



6.1.2 Aylesby Wood

The largest of the three neighbourhood to be created has been notionally entitled Aylesby Wood, as it sits on the Aylesby Road and has the potential to have a wooded green edge to help screen it from the proposed power infrastructure site. Aylesby Wood has the potential to take on the characteristics of villages and local centres such as Laceby, whilst responding to the form of the formal grid street pattern that can be found in Grimsby itself.

Vision

Our vision for Aylesby Wood is to incorporate the following design elements to create a distinctive identity:

- A combination of a more organic street layout with that of a grid
- An emphasis on both traditional and modern neighbourhood design

- A strong emphasis on more formal green infrastructure in the creation of avenues and parks
- Higher density development within local centre with development creating good enclosure and a sense of place
- Emphasis on views to the Freshney Valley and stream
- The potential to incorporate retail, health and education provision at the heart of the village
- Potential to have variations in road width, set backs and enclosure ratios, to create character

The photos overleaf provide some precedent images of the type of place we are looking to create.

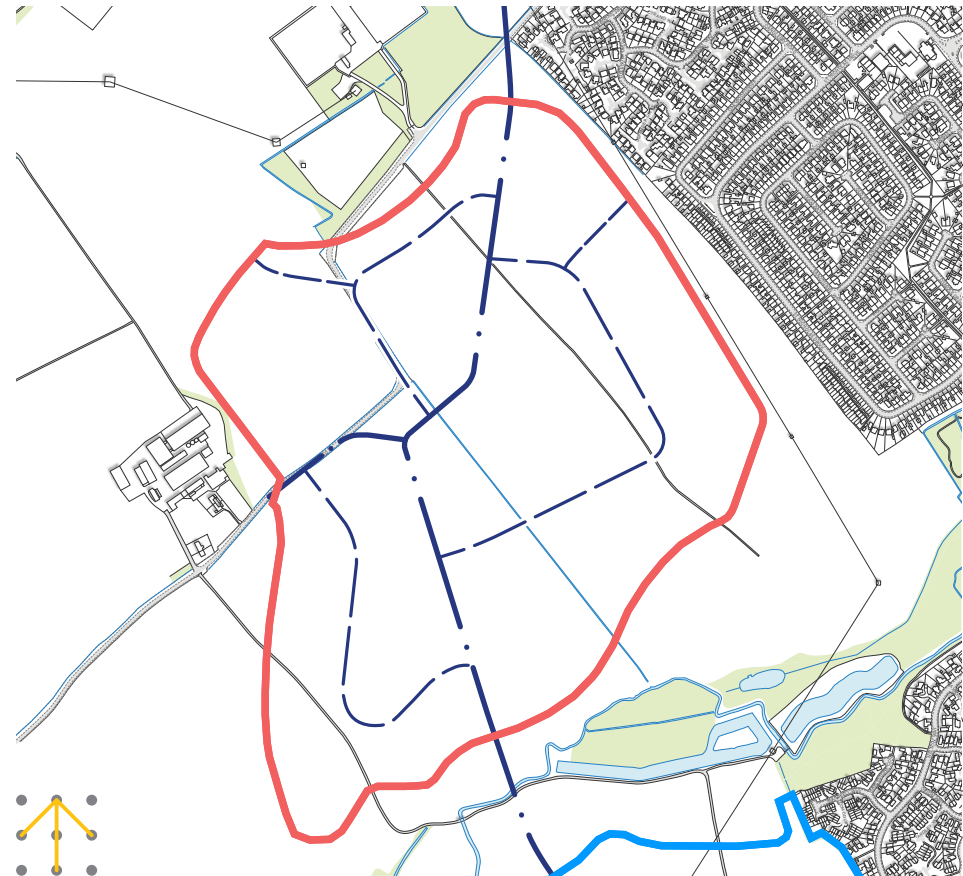
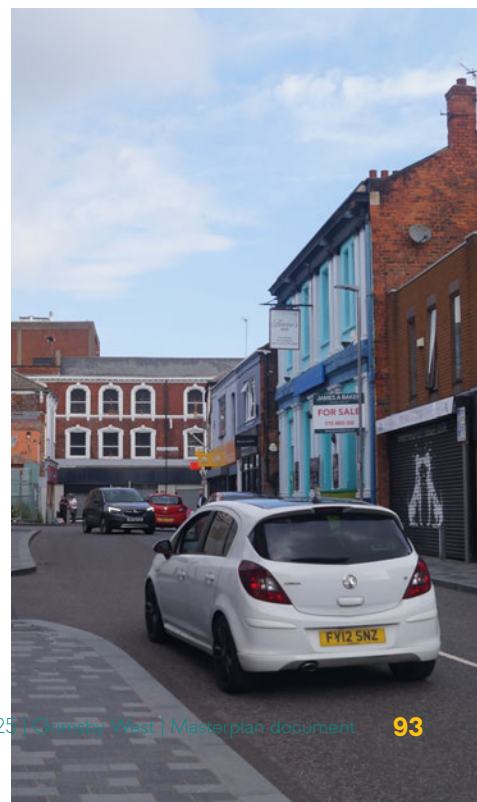


figure 6.2 | nts | Aylesby Wood village



6.1.3 Freshney Vale

The smallest of the three neighbourhood to be created has been notionally entitled Freshney Vale as it creates the gateway to the Freshney valley. Freshney Vale has the potential to provide an important gateway with an emphasis on green, biodiversity and eco-credentials. An organic street pattern, emphasis on walking and cycling and a green entrance will help to define this neighbourhood's character.

Vision

Our vision for Freshney Vale is to incorporate the following design elements to create a distinctive identity:

- A very green gateway to the neighbourhood
- An organic street layout
- An emphasis on eco and modern neighbourhood design

- Medium density development within local centre linked to Morrisons
- Potential to have variations in road width, set backs and enclosure ratios, to create character.
- Emphasis on views to the Freshney Valley and stream
- Strong emphasis on walking, cycling and biodiversity
- Potential to have strong tree-lined streets

The photos opposite provide some precedent images of the type of place we are looking to create.

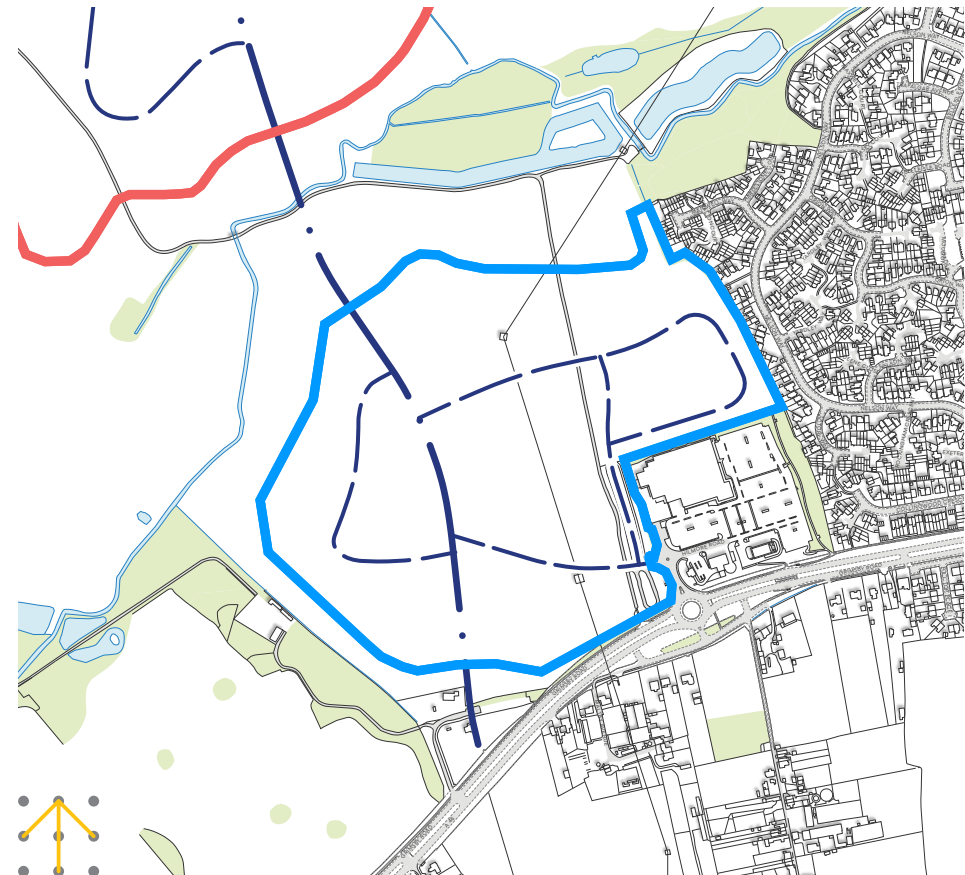


figure 6.3 | nts | Freshney Vale



6.2 Street character

6.2.1 Hierarchy of streets

Primary boulevard

Key design principles

The design of the spine / link road has a number of consistent elements as part of the design as follows following consultation with the council, the detailed specification of the road will be agreed through the planning application:

- A consistent road width of 7.3 m to allow for larger vehicles and buses to traverse this road
- 2m cycle lanes on either side of the carriageway
- 3m wide verges on either side of the carriageway to allow for tree planting
- 2m wide footways on both sides

- Limit the amount of secondary road access points
- Not allowing direct access from individual properties onto the spine road/ primary route.
- Bus stops provided
- Traffic calming integral to design

However, it is proposed that the character of the road varies due to set back distances of built form, areas of more formal avenues and areas where swales are integral to the design in order to create variation along the routes to respond to each of the three neighbourhood character areas as follows:

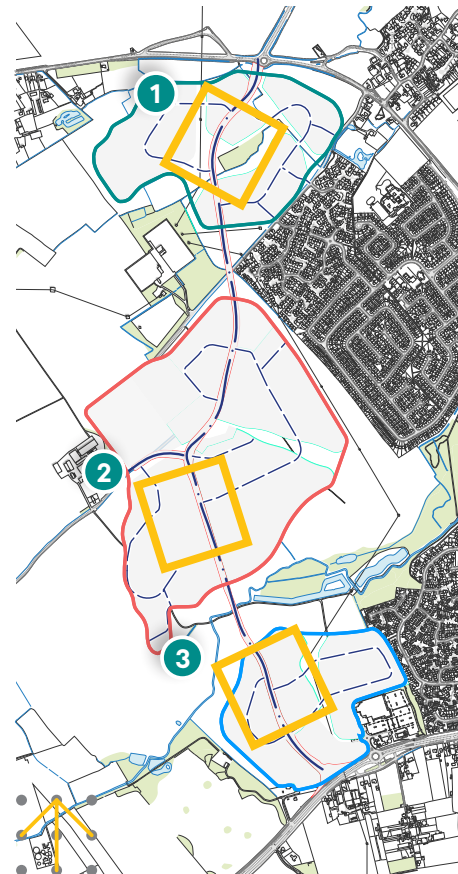


figure 6.4 | nts | street design location

1 West Coates



2 Aylesby Wood



3 Freshney Vale



figure 6.5 | nts | neighbourhood character area illustrative masterplans

Spine Road/ Primary Street – West Coates

Two types of character should be considered along the spine road; one is as an entrance from Great Coates Road, and the other is the main prestigious residential character of the neighbourhood. The entrance will need to represent the residential and landscape character of the neighbourhood. The following shows the example of the other main boulevard area.

Primary route character: 'prestigious residential boulevard'

Vision

A strategic movement corridor providing the main access to the site from Great Coates Road, the existing residential areas and the surrounding landscape. The residential setting should emulate the suburb road's typologies, as seen in the Great Coates area, to promote both residential activities and connections in and out of the site.

Key principles

- More informal character of street trees
- Greater set back of houses with larger front garden incorporating trees to provide a dominant green character to the street
- Informal lanes/ private drives to run parallel with spine road to allow frontage development onto spine road/ primary route.
- Strong green landscape entrance to development from the north.

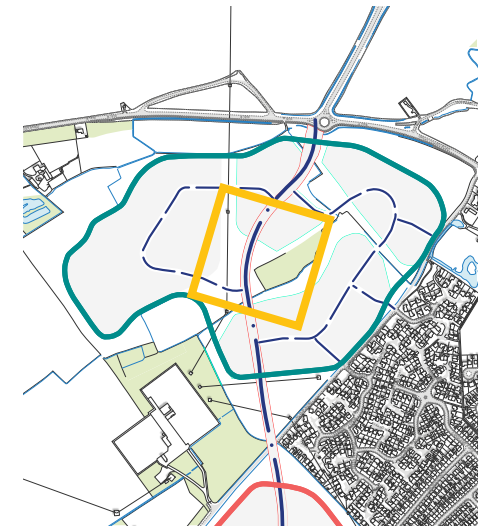


figure 6.6 | nts | detail location plan

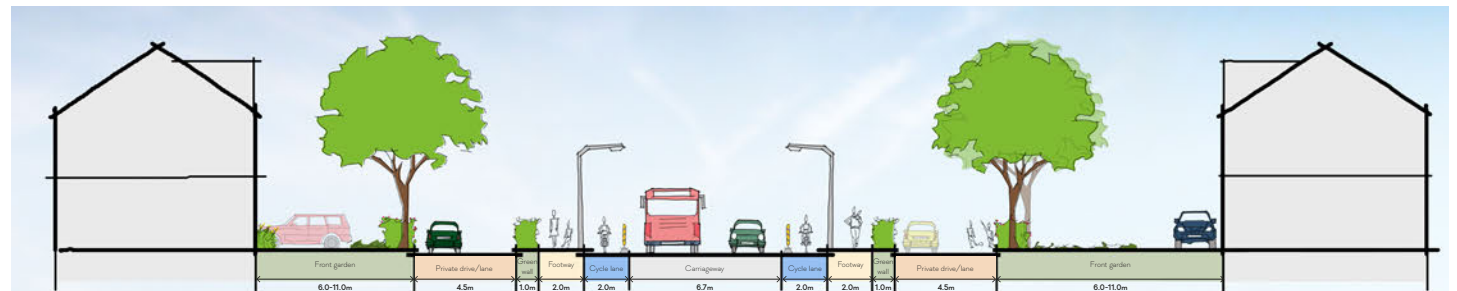


figure 6.7 | 1:300 | West Coates section

Spine Road/ Primary Street – Aylesby Wood

The largest neighbourhood will be considered three sub-character areas along the spine road: the north dense residential area, the local centre and the south greenery residential area. The local centre, as a central area of the development, will provide access to many facilities and shared spaces with limited speed. The south greenery residential character needs to be considered both character between the local centre and Freshney Vale which details show the following.

Primary route character: 'residential tree-lined boulevard'

Vision

A strategic movement corridor, providing access to the local centre and Freshney Vale, the character and design of the street should reflect that of other Avenue Streets that radiate from the Grimsby town centre, providing strategic links both in and out of the town. There is potential to have set backs and enclosure ratios, to create character whilst maintaining a standard carriageway width of 7.3m.

Key principles

- More formal character of street trees with strong avenues created
- Pinch points in setbacks of built form to create enclosure to the street
- Informal lanes/ private drives to run parallel with spine road to allow frontage development onto spine road/ primary route.

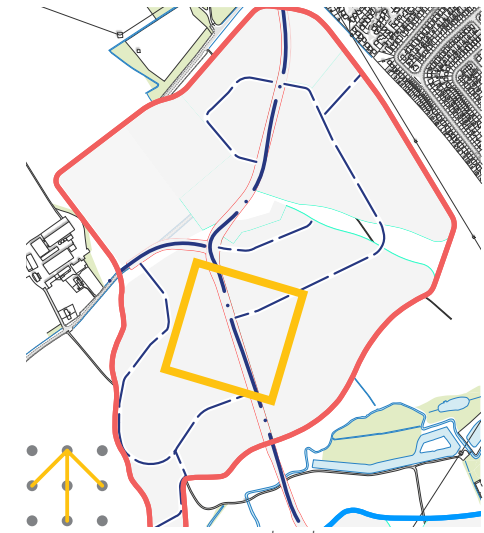


figure 6.8 | nts | detail location plan

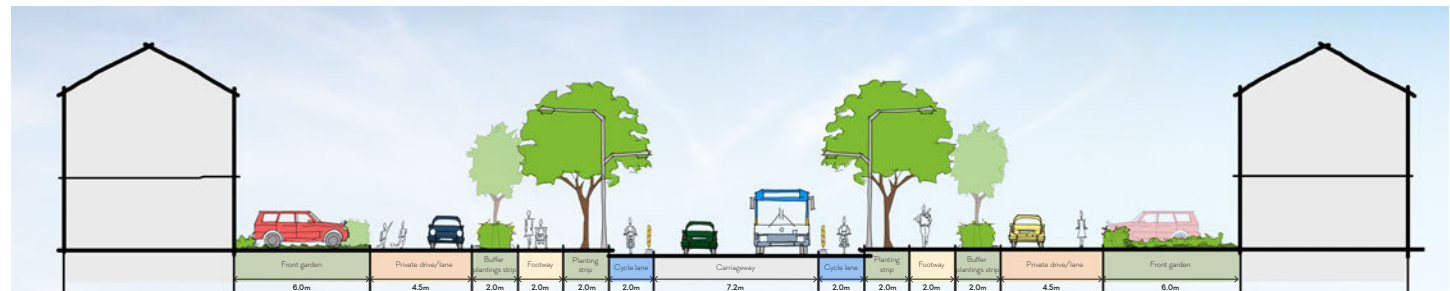


figure 6.9 | 1:300 | Aylesby Wood section



figure 6.10 | 1:1,000 | Aylesby Wood illustrative plan

Spine Road/ Primary Street – Freshney Village

It is necessary to consider the sub-character between Freshney Vale and the busy road of Grimsby Road. The main entrance of the development will create a long green buffer to represent the landscape character of the neighbourhood as well as protect residents from the busy road. The central area will keep mid-dense housing types to knit the existing residences and incorporate the landscape features as the perimeter development of Freshney Vale which details show the following

Primary route character: 'Freshney blue boulevard'

Vision

The primary residential boulevard has an entrance to the site from Grimsby Road and access to the existing mature landscape of Freshney Vale. The character and street design should have the site context and greenery road as seen throughout the Grimsby area. Potential to have variations in road width, set backs and enclosure ratios, to create character.

Key principles

- Integration of swales along spine road in Freshney village to create a varied character along route.
- More informal character of street trees
- Strong green landscape entrance to development from the south

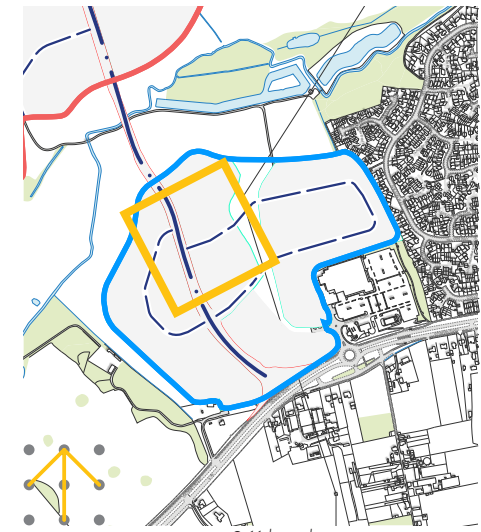


figure 6.11 | nts | detail location plan

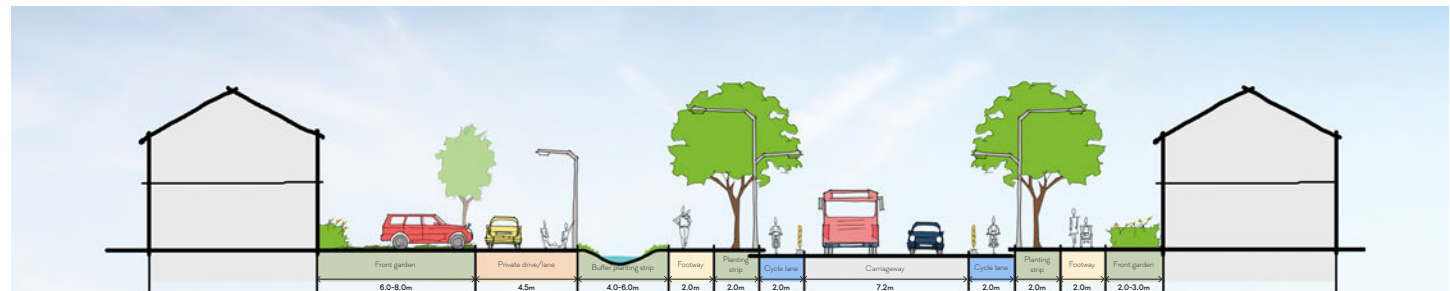


figure 6.12 | 1:300 | Freshney Vale section



figure 6.13 | 1:1,000 | Freshney Vale illustrative plan

Residential Streets

Key principles

- 5.5m carriageway
- 2 m footways on both sides
- 2- 6 m front gardens
- Parking to not dominate street scene with parking both at side and in front of properties links to provision of front gardens with garden trees and planting and appropriate boundary treatment.

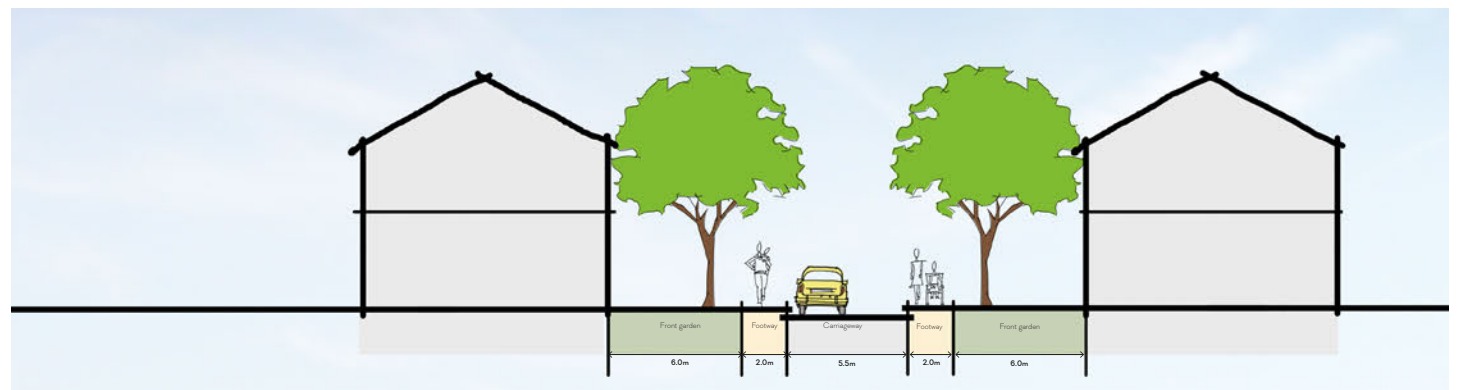


figure 6.15 | 1:300 | Residential street section

Private Drives / Green Lanes

Key principles

- Shared surface streets with variable widths 4- 4.8m to create informal character
- 2.5 m parking bays to create visitor parking
- 2- 6 m front gardens
- Parking to not dominate street scene with parking at side of properties or informally provides as part of street scene as integral part of traffic calming measure

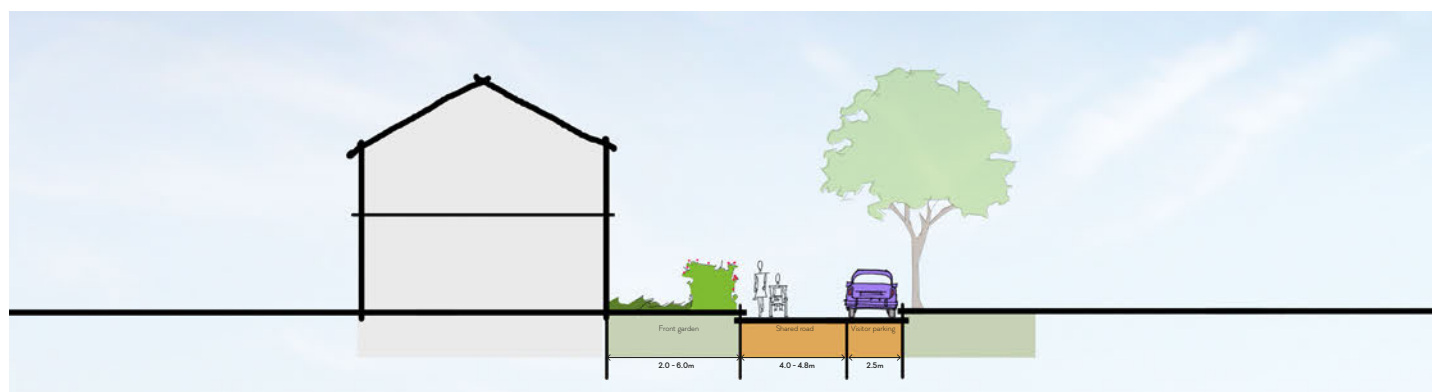


figure 6.16 | 1:300 | Private drive / green lane section

6.2.3 River Freshney crossing

As part of the overall movement strategy, a bridge is required to span the River Freshney. This will provide a crossing for vehicles and cyclists, with access underneath along the Freshney.

RPS (a Tetra Tech company) has prepared a high-level Feasibility Report (Ref: IE002969-RPS-RP-XX-RP-Z-0001), to establish the key technical and spatial parameters that will govern a new bridge over the River Freshney as part of the Grimsby West development. Its purpose is to safeguard the land-take, alignment corridor and key clearances in the Master Plan without prescribing a final bridge form or aesthetic.

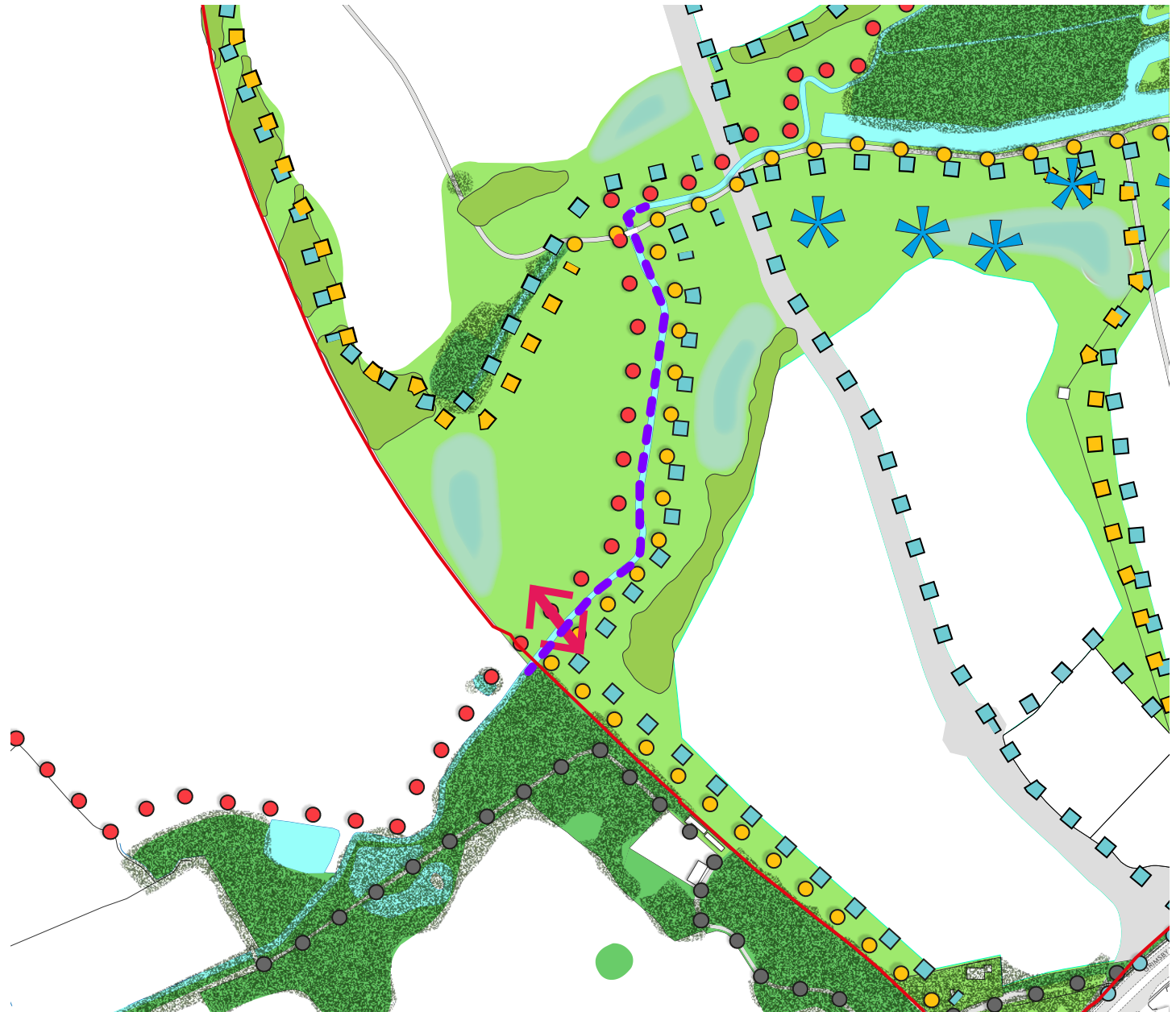


figure 6.17 | 1:5000 | Indicative bridge location

Strategic Design Parameters

The Feasibility Report considers:

- Horizontal and vertical alignment to tie into the proposed link road levels and the existing river banks;
- Required deck width to accommodate two-way vehicular traffic, pedestrians and cyclists;
- Clearance envelopes for ecological and flood resilience purposes;
- Under-bridge headroom clearances for the existing non-motorised routes. Namely, the greenway along the northern bank (existing footpath to be widened as a shared footway/cycleway) and the bridleway along the southern bank. These have been assessed conceptually in accordance with DMRB CD 195 and DMRB CD 143 Table 5;

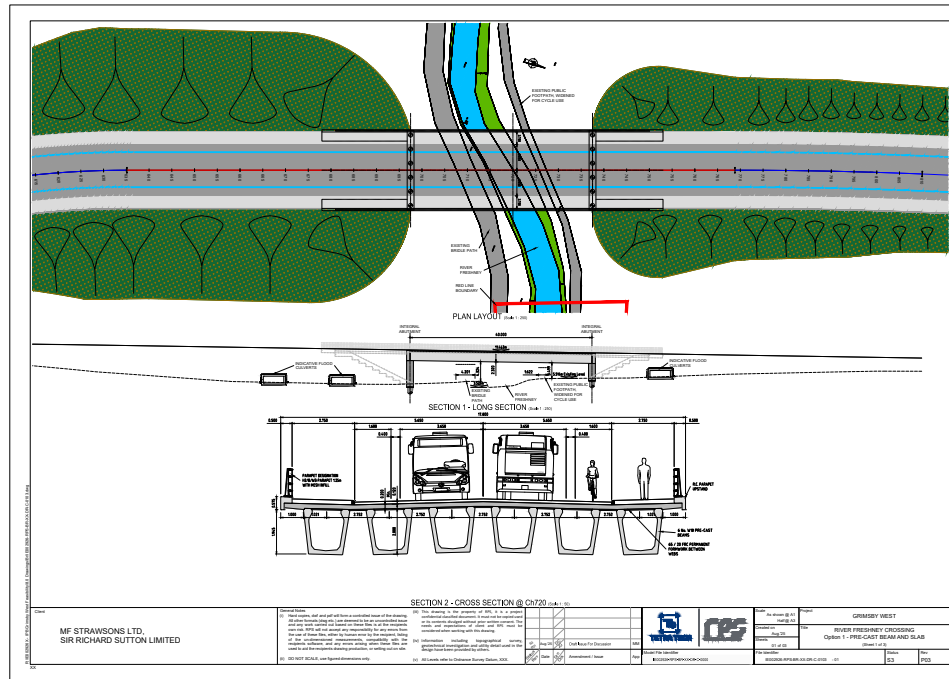
- Preliminary foundation and substructure constraints associated with the Freshney chalk geology.
- Conceptual structural typologies — three options have been tested for feasibility (see figure 6.18):
 1. A single, long-span precast concrete box-girder deck avoiding any intermediate piers;
 2. Two continuous 60 m steel I-girder spans with in-situ composite deck slab and one bank-side pier;
 3. A three-span (40 m–60 m–40 m) variable-depth steel girder arrangement acting compositely with in-situ slab on two intermediate piers.

None of the above requires in-channel works or cofferdams, and all have been shown to fit within the Master Plan corridor. Detailed appraisal of hydraulics, geotechnics, high level cost and outline crossing options will follow.

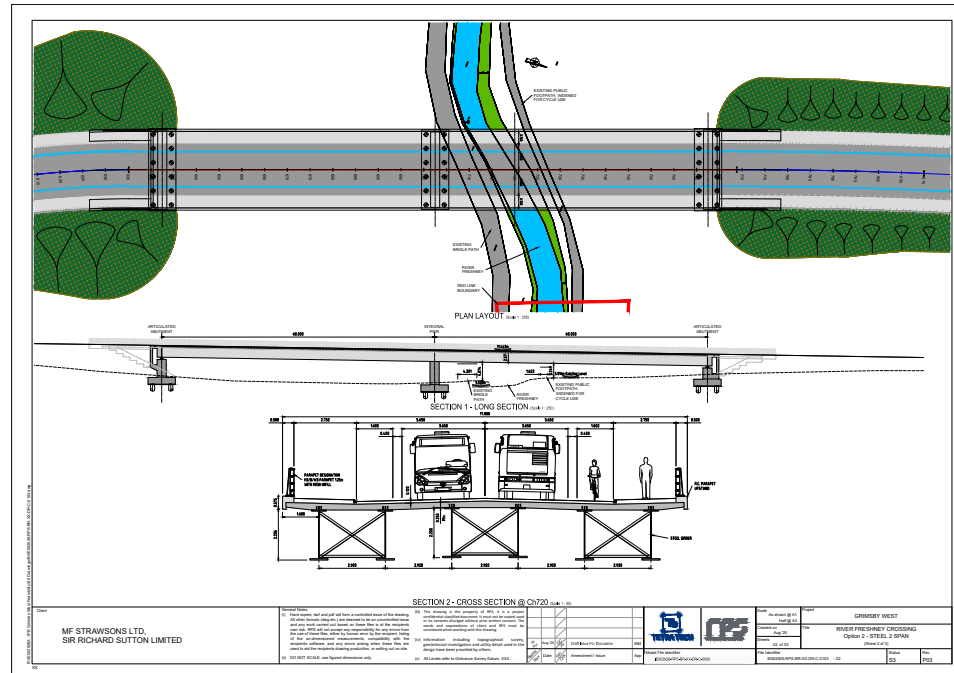
Next Steps and Reserved Matters

Detailed comparison of alternative structural forms, hydraulic modelling, navigational assessments, geotechnical investigations and cost-benefit analysis will be compiled in a separate River Freshney Crossing Feasibility Study. That study will be submitted with the planning application and will provide the assessment of feasibilities of each outlined bridge option and basis for selecting the preferred crossing solution. Final structural configuration, architectural treatment, material specification and construction methodology will then be fully resolved through the reserved matters application process. This staged approach ensures that the Master Plan protects the necessary space and technical parameters now, while allowing detailed design to respond to site-specific findings at the appropriate time.

Option 1



Option 2



Option 3

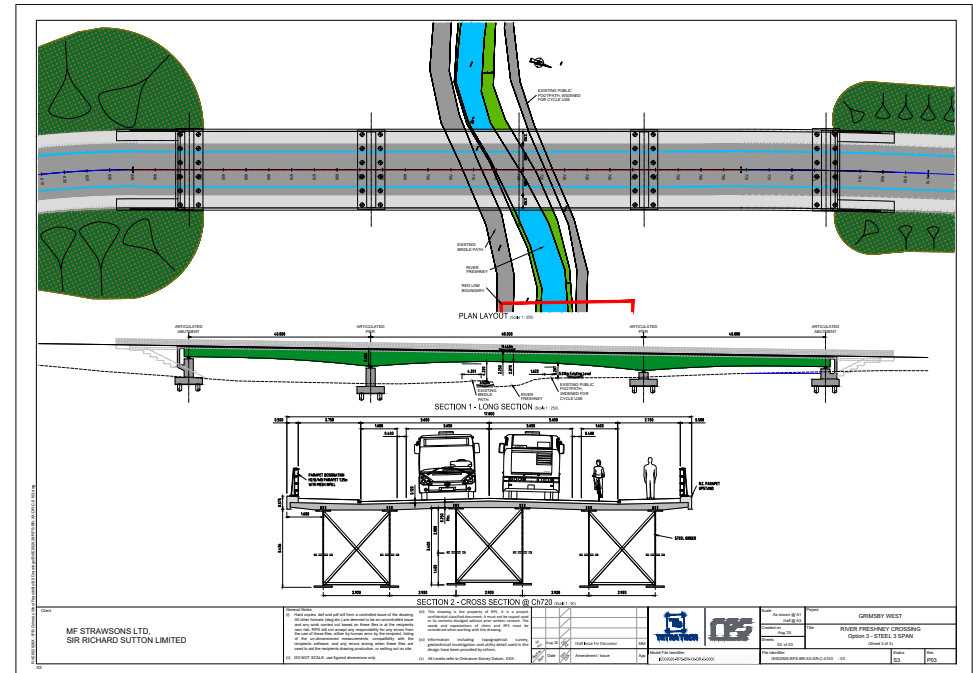


figure 6.18 | NTS | Indicative bridge options 1-3

6.2.4 Pedestrian and cycle network

Ensuring ease of pedestrian and cycle movement has been a key design principle guiding the development of the proposals.

Careful consideration has been given as to the best way to encourage active travel to existing facilities, together with those provided within the site, such as schools and the mixed use local centres.

Figure 6.19 illustrates the proposed pedestrian and cycle network, showing how convenient routes within the site and into its surroundings are readily available at regular intervals via pavements, footpaths and dedicated cycle routes along streets and through landscape areas. This includes the retention and enhancement of existing public rights of way.

Legend

- Site boundary (206.4ha)
- Proposed sub station site (7.4ha)

Pedestrian and cycle

- Existing footpath
- Existing public rights of way
- Existing bridleway
- Proposed public rights of way/bridleway

Pedestrian and cycle

- Existing cycle lane
- Proposed indicative cycle lane
- Proposed cycle lane
- Proposed recreational cycle lane

0 500
metres

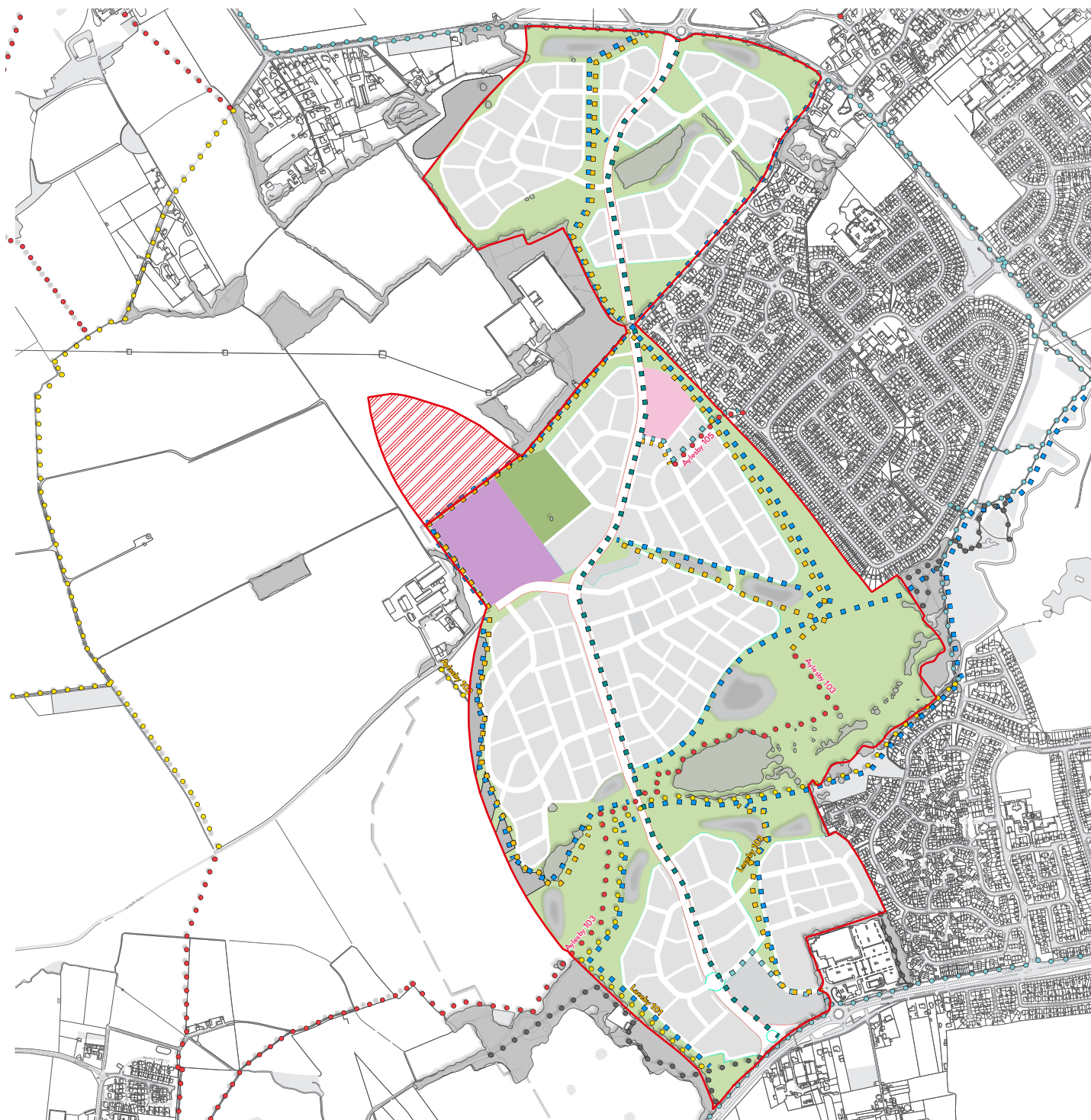


figure 6.19 | 1:15,000 | pedestrian and cycle routes

6.3 Residential urban form

6.3.1 Urban morphology

The proposed urban morphology of the site has been designed with the central aim of creating walkable neighbourhoods.

The aim of creating walkable neighbourhoods is to make it easy and pleasant to use public or active forms of transport. This reduces dependency on private motor vehicles, and the amount of space required to accommodate them on streets and in parking areas.

By increasing the footfall within a development it is also possible to increase activity on the street. Higher levels of street activity improves the safety of pedestrians and reduces opportunities for vandalism and street crime.

The characteristics that create walkable neighbourhoods are the permeability, variety and legibility of block structures.

Permeability refers to the block structure of developments, and the degree to which a block structure provides easy access to local destinations and public transport services in a development.

Variety refers to the mixture of uses within a development and its immediate surroundings. A development that makes a feature of variety will have a number of different services within easy walking distance, and generates high levels of street activity along building edges and in public spaces.

Legibility refers to the ease with which someone who is walking through a development can understand its layout. A block structure that is regular, or which allows pedestrians clear lines of sight to landmarks at key destinations is more walkable than a block structure that is irregular and difficult to navigate.

A development that has good legibility can be judged by the ease with which directions can be given.

By applying the principles of walkable neighbourhoods to the Grimsby West site, it will be possible to create a new development which is permeable and provides variety and legibility.

This will in turn help to create higher volumes of pedestrian traffic and more active, lively, safe public spaces and create a development which is capable of sustaining local commercial activity.



6.4 Landscape

6.4.1 Landscape character area

The masterplan has been landscape led, and a number of landscape character areas have been developed which relate to the following typologies

1) Woodland / Scrub

This includes the retention of existing areas of woodland and significant new woodland blocks and scrub to the west, north and south of the site to help screen proposals and to create woodland landscape character as part of the overall mosaic of habitat types.

2) Grassland / Meadow

Existing areas of ecological rich grassland will be retained and will be enhanced with additional grassland and meadow planting particularly as part of the Freshney Valley Country Park

3) Wetland

Wetland character will be created as part of the Freshney Valley Country Park to enhance the ecology and biodiversity of the area. The creation of boardwalks and wetlands will create habitats for wildlife with some recreational access.

4) Recreation and Play

The provision of accessible sport provision, play and allotments does create additional landscape character as part of the overall green infrastructure for the site. This by its nature will be more formal in character. Sport pitches will be linked to school provision and allotments will be linked to each of the character areas. Play provision will be provided as part of formal squares and wider green infrastructure to allow both good visual surveillance and accessibility.



6.4.2 Structure and habitat planting

Alongside the development of the masterplan a landscape visual impact assessment is being undertaken. This has helped identify areas where structural planting is required to provide screening and mitigate of proposals alongside new habitat creation as part of inked wildlife corridors and recreational routes.

The key structural planting is as follows:

- 1) Northern and southern site entrances
- 2) Western boundary of the site
- 3) Freshney Valley Country Park
- 4) Along spine road and secondary streets



6.4.3 Integration of drainage

The landscape team have worked alongside the drainage team to ensure that drainage is as sustainable as possible at the same time ensuring drainage basin fits in with the topography and landscape character of the site and meet the overall needs of the development. The following drainage features have been integrated:

1) Swales

These will be provided along spine road and as part of wider green infrastructure

2) Drainage basins

These will be provided alongside each phase of development and will consist of both basins with permanent water and basins that will only fill at certain times of the year to capture water run-off.

3) Rain gardens

Rain gardens will be provided along all secondary street as part of sustainable drainage strategy. They will also provide amenity and biodiversity benefits.

4) On plot drainage solutions

Consideration will also be given to on plot drainage solutions as part of more detailed design proposals.



6.4.4 Freshney Country Park

A new Freshney Valley Country Park will be created that will protect the Freshney chalk stream with a protective buffer which will include a wildflower meadow and native planting. The creation of a two-stage river channel with vegetated riparian and marginal habitats will provide improvements for both flora and fauna. The existing widths of the river channel will be retained and its water quality protected.

The creation of additional ponds and wetland meadow will also attract more wildlife and improve overall biodiversity. Improved footpaths and opportunity for natural play will seek to achieve the right balance between nature and public access. A new pedestrian bridge is proposed to allow better access across the Freshney stream and new public rights of way will allow improved east – west and north-south connections.



figure 6.20 | NTS | Freshney Country Park

6.5 General appearance and materials

6.5.1 Residential character

Residential typologies

The proposed development will have a mix of accommodation types, of differing sizes and arrangements, to help facilitate a balanced social demographic across the site and meet the housing needs of the surrounding area.

It is intended that the range of homes that could be accommodated by the masterplan will allow for user choice, encourage longevity of occupation and will help foster a sense of local community amongst residents.

Local character will be integral to residential dwelling design to ensure the development is compatible with its context. Dwelling sizes will respond to local trends in household sizes at the time of detailed planning applications to ensure they meet the needs of the local community.

The illustrative development mix would be predominantly houses (ranging from 2-5 bedrooms) with limited apartments (1-2 bed) located in the higher density areas of the site, e.g. around the local centre.

Appearance

The detailed design of all building and spaces will be dealt with at the reserved matters stage as separate applications come forward for each part of the masterplan.

It is anticipated that these applications will use the character area studies information as illustrative design guidance that will inform the final appearance of the proposals on site.



7

Delivery

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



7 Delivery

Overview

This section includes the following:

- Phasing plan
- National Grid Grimsby Walpole Scheme
- Management, maintenance of green infrastructure
- Education provision and phasing

7.1 Phasing framework

Introduction

The phasing set out below is indicative and can be adapted through the scheme delivery to ensure key infrastructure and services are delivered, both on-site and off-site, when needed.

It will be refined and agreed with the LPA through the planning application process, with mechanisms in place to secure the agreed timescales for delivery through conditions and the S106 agreement.

In broad terms the development of the site will commence with Phase 1 in the north, accessed from the A1136 and then Phase 2 in the south, accessed from the A46. Once these are well progressed, work can start on Phase 3 the central area. These are shown diagrammatically below. As a master developer, Harworth will oversee the delivery of the site-wide infrastructure, including the main spine road, country park, local centres, schools, play areas, strategic landscaping, green and blue infrastructure and will provide development platforms to enable the delivery of the residential areas. Harworth will also take on the interim management of public open space and landscaping prior to transferring the responsibility to a management body.

NELC Residential Highway Design Guide

The design guide sets out NELC's approach to road in residential developments. It largely follows the guidance the Manual for Streets. It sets out a street hierarchy with local distributor roads and residential access road. The guide does not cover local distributor roads and provide guidance only for residential roads. In the guide a residential road has dwelling limits applied depending on the type of access provided:

- Single Access – up to 150 homes
- Single Access + emergency access – up to 250 homes
- Two Accesses – up to 500 homes

The guide advises that for development areas of over 500 homes a local distributor road will be required.

The link road clearly falls into this category and separate design standards are in the process of being agreed with NELC; these will be confirmed through the planning application process. The NELC guide does not specify any dwelling limit for a local distributor road. The use of the link road, as well as other connections to Aylesby Road, ensures that the scheme can be delivered in accordance with the design guide.

It should be noted that completion of the Link Road including the new river crossing may need to occur earlier in the delivery of the site, depending on the off-site impacts of the Grimsby West site. This will be separately considered in a Trigger Point Assessment using the Grimsby Saturn model through the planning application process.

Phase 0 Access Junctions

For both the northern and southern development areas, new access junctions for the link road will need to be constructed so that work can progress on the first sections of the link road and development cells. Works for these junctions will be phased to reduce disruption for road users as far as possible with the northern access coming forward first.

Phase 1

It is likely that Phase 1 would come forward in four or five parcels, utilising both the link road and new connections through Aylesby Road to serve the development parcels and ensure safe access arrangements at all times. Phase 1 will deliver approximately 850-900 homes. This phase also includes a significant amount of blue and green infrastructure as well as an equipped play area.

Phase 2



It is expected that the delivery of Phases 1 and 2 will overlap, so that housing can be delivered at both ends of the site concurrently. Phase 2 will deliver approximately 700 homes, alongside the southern local centre, an equipped play area and extensive blue and green infrastructure, including the first elements of the Freshney Country Park with delivery of landscaping along the southern bank of the Freshney.. The link road will progress northwards and there is potential to create an emergency/construction access from the adjacent Morrissons roundabout.

Phase 3



The beginning of Phase 3 includes the construction of the link road across Aylesby Road, formation of the new access to the National Grid site, formation a new Aylesby Road Link Road junction and tying back to the western extent of Aylesby Road near to Pyewipe Farm.

In line with our education facilities delivery strategy set out elsewhere in this document and the Proposed Education Framework for the site, the primary school site and the secondary school site will also become available early in phase 3, as well as the second local centre. There is scope to provide additional school places through upgrade to existing schools to assist with ensuring pupils from the development can be accommodated throughout the delivery period. This phase will enable delivery of approximately 1,750 homes in total, as well as seeing the completion of the link road, the bridge over the Freshney and the remaining parts of the Country Park.

Legend

-  Site boundary (206.4ha)
-  Proposed sub station site (7.4ha)

Phases

-  Phase 1: 25.97ha
(4.53ha+3.42ha+10.49ha+7.53ha)
-  Phase 1 Green infrastructure
-  Phase 2: 23.30ha
(2.86ha+2.35ha+7.86ha+7.22ha+2.51ha)
-  Phase 2 Green infrastructure
-  Phase 3: 50.54ha
(10.79ha+8.56ha+12.83ha+8.14ha+10.22ha+0.46ha+0.38ha+1.71ha+5.78ha)
-  Phase 3 Green infrastructure

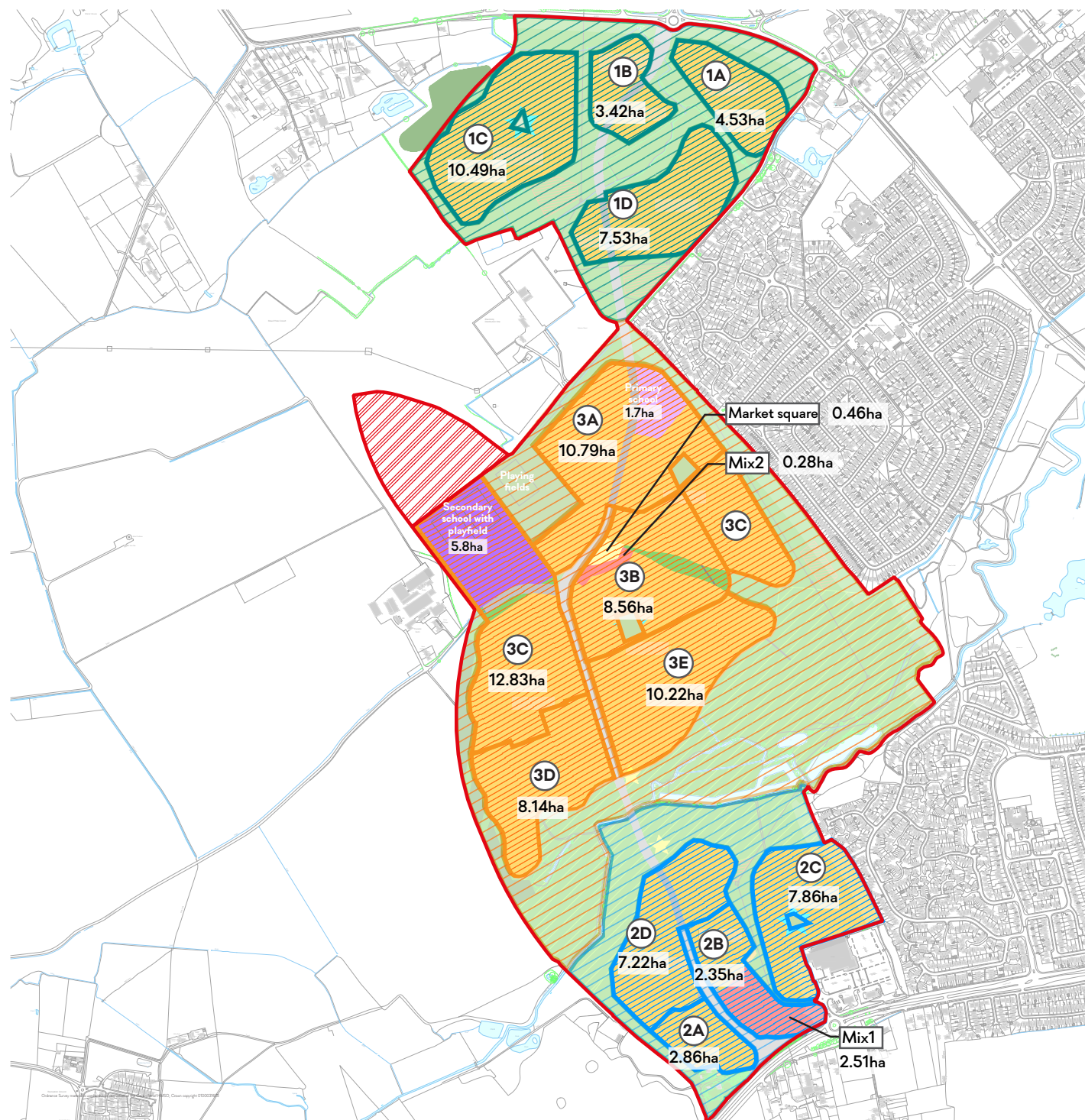
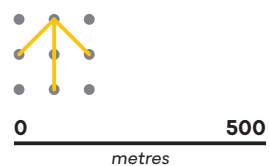


figure 7.1 | 1:15,000 | phasing plan

7.2 Key elements of delivery

Update on National Grid Grimsby-Walpole Scheme

Grimsby to Walpole is a 140 km overhead line between Northeast Lincolnshire and North Norfolk, needed to reinforce the network, and to connect new sources of electricity planned in the area. One of the principal components of this Project includes a new 400 kV substation to be built in the vicinity of the Grimsby West site and the existing 400 kV Substation. The Project also includes new 400kV overhead line and other connecting infrastructure which are located in close proximity to or directly intersects with the proposed masterplan area.

The Grimsby to Walpole Project is at the pre-application stage and the Statutory Consultation finished at the beginning of August 2025 to inform the future Development Consent Order application.

There has been ongoing engagement between the Grimsby West Urban Extension project team and the Grimsby to Walpole project team since June 2023. The initial Grimsby West Urban Extension masterplan included proposals which overlapped with the siting of the proposed new NGET Grimsby West substation, construction compound and associated overhead line. This area has since been removed following collaborative discussions.

The proposed siting of these elements of infrastructure would also prevent the delivery of the proposed strategic safeguarded alignment for a future link road between the A1136 and the A46 shown on the adopted 2018 North East Lincolnshire Local Plan. Our proposed provides an alternative solution which is an internal link road through the GWUE that can balance both strategic and placemaking functions making the safeguarded peripheral road alignment superfluous to requirement.

Management and Maintenance of Green Infrastructure

The management, governance and stewardship of the proposed green infrastructure opportunities including the funding model have been considered in principle and will be developed further as part of a planning application.

As part of this structure and delivery it is important to ensure that phasing of public open space and amenity land delivery is considered so as to not over burden early residents by providing too much that can't be supported, or too little such that they are deprived of important open space and amenity on early phases.

For successful ongoing stewardship an estate service charge regime is required to be put in place to ensure that there is an income to cover administrative, maintenance and replacement costs of any non-adopted public open space,

infrastructure (such as sustainable urban drainage systems (SuDS), and amenity. This is in order to provide for and manage the estate service charge in perpetuity.

It is therefore proposed that a Stewardship Strategy is prepared at the planning application stage which would include the principles and relevant body responsible for management of the Development, including: Open Space, Play Areas SuDS etc.

In terms of the ownership and management of the common areas these would relate to the following:

Adoption - to include, but not necessarily limited to, roads, footpaths, cycleways, bridges and drainage

Management Company/Trust/
Community Interest Company (CIC)
(‘ManCo’ or ‘CIC’) - As plots are

developed and the development matures, the intention would be that the land transfers into a management structure to be maintained in perpetuity. The ManCo/CIC will own all of the amenity land, including any non-adopted attenuation ponds, across the development after completion of the development and Harworth would pass control of the ManCo/CIC to the residents.

The Stewardship Strategy would also include the following:

1. Transparency and accountability on the implementation of the strategy;
2. Funding and measures to ensure residential service charges are reasonable.
3. Community participation and engagement in the implementation of the strategy;

4. Opportunity for Step-in rights and protections for the Council where performance levels are unacceptable in implementing the strategy;
5. Provision for a single management regime across the site
6. Outline maintenance standards.

7.3 Education

School Provision and Phasing

Harworth's school expert has worked alongside the Education Officer at NELC to agree the principles behind school provision and the approach to phasing for this masterplan based on the current evidence.

Primary School Provision

It has been calculated that in the northern character area the number of houses would produce approximately 230 pupils. There are three primary schools within a 3.2km walking distance of the northern zone of the development.. In January 2025 these schools had 265 surplus places, providing more than sufficient space to meet the needs of this area which is likely to come forward as the first phase. In addition, a decline in school rolls is forecast through to at least 2028-29, so potentially producing

a total surplus of 443 places. This would be sufficient to meet the needs of up to a total of 1,772 new homes which is considerably more than proposed for the Northern Character Area.

It is proposed; therefore, the whole of the Northern Character Area could be completed prior to any additional primary school places being provided.

In the Southern Character Area, there are limited surplus places available within the schools adjacent. However, one school, Laceby Acres Primary Academy, has sufficient site space to enable expansion of up to 2FE. The delivery of this provision would represent a further 1,680 dwellings which would exceed the needs arising from this character area.

The completion of the Northern Character Area as a first phase will enable the majority of the roadway through the site towards the south to be completed. A new 2FE primary school can then be provided on land within the Central Character Area, potentially in the northern part of that area as shown on the masterplan. This will provide sufficient places for 420 pupils, which could serve a further 1,680 dwellings. A site of 1.7 Ha has been reserved for this use in the masterplan.

Further opportunities for expansion may be available at one or more of the primary schools close to the Northern Character Area, which may be useful for the consideration of temporary accommodation to meet any peak of pupils or any delays to the delivery of a new school.

Secondary Schools

Three secondary schools are located within a 4.8 km walk of the development, Healing Academy, John Whitgift Academy and Ormiston Maritime Academy. NELC has indicated that the last school is unlikely to take pupils from the development. The remaining two have between them currently a surplus of 267 places (January 2025).

It is anticipated that some places should be available to meet the early phases of the development. It should allow approximately 725 dwellings to be constructed prior to any new school places being required. This suggests that at the least, it should be possible to develop the majority of the 930 dwellings proposed for the Northern Character Area prior to any additional secondary places being needed. The need for a new secondary school is likely to be required after this point.

The masterplan identifies a site of 5.8 Ha site to accommodate a secondary school for 600 pupils.

Specific details of the trigger points and financial contributions around the principles of the proposed school provision and approach to phasing should be agreed at the planning application stage via a S106 Agreement.

8

Next steps

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



8 Next steps

8.1 Summary

This document has presented the work undertaken to arrive at the masterplan for the Grimsby West site. Having undertaken broad ranging baseline analysis, defined a clear vision, set out overarching objectives and site design principles, a robust, place specific and sensitive design framework has now been established, with an accompanying land use schedule which communicates the capacity of the site.

We have also undertaken public consultation with the local community in the Grimsby West area. Their feedback has been collated and has influenced the development of proposals.

8.2 Next steps

Once approved, this masterplan will allow a clear framework to continue stakeholder engagement as well as to allow the production of a design and access statement and design code to support a hybrid planning application.

Design Code

We wish to agree the scope and content of the design code with North East Lincolnshire Council, however we would anticipate reflecting the following (as per the national Model Design Code):

- Context - Local character and built heritage
- Movement - Design of the street network, active travel and public transport

- Nature - Design of green infrastructure, play spaces, SUDS and the protection of biodiversity
- Built Form - Density, built form and urban design
- Identity - character of buildings
- Public space - Design and of streets and public spaces
- Homes and Buildings - Type and tenure of homes
- Uses - Mix of uses and active frontage
- Resources - Environmental design, renewable energy provision and low energy networks
- Lifespan - Management and adoption standards.

Planning application

An outline planning application will be submitted for the whole site with detailed proposals provided for the spine / link road. As part of a hybrid application, further details will be provided for phase 1.



Appendix I: Statement of Community Involvement

I Statement of
Community Involvement

Statement of Community Involvement for Masterplan and Hybrid Planning Application (Part Full/ Part Outline) for approximately 3,500 dwellings (mix of type and tenure), including two local centres, primary/secondary school, extra care living, a 'link road' between the A1136 and the A46, associated open space, allotments, sports pitches and recreational areas, landscaping and infrastructure provision.

Land Between A1136 and A46 West of Grimsby.

On behalf of Grimsby West LLP.

Date: August 2025 | Pegasus Ref: P24-0118

Author: Maisie Colloby/Steve Lewis-Roberts



Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
V1.0	January 2025	MC	SLR	Client comment
V2.0	February 2025	MC	SLR	Client comment
V3.0	August 2025	MC		Update to incorporate Summer 2025 consultation efforts (including stakeholder workshop and July public consultation)



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1. Introduction

- 1.1. This Statement of Community Involvement has informed the Masterplan process, and will accompany a Hybrid application, seeking approval for approximately 3,500 dwellings (mix of type and tenure), including two local centre, primary/secondary school, a 'link road' between the A1136 and the A46, associated open space, allotments, sports pitches and recreational areas, landscaping and infrastructure provision.
- 1.2. This statement outlines how the applicant Grimsby West LLP has engaged with the local community and other key stakeholders, summarising the key issues that have emerged to date, and setting out how these issues have been considered as part of the preparation of the masterplan and the forthcoming planning submission.
- 1.3. This includes both periods of public consultation – the **Winter 2024** consultation held between **15th November 2024 – 15th December 2024**, followed by the **Summer 2025** public consultation regarding the extended Western parcel proposal, held **between 1st July 2025 and 1st August 2025**. This report will establish the Winter 2024 consultation approach and responses, then the Summer 2025 period of consultation approach and findings – concluding with the main amendments made to the masterplan in response to the pre-submission consultation responses received.
- 1.4. Public consultation is an essential element of the planning and development process. It reflects the importance of engaging with local communities to shape proposals, so the subsequent planning application considers (as far as is possible and appropriate) local views and opinions.

National Planning Policy

- 1.5. The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) seek to encourage developers to engage with the local community at an early stage in the development process.

Local Planning Policy

- 1.6. North East Lincolnshire Council (NELC) adopted its Statement of Community Involvement (SCI) in June 2020. An updated Statement of Community Involvement is available online and was approved by Cabinet on 20th August 2025. The SCI indicates a range of partners that the Council will seek to involve, indicating when and how they will be invited to engage in the planning process. The ethos of this consultation will demonstrate compliance with the NELC's consultation process, using the methods established by NELC for their Local Plan consultation. This includes, as set out in Paragraph A3 of NELC's SCI:
 - Production of a **consultation website**, which was updated as the proposals evolved over 18 months;
 - Release of a **printed leaflet**, written in plain English, posted to 4,893 residential and business addresses in vicinity of the site, providing the opportunity for a written response and signposting to the consultation website;

- **Local media/Social media** – details of the proposals were not shared by the Applicant team to the local/social media, but this was shared organically by interested local members and residents, broadening the range of people who were aware of the proposals;
- **Interactive workshops** – a workshop held with key statutory stakeholders, to discuss the key issues surrounding the proposals;
- **Roadshow/exhibition** – two public exhibitions, held in an accessible venue in West Grimsby (The Pelham Suite), were undertaken by the applicant team for local members and residents to discuss the proposals with the project team.

- 1.7. Throughout the development of these proposals, Grimsby West LLP have been committed to engaging with the Council, local Parish Councils, and members of the local community. A range of approaches for public engagement and consultation have been undertaken and are outlined in the following section.
- 1.8. The consultation undertaken has helped the development team to understand local concerns and issues and has helped to shape the proposals.

Developing an Approach

- 1.9. Building on best practice consultation efforts, with influence from national and local policy, including NELC's Statement of Community Involvement methods of consultation, an inclusive approach to pre-application consultation with the local community has been developed and undertaken by the applicant team.
- 1.10. Previous consultation in Winter 2024 has been undertaken through leafleting, a public exhibition, and a project website – this is detailed in the following chapters. This consultation provided local residents with the opportunity to discuss the previous iterations of the masterplan and provide comments to shape this into the design that has been utilised in the 2025 consultation, which was then reconsulted on during Summer 2025 utilising a similar methodology: encompassing a leaflet exercise, public exhibition, project website, as well as a stakeholder workshop held with key stakeholders and increased social/local media attention through involvement in a newspaper press release.
- 1.11. As the following chapters demonstrate, a meaningful consultation exercise was put together for these proposals. There was an extensive distribution of 3,981 consultation leaflets sent to residential and commercial properties within vicinity of the site via a distribution company, with an additional 912 dwellings incorporated into the second period of consultation held in Summer 2025. Alongside this, a website was produced containing further information about the site, its context, and the proposals – the website also contained a function to comment.
- 1.12. The leaflet also contained details of a public exhibition held in West Grimsby, providing local Councillors and Representatives, as well as local residents, the opportunity to discuss the proposals face-to-face with the project team.

2. Winter 2024 Public Consultation Exercise

- 2.1. As set out above, the first stage of public consultation was shared with local residents, Parish Councils and Local Councillors during Winter 2024. This built upon the initial public engagement undertaken by the applicant team in 2022, which integrated a project website, press release, and incidental social/local media coverage. The masterplan at this point demonstrated the most appropriate design, with the expectation that the consultation would yield productive discussion regarding potential improvements and queries on the proposed development.

Leaflet

- 2.2. The leaflet provided information on the proposals, including an illustrative masterplan and information about the need for development within North East Lincolnshire. The leaflets included a comment slip, which could be filled in and returned via FreePost. The leaflets were distributed on the 15th of November 2024, with comments accepted via FreePost or the website until the 15th of December 2024.
- 2.3. The distribution area for the consultation leaflet can be found in **Appendix A**, with a copy of the consultation leaflet in **Appendix B**.

Website

- 2.4. The leaflet also contained a link to the public consultation website, which remains active online at www.grimsbywest.co.uk. This contains further information about the proposals, the sites context, and the need for development. The website also contained a link to the website comment function providing residents with further opportunity to share their thoughts on the proposals. Images showing the consultation website can be found in **Appendix C**.

Public Exhibition

- 2.5. Prior to the public exhibition detailed below, local Parish and District Councillors were contacted directly to attend a meeting. This allowed for a private review of the exhibition boards, and a focused discussion with the project team and other local representatives.
- 2.6. The exhibition space was then opened up to the public from 4pm until 7:30pm on Tuesday 3rd December 2024 at The Pelham Suite, Cambridge Road, Grimsby as promoted on the leaflet circulate to local residents. A number of project team members from multiple disciplines including drainage, ecology, landscape, urban design, planning, and highways attended alongside representatives from the Grimsby West LLP. Photos of the exhibition space and boards can be found in **Appendix D and E**.

3. Winter 2024 Consultation Responses

- 3.1. This section records quantitative and qualitative data relating to the responses received during the public consultation. This includes written leaflet response forms, website response comments, and comment sheets collected at the public exhibition.
- 3.2. Section 4 considers the qualitative content of those responses, and the issues raised.

Responses

- 3.3. A total of **267** responses to this consultation has been received, broken down into:
 - 3.3.1. 18 leaflet response forms, totalling a 0.6% response rate of the 3,981 leaflets sent out;
 - 3.3.2. 239 website responses received prior to the deadline;
 - 3.3.3. 10 comment sheets provided at the public exhibition, which was attended by 10 local Members and 53 local residents.
- 3.4. Overall, there was considered to be a low to moderate level of participation in this consultation.
- 3.5. The comments received through the website have been formally analysed on the basis of each key issue raised. The responses generally contained more than one comment on the proposals, and there are areas of overlap where several people raised similar points or concerns.
- 3.6. A significant quantity of comments received throughout the consultation were objections – the most common, key issues and queries raised are set out in the Issues Summary below.
- 3.7. Via the project website, there were 239 comments received, of which 180 were identified as objections, 47 comments or remarks, and 12 individual supporting comments. All 18 leaflet responses received contained objections to the proposals. Of the 10 exhibition sheets completed, 2 were supportive, with 7 objections and 1 containing only suggested features such as cycle paths. Comments that were identified as supportive of the proposals contained comments often related to retention of the River Freshney Corridor, the creation of public footpaths, and the need for more housing in the area, including provision of a suitable mix of housing, particularly affordable housing. Key issues and concerns raised by members of the local community during the consultation process are set out in the summary tables (1-6) below.

Issues Summary

3.8. Tables 1-6 below address the key issues, queries, and concerns raised through this period of consultation. These comments have been grouped by theme for reader ease.

	Table 1 – Principle of Development
Comments	<ul style="list-style-type: none"> Comments stating that Grimsby does not require more housing – NELC housing requirement figures aren't correct/are not evidenced – the population of Grimsby is decreasing Development should be located on brownfield land and/or in Grimsby town centre
Questions	<ul style="list-style-type: none"> Why is the proposed development located here? What need is there for residential development in NELC?

	Table 2 – Ecology and Landscape
Comments	<ul style="list-style-type: none"> Loss of countryside and change of character to the area Existing edge of Grimsby and settlements such as Laceby and Great Coates will lose their village identity. Some comments noted the species they had seen within the site, such as deer, voles, birds, and small mammals Some comments showed preference for the updated masterplan and the improvements to the proposed River Freshney Country Park.
Questions	<ul style="list-style-type: none"> How will the chalk stream be protected during construction and once the site is developed? Will the site provide a Biodiversity Net Gain in line with policy requirements? How will the site relate to the existing development in the area?

	Table 3 – Transport and Connections
Comments	<ul style="list-style-type: none"> There is a lot of traffic in Grimsby already This will make the junction on the A46 near Morrisons more dangerous Aylesby Road is narrow and dangerous Concern about delivery of the link road and its effectiveness in managing the traffic in and around the site Great Coates Road will be impacted by risk of traffic and collisions
Questions	<ul style="list-style-type: none"> How will construction traffic be managed? Will delivery of the link road be phased early into the development? Will new footpath and cycleways be incorporated into the site?

	Table 4 – Local Infrastructure
Comments	<ul style="list-style-type: none"> Local infrastructure is struggling to accommodate existing residents Large developments always delay providing infrastructure – it should be brought forward early in the development
Questions	<ul style="list-style-type: none"> At what point in the proposed development will the proposed school come forward? How will the proposed development provide sufficient funding for schools, police, fire services, and healthcare services?

	Table 5 – Drainage and Flooding
Comments	<ul style="list-style-type: none"> Parts of the site are a floodplain Some comments provided anecdotes of flooding in the area Further development will increase the likelihood of flooding.
Questions	<ul style="list-style-type: none"> How will changes to the site impact flooding of the chalk stream?

	Table 6 – Other
Comments	<ul style="list-style-type: none"> The number of objections should show that local residents don't want this development Other ongoing developments in Grimsby should be finished first, before Grimsby West is included in the Local Plan. Concerns that proposed housing will not be affordable Concerns that the proposed development will bring in wealthy people from other areas, and make existing housing stock too expensive Concern about increased crime and anti-social behaviour Some comments addressed North East Lincolnshire Council with scepticism Loss of access to/views of the existing agricultural land will impact local residents' mental wellbeing.
Questions	<ul style="list-style-type: none"> Why is the proposed development on agricultural land, which provides local food? How will this development improve the centre of Grimsby for locals and potential new residents to use? Where will the residents of the proposed development find work?

3.9. How these comments have been considered with be addressed in **Section 6** of this report, which establishes how the comments received have been taken into account, following an additional period of consultation in Summer 2025.

4. Summer 2025 Public Consultation Exercise

- 4.1. As set out above, the first stage of public consultation was shared with local residents, Parish Councils and Local Councillors during Summer 2025. This additional period of consultation was held due to National Grid proposals to the West of the Grimsby West site, leading to reshaping of the development boundary, which required further analysis by the applicant team – and therefore should be made available to the public for information and comment prior to submission.

Leaflet

- 4.2. This leaflet contained similar information to the previous consultation documentation regarding the proposals, including an updated illustrative masterplan and information about the need for development within North East Lincolnshire. The leaflets included a comment slip, which could be filled in and returned via FreePost. The leaflets were distributed on the 1st of July 2025 with comments accepted via FreePost or the website until the 1st of August 2025.
- 4.3. The distribution area for the consultation leaflet, incorporating an additional 912 dwellings than the Winter 2024 consultation, can be found in **Appendix A**, with a copy of the updated consultation leaflet found in **Appendix F**.

Website

- 4.4. The leaflet also contained a link to the public consultation website, which remains active online at www.grimsbywest.co.uk. This contains further information about the updated proposals, the site's context, and the need for development. The website also contained a link to the website comment function providing residents with further opportunity to share their thoughts on the proposals. Images showing the consultation website can be found in **Appendix G**.
- 4.5. Prior to the public exhibition detailed below, local Parish and District Councillors were contacted directly to attend a meeting. This allowed for a private review of the exhibition boards, and a focused discussion with the project team and other local representatives.

Public Exhibition

- 4.6. The exhibition space was then opened up to the public from 4pm until 7:30pm on Tuesday 15th July 2025 at The Pelham Suite, Cambridge Road, Grimsby as promoted on the leaflet and via the consultation website, circulated to local residents. A number of project team members from multiple disciplines including drainage, ecology, landscape, urban design, planning, and highways attended alongside representatives from the Grimsby West LLP. Photos of the exhibition space and boards can be found in **Appendix H and I**.

Stakeholder Workshop

- 4.7. Additional to the public consultation exercise to engage members of the public and local residents, the Applicant team hosted a stakeholder workshop with a number of key statutory consultees. This workshop saw consultees invited to join 'topic tables' to discuss the proposals with members of the Grimsby West project team. The proposals, and changes made through the course of the masterplanning process were presented to the attendees,

then discussions were held on each topic table. The four topic tables were: Drainage & Chalk Stream, Highways & Environmental Health, Ecology & Landscape, and Design & Facilities.

4.8. Attendees included:

- Environment Agency
- Humberside Police
- Lincolnshire CC – Chalk Stream
- Lincolnshire Wildlife Trust – Ecology
- National Highways
- NELC – Drainage
- NELC – Ecology
- NELC – Environmental Health
- NELC – Planning
- NELC – Public Health
- NELC – Transport
- NELC – Trees

4.9. Additional invitees who were not able to attend included NELC Sport and Leisure, NELC Local Highways Authority, Active Travel England, Lincolnshire CC Wolds Management, and Anglian Water.

4.10. A note of the key discussion points raised at this meeting are available in **Appendix J** of this report, which sets out the conversations held between the key stakeholders, the applicants, and the applicant consultant team.

5. Summer 2025 Consultation Responses

- 5.1. This section records quantitative and qualitative data relating to the responses received from members of the local community during the public consultation. This includes written leaflet response forms, website response comments, and comment sheets collected at the public exhibition.
- 5.2. Section 7 considers the qualitative content of those responses, and the issues raised.

Responses

- 5.3. A total of **137** responses to this consultation has been received, broken down into:
 - 5.3.1. 41 leaflet response forms, totalling a 0.8% response rate of the 4,893 leaflets sent out;
 - 5.3.2. 76 website responses received prior to the deadline;
 - 5.3.3. 20 comment sheets provided at the public exhibition, which was attended by 3 local Members and 81 local residents.
 - 5.3.4. Two consultation responses were received from relevant local bodies, namely Laceby Parish Council and National Grid NGED. These comments were considered alongside the public comments received, and taken into account as part of the consultation.
- 5.4. Overall, there was considered to be a low to moderate level of participation in this consultation, with increased participation via the leaflet and public exhibition methods of consultation compared to the Winter 2025 consultation. There was a significant reduction in the quantity of website responses received during this period of consultation, with the quantity of website responses more than halving. Total written participation was reduced by around 50% compared to the Winter 2024 consultation.
- 5.5. The comments received have been formally analysed on the basis of each key issue raised. The responses generally contained more than one comment on the proposals, and there are areas of overlap where several people raised similar points or concerns. Issues raised are largely aligned with the Winter 2024 consultation in regards of their content.
- 5.6. As with the Winter 2024 consultation, there are a significant quantity of responses objecting to the proposals – the key issues, comments, and queries are addressed below in the Issues Summary. A lesser proportion of individual supportive comments were received during this period of consultation, totalling approximately 9 out of 137 responses received across the multiple channels of consultation. Comments supportive of the proposals largely related to retention of the River Freshney Corridor, the creation of public footpaths and cycle paths, the proposed development's features including schools, and the need for more housing in the area, including provision of affordable housing. Key issues and concerns raised by members of the local community during the consultation process are set out in the summary tables (1–6) below.

Issues Summary

5.7. Tables 1-6 below address the key issues, queries, and concerns raised through this period of consultation. These comments have been grouped by theme for reader ease.

	Table 1 – Principle of Development
Comments	<ul style="list-style-type: none"> Comments stating that Grimsby does not require more housing – NELC housing requirement figures aren't correct/are not evidenced – the population of Grimsby is decreasing, and the quantity of jobs is reducing, particularly with closure of heavy industry sites. There is no need to extend the masterplan area to the West, this will affect Laceby. Development should be located on brownfield land and/or in Grimsby town centre. The proposals will result in a 'donut' effect with a new ring of development
Questions	<ul style="list-style-type: none"> Why is the proposed development located here? What need is there for residential development in NELC? Why is there a need for the increased parcel of land to the West? Why are you consulting again?

	Table 2 – Ecology and Landscape
Comments	<ul style="list-style-type: none"> Existing edge of Grimsby and settlements such as Laceby and Great Coates will lose their village identity – particularly will the additional parcel to the West. Loss of countryside and change of character to the area Some comments noted the species they had seen within the site, such as deer, voles, foxes, particular birds, and small mammals. Questions of how effective the country park will be in encouraging wildlife to live in the area
Questions	<ul style="list-style-type: none"> How will the chalk stream be protected during construction and once the site is developed? How will the site provide a Biodiversity Net Gain in line with policy requirements?

	Table 3 – Transport and Connections
Comments	<ul style="list-style-type: none"> There is a lot of traffic in Grimsby already This will make the junction on the A46 near Morrisons more dangerous Concern about delivery of the link road and its effectiveness in managing the traffic in and around the site Great Coates Road will be impacted by risk of traffic and collisions Aylesby Road is narrow and dangerous
Questions	<ul style="list-style-type: none"> Will delivery of the link road be phased early into the development? Will new footpath and cycleways be incorporated into the site?

	Table 4 – Local Infrastructure
Comments	<ul style="list-style-type: none"> Local infrastructure is struggling to accommodate existing residents Large developments always delay providing infrastructure – it should be brought forward early in the development
Questions	<ul style="list-style-type: none"> At what point in the proposed development will the proposed school come forward? How will you ensure the schools are built early on? How will the proposed development provide sufficient funding for schools, police, fire services, and healthcare services?

	Table 5 – Drainage and Flooding
Comments	<ul style="list-style-type: none"> Parts of the site are a floodplain Some comments provided anecdotes of flooding in the area Further development will increase the likelihood of flooding.
Questions	<ul style="list-style-type: none"> How will changes to the site impact flooding of the chalk stream? Are you building on the floodplain?

	Table 6 – Other
Comments	<ul style="list-style-type: none"> The number of objections should show that local residents don't want this development Other ongoing developments in Grimsby should be finished first, before Grimsby West is included in the Local Plan. Concerns that proposed housing will not be affordable Concerns that the proposed development will bring in wealthy people from other areas, and make existing housing stock too expensive Concern about increased crime and anti-social behaviour Some comments addressed North East Lincolnshire Council with scepticism Loss of access to/views of the existing agricultural land will impact local residents' mental wellbeing.
Questions	<ul style="list-style-type: none"> Why is the proposed development on agricultural land, which benefits local farmers? How will this development improve the centre of Grimsby for locals and potential new residents to use? Where will the residents of the proposed development find work?

6. How the Consultation Comments Have Been Taken into Account

- 6.1. The process of consultation is considered to have been positive and constructive. A range of methods were used to engage with local stakeholders to voice their opinions and share thoughts or comments. Whilst the response rate was moderate, ample opportunity was offered to local residents to provide comments regarding the proposals. The quantity of comments reflects residents desire to shape the development to be most suitable to its location West of Grimsby. A majority of the comments received were repeated from the Winter 2024 consultation, and as such the responses below contain a similar response as prior.

Topic 1 – Principle of Development

- 6.2. Grimsby West is allocated as a Strategic Housing Site (HOU342) under Policy 14 of the adopted Local Plan. This site has been identified as being able to provide sustainable housing and local services to meet the housing requirement and needs of the area. The Local Plan covers a period from 2013–2032 and has a housing requirement of 512 new homes per year (at least 9,742 homes).
- 6.3. Grimsby West is due to provide a total of 3,500 homes, with around 2,600 of those within the plan period. The policy includes provision for education, open space, green infrastructure, and community uses. The location is deemed to be sustainable, and well-connected to West and Central Grimsby.
- 6.4. The Council is currently undertaking a Local Plan Review of the Adopted Local Plan. The latest consultation by the Council was conducted in March 2024. This consultation identified that the Council intend to agree a local housing requirement of 415 homes per annum, to be delivered during the remainder of the plan period. However, the latest Standard Method figure produced by the National Government in December 2024 sets out that North East Lincolnshire is 624 dwellings per annum. This is a significant increase on the housing requirement noted in both the emerging and adopted Local Plan.
- 6.5. Some comments suggested that Brownfield development should be prioritised – this is managed through a separate mechanism (the Brownfield Land Register) to the Strategic Housing allocations of the Local Plan. As of 2024, NELC do not have a Part 2 Register, as most of the sites on the register already benefit from planning permission.
- 6.6. Comments raised by key stakeholders, local members and parish councils, and local residents regarding the additional parcel to the West of the site (incorporated into the Summer 2025 consultation as a result of National Grid's proposals) have been taken into account. Following a review of the comments received, the Applicants are considering options in the light of the constraints identified during this stage of the public consultation. The Applicants will be progressing with a masterplan that adheres to the strategic allocation (HOU342) site extent, which was previously demonstrated in the Winter 2024 consultation. This will ensure that the proposed development more closely aligns with the requirements of the Strategic Housing Allocation HOU342.

Topic 2 – Ecology and Landscape

- 6.7. The proposals provide protection for the chalk stream River Freshney, through the creation of a country park containing fully public open space, as shown in the proposed plan below. This country park will retain areas of existing green infrastructure and established woodland, alongside providing enhanced areas of green infrastructure and woodland surrounding the watercourse. Alongside this, a network of cycle, pedestrian, and bridleways are proposed to utilise this area. This area will provide significant benefit to existing wildlife, improving some areas of existing greenspace and benefiting the Biodiversity Net Gain provision within the site. As a result of this, it is proposed that 40% of the site will be green infrastructure, alongside the provision of playing fields and sport facilities.
- 6.8. The proposals will provide a 10% Biodiversity Net Gain, in line with national and local policy requirements with a preference to deliver this on-site. The quantity of green infrastructure proposed within the site intends to support this.
- 6.9. A suite of ecological surveys will be undertaken and submitted as part of the Hybrid application, including analysis of the potential impacts on habitats and species on-site, and assessment of any mitigation that should be implemented as a result. This will then be confirmed by the Council's Ecologists, to affirm that the proposals will not cause a negative impact on any species or habitat.
- 6.10. In response to comments received during a Design Review Panel, as well as local resident comments, edges of parcels where suitable will be screened by appropriate landscaping, to be confirmed through the planning process.
- 6.11. Careful consideration will be given to the details of landscaping, particularly on the western boundary to minimise the visual impact of the development on the wider countryside.

Topic 3 – Transport and Connections

- 6.12. A link road through the centre of the site is proposed to connect the A46 Grimsby Road to the South, and A1136 Great Coates Road to the North of the site. This link road will provide a vehicular connection through the 3 character areas of the site, as well as providing improved access at both the A46 and A1136 junctions. The link road is proposed to incorporate cycle lanes along this link road, to further improve connections to the West of Grimsby.
- 6.13. Active travel connections throughout the site including recreational cycle and pedestrian routes, are proposed as part of the Grimsby West hybrid applications – submit to agreement from statutory consultees.
- 6.14. A Transport Assessment and Travel Plan will be submitted as part of this Hybrid application, including detail of junction modelling and wider impacts of the proposed link road, as well as considering the impact of construction traffic during the build phase of the development. This will ensure that the proposed vehicular routes and access points will not negatively impact on the local and strategic road network within and around Grimsby.

Topic 4 – Local Infrastructure

- 6.15. Grimsby West LLP will adhere to the requirements of Policy 14 of the Adopted Local Plan, which sets out the local facilities, services and amenities that are required to contribute to the local infrastructure. This may include contributions via a Section 106 as calculated by local services, or through on-site provision of facilities such as schools, affordable homes, and care/retirement homes where applicable.
- 6.16. Within the site, two areas are identified for the provision of mixed-use local centres with facilities to benefit both future and existing residents. The precise details of the local centres are yet to be determined but are likely to include a convenience retail store and community facilities.

Topic 5 – Drainage and Flooding

- 6.17. A Flood Risk Assessment will be submitted as part of the Hybrid application, setting out details of the potential flood risk within the site, as well as any mitigation required as part of a flood risk management strategy.
- 6.18. The areas of the site within Flood Zone 3, at the highest risk of flooding, are located around the River Freshney. This area will be contained within the country park, where flood attenuation will be incorporated into proposed green infrastructure areas.
- 6.19. The remainder of the site is within Flood Zone 1, and as such is not part of a flood plain. Sustainable drainage will be incorporated in line with the findings of the Flood Risk Assessment, to ensure that surface water flooding will not impact the site.

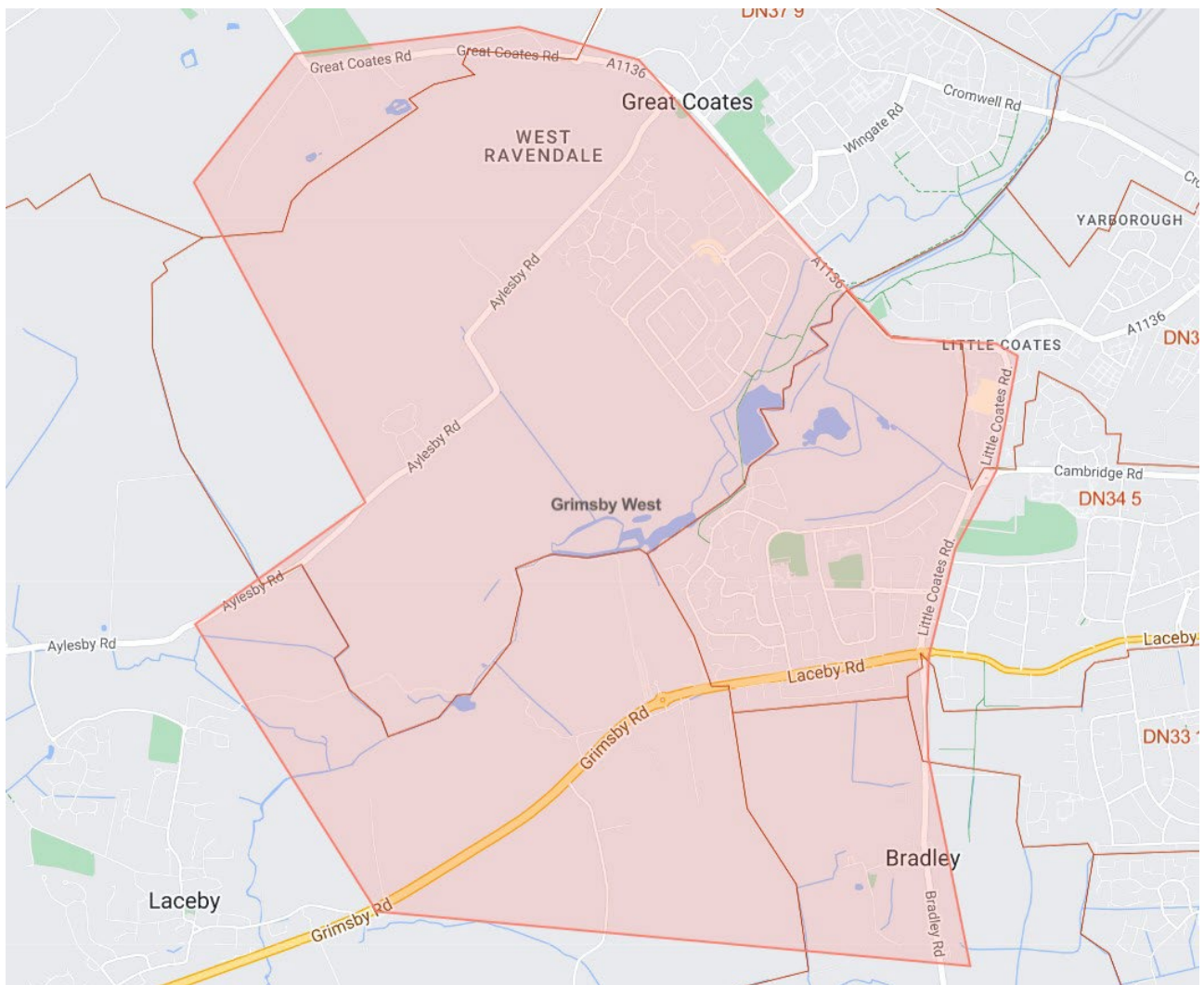
Topic 6 – Other

- 6.20. Some comments noted concern about loss of agricultural land – The site is allocated in the adopted Local Plan and has been assessed as part of the wider proposals for North East Lincolnshire. The majority of the site does not constitute the best and most versatile agricultural. Therefore, this proposal accords with the National Policy in terms of directing development to poorer quality land, and an agricultural land appraisal report will be submitted with the outline planning application.
- 6.21. A number of comments queried the need for further development in Grimsby – the scale of development is required in order to meet the Council's identified housing need.
- 6.22. Home affordability – an appropriate mix of house sizes and tenure will be delivered in order to meet local housing needs. This will include the provision of affordable homes to reflect local policy requirements.
- 6.23. Crime and Anti-Social Behaviour – a comprehensive approach to design out crime underpins the Masterplan and will be reflected in the character areas.

7. Summary

- 7.1. This consultation statement has summarised the consultation process undertaken by the Applicants for these proposals at Grimsby West, spanning a number of years and a range of updates to the masterplan at each stage of public consultation. This document has highlighted the key issues that were presented to the planning and design teams on this project and that the team has taken into account these issues to inform the Masterplan and as part of the preparation of this planning application.
- 7.2. Comments raised by key stakeholders, local members and parish councils, and local residents regarding the additional parcel to the West of the site (incorporated into the Summer 2025 consultation as a result of National Grid's proposals) have been taken into account. Following a review of the comments received, the Applicants are considering options in the light of the constraints identified during this stage of the public consultation. The Applicants will be progressing with a masterplan that adheres to the strategic allocation (HOU342) site extent, which was previously demonstrated in the Winter 2024 consultation. This will ensure that the proposed development more closely aligns with the requirements of the Strategic Housing Allocation HOU342.
- 7.3. North East Lincolnshire Council will undertake further public consultation following the submission of the planning application which will allow residents and consultees a further opportunity to provide comments and feedback on matters relating to these proposals.
- 7.4. The applicants Grimsby West LLP will continue to have an open dialogue with the Council, key stakeholders, and the local community throughout the planning process via its team of professional consultants.

Appendix A – Distribution Area





Appendix B – Winter 2024 Consultation Leaflet

Pegasus Group
Unit 4,
The Courtyard
Church Street
Lockington
Derbyshire
DE74 2SL

Business Ready Plus
RTOU-RETI-SSEY

Proposed Development West of Grimsby

Previous consultation regarding the Grimsby West Sustainable Urban Extension (SUE) was undertaken in 2022. Since then, the team has been working on a Masterplan to deliver the proposed development. This site is an identified Strategic Housing Allocation in the adopted Local Plan, and will deliver strong economic, social, and environmental benefits to the area.

The emerging Masterplan identifies the parameters of the proposed development, with a mix of new homes, community spaces and infrastructure including a new school, public open space, and transport infrastructure.

The Need for Development

The site is allocated in the North East Lincolnshire District Council Adopted Local Plan as a Strategic Housing Site (HOU342). This Local Plan covers a period from 2013 - 2032 and has a housing requirement of 512 new homes per year (at least 9,742 homes).

The Council is currently undertaking a Local Plan Review of the Adopted Local Plan. The latest consultation by the Council was conducted in March 2024. This consultation identified that the Council intend to agree a local housing requirement of 415 homes per annum, to be delivered during the remainder of the plan period.

The Council have identified a preference for an Option that includes maintaining Grimsby West as a Strategic Allocation, as these proposals will provide a major contribution to new housing and infrastructure in Grimsby.

How Can I Make my Views Known?

Comments can be made using the Freeport form attached to this leaflet, through the project website or at our public exhibition.

The website will launch on 15th November 2024: www.grimsbywest.co.uk

The exhibition will take place on Tuesday 3rd December 2024 4pm-7.30pm at **The Pelham Suite, Cambridge Road, DN34 5SZ**

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

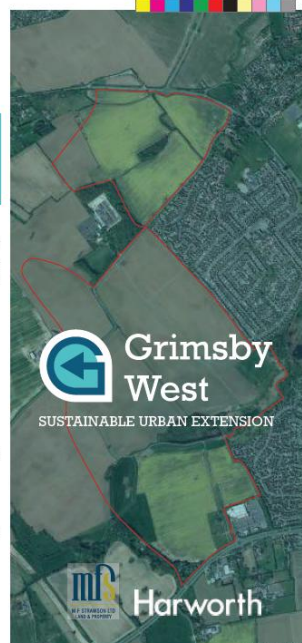
The Pelham Suite has level-access, with ample parking including disabled parking. The Number 4 & Number 11 Stagecoach bus services are located close to the venue.

What Will My Comments be Used For?

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

When Will I be Consulted Again?

We intend to consult on a further version of the proposals once the comments you have made have been properly considered and prior to a planning application being submitted. Following the submission, the Council will also consult local residents and other interested parties before reaching a decision.



The Proposals

The development proposals for the site include the following:

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

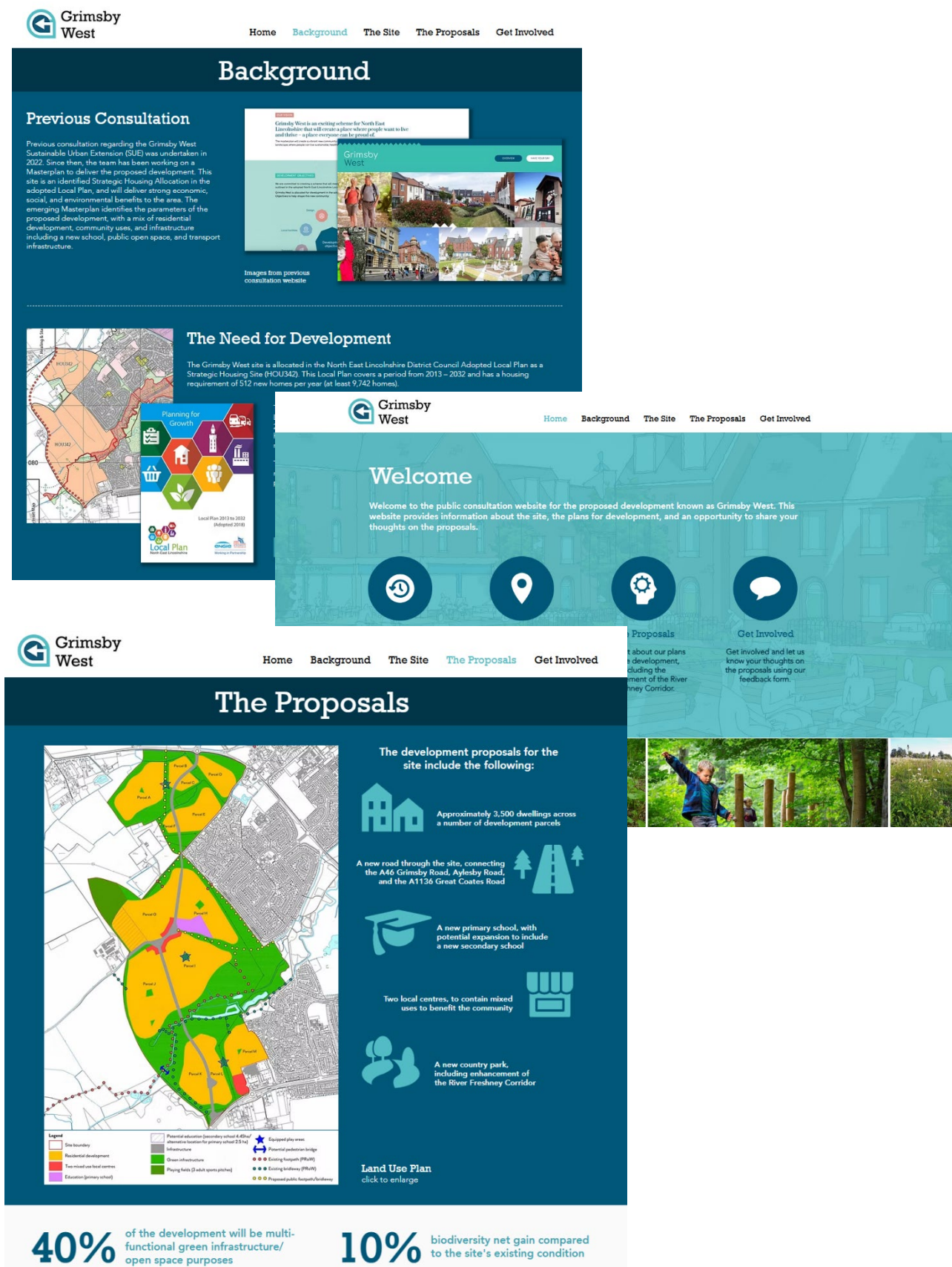
Harworth



Please let us know your thoughts

Your comments are important to us and form part of the public consultation process for finalising the masterplan. All comments should be submitted by **15th December 2024**. Thank you for taking the time to look at this leaflet.

Appendix C – Website Images



Appendix D – Exhibition Images



Appendix E – Exhibition Boards





Appendix F – Summer 2025 Updated Consultation Leaflet



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Derbyshire
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2

HARWORTH SECOND CONSULTATION LEAFLET.indd 1

Proposed Development West of Grimsby

Harworth Group and MF Strawson have updated proposals for residential development on a site located to the West of Grimsby, following a previous public consultation undertaken in December 2024.

This site is an identified Strategic Housing Allocation in the adopted Local Plan, and will deliver strong economic, social, and environmental benefits to the area.

This revised masterplan identifies the parameters of the proposed development, with a mix of residential development, community uses, and infrastructure including a new primary school, public open space, and transport infrastructure. We are consulting with local residents again, as the boundary of the site now includes an additional parcel to the West.

The Need for Development

The Grimsby West site is allocated in the North East Lincolnshire District Council Adopted Local Plan as a Strategic Housing Site (HOU342). This Local Plan covers a period from 2013 - 2032.

The Council are currently undertaking a Local Plan Review of the Adopted Local Plan. The latest consultation by the Council was conducted in March 2024. This consultation identified that the Council intend to agree a local housing requirement of 415 homes per annum, to be delivered during the remainder of the plan period.

Given this requirement, the Council have provided residents with a number of 'Options'

for development to meet the remaining local housing need. The Council have identified a preference for an Option that includes maintaining Grimsby West as a Strategic Allocation, as these proposals will provide a major contribution to new housing and infrastructure in Grimsby.

How Can I Make my Views Known?

In addition to the Freeform form attached to this leaflet, a special project website will be launched on Tuesday 1st July 2025, which will include further information on the proposal, alongside a comment feedback facility.

The website address is www.grimsbywest.co.uk

The exhibition will take place on **Tuesday 15th July 2025, 4pm-7.30pm** at **The Pelham Suite, Cambridge Road, DN34 5SZ**

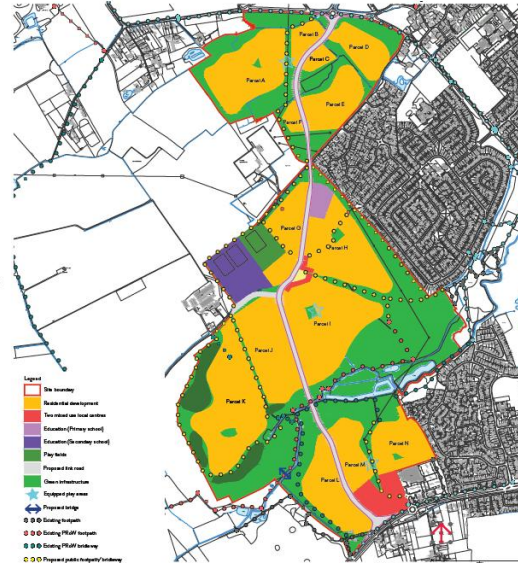
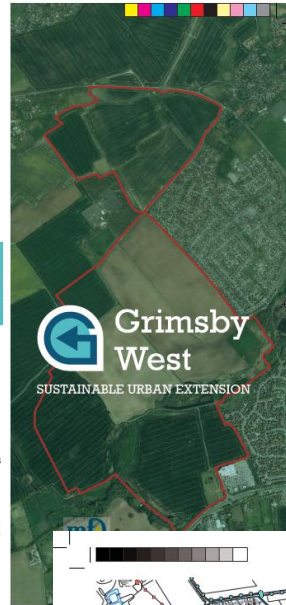
The Pelham Suite has level-access, with ample parking including disabled parking. The Number 4 and Number 11 Stagecoach bus services are located close to the venue.

What Will My Comments be Used For?

All thoughts, suggestions, and issues received will be carefully considered to help shape the future of these proposals. We are keen to engage with local residents and interest groups to develop our proposals further.

When Will I be Consulted Again?

Once the application is submitted, the Council will consult local residents and other interested parties before reaching a decision.



HARWORTH SECOND CONSULTATION LEAFLET.indd 2



The Proposals

The development proposals for the site include the following:

- Approximately 3,800 dwellings across a number of development parcels, split into three distinct 'neighbourhoods';
- A new road through the site, connecting the A46 Grimsby Road, Aylesby Road, and the A1136 Great Coates Road;
- A new primary school, and new secondary school;
- Two local centres, to contain mixed uses to benefit the community; and
- A new country park, including enhancement of the River Freshney Corridor.

Harworth



Please let us know your thoughts
Your comments are important to us and form part of the public consultation process for the proposals. All comments should be returned by **Friday 1st of August 2025**. Thank you for taking the time to look at this leaflet.

P24-0118 Grimsby West

13/06/2025 12:46

Appendix G – Updated Website Screenshot



Illustrative Masterplan

The development proposals for the site include the following:



Approximately 3,800 dwellings across a number of development parcels, split into three distinct 'neighbourhoods'

A new road through the site, connecting the A46 Grimsby Road, Aylesby Road, and the A1136 Great Coates Road



A new primary school and a new secondary school

Two local centres, to contain mixed uses to benefit the community



A new country park, including enhancement of the River Freshney Corridor

Appendix H – Summer 2025 Exhibition Space



Appendix I – Summer 2025 Exhibition Boards

Background on Previous Consultation

Previous consultation regarding the Grimsby West Sustainable Urban Extension (SUE) was undertaken in 2022 and December 2024. Since then, the team has been working on a Masterplan to deliver the proposed development. This site is an identified Strategic Housing Allocation in the adopted Local Plan, and will deliver strong economic, social, and environmental benefits to the area. The emerging Masterplan identifies the parameters of the proposed development, with a mix of residential development, community uses, and infrastructure including a new school, public open space, and transport infrastructure. We are consulting with local residents again, as the boundary has been reshaped as a result of proposals by National Grid.

The Need for Development

The Grimsby West site is allocated in the North East Lincolnshire District Council Adopted Local Plan as a Strategic Housing Site (HOU342). This Local Plan covers a period from 2013 – 2032. The Council are currently undertaking a Local Plan Review of the Adopted Local Plan to guide development up to 2042. The latest consultation by the Council was released in January 2024. This consultation identified that the Council was minded to support a local housing requirement of 415 homes per annum. Since then, the Government released an updated housing needs calculation in March 2025, increasing the housing need for the District to 618 homes per annum. Given this future housing need, the Council are continuing to consider Grimsby West as an important Strategic Allocation option for development as these proposals will provide a major contribution to deliver their growth ambitions for new housing and infrastructure in Grimsby.



Harworth Group

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

M. F. Strawson Ltd

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

Vision

"Our vision for Grimsby West is to harness the site's sustainable location, ensuring future proposals will protect and enhance existing local services to ensure social, physical and green infrastructure is adequately provided to meet the needs of people and business. High quality design will create a series of three unique residential neighbourhood that will draw upon existing landscape features, and utilise views of local heritage assets to enhance the area's distinctive character and create a genuine sense of place."

Development objectives

To ensure the masterplan meets the aspiration of this vision, nine development objectives, derived from the Strategic Objectives set out within North East Lincolnshire Local Plan, have been established to lead the design and development process:

1: Population

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

2: Climate change

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

3: Economy

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



4: Housing

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

5: Social and health inequalities

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

6: Natural environment

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

7: Transport

Creating a masterplan that prioritises access for all, in particular elderly, young and disabled populations through sustainable transport modes, including walking and cycling through utilising principles of walkable neighbourhoods and the provision of high-quality infrastructure, reducing the need to travel.

8: Local facilities

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

9: Built and historic environment

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

Site description

Key features of the site and its relationship with its surroundings are:

- The land is bisected by Aylesby Road.
- Predominantly arable fields, with the exception of Aylesby Road, the river Freshney and its floodplain.
- The land gradually slopes down towards the river from Aylesby Road in a north to south direction then back upwards from the river towards Grimsby Road (A46).
- To the east is Wybers Wood and Laceby Acres.
- The western and northern edges do not have a defined boundary, with agricultural fields and farm buildings providing the wider setting, including Pyewipe Farm and Stud Farm.
- The southern boundary is formed by Grimsby Road and the rear of Morrisons supermarket, which is also visible from much of the southern part of the site.
- The northern section of the site consists of arable land divided by hedgerows which vary in size and maturity.
- The site abuts a National Grid electricity substation, which is screened by a mature woodland from the northeast of the site.
- Part of the northeast corner of the site is within the boundary of Great Coates Conservation Area.
- The land in this area is generally flat which allows views into the conservation area, and the tower of the grade I listed St Nicolas.
- The southern section of the site also consists largely of arable fields, bisected by the River Freshney.
- A number of bridleways and footpaths pass within and around the site.
- Utilities, comprising overhead cables and pylons are a prominent site feature.
- Consulting with local residents again, as the boundary has been reshaped as a result of proposals by National Grid.





Appendix J – June 2025 Stakeholder Workshop Summary of Discussion

Stakeholder Workshop – 6th June 2025

Note of Discussion

Project name: Grimsby West SUE
Author: Maisie Colloby
Date: August 2025
Project number: P24-0118
Reference: N001v2

This document will summarise the key points raised at the technical workshop, held at The Pelham Suite, Grimsby on Friday 6th June 2025.

This event was attended by 12 members of the project team, as well as the following key disciplines:

- NELC Trees
- NELC Drainage
- NELC Environmental Health
- National Highways Consultant
- Lincolnshire Wildlife Trust, Ecology
- National Highways Consultant
- NELC Public Transport
- NELC Environmental Health
- Humberside Police Secure Design
- NELC Planning
- NELC Public Health
- NELC Ecology
- NELC Planning
- Lincolnshire CC, Chalk Stream
- Environment Agency, Catchment Coordination

Additional invitees who were not able to attend included NELC Sport and Leisure, NELC Local Highways Authority, Active Travel England, Lincolnshire CC Wolds Management, and Anglian Water.

These attendees were placed on 4 tables, split by discipline, to discuss the key issues relating to the site at Grimsby West. These disciplines were:

1. Drainage and Chalk Stream
2. Highways and Environmental Health
3. Ecology and Landscape
4. Design and Facilities

The remainder of this report will summarise the key points discussed during the workshop, by table. This report has received input from the consultant team, as well as feedback on the day.

Table 1 – Drainage and Chalk Stream

Discussion on this table surrounded more technical concerns of the proposed development, particularly management of flood risk within the areas of Flood Zone 2 and 3, primarily located adjacent to the River Freshney.

- How can flood risk around the River Freshney be suitably managed? Stakeholders noted the need to maintain the chalk stream and protect its role – particularly in connection to any proposed attenuation discharging into the river.
- Discussion of culverting – it was noted from the Lead Local Flood Authority that an identified preference was toward ‘opening out’ currently culverted watercourses.
- What foul water connections are proposed? Discussions noted the intention to connect the site to existing foul water routes in the area.
- Stakeholders discussed the interactions between the flood infrastructure, highways and active travel connections, and ensuring landscape/highways considerations, particularly at the bridge point.

Table 2 – Highways and Environmental Health

Strategic Highways

- Discussion surrounded the general approach to the Strategic highways network , including the directions of travel, junction connections, and how the road should be designed
- Conversation of the ‘pinch point’ identified near the National Grid substation – how will this be managed? Discussion recommended avoiding the pinch point (potentially through additional land purchase and minor amendments to the routing), to improve potential impacts, including noise, air quality, and visual impacts.
 - Noted that discussions with National Grid need to be undertaken
- How will junctions along the link road be managed? Roundabouts – to be discussed

Highways Users

- Discussion of the recommended modal shift – away from vehicle (especially single-occupancy car) journeys, and how to encourage pedestrian, cycle, and bus journeys.
 - Bus routes should be directed into/towards the proposed development, to encourage use
 - How will Aylesby Road be managed – should it be pedestrian/cycleway only?
- How else do people get around? Noted the potential for a bridleway under the proposed bridge, to ensure horse riders have access to the site
 - Proposed cycle routes ‘confident’ and direct, or ‘meandering’ and safe/off the main roads?

Highways Impacts

- Stakeholders discussed the need to manage the air quality and noise impacts along the link road, and particularly on residential parcels adjacent. Discussion also considered how the

Table 3 – Ecology and Landscape

Ecology

Where should ecological enhancements be located?

- Discussion noted the need for ecological enhancement along the River Freshney corridor particularly.
- Discussion of the bridge over the River Freshney noted the potential for bat roosting features below the bridge, and the creation of wildlife corridors.

How should ecological enhancement be incorporated?

- Discussion suggested that ground level around the River Freshney should be lowered to be closer to the water table, and include a mosaic of habitats (including reedbed, wet woodland, open water, and grassland). This would demonstrate a continuation of the existing habitats to the East of the site.
- Opportunities for re-naturalisation of the chalk stream should be considered, including allowing the river to be meandering, and reconnect it to the floodplain. It was noted that there may be grant funding available for this, and this approach would benefit the BNG of the site.
- Discussion noted that the river bank should not be canalised

How should ecological enhancement be managed?

- Access to certain areas should be restricted, to allow for re-naturalisation where possible. Formal pathways, boardwalks, and defensive planting would ensure access for walkers, whilst protecting habitats

Landscape

What features should be put in place to manage the landscape impacts of the proposals?

Trees

- Landscape character areas should be defined through the strategic use of tree planting, employing a variety of species and sizes.
- Trees should be positioned at the termini of secondary and tertiary roads to demarcate the edges of urban blocks.
- Boulevard-style tree planting should be integrated into the design of the primary spine road.
- Ensure the establishment of an expanded woodland buffer along the eastern boundary of the country park to safeguard the adjacent blow stream situated beyond the site boundary.

Open Spaces

- Smaller-scale allotments should be incorporated within the central area to promote community engagement and social interaction.
- Consideration must be given to the design of key views into the site from surrounding areas.
- Natural play elements are encouraged within the country park, provided they are designed in accordance with ecological principles to safeguard surrounding habitats from public intrusion.

Other

- Rain gardens and swales shall be designed as an integrated system and extended to include secondary streets.
- Particular attention shall be given to the surfacing of Public Rights of Way (PRoW) within the country park, and any diverted footpaths must be carefully designed to avoid disturbance to existing and proposed habitats.
- Landscaping should be phased with homes, to ensure suitable delivery

Table 4 – Design and Facilities

Security

How can the proposed development be secure by design?

- Courtyard parking should be well-managed where it is used, particularly in the early stages of development
- Permeability – the site should be permeable for cycle/pedestrians, whilst ensuring that anti-social behaviour is not encouraged.
- Discussions of school security included access (via one access point), and their relationship with the surroundings – for example, their impacts on nearby residential development, and the impact of other uses (such as agricultural uses) and their impact on the school, such as noise and air quality. Stakeholders noted the school 'Secure by Design' award, which should be considered.
- Stakeholders discussed the 'Secure by Design' rankings, and the awards issued by the local Police force. This is managed through both the outline and detailed (reserved matters) stages of the proposals, so should be incorporated into the proposals early on.
- Green spaces – discussions noted the need for secure access to greenspaces, particularly in regard to preventing anti-social behaviour such as motorbikes accessing greenspaces. Green spaces should be lit correctly (whilst managing the visual and ecological impacts on this lighting), and should be overlooked and/or fenced where appropriate. Dynamic lighting could be installed on proposed ped/cycleways to ensure it is not intrusive.
- Waste – waste management should be considered early on, and waste should be stored in secure locations.

Health

- Discussion raised the need to undertake a Health Impact Assessment, and the associated disciplines that require consideration to be a 'healthy' development. This includes particularly the need for active travel, and the need for takeaway shops to be located away from schools. The need to access countryside was also raised, in regard to improving active travel.
- Stakeholders raised the need to consider housing for all, including accessible/lifetime homes, in line with NELC's Local Plan policies.

Community Facilities

- Open Space, play, recreation provision and allotments need to be re-examined in terms of considering future needs. Policy 14 sets out specific requirements but footnote 70 of the Local Plan confirms this is subject to possible amendments based upon an up to date assessment. There is a need to discuss the current need for open space requirements prior to submission and during the determination period.
- The need for healthcare facilities should be closely considered and, if required, should be located in such a way that it is accessible for all residents..

This report has intended to provide a summary of the key discussion points raised during the technical workshop held on the 6th June 2025. This report should be read in conjunction with the Statement of Community Involvement prepared by Pegasus Group, dated August 2025, which provides further detail on how comments raised by key stakeholders, local members, and residents have been taken into account through the development of the proposals for Grimsby West.

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

East Midlands

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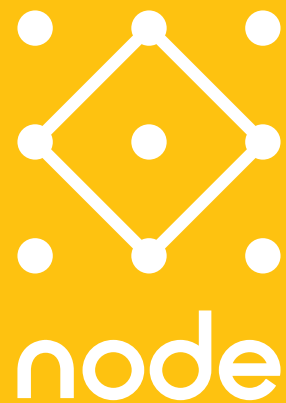


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