regards

Mrs J Dawson

-----Original Message-----

From: jackie dawson
Sent: 16 February 2026 15:43
To: Planning - IGE <planning@nelincs.gov.uk>
Subject: DM/0980/25/OUT

I am extremely concerned with regard to the above planning application and would like to voice my objections.

The roads in this vicinity are already heavily congested, especially at peak times. The addition of extra houses will obviously create extra traffic, and this will have a serious impact on the infrastructure. It is also in close proximity to a school and I believe that the extra volume of traffic that this development will create poses a serious risk to those students who either walk or cycle to school.

I would ask that you take my concerns into account.

Regards

Mrs J Dawson

Comments for Planning Application DM/0980/25/OUT

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Case Officer: Bethany Loring

Customer Details

Name: Mrs Chloe Hand

Address: 83 Woodhall Drive Grimsby DN37 0UX

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: There is already far too much traffic at Scartho fork and this will only increase it. The amenities are not in place to support more houses in this area.

Comments for Planning Application DM/0980/25/OUT

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Case Officer: Bethany Loring

Customer Details

Name: Mr Dean Hand

Address: 83 Woodhall Drive Waltham Grimsby DN37 0UX

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I object to this development. This is due to the already high volume of traffic in the village which will only get worse. Also, I am very concerned about the dangers presented to the large number of school children that walk through the village to the various primary schools and large secondary school.

Comments for Planning Application DM/0980/25/OUT

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Case Officer: Bethany Loring

Customer Details

Name: Mrs ANNE HANNIGAN

Address: 13 Woodrow Park Grimsby North East Lincolnshire DN33 2EF

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I object to this planning application for the following reasons:

1. The proposed site is not allocated for housing within the NEL Local Plan.
2. The proposed site is within the designated strategic gap between Scartho and Waltham.
3. The proposed site is on agricultural land and there is no overwhelming reason to change the use of that land.
4. There is no demonstrated need for additional housing in NEL.
5. The proposed development is remote from employment, shops, schools, social and medical facilities therefore it is unsustainable and will generate a great deal of traffic.
6. Toll Bar Roundabout and Scartho Fork are already heavily congested during extended peak travel periods. The additional traffic will make these pinch-points intolerable for road users.
7. Local infrastructure is already at capacity, particularly the GP surgery and should permission be granted a comprehensive S106 agreement is essential.
8. Many recent housing developments have been declared as unviable resulting in S106 agreements being declined by the developer. In this event planning permission must be refused.

From: Karen Wilkinson
Sent: 17 February 2026 19:20
To: Planning - IGE <planning@nelincs.gov.uk>
Subject: Re: Building on Louth Road

Thank you for reply. My address is 33 Woodrow Park DN332EF Karen Wilkinson

-----Original Message-----

From: Karen Wilkinson
Sent: 17 February 2026 12:33
To: Planning - IGE <planning@nelincs.gov.uk>
Subject: Building on Louth Road

I wish to oppose the plans for building on Louth rd. My reasons are as follows The traffic from Louth rd down to Scartho and town already gets blocked. It cannot cope with more cars. Many Waltham Tollbar pupils cycle on Louth Road.

Additional people using facilities in the village. Parking is difficult you can't even get a parking place at the doctors.

More registering at the only doctors in Scartho.

Environmental reasons-ripping out hedgerows, depleting habitats.

Type of housing not affordable.

Brown site alternatives need to be considered.

Karen Wilkinson