

Item 1 - Land Off Sunningdale  
Waltham - DM/0448/23/FUL

**From:** Burial Clerk <burialclerk@walthamparishcouncil.org.uk>  
**Sent:** Thursday, July 6, 2023 12:19 PM  
**To:** Planning - IGE (Equans) <planning@nelincs.gov.uk>  
**Subject:** Waltham Parish Council - Planning Application decisions  
**Importance:** High

Good afternoon,

Please see comments from Waltham Parish Council regarding Planning Applications as detailed below.

**Planning Application Reference: DM/0448/23/FUL**

**Proposal:** Provision of new Primary School, including erection of main school building, installation of ventilation system, erection of fencing/gates and associated landscaping. Creation of staff car parking, vehicular and pedestrian accesses from Sunningdale, pedestrian access from Archer Road, creation of playgrounds and playing pitch, racing track, habitat area, cycle storage and associated works

**Location:** Land Off Sunningdale Waltham North East Lincolnshire

**Waltham Parish Council recommends approval subject to the following recommendations/conditions;**

- Ensuring the amount of on-site parking is adequate for the number of staff expected on site to avoid overflows onto the highway.
- Disabled bays are included in the EV charging provision.
- Existing footpaths that run between Ashbourne/Lindrick/Sunningdale are widened to accommodate the number of people that will be using them at peak times
- Developer to provide and fund school keep clear monitoring cameras for a period of 5 years.
- Commitment given to the delivery of road safety programmes once the school is open.
- Funding provided to implement 20 mph school safety zone around the school site.

Regards

*Amanda*

Amanda Carr  
**Clerk to the Burial Board**  
Tel: 07547 512155

**Parish Office**  
**Kirkgate Car Park**  
**Kirkgate, Waltham**  
**Grimsby**  
**North East Lincolnshire,**  
**DN37 0LS**



<https://www.walthamparishcouncil.org.uk/>

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**From:** Tanya Kuzemczak <clerk@walthamparishcouncil.org.uk>  
**Sent:** Wednesday, November 8, 2023 1:20 PM  
**To:** Planning - IGE (Equans) <planning@nelincs.gov.uk>  
**Subject:** Planning Comments - Waltham Parish Council

Good afternoon,

Please may I submit the attached planning comments from Waltham Parish Council.

**Planning Application Reference: DM/0448/23/FUL**

Proposal: Provision of new Primary School, including erection of main school building, installation of ventilation system, erection of fencing/gates and associated landscaping. Creation of staff car parking, vehicular and pedestrian accesses from Sunningdale, pedestrian access from Archer Road, creation of playgrounds and playing pitch, athletics track, habitat area, cycle storage and associated works (ADDITIONAL INFORMATION & PLANS - Transport Assessment, Traffic Regulation Order, Air Quality Assessment, Noise Impact Assessment and Addendum, 2.4 metre high mesh fencing to site boundaries and 2.4 metre high acoustic fencing to the north boundary, Landscaping and Drainage Schemes, Plans and Elevations showing solar and air source heat pumps to roof, Revised Site Plan with additional car parking space and fencing around habitat area - all received from period 3rd July 2023 to 20th October 2023)

Location: Land Off Sunningdale Waltham North East Lincolnshire

**Waltham Parish Council recommends approval of this application subject to the following recommendations/conditions;**

- **Ensuring the amount of on-site parking is adequate for the number of staff expected on site, both now and in the future, to avoid overfills onto the highway.**
- **Adequate provision of disabled bays and that they are included in the EV charging provision.**
- **Existing footpaths that run between Ashbourne/Lindrick/Sunningdale are widened to accommodate the number of people that will be using them at peak times**
- **Developer to provide and fund school keep clear monitoring cameras for a period of 5 years.**
- **Commitment given to the delivery of road safety programmes once the school is open.**
- **Funding provided to implement 20 mph school safety zone around the school site.**
- **A pedestrian crossing on Barnoldy Road is considered to give better pedestrian access to the school site.**

Kind Regards

Tanya Kuzemczak  
Clerk to the Parish Council

Tel: 01472 826233  
Mob: 07713 985277

Waltham Parish Council  
Parish Office  
Kirkgate Car Park  
Kirkgate, Waltham  
Grimsby  
North East Lincolnshire,  
DN37 0LS



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# Comments for Planning Application DM/0448/23/FUL

## Application Summary

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Case Officer: Owen Toop

## Customer Details

Name: Mr Liam Deeney

Address: 16 Archer Road Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:1. Waltham Leas has advertised spaces available for foundation year 2023 and has not been over-subscribed in recent years.

2.A large number of students attending Waltham Leas do not live in the Village and are transported by car to the school because they live out of the catchment area

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Case Officer: Owen Toop

## Customer Details

Name: Catherine East

Address: 21 Archer Road Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I agree with all the comments from residents in this area. The land may well have been designated to be used for this purpose for the last 50 years but, in that time, the increase in traffic and the on road parking situation has increased out of all proportion. By even consulting with the highways team about the implementation of a drop off layby off Archer Road it seems to me that problems for residents are anticipated. The pedestrian/cycle entrance off Archer Road will be an accident waiting to happen in that there are 2 blind bends at that point in the road. You may want parents to use Sunningdale for drop offs but as Archer Road is used as a rat run onto Bradley Road I can see the Archer Road/Rosedale corner being a cause for concern as will reversing out of my drive at school run times. Will construction traffic be restricted to Sunningdale or also allowed to use Archer Road?

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Case Officer: Owen Toop

## Customer Details

Name: Ms Wendy Musson

Address: 28 Archer Road Waltham Geimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The main reason I object is because the surrounding roads and area are already rammed with cars, Archer road especially I literally struggle to drive to my property as it is when everyone is parked on the road it's like weaving in and out to get home. I live on a bend near to the side planned to be the playing field and I park my car in my driveway for safety precautions but I will need to park my car on the road during the night otherwise I'll be blocked in in the morning. We all know that parents park anywhere in the mornings when rushing to get the children to school so I would need to park my car in a dangerous position (on a bend) to prevent getting blocked in or someone parking over my driveway. I work at the hospital for the NHS so I cannot be late for work yet I fear this will be a problem for me. Why should I park my car on the road when I have a driveway? I also see a lot of wildlife living on the field and this is damaging to the natural beauty and the wildlife. I think it will cause argument with neighbours regarding parking, I also think it will be very dangerous on the already narrow over parked surrounding roads. There are other areas locally that look safer to have a school built that would be big enough to support a car park. All schools need car parks this is also safer for the children. I think it's not sensible to build a school in this small area with no car park. I've lived in my home for nearly 10 years and I will be selling my property if this goes ahead.



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Case Officer: Owen Toop

## Customer Details

Name: Mr Andrew Cook

Address: 30 Archer Road Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I understand why a further school is needed in our village/small town but why here? Surely a site on the edge of the village could have been considered at some point, currently there is all these new housing developments being built so would have made perfect sense to incorporate a school. Alongside this I concur with other comments made about parking, congestion, current wildlife wellbeing, blind bends on Archer Road and lack of access for emergency services. All valid health and safety issues to be considered for all neighbours, parents and school children alike. What about the current rule for parking on kerbs will that still be enforced? My biggest concern is the parking directly outside our property and as we live on the bend there are spaces for 4/5 cars. Will this still be policed as a no parking area?

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Case Officer: Owen Toop

## Customer Details

Name: Mrs Marianne Laycock

Address: 48 Archer road Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I strongly object to a school being built on this site, we have only recently heard that this land had been earmarked for Education purposes nearly 50 years ago, its has always been used for children to play on, dog walkers and wildlife, in what is a very quiet area.

I have looked through the application and note that its states that there aren't many pedestrians out and about in this area, it's a largely populated area so of course there are people; there are children riding bikes and scooters, mums pushing prams, people walking dogs etc. What a lot of people don't do is walk to school, there are a few, but those that must get to work or live further away, drive. The transport statement states that children can bike to school from as far as Nunthorpe, Brigsley, Humberston and Holton le Clay and it will only take them 15 minutes, I don't know who wrote this, but they are clearly not a parent. Children don't learn cycling proficiency until they are yr5 and no one would let their 10/11-year-old (or younger) ride their bikes on the main roads at peak times without supervision, they would, obviously, drive them to school.

The biggest problem as many have stated is the traffic, Barnoldby Rd is already heavily congested and that is all day long, peak times it is worse. Parking is an issue all over the village and as others have said Archer Road has many blind spots, not just the bends adjacent to the site but coming from Rosedale and around the other side of Archer Road too. Archer road will be used as a parking area for those who cannot get parked on Sunningdale, it will be used as a cut through to the pedestrian access at the back of the school. Drives will be blocked, as they currently are on Manor Drive, and as others have said this has caused altercations between residents and entitled parents who don't care where they park. Are parking restrictions going to be enforced (yellow lines, cctv etc) along all the surrounding roads?

How will emergency services be affected when cars are parked on both sides of the streets, it states that there is room for those vehicles to get onto the school site, what about getting to the residents?

I work from home and the mobile signals are consistently poor in this area, so will a new school using technology affect this, or other utilities? What will happen to the wildlife, the trees?

The council should be looking at other areas to build this school, especially where the new estates are being built, and they should be looking at making the roads safer, not adding to the traffic congestion.

## Megan Green (EQUANS)

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**From:** Planning - IGE (Equans)  
**Subject:** FW: DM/0448/23/FUL - planning application comments

You don't often get email from [Learn why this is important](#)

Dear Sir or Madam

We have been advised to contact you regarding concerns about an ongoing planning application consultation (DM/0448/23/FUL).

As residents of Archer Road, Waltham, we're writing to express our concerns regarding the planned development of a primary school and parking on a part of land that is heavily used by local dog walkers, families and nature observers. This area is used by a diverse range of people, including young families and the elderly.

On an already heavily developed housing area, it would be a shame to lose a well looked after, and heavily used piece of outside space.

Not only this, but we fear that it will cause traffic congestion and excessive litter in an already heavily populated part of Waltham village. Are there any other spaces that are available, that are not so heavily used by the local members of the community?

Any further information regarding this topic would be incredibly appreciated. Thank you,

Beth Devine

57 Archer Road  
Waltham

Sent from [Outlook for iOS](#)

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Case Officer: Owen Toop

## Customer Details

Name: Mrs Donna Thompson

Address: 73 Archer Road Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object to a school being built on this land, living near to where the walkway from Archer road will be, I feel that this is a very dangerous area due to the two blind bends which with normal resident use is dangerous enough but with parents dropping children off will become a nightmare as they will pull in anywhere. It is hard enough finding enough parking for residents as it is and will cause major problems for the emergency services getting through. The entrance on Sunningdale will also be a major problem as will be on a bend and cause many parking issues for everyone concerned.

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Case Officer: Owen Toop

## Customer Details

Name: Mr David Deeming

Address: 75a Archer Road Waltham

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I have read the air quality paper and cannot understand why the council is even contemplating submitting this as a sensible working document.

The paper's author admits that because of COVID that "the pollutant concentrations should be viewed with caution".

No PM10 or PM2.5 analysis has been taken in the vicinity of the site and the paper references readings taken at Toll Bar and Scartho. How can the author predict air quality based on a baseline that is not guaranteed as accurate; is taken from sensors far away from site and by his own admission should be viewed with caution?

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Case Officer: Owen Toop

## Customer Details

Name: Mr David Deeming

Address: 75a Archer Road Waltham

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I have read the air quality paper and cannot understand why the council is even contemplating submitting this as a sensible working document.

The paper's author admits that because of COVID that "the pollutant concentrations should be viewed with caution".

No PM10 or PM2.5 analysis has been taken in the vicinity of the site and the paper references readings taken at Toll Bar and Scartho. It is PM10 and PM2.5 particulation that causes severe lung damage. How can the author predict that air quality at the site will be good when that statement is considered from a baseline that is not guaranteed as accurate; is taken from sensors far away from site and by his own admission should be viewed with caution?

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Case Officer: Owen Toop

## Customer Details

Name: Mr David Deeming

Address: 75a Archer Road Waltham

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The transport plan suggests that 72 cars will approach the school using Sunningdale and Archer Road.

The planning officer should go and pace out the area around the top of Archer Road where it is stated that 32 cars will approach to "drop off". The problem is that they will not simply drop off. They will park.

31 cars will park inconsiderably, will park on the pavements, will block Archer Road and will cause very great disruption for residents.

Find another location for the school where cars can be properly marshalled in and out of a drop off area rather than this location, which will cause such problems.



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Case Officer: Owen Toop

## Customer Details

Name: Mr David Deeming

Address: 75a Archer Road Waltham

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: It is reasonable to suggest that a school with 200 pupils will be served by 10 teachers and staff along with contractors, deliveries and other service provision.

If we assume as is the norm, the majority of pupils are brought to school by car, it can be concluded that twice per day, there will be a movement of between 100 and 200 cars in and around an already congested area.

I can see no plans for traffic control and no evidence that the volume of traffic has been properly considered. The belief that the location "will encourage pupils and parents to walk to school" is optimistic at best.

The location of the building, a year of disruption and heavy construction traffic along with the certainty of inconsiderate parking and poor driving practice along all of the surrounding roads will bring difficulties to residents that have not been considered.

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Case Officer: Owen Toop

## Customer Details

Name: Ms Rebecca Donoghue

Address: 5 Ascot Road Waltham

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: To add to my previous comments, I'd like to contest comments made within your supporting documents.

1. The area lacks pedestrian usage. This is simply not true. This area is used by many, many local residents, from all directions. The area currently looks an awful mess as the council have intentionally left it. Shame this has gotten political, but residents pay council tax to have green areas maintained. Is your lack of maintenance to this area suggests your decision is already made.

2. The parish council meeting held months ago, you note, residents are in support - or do not object, this is another misrepresentation. Residents were objecting for all the reasons noted in the comments.

And finally, the Sports England statement clearly states ball risk to all adjoining residents, already highlighted by resident comments, yet they've no objection. This all has a rather 'NE Lincs council will do exactly as they please tone'.

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Case Officer: Owen Toop

## Customer Details

Name: Ms R Donoghue

Address: 5 Ascot Road Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:None of the concerns previously raised have been addressed. The volume of cars owned by residents on all adjoining roads, the traffic on Barnoldby Road, parents have absolutely zero regard for residents when the park for 'just 5 minutes'. Refer to Waltham Leas and the abuse residents receive from parents as ongoing evidence.

It is understood Sunningdale, Turnberry Approach, will have double yellow lines. Please add Ascot Road to this, a quiet cul de sac which will be bedlam with 1) parents cars turning around, 2) parents parking , 3) residents, visitor parking 7 days a week, as any visitors will no longer be able to park either. The road is simply not wide enough, it will result in residents not being able to access driveways, not to mention parking on the bend, which will no doubt cause accidents.

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Case Officer: Owen Toop

## Customer Details

Name: Ms Rebecca Donoghue

Address: 5 Ascot Road Waltham

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The land 'earmarked' as educational land in the '70's fails to justify plans for a school almost 50 years on. Multiple influential factors are crucially relevant. I've a series of questions, which support why this location is far from suitable for a school.

1. How many more houses (within 0.3 miles of this site) have been built since the '70's?
2. How many more cars are on our roads? Specifically living in Waltham - and utilising Waltham as a through route from every direction?
3. How many housing developments have the NE Planning Dept authorised on the outskirts of the 'village' without considering said Developers, Carr & Carr, Snape - and Cyden should incorporate a school within THEIR plans?

Questions 1-3 - the answer to all - TOO MANY for this 'educational land' to facilitate a school.

4. Will parents walk from Carr & Carr development near the Golf course? No, its too far.
5. Will parents walk from Cyden development on the boarder of Brigsley? No, its too far.
6. Will parents walk from Snape development on Bradley Road - the closest new little hamlet? No, because its easier, more convenient and quicker to drive.
7. Will any parent further than 0.3 miles walk in the wind, rain, with kids? No, they wont, would you?
8. Will a parent walk their kids to school, walk home, pick up their car, then drive to work? No, they wont.

9. Please allow us to understand, the rationale on why you believe parents of kids at this potential school are different to every other school - and walk their kid/s to school?
10. Will parents respect neighbours of the school, with sensible parking? Absolutely not.
11. Why is planning failing to acknowledge - and consider, the battle happening everyday between residents and parents, at Waltham Leas - some residents receive verbal abuse from parents, regardless of the polite requests to parents to respect neighbours, from the school?

Parents WILL drive their kids to school, they WILL park wherever they can find a space - with a 'I'll only be 5 minutes' disclaimer. An utterly unacceptable disclaimer.

There isn't the infrastructure to enable the volume of traffic, the roads are too narrow. Sunningdale, Woodhall, Turnberry, Ascot, Carnoustie, Rosedale, Birkdale, Neville Turner. All too narrow to make this viable.

12. Have you considered the additional congestion this will cause on Barnoldby Road? Already heavily congested in the morning,

13. Have you considered, the likely accidents, due to volume of traffic, the roundabout at Archer Road is too small to take.. and junctions Sunningdale and Birkdale with Barnoldby Road.

14. How do you propose emergency vehicles access residents relative to parking on the previously noted roads - and congestion on the main access roads?

15. Have you considered the environmental impact on wildlife - and residents with removal of the green space - and with the exponential traffic volumes and air pollution?

I look forward to hearing from you regarding these valid questions, all support the facts, this location is a far cry from being suitable.

Many Thanks

KR

Rebecca

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Case Officer: Owen Toop

## Customer Details

Name: Mrs Sandra Drant

Address: 3 Ashbourne Waltham GRIMSBY

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I have read all the revised plans, comments from various departments and members of the public with much interest. My original stance remains whereby I still object to this area being used for a school there are serious health and safety matters that have yet to be addressed. to consider. It is highly unlikely that parents will walk their children to school, particularly in inclement weather conditions. "Dropping off", 'collection', parking problems and lack of zebra crossings will undoubtedly result in accidents of various degrees, even resulting in loss of a child's life. Are the members of the council ready to have these fatalities on their consciences?

Taking into account the recent and future expansion of Waltham, any school would only serve 8 to 10% of the population.

I would like to counter propose that this land be used for a health centre as this would serve 100% of the population of Waltham, making this a more cost effective proposal. In addition the area is large enough to incorporate a large patient parking area removing the 'dropping off', "collection", health, parking and reducing the overall health and safety by limiting traffic impact on the surrounding area.

The health centre could incorporate a multiple GP practice, minor surgery department, mri scanner, ct scanner and or small xray machine (removing the need to visit the hospital and

expanding their ability to serve the public. Specialist clinics such as Diabetic / paediatric/ chiropody etc. Provide the much needed NHS dental services that this area requires.

# Comments for Planning Application DM/0448/23/FUL

## Application Summary

Application Number: DM/0448/23/FUL

Address: Land Off Sunningdale Waltham North East Lincolnshire

Proposal: Provision of new Primary School, including erection of main school building, installation of ventilation system, erection of fencing/gates and associated landscaping. Creation of staff car parking, vehicular and pedestrian accesses from Sunningdale, pedestrian access from Archer Road, creation of playgrounds and playing pitch, racing track, habitat area, cycle storage and associated works

Case Officer: Owen Toop

## Customer Details

Name: Mrs Sandra Murphy

Address: 3 Ashbourne Waltham Waltham GRIMSBY

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:

Although traffic and public walkway considerations may be in place during the development and construction of this proposed primary school, these do not go far enough.

Sunningdale is a busy roadway carrying a lot of traffic from Bradley Road through Waltham during all parts of the day. Residential parking causes a 'slalom' effect which results in a backlog of traffic and limited access along its narrowing length. Site access for the delivery and removal of any required materials seems to have been minimised in the site traffic construction plan as I do not believe this reflects or reduces any of the likely traffic problems that will arise.

In addition, there does not seem to be any plans for the development of any pedestrian crossings, limited parking for 'drop off and collection for pupils at the school. As we all know, walking access to the school will NOT happen. The new housing developments, that necessitates the building of a new school in this area are NOT located within walking distance of Sunningdale. Plus no one seems to have legs anymore! How are you going to reduce the environmental impact of all the additional motorised vehicles being used by the parents taking their children to this school once it is built. All aspects and infrastructure to support a new school on the surrounding local area and its residents after its inception must also be considered before building even begins and not just the impact of constructing it



There is no provision for what the future impact that the increased traffic will have on either Lindrick Walk or Ashbourne which both border on this area. How are you planning to STOP parents using these areas to drop off and collect their children attending this new school in the future?

Perhaps you would consider incorporating into your the plans, a through road from Sunningdale to Archer road to allow a one way system for vehicles to ' drop off' and 'collect' their children in relative safety 'on site' away from the surrounding side streets as this would significantly help reduce the parking problems and traffic flow along these streets, as we all know this is extremely likely to rise.

Although Waltham is growing in both its area size plus the number of residents a new primary school would only benefit 12% of the increased population .

I therefore object to this being area used for a primary school.

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Neil Armitage

Address: 6 Ashbourne Waltham

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Whilst it is appreciated that additional school places are required within this popular village, the location is not suitable for these means.

Whilst the land may have been initially allocated for the provision of a school when the estate was initially developed, this was over 40 years ago and as with most things, times have now changed and the times of parents walking children to school has long stopped. Add to this the fact that there is an open policy for applying for school placed outside the old "catchment area" policy, children will likely be attending the school from outside the village. All of this will add additional traffic to an area which is already significantly impacted by local residents parking on local roads containing bends. As such parents dropping and collecting children will only add to this issue resulting in what will eventually add to an increase in accidents in the local streets.

On top of this access for emergency vehicles at peak times will be severely restricted again putting residents at risk.

Also considering the fact that more and more young adults are unable to get on the property ladder, this results in them living with parents longer than they would have done 40 years ago which will result in increasing levels of roadside parking by residents. You only have to travel these streets at certain times of the day to experience the slalom course which we have in the local area.

Surely the correct location for this school would be to use spare land on the boundary of the

village where sufficient space will permit suitable drop off and collection zones for parents to use.

Should the council wish to secure funding for land elsewhere, surely a better use of this land would be to sell of for housing. Whilst this will also have an impact upon local traffic, this would be much more controlled with parking being undertaken outside the new properties.

I trust that the council will listen to local resident concerns, after all we live with these issues daily, rather than simply taking the easy route of using this land simply because it was allocated for schooling over 40 years ago.

Regards

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Neil Armitage

Address: 6 Ashbourne Waltham

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

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Case Officer: Owen Toop

## Customer Details

Name: Miss Helen Fowler

Address: 16 Ashbourne Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object to the plans. The school entrance will be on a blind bend. Sunningdale and the surrounding roads are already heavily congested with the residents cars. Most of the side streets are bendy dead ends that can just about cope with the residents cars parked on the roads. Cars are often parked on the junctions around this area forcing drivers to pull into the roads on the other side causing near misses. This will only get worse if the school goes ahead with the increase of traffic. This area doesn't get gritted in the winter. The bend on Sunningdale gets icy along with all the small side streets. The main road is already grid locked in the mornings and again at 3pm and between 5-6pm. The increase in traffic will cause problems for the residents and the emergency services we already have cars parked opposite and have to zip zag in and out of the parked cars emergency services will struggle to get through.

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Andrew Saville

Address: 17 Ashbourne Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object to the development.

My main concerns regarding this development are the significant increase in traffic, during peak times, on already congested narrow streets around the proposed site. Here in Ashbourne, which is a small narrow cul-de-sac, there are a few properties with more than one vehicle already leading to on street parking. Also we often have people coming down thinking we are a cut through to either Sunningdale/Woodhall Drive.

Another concern is for the wildlife of the area. A number of years ago, the field area was planted with trees, which are now getting well established, and can be seen to have nesting birds etc. Also the council has in the past not cut the long grass at certain times of the year, their excuse being, "Not to disturb the ground nesting birds, hedgehogs and other small mammals". Where are they to go now once all this will be cleared away with these works??

As others have mentioned access for council refuse vehicles, emergency service vehicles can be compromised, by the expected inappropriate parking of parents of the school children, on the narrow streets.

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Case Officer: Owen Toop

## Customer Details

Name: Mr Chris Rowe

Address: 18 Ashbourne Waltham Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The school will add a significant increase to an already busy estate with heavy traffic.

The entrance to the school on Sunningdale bend is dangerous & has not been thought through properly. The alternative options off Archer Road & Lindrick Walk are even worse & will be a health & safety concern.

Parking on residential streets is a big concern, you only have to witness the dangerous parking at Waltham Leas primary school to understand the issues the number of cars/vans cause in & around residential streets at drop off & pick up times. Parking limits, residential parking permits wouldn't necessarily resolve the problem but protect those residents who live nearby knowing they can park & access their homes at all times.

To lose the nature woodland which has grown over the years attracting many animals, foxes, hedgehogs, insects, nesting birds in the hedgerows will be a travesty to our surroundings & environment.

The green in between Ashbourne & Sunningdale woodland, it was confirmed in an earlier public consultation that this would not be affected. We'd want to know this still remains the case & how residents of nearby streets will be protected from streets being used as cut throughs.



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Case Officer: Owen Toop

## Customer Details

Name: Mrs Amanda Williamson-Grant

Address: 9 Carnoustie Waltham Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: My Concerns regards the plan to build the new school, are 1) the increase in traffic at school start and finish times. As we all know most parents will drive their children to and from school. the increase in the number of vehicles using the Sunningdale access gate, and the increased number of cars will also cause issues on the road and side streets near the main gate due to parents parking cars while dropping off and collecting their children, causing restrictive access to residents. 2) the area has been a green space on the estate since it was first built in the early 1980s, which people on the estate have used for the last 50 years. I am surprised the council is considering taking away a green space that is used by locals, at a time when green spaces for communities are being promoted. I am sure that there are more suitable areas to build the school than in the middle of a housing estate, maybe it should be built on one of the new housing estates being erected around the Waltham area.

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Case Officer: Owen Toop

## Customer Details

Name: Mr Kevin Mackrill

Address: 13 Carnoustie Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: We strongly object to the building of a new school at this location as close neighbours to the proposed site on a number of grounds, as previously highlighted in our email to the council on 12th October 2022 during the public consultation period. As advised in the response from the Council to this email, we sincerely hope that these comments captured during the public consultation are being taken into consideration as part of the planning process, by which we assume the planning application that has been submitted.

There are clearly concerns that have not been addressed for local residents to the proposed site, specifically relating to on road parking, increased traffic congestion within the village itself and noise created from the proposed school.

It is extremely optimistic that any education provider can work with the parents of school children to look at alternative methods of dropping off and picking up their children from school. Nor is this enforceable by an education provider. Any local resident can advise of heavy on street parking in roads that surrounding the proposed site such as Woodhall Drive, Archer Road and Sunningdale, created by changes in society on vehicle ownership and use since the land was originally provisioned for educational purposes over 40 years ago. Navigating these roads is tricky at the best of times, and little consideration has been given on the impact of additional parking requirements of a 210 place primary school at school drop off and pick up times. There simply is little provision for parking available, which lead to increased safety concerns for young children, parents and local residents.

As has been mentioned as part of proposal, the school is for Waltham and its surrounding villages. Parents from outside the village boundary are highly unlikely to take any other means than car for school drop off and pick up. Having experienced the congestion caused through the village at school drop off and pick up time, having a 50% increase in traffic congestion will further impact on the lives of those living within the village.

Further to the issues created by parking and traffic, the local residents have a peaceful estate with little noise to contend with. By building a new primary school at the proposed site, in the middle of a residential housing estate, will certainly bring with it a significant increase in noise for residents local to the site.

All of this, after local residents have been subjected to the best part of 12 months of heavy goods vehicles, construction traffic/parking and noise for the actual build of the facility itself.

We can see from other comments from neighbours to the proposed site that these concerns are shared by many, and expect similar concerns were raised during the public consultation period.

Whilst it may have been suitable for a school to be built on this site 40+ years ago, changes in society and an increase in size of the village of Waltham mean that this should be reconsidered. Over the following years, the council has had many an opportunity to locate a provision for education within new housing developments on the outskirts of the village which could take into consideration the impact it would have on existing residents and developments within the village over that time. The proposed site on Matthew Telford way, on the outskirts of the housing estate is a good example of how to minimise the impact on local residents, in comparison to the location of a new primary school in the middle of a densely populated housing estate.

We would also like to share our agreement to the view that having walked past the proposed site on many occasions in recent times, it has clearly been left to become overgrown, uncared for, in fact an eyesore to local residents since the point the proposal was advised in the public domain. This is quite frankly disappointing given the continual increases in council tax over the preceding years

This should not be a case of the land was provisioned for education therefore it is the only option, consideration must be given to the societal and local changes over the many years since the provision was made and the impact this will have on the neighbours to this proposal. If Waltham does not have the facilities for additional housing provisions such as schools, the council should prevent any further developments from being approved

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Susan Wells

Address: 17 Chadwell Springs Waltham Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: It's a really built up area already

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Mr Wells

Address: 17 Chadwell Springs Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The road size cannot take the current residents never mind the load of a school. Why not insist that new developments incorporate new facilities, instead of burdening the existing residents with the issues caused by greedy developers. I feel that patch of land has possibly been left to ruin by the council to help facilitate this development.

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Case Officer: Owen Toop

## Customer Details

Name: Miss Jane Mills

Address: 5 Gleneagles Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object to the building of a new school on this land. The environmental impact will be costly to the wildlife that lives here., bats, birds even deer have been seen grazing. The land gets waterlogged and causes run off onto the road and the drainage is poor. My objections still stand as per my original objection nothing has changed on the revised plan to change my mind. Traffic will increase and the noise pollution from general school playgrounds and the comings and goings will affect everyone in this area. Parents will not walk their children to school they don't do it now at the Leas. The impact on the village will be a negative one. The land is used by most people as a safe walk to the village as Barnoldby Road is like a race track. Too many green spaces are being built on keep Waltham as is no more concrete.

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Case Officer: Owen Toop

## Customer Details

Name: Miss Jane Mills

Address: 5 Gleneagles Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I strongly object to this new school for the following reasons. Bradley Road, Barnoldby Road and Waltham Village roads are already busy and the traffic using them gets very congested. The high street has a very narrow footpath along the shops. Parents will not walk their children to school they don't do it now for the Leas or any other local school. Major disruption for Sunningdale, Woodhall and surrounding roads of parking will be an issue. The green belt land is a safe route to walk down to the village and access the local playing fields. What will happen to the trees and hedges which are a home for local wildlife the trees have just got established and now they are going to get ripped out? The land also floods after heavy rain and snow. Noise pollution will impact on the area not just during the normal school day but out of school hours also for clubs that are run there. This location is not suitable especially due to lack of parking and environmental concerns. The building of additional housing within an already full village should not be allowed if school provision and local amenities can not be fulfilled.

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Case Officer: Owen Toop

## Customer Details

Name: Mr Neil Mcleod

Address: 4 Lindrick Walk Waltham Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The 2.4mtr fencing in the lindrick walk area is outside the bushes .Could this be moved closer to school to soften the view of the school which will look like a prison with such garish fencing



# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Carl Thomsen

Address: 46 Sunningdale Waltham

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

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

1. This land was here marked for educational use in 1976 , in 50 years a great deal as changed. Increased traffic , multiple vehicle ownership yet the infrastructure of the local roads has not changed . This development will cause heavy traffic through out the day causing increased risk to school users and local residents not to mention the increase in noise and pollution.
2. Proposed access to the new school on a blind bend would again cause many risks of accidents and congestion of traffic.
3. It is proposed on the plans that there will be 22 parking spaces including 2 disabled spaces , would this be adequate for all staff and visitors attending the school each day ? If not this will increase parking to the surrounding residential areas .
4. This land as been allowed to mature with many trees planted over the years and is used to the benefit of the local residents. To take this away will be detrimental to the area losing green space.
5. An increasing amount of land is being used to build new properties in the village. Would it not be more appropriate to use some of this land to build a new school. Allowing people to choose to live near a school rather than it be forced upon the residents of this estate.

I hope you will take my comments on board and respect my right to enjoy my property without having to deal with the consequences of living next to a school .

Yours sincerely

Mr Carl Thomsen & Mrs H Jones

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Greg Syme

Address: 5 Turnberry Approach, Waltham, North East Lincolnshire DN37 0UQ

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Totally Object.

When is green belt land that divides villages and farm land and dwellings going to stop being used for building faceless houses with no character and not in keeping with their location.

As councillors you should hang your heads in shame. We will look back in years to come at deserted towns and run down houses that could be generated and supply perfectly good housing with amenities near by.

Villages are turning into small towns with a fragile infrastructure that will surely break down in future years.

Shame on you!

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Greg Syme

Address: 5 Turnberry Approach, Waltham, North East Lincolnshire DN37 0UQ

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Comment:It appears that you will still be removing the main tree line and associated hedges that cross

this land to make way for a football pitch.. This habitat houses and feeds various wildlife including hedgehogs, frogs, newts, all types of birds including a Sparrow Hawk and a colony of bats. We also have house martins that return every year to feed on the insects that house themselves in this habitat.

You could keep this row of trees if you considered the position of the size and position of the playing area and football pitch. It is not necessary to have this large a playing area for a primary school where it will only be used in the summer. Also at this age will they even utilize the running track and football pitch?

I assume you will be completing a bat survey?

It is on the removal of wildlife habitat that I object to this development as it has been poorly thought through.

# Comments for Planning Application DM/0448/23/FUL

## Application Summary

Application Number: DM/0448/23/FUL

Address: Land Off Sunningdale Waltham North East Lincolnshire

Proposal: Provision of new Primary School, including erection of main school building, installation of ventilation system, erection of fencing/gates and associated landscaping. Creation of staff car parking, vehicular and pedestrian accesses from Sunningdale, pedestrian access from Archer Road, creation of playgrounds and playing pitch, racing track, habitat area, cycle storage and associated works

Case Officer: Owen Toop

## Customer Details

Name: Mr Greg Syme

Address: 5 Turnberry Approach Waltham GRIMSBY

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: It appears that you will be removing the main tree line and associated hedges that cross this land to make way for a football pitch.. This habitat houses and feeds various wildlife including hedgehogs, frogs, newts, all types of birds including a Sparrow Hawk and a colony of bats. We also have house martins that return every year to feed on the insects that house themselves in this habitat.

You could keep this row of trees if you considered the position of the size and position of the playing area and football pitch. It is not necessary to have this large a playing area for a primary school where it will only be used in the summer. Also at this age will they even utilize the running track and football pitch?

I assume you will be completing a bat survey?

It is on the removal of wildlife habitat that I object to this development as it has been poorly thought through.

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Kevin Marshall

Address: 11 Turnberry Approach Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Despite all these comments objecting to this development, I suspect these will be overlooked. History

suggests this development will go ahead despite major safety concerns including access for emergency vehicles from surrounding residents. Let's see

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Kevin Marshall

Address: 11 Turnberry Approach Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Waltham Leas have available spaces for September.

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Kevin Marshall

Address: 11 Turnberry Approach Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Councillor Cracknell says " Being in the middle of the village, road traffic will be reduced"

Can we have a balanced and informative discussion please not have a councillor who appears to be "away with the fairies"

# Comments for Planning Application DM/0448/23/FUL

## Application Summary

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Case Officer: Owen Toop

## Customer Details

Name: Mr Kevin Marshall

Address: 11 Turnberry Approach Waltham Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I note the comments from the Parish council and their approval of the proposed development of the new school. The parish council fails to address or comment on the following:

1. The road infrastructure within the housing estate. All roads are narrow, contain many bends, some of which are blind bends
2. The existing neighbourhood and the current levels of vehicles parked on the streets. Many houses have two cars and/or works vans that already result in difficulties getting around the estate. Adding a school will gridlock the estate
3. Access for emergency services will prove difficult and the health and safety of children and residents alike will be at risk.



# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Kevin Marshall

Address: 11 Turnberry Approach Waltham Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I note the addition of visual splays on the amended plans. These do not address, in any way, the risk of accidents involving small children. The accident risk is high on the blind bends around Archer Road. Yet again the road infrastructure around the school has not been recognised and acted upon. Blind bends are dangerous to children

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Kevin Marshall

Address: 11 Turnberry Approach Waltham Grimsby

## Comment Details

Commenter Type: Member of the Public

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

Comment Reasons:

Comment: I have read the Transport assessment which states that transport to and from the school by foot and cycle will be encouraged by the council. The council and the highways team should put forward how they propose to implement and enforce these methods of transport. There is no evidence to suggest that anything other than vehicles will be used to get children to school. The assumptions are naive and are used to support the application only and do not reflect what will happen in practice. Secondly, no parking zones around the school will merely force parking onto other surrounding roads. This has not been addressed in any way and remains a key safety issue

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Kevin Marshall

Address: 11 Turnberry Approach Waltham Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The air pollution assessment is based on the assumption that there will be "low level" of traffic movement around the school. Once again, the council needs to support the statement that there will be low volumes of traffic. There is no evidence whatsoever to support this statement. The only information available is traffic levels at Waltham Leas School which can be used as a guide. To assume low levels of traffic at this development in the middle of a residential area would be only to support the application and does not reflect reality

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Kevin Marshall

Address: 11 Turnberry Approach Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The revised plans do not address any of the original objections raised by residents over the previous months

1. The transport assessment fails to address the substantial increase in traffic flow and subsequent parking levels. The council's assumption that large portions of children will arrive on foot has no firm data to support the statement. Indeed, the difficulties with parking and confrontations between parents and residents at Waltham Leas is the only firm basis on which to base a decision
2. The highways team propose no waiting lines and cameras around the school. This will merely move the cars onto other side roads causing difficulties for residents. They also fail to address access for emergency vehicles when roads are congested.
3. As stated by another resident, the air pollution report is inadequate and has major flaws in it.
4. Noise pollution remains unresolved particularly during construction with heavy goods vehicles accessing a residential area. Older residents and young children are particularly at risk.
5. Road infrastructure is that of a residential estate with roads not designed for HGV's and heavy traffic flow
6. The removal of existing hedgerows and trees will have an adverse impact on the wildlife in the

area. This. at a time, when the council continues to promote their " tree strategy". Adding a few trees onto the development is a token gesture and cannot replace the destruction of existing habitat.

**From:** Kevin Marshall

**Sent:** Wednesday, November 8, 2023 3:23 PM

**To:** Cllr Nick Pettigrew (NELC) <Nick.Pettigrew@Nelincs.gov.uk>

**Cc:** Owen Toop (EQUANS) <Owen.Toop@nelincs.gov.uk>; Planning - IGE (Equans) <planning@nelincs.gov.uk>

**Subject:** Re: School at Sunningdale Waltham

Good afternoon

### **Summary**

**It is considered that the transport priorities for development are to reduce the dependency on car borne trips, maximise public transport accessibility, encourage walking and cycling, and to promote the uptake of electric vehicles. A key theme of the policy is to ensure that developments are located in places where the need to travel is minimised.**

The summary of the transport assessment is above

The planning committee, and the council, should support the statement that there will be a proposal to reduce car borne trips. In addition, how will they promote and enforce these actions with parents

The council have no control over the levels of parking and the impact on residents. They are merely making blanket statements to support the application.

There is no evidence whatsoever to support this statement.

Indeed, the parking problems at the Leas school suggest significant parking around the school resulting in confrontations between parents and residents.

Mr K Marshall  
11 Turnberry Approach  
Waltham  
Grimsby  
DN37 0UQ

# Comments for Planning Application DM/0448/23/FUL

## Application Summary

Application Number: DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Kevin Marshall

Address: 11 Turnberry Approach Waltham Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The Waltham windmill project has recently been opposed by the parish council on the following grounds:

"These include inadequate village infrastructure, concerns over additional traffic, and risk of flooding."

All of these apply to the new school, particularly concerns over additional traffic

# Comments for Planning Application DM/0448/23/FUL

## Application Summary

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Case Officer: Owen Toop

## Customer Details

Name: Mr Kevin Marshall

Address: 11 Turnberry Approach Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I echo the views of the residents in Archer Road. Parking is a major issue with this development. Parents dropping off at schools pay little or no attention to parking restrictions as highlighted in recent installations of cameras at other schools. This project fails to address any parking concerns for existing residents and raises safety concerns for residents.

The issue of flooding needs further investigation and evaluation. Heavy rains in the winter months flood the area with waters flowing onto and under existing neighbouring properties.

The application includes provisions for a racing track. What type of track will be built?

Where will the pedestrian access from Archer Road be located?



## Megan Green (EQUANS)

---

**From:** Planning - IGE (Equans)  
**Subject:** FW: New School Waltham

17.11.2023

I would like to express my concerns regarding the integrity of this planning process.

We are faced with a planning committee consisting of local councillors. Some or all of those councillors will have a vested interest in seeing this project proceed.

We have councillors voting on a council project.

In my opinion, this should be put before an independent committee who can take a balanced view with all aspects taken into consideration.

This is more than just a school build it is a major intrusion into residents lives.

Kevin Marshall  
11 Turnberry Approach

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## Owen Toop (EQUANS)

---

**From:** Owen Toop (EQUANS)  
**Sent:** 15 December 2023 17:06  
**To:** Owen Toop (EQUANS)  
**Subject:** FW: New School - Land off Sunningdale

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**From:**  
**Sent:** Friday, December 15, 2023 5:00 PM  
**To:** Owen Toop (EQUANS) <Owen.Toop@nelincs.gov.uk>  
**Cc:** Cllr Nick Pettigrew (NELC) <Nick.Pettigrew@Nelincs.gov.uk>; Planning - IGE (Equans) <planning@nelincs.gov.uk>  
**Subject:** Re: New School - Land off Sunningdale

Good afternoon Owen and thank you for your response.

Having read the details of the response to the deferral I see nothing that has changed to improve the parking and traffic concerns that have been put forward by residents.

In fact, the majority of the report indicates that this development should not go ahead due to parking and traffic concerns highlighted by Highways

The proposal that parents/children will walk or cycle to school has no reliable data to support the argument. In fact, it is a "nice to have" statement by the applicant but in reality won't happen.

The applicant must support this statement.

This development should be rejected as the road infrastructure does not support a school environment.

Please add my comments to the planning portal

Kevin Marshall

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Miss Rosanna Lindley-McGovern

Address: 20 Woodhall Drive Waltham Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The proposed development location is entirely inappropriate. The land off Sunningdale is surrounded by residential estates, the roads of which are already heavily congested due to the residents' cars being parked on the road. Travelling at any time of day is already awkward due to the volume of parked cars outside people's homes.

The introduction of a primary school in such a location would mean that the surrounding roads would simply become a mass of cars with no means of getting through, as it is likely that the vast majority of the proposed school children (210 places) would be driven to and from school by their parents. It would be impossible to build more roads to accommodate the additional traffic, given that the proposed location is already surrounded by the roads leading to/from residential homes, and therefore there is no method by which the roads would be prevented from becoming even more congested (other than by painting double yellow lines or introducing parking restrictions, neither of which are appropriate in this environment).

Given that there is already ongoing development just off Bradley Road, the writer would consider it far more appropriate for a new primary school to be built in this/a similar location i.e. not in the middle of a long-existing residential estate.

# Comments for Planning Application DM/0448/23/FUL

## Application Summary

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Case Officer: Owen Toop

## Customer Details

Name: Mr Paul Meadows

Address: 27 Woodhall Drive Waltham

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:As a resident of Woodhall Drive I would like to formally oppose this planned development.

The supplied documents do not contain a traffic impact assessment for after the completion of planned works.

Adjacent streets for access to North, East and South aspects of the site are narrow with no parking restrictions in place. Static vehicles are already frequently present on both sides of the road.

The access routes for the proposed development will not cope with the increased volume of traffic, particularly at pick-up and drop-off times.

Access and egress for residents of neighbouring streets will be severely inhibited, the impact of which will be particularly felt by elderly and disabled residents.

There will be a subsequent increased risk for the public due to restricted access for emergency services during peak traffic times and a lack of safe pedestrian crossing points.

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Paul Bryan

Address: 36 Woodhall Drive Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I see there has been no change to the plan as regards to keeping The large tree and a part of the hedgerow. The tree and hedgerow were part of the original farm, long before the land was allocated for a school. So I am very disappointed the council/designers haven't tried to incorporate any of these in the design/layout. With that in mind I now object to the plan as the council have not looked at the proposal for this slight change to the plan.

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Paul Bryan

Address: 36 Woodhall Drive Waltham

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The big tree must be a few hundred years old and hedgerow are well established and have been there many years. Would it be possible to keep the tree and as much of the hedgerow as possible for local wildlife and environment. I've seen this council allow total devastation of hedgerows etc at the Toll bar roundabout development and the new the housing development on Humberston Road.

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Paul Enderby

Address: 41 Woodhall Drive, Waltham, North East Lincolnshire DN37 0UW

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The proposal has several flaws. Firstly, there is no need for a new school in the area. Apparently the Leas School has vacancies for next term and according to initial results from the 2021 census there has been a 15% drop in population in the 0 to 4 age group in North East Lincolnshire (data by village or ward is not yet available). In the light of this, surely existing schools in the area can provide for future demand. The last thing local residents want is a school which proves to be surplus to requirements and is closed after a few years leaving an empty site with all of the issues that would cause.

As I understand it, planners determine the need for schools based on the number of properties in the area it would serve and does not consider the age of the residents who live in them.

The second major flaw is the proposed location. Whilst I acknowledge that there are a number of housing development projects in the area, there are only 2 which are likely to provide any real increase in demand for primary school places - the site opposite Toll Bar School and The Green off Cheapside. Travel from there to the proposed new school would mean increased traffic through the 2 mini roundabouts in the centre of the village. This area becomes gridlocked in a morning whenever there is any obstruction to the flow of traffic or when increased volumes occur.

The proposed site has been designated for a new school for around half a century. It was never intended that it would take this length of time to develop. Over that time it has developed beyond recognition and become the home for much new fauna and flora. The number of cars on our roads has increased almost threefold. It is inconceivable that the roads on the estate around the proposed development which were planned so long ago could ever cope with the increased traffic and parking which would occur if the development were to go ahead. It would cause unnecessary



stress to both local residents and parents of the new pupils.

It is time to rethink and if a school is required in the village, which appears not to be the case, it should be sited where most of it's pupils can and will access it on foot and those who need to be driven there can be dropped off without causing unnecessary congestion.

# Comments for Planning Application DM/0448/23/FUL

## Application Summary

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Case Officer: Owen Toop

## Customer Details

Name: Mr Frank Hammond

Address: 50 Woodhall Drive Waltham Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The roads are not able to take the congestion that will be caused by the cars and transport for the school. There is currently problems with parking and congestion at others schools in the area so why would this be any different? The speed that people drive along both Woodhall Drive and Sunningdale is a concern especially for the younger children. There were new trees planted within the area of the proposed school which are going to obviously need removing. It is a shame that the local area needs to be built up even more. The residents have been living there for a number of years and feel that the area will loose the friendly atmosphere and be too dangerous and overcrowded with the building of the school.

# Comments for Planning Application DM/0448/23/FUL

## Application Summary

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Case Officer: Owen Toop

## Customer Details

Name: Mr Cliff Garnham

Address: 56 Woodhall Drive, Waltham, North East Lincolnshire DN37 0UP

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This is unsuitable place for a School of any type to be located. Access roads to and from that area are all residential, and area not designed to take traffic associated with a School. This is unfair that local residents will have their lives made much more difficult, especially at morning and afternoon times. Also that land is a current green space, and is used by residents for walking, and by kids in summer to play on. This is a reasonably quiet and peaceful area, and this will destroy some of that.

# Comments for Planning Application DM/0448/23/FUL

## Application Summary

Application Number: DM/0448/23/FUL

Address: Land Off Sunningdale Waltham North East Lincolnshire

Proposal: Provision of new Primary School, including erection of main school building, installation of ventilation system, erection of fencing/gates and associated landscaping. Creation of staff car parking, vehicular and pedestrian accesses from Sunningdale, pedestrian access from Archer Road, creation of playgrounds and playing pitch, racing track, habitat area, cycle storage and associated works

Case Officer: Owen Toop

## Customer Details

Name: Mrs Madeleine Garnham

Address: Woodhall Drive Waltham Grimsby

56 Woodhall Drive, Waltham, DN37 0UP

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This is a very bad idea. This is a quiet residential area, and the road system in this area will not cope with parents trying to get as close to the school as possible to drop off/pick up their children, without doubt this will be at the vast inconvenience to current local residents who may also be wanting to arrive/leave at their own homes.

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Cliff Garnham

Address: 56 Woodhall Drive, Waltham, North East Lincolnshire DN37 0UP

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Traffic in Waltham at peak times is becoming overloaded, and to think about putting a School right in the middle of a quiet residential area is not practical, the road system around the village will simply not cope, and both residents and School attendees will simply be unable to reach their destination. Also of course there is health and safety to consider, if an urgent need arises in peak times for emergency services to get in/out the village, then delays to that could result in loss of life. We already have the increased traffic flow due to the developments in The Hive, and off Bradley road, and Waltham is now at capacity.

That area is also used as a recreation area by children in summer, and is a very popular area of people to walk dogs etc., putting a School right in the middle of a residential estate is simply crazy and impractical, and this has no consideration for any of the residents in this area.

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr Cliff Garnham

Address: 56 Woodhall Drive Waltham Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This is unsuitable place for a School of any type to be located. Access roads to and from that area are all residential, and area not designed to take traffic associated with a School. This is unfair that local residents will have their lives made much more difficult, especially at morning and afternoon times. Also that land is a current green space, and is used by residents for walking, and by kids in summer to play on. This is a reasonably quiet and peaceful area, and this will destroy some of that.

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mr KEITH CLIFTON

Address: 3 TURNBERRY APPROACH WALTHAM GRIMSBY

## Comment Details

Commenter Type: Member of the Public

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

Comment Reasons:

- Comment: 1. Who will look after the side of the fence facing the school ie painting, cutting back leylandi overhang and removing clinging ivy?
2. Will there be double yellow lines outside the front of our house to stop obstructive parking?
3. Can you confirm that there are no plans to construct a building in line with our back fence?

# Comments for Planning Application DM/0448/23/FUL

## Application Summary

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Case Officer: Owen Toop

## Customer Details

Name: Mr Keith Clifton

Address: 3 turnberry approach waltham grimsby

## Comment Details

Commenter Type: Member of the Public

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

Comment Reasons:

Comment: Just a concern about casual parking at the top end of Turnberry Approach, twice a day. We need egress from our drive so would welcome parking restrictions (lines) outside our houses. Also will there be trees planted at the back of our house to stop footballs flying over our fence and potentially breaking windows? Will the pitches align west to east not north



# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Charlotte Marshall

Address: 9 Turnberry Approach Grimsby

## Comment Details

Commenter Type: Neighbour

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

Comment Reasons:

Comment: Waltham Leas has just announced it is under-subscribed for the September 2023 intake. I am not sure another school within an established part of Waltham is entirely necessary? Perhaps a new school on the outskirts would be more fitting.

If it is to go ahead, I believe the current plan details insufficient parking for the various teaching, administrative and support staff. I appreciate that Waltham Leas is a larger school, however the staff continuously block each other in and park on their own yellow lines. Please ensure there is adequate parking at the proposed new school.

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Lisa Iggo

Address: 20, Sunningdale waltham, Sunningdale waltham Sunningdale waltham Grimsby

## Comment Details

Commenter Type: Member of the Public

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

Comment Reasons:

Comment:Waltham VILLAGE has simply become to big, building needs to stop.

Sunningdale and Woodhall is already used as a rat run and 30mph is way to fast. Will the speed limit be reduced in surrounding streets to the proposed school? Will there be parking restrictions around the school entrance, how will this be policed? Parents at WLPA are angels on days wardens are stood at gates but horrendous at other times. Accidents are waiting to happen.

Has there been a through investigation into what wildlife habitat in the proposed land site? I echo other comments of bats, newts, hedgehogs etc.

Concerns were raised at Waltham parish Council meeting from myself and other residents about the location of school and parking and the main entrance being on a bend.

It shows on plan that large establish trees at front of proposed school leading to Ashbourne will be left, is this correct.

I worry about flooding as that site often does in bad weather. I also worry that this is just going through the motions and decisions have already been made. The proposed site looks unkept, edges of grass have only been cut!

# Comments for Planning Application DM/0448/23/FUL

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Case Officer: Owen Toop

## Customer Details

Name: Mrs Kerry Nattress

Address: 3 Lindrick Walk, Waltham, North East Lincolnshire DN37 0UN

## Comment Details

Commenter Type: Neighbour

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

Comment Reasons:

Comment:As you can see we live in Lindrick Walk and have the following concerns:

- cars will use Lindrick Walk as a car park, we need parking restrictions for school times.
- we have lovely maturing trees opposite and hope they will not all be removed, many are not in the building area
- the fencing appears to be set back from the pavement, will we have landscaping to protect our view?
- many birds varying size, even a heron use this area, will provision be made for them?

## Megan Green (EQUANS)

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**From:** Planning - IGE (Equans)  
**Subject:** FW: Waltham Primary School - question/comment  
**Attachments:** image001.jpg

I am in full support of the school coming to the area but would like to ask (or add my comment if a decision hasn't been made) if there are any plans to add a crossing on the other end of Barnoldby Road (near Barnoldby le beck roundabout or the petrol station for example) so children can safely cross the road to get to school. Currently the only crossing on Barnoldby Road is near the other roundabout by Cabin News, therefore any children who travel from Chestnut Road / Westfield area like my son soon will, we will have quite a long journey to safely cross the road, especially as that road can be quite busy.

Kind regards

Katie

Item 2 - Healing Wells Farm  
Wells Road Healing -  
DM/0507/23/FUL

# Healing Parish Council

**1 Beach View Court, Norfolk Lane, Cleethorpes DN35 8BT**  
**Email 'healingparishcouncil@outlook.com'**  
**Tel – 07494 577661**

12<sup>th</sup> July 2023

Planning Dept. NELC  
BY EMAIL

Dear Sirs,

The following application was discussed at a meeting of Healing Parish Council held on Tuesday 11<sup>th</sup> July 2023 – the comments and observations from the Parish Council are shown as follows:

**Planning Application Reference: DM/0507/23/FUL**

**Proposal: Construction of free range egg (poultry) unit including the erection of building with associated feed bins, hardstandings, drainage attenuation pond, access road (to Wells Road) and associated landscaping**

**Location: Healing Wells Farm Wells Road Healing**

*No objections.*

Yours faithfully,

Mrs. Kathy Peers  
Clerk – Healing Parish Council

# STALLINGBOROUGH PARISH COUNCIL

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

13<sup>th</sup> July 2023

To:  
[planning@nelincs.gov.uk](mailto:planning@nelincs.gov.uk)

Dear Sirs,

Further to your letter, the Parish Council discussed the applications below at a meeting held on Wednesday 12<sup>th</sup> July 2023 and submits the following comments:

**Planning Application Reference: DM/0507/23/FUL**

**Proposal: Construction of free range egg (poultry) unit including the erection of building with associated feed bins, hardstandings, drainage attenuation pond, access road (to Wells Road) and associated landscaping**

**Location: Healing Wells Farm Wells Road Healing**

*No objections.*

Yours faithfully,

*KJ Peers*

**KJ Peers**  
**Clerk to the Council**

# Comments for Planning Application DM/0507/23/FUL

## Application Summary

Application Number: DM/0507/23/FUL

Address: Healing Wells Farm Wells Road Healing North East Lincolnshire DN41 7QH

Proposal: Construction of free range egg (poultry) unit including the erection of building with associated feed bins, hardstandings, drainage attenuation pond, access road (to Wells Road) and associated landscaping

Case Officer: Richard Limmer

## Customer Details

Name: Mr Owen Bierley

Address: 36 Maple Avenue Keelby Grimsby

## Comment Details

Commenter Type: Ward Councillor

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

Comment Reasons:

Comment: I'm writing as a regular user of Wells Road and as a West Lindsey District Council member for Caistor and Yarborough Ward, to say that I fully support residents' views and do not believe the road is suited to serving the development proposed. Though well used the lane is unclassified, of varying width and with a number of sharp bends and blind brows along its length, principally on the section between the site access point and Riby. The photographs already submitted as part of this consultation process clearly illustrate these points and also highlight that any maintenance work is carried out on a remedial basis in response to specific problems with the road surface.

On these grounds I request that if, in assessing the planning balance of the proposal, you were minded to recommend approval, that a condition be included requiring that all goods vehicles accessing the site (either during construction or operation) only do so from the B1210 Healing Road please? This will not only help protect the residential amenity of residents but also assist in maintaining road safety for the benefit of all and it is, I believe, essential. Section 9.2 of the submitted Design, Access and Planning Statement describes the proposed development as a very low traffic generating use; the real issue though is the size and weight of the vehicles involved.

Thank you for your kind consideration.



# Comments for Planning Application DM/0507/23/FUL

## Application Summary

Application Number: DM/0507/23/FUL

Address: Healing Wells Farm Wells Road Healing North East Lincolnshire DN41 7QH

Proposal: Construction of free range egg (poultry) unit including the erection of building with associated feed bins, hardstandings, drainage attenuation pond, access road (to Wells Road) and associated landscaping

Case Officer: Richard Limmer

## Customer Details

Name: Mr Stephen Wood

Address: 16 Stallingborough Road Healing

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Our objection to the proposed development is made on the basis of the impact caused by additional HGV vehicles (noise, pollution and safety concerns) and the potential odours from the plant which could affect the air quality in the village of Healing.

To access the site, HGV vehicles will require to use the B1210 (Stallingborough Road), Wells Road and a narrow farm road.

The B1210 should be weight restricted to prevent HGV's from using the route through the village, given that the A180 now provides a suitable bypass to the village. This would improve road safety which would be beneficial given that the school access is directly from this road.

Wells Road is unsuitable for HGV use, given its width and design. Access to the farm road is close to blind summits and the introduction of an HGV access point would be a safety concern.

# Comments for Planning Application DM/0507/23/FUL

## Application Summary

Application Number: DM/0507/23/FUL

Address: Healing Wells Farm Wells Road Healing North East Lincolnshire DN41 7QH

Proposal: Construction of free range egg (poultry) unit including the erection of building with associated feed bins, hardstandings, drainage attenuation pond, access road (to Wells Road) and associated landscaping

Case Officer: Richard Limmer

## Customer Details

Name: Mr Andrew Petcher

Address: 78 Stallingborough Road Healing Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I cannot imagine a more absurd planning application.

I strongly object for the following reasons.

1 Wells Road is unsuitable for increased HGV traffic. It is too narrow, has no pedestrian footpaths or cycle lanes and the road surface is in an appalling condition. It is a dangerous road with an inappropriate speed limit. Also B1210 which runs through village of Healing and serves residential streets is unsuitable for increased HGV traffic.

2 The proposed very indirect access route from Wells Road to the proposed site is ridiculous with 90 degree bends that will make access very difficult and will impact on the environment.

3 Inevitable noise emanating from the site both from the chickens and from associated mechanical processes including vehicle movements. I note that the proposed location is well away from the farm itself.

4 Odour. I am completely unconvinced by the so called odour survey. Foul odour is an inevitable consequence of a chicken farm. I note that the proposed location is well away from the farm itself.

5 The inevitable impact of wildlife living on or close to this land including deer and hares.

I am surprised and concerned that the Parish Council raise no objections to the proposed development

I trust that you will make the only sensible decision and refuse the permission.

Regards

Andrew Petcher

# Comments for Planning Application DM/0507/23/FUL

## Application Summary

Application Number: DM/0507/23/FUL

Address: Healing Wells Farm Wells Road Healing North East Lincolnshire DN41 7QH

Proposal: Construction of free range egg (poultry) unit including the erection of building with associated feed bins, hardstandings, drainage attenuation pond, access road (to Wells Road) and associated landscaping

Case Officer: Richard Limmer

## Customer Details

Name: Mrs Sally Vergette

Address: Little Lindens Wells Road, Riby Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: We would like to support the objections made by Keith Lancaster, Wells Cottage, Wells Road, Riby.

We would like to further comment on the following:

We own Lindens Farm and HGVs under our control are instructed to access our farmyard from the Riby end of Wells Road to avoid travelling the length of the road from the Healing end.

We own the five van Certificated Location site mentioned by Keith Lancaster and even though all outfits are under 7.5 tons we advise access from the Riby end.

Sutton Estates have a grain store at Manor Farm, Wells Road, Healing and use it as a transit shed for other farms in their ownership. They use Wells Road from the Riby end to bring grain from these other farms to be transhipped to a grain store at Hemswell. These tractors and trailers are 24 tonne units, and, in our opinion, they should access Manor Farm from the Healing end.

As stated by Keith Lancaster they have land nearer the A180 more suitable for this development. Some years ago, they applied for planning for a centralised grain store on this site and this was rejected on the basis that they had land better suited for the purpose. I believe this is the case again.

Wells Road, an unclassified road, is not a suitable access point for this development and if approved would be better served with an access from the main B1210 Stallingborough/Healing Road.

# Comments for Planning Application DM/0507/23/FUL

## Application Summary

Application Number: DM/0507/23/FUL

Address: Healing Wells Farm Wells Road Healing North East Lincolnshire DN41 7QH

Proposal: Construction of free range egg (poultry) unit including the erection of building with associated feed bins, hardstandings, drainage attenuation pond, access road (to Wells Road) and associated landscaping

Case Officer: Richard Limmer

## Customer Details

Name: Mr John Clare

Address: Sunfields Mill Farm Mill Lane Stallingborough

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I note that the noise impact assessment does not cover the properties in Mill Lane, Stallingborough; these are approximately 700m from the proposed site, less than the 855m maximum consideration afforded to other properties considered. The proposed tree planting scheme leaves a gap to the northwest of the proposed building that appears to provide a route for sound to permeate towards the three dwellings in Mill Lane.

I am concerned about the location of the access onto Wells Road. The section of road from the proposed access point to Stallingborough Road in Healing is used by walkers and runners that use the bridleway from Mill Lane to Wells Road, as a means to re-enter Healing to join up with the footpaths there. This section of Wells Road has no footpaths and the increase in goods vehicle movements is of concern for pedestrian safety.

The route of the proposed access is also of concern. It introduces noise and particulate pollution immediately adjacent to Healing Covert which will be of detriment to the wildlife in the area including deer and hares. The convoluted route and sharp bends will introduce increased fuel consumption from the need to use low gears and higher revs.

A straight-line access from Healing Road would appear to be a better solution to both access points above.

# Comments for Planning Application DM/0507/23/FUL

## Application Summary

Application Number: DM/0507/23/FUL

Address: Healing Wells Farm Wells Road Healing North East Lincolnshire DN41 7QH

Proposal: Construction of free range egg (poultry) unit including the erection of building with associated feed bins, hardstandings, drainage attenuation pond, access road (to Wells Road) and associated landscaping

Case Officer: Richard Limmer

## Customer Details

Name: Mr Keith Lancaster

Address: Wells Cottage Wells Road, Healing Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Our main objection concerns the traffic and the condition of the road surface of Wells Road. Wells Road has passed absolute saturation point for HGVs and other heavy traffic. We are of the opinion that the proposed site is in the wrong location.

We strongly believe that this proposal would be more suited to Sutton Estate's Great Coates Farm close to the A180 access road.

If this application was relocated to Great Coates Farm it would be next to the National road network and would be more suited to that area. This site would still allow free range egg production on pasture land, but as a semi-industrial food business would fit in with the concept of Grimsby Food Town.

Wells Road is a narrow (from 4.9m down to 3.8m), unlit country road which is not properly engineered, it was just a cart track that has been covered with tarmac. It has a weight limit of 7.5 tonnes except for access with a predominately 60mph speed limit. (both of which are frequently ignored by many road users). The high articulated HGVs intended to be used for this business are much bigger than the HGVs which are currently using the road.

The continual damage caused by heavy traffic results in a cycle of patching up of numerous pot holes some of which are substantial, many of these have been filled and re-filled over the years to the point that almost all of both sides of the 2 mile long road have been repaired or is in need of repair. In one place, because of a large pothole the width of the road is 3.1m. We have walked the road in both directions and were shocked at the level of damage to the road we have photographs of the damage.

Despite the extensive number of documents the applicant submitted, they have not submitted a road traffic survey. The applicant purposes to use a site entrance which has poor visibility on a 60mph road, to carry 64,000 chickens twice every 70 weeks, 320,000 eggs and 44.8 tonnes of

feed per week in slow turning articulated HGVs. The number HGVs carrying chickens varies according to bird weight and ambient temperature, and will be higher in summer and after the birds have grown. Yet the applicant has stated the same number of HGVs every 70 weeks. The applicant uses words such as "negligible, minor, low" in relation to HGVs these are all relative terms, on an A or B road, they might be accurate, but as stated above Wells Road has surpassed saturation point of heavy traffic use, these terms are therefore inaccurate.

In the 45 years we have lived in Wells road it has managed to maintain its rural aspect despite having 2 farms, a seed merchants, a camp site and the growing number of heavy vehicles using the road. Throughout this time, people of all ages from far and near have enjoyed using this road for jogging, walking, cycling and horse riding.

The road is also used frequently by groups of cyclist to gain access to the National Cycle Network. All of this would be deterred by further HGV use of the road. The road is also used by caravans and mobile homes to access a camp sight.

The road is frequently used by emergency vehicles, it is also periodically the diversion route for traffic when an accident occurs on the main roads.

DEFRA advice on the siting of Free Range egg farms point out the importance of access during winter due to weather conditions affecting roads.

Wells road is never gritted and is not ploughed during snow conditions and on numerous occasions has become impassable during the winter. The road conditions particularly at the bends results in multiple vehicles coming off the road on winter mornings. On a number of occasions these accidents have resulted in the loss of telephone, web access, alarm and control systems etc.

On the bigger picture, we are aware that there is a big problem with the UK egg industry and businesses are collapsing. We have concerns with the sustainability of this proposal, given that experienced free range egg producers who have already covered their initial cost are going out of business, we are concerned of the possibility that this new and very costly venture undertaken by someone new to the industry might fail leaving an enormous empty building which would then be liable to be repurposed for a grain store or used for non-agricultural purpose in an unsuitable area. If this application was relocated to the great Coates site this would not be as much of a problem in what is already an industrial area and would aid the success of the business

Wells Farm, Wells Road is the wrong address it is not owned by Sutton Estates and is no longer a farm. The site of the development has always been known as Manor Farm.

The alleged related case has nothing to do with Sutton Estates. It failed is a business and the buildings have been since used for a number of years for non-agricultural purposes or have been empty and therefore do not in our opinion in any way support this application.

We would like to reserve the opportunity to submit photographs and further information.

Mr & Mrs Lancaster  
Wells Cottage  
Wells road  
Healing  
Grimsby  
DN41 7QH

We have lived in Wells Road for 45 years and have a thorough understanding and knowledge of Wells Road and the surrounding fields and tracks.

### Our main objections

Road safety, traffic, the condition of the road surface.  
Loss of amenity to local people using Wells Road.  
The sustainability of the proposed egg farm.



Wells Road, Healing 13 July 2023



## Road Safety, Traffic and Highways

The main reason for our objection is the further increase in articulated HGV traffic, further damage to Wells Road and damage to trees due to the height of the articulated poultry lorries. The size of lorries which are intended to be used, 16.5m 44t, are larger and taller than the lorries normally using Wells Road.

We are gravely concerned about the impact of this proposed development on the already severely deteriorated condition of Wells Road. The road over the years has deteriorated, especially at the road edges due to the numerous HGVs and heavy farm equipment. The potholes are themselves a serious road hazard and they also reduce the width of the road. The applicant states "*the development is a very low generating use.*" this is a relative term and on an A or B road might be accurate, but on a road such as Wells Road is misleading.

The reasons the road edge is constantly getting broken down is because farm vehicles and HGVs have to pull over to let oncoming vehicles pass due to the narrowness of Wells Road 4.9m down to 3.9 m. In places due to large potholes as little as 3.1m.

Wells Road is a narrow, unlit country road which is not properly engineered, it was just a cart track that has been covered with tarmac and is not suitable to take large numbers of HGVs, in addition to heavy farm traffic. It has a weight limit of 7.5 tonnes except for access with a predominately 60mph speed limit. (both of which are frequently ignored by many road users).

Sutton Estates use the road daily for farm traffic to and from their other farms since their equipment and man power is based elsewhere in Lincolnshire.

During winter Wells Road is never gritted and is not ploughed during snow conditions and on numerous occasions has become impassable. The very icy road conditions particularly at the bends results in multiple vehicles coming off the road on winter mornings. On a number of occasions these accidents have resulted in the loss of telephone, web access, alarm and control systems etc.

In our opinion the road has surpassed saturation point of heavy traffic to the detriment and danger of other road users including pedestrians, cyclist, horse riders and caravans, mobile homes accessing the camp site on Wells Road. Therefore Wells Road could not sustain any further heavy traffic.

We are not just concerned about an increase in traffic on Wells Road but also on Stallingborough Road particularly near to the school.

### Emergency use of Wells Road

The road is frequently used by emergency vehicles, it is also periodically the diversion route for traffic when an accident occurs on the main roads.

## Social use of Wells Road Healing

National Planning Policy Framework 2021.

Paragraph 84

*Planning policies and decisions should enable c) “sustainable rural tourism and leisure developments which respect the character of the countryside”*

In the 45 years we have lived in Wells road it has managed to maintain its rural aspect despite the expansion of farms and the growing number of heavy vehicles using the road. Throughout this time, people of all ages from far and near have enjoyed using this road for jogging, walking, cycling and horse riding.

The Covid pandemic also resulted in more people using the road for social use. The road is also used frequently by groups of cyclist to gain access to the National Cycle Network.

Healing village has increased considerably over the years ( 3,197 in 2021 census) Stallingborough population is 1,322 as a result the use of the road has increased.

Paragraph 92

*Planning policies and decisions should aim to achieve healthy, inclusive and safe places which c) “enable and support healthy lifestyles, accessible green infrastructure, ... and layouts that encourage walking and cycling”*

Change of ownership of these farms and less responsible behaviour by some members of the public has resulted in access to field margins for walking being denied, as a result, this has restricted people to the road only, this is not a complaint but just stating a fact.

This additional traffic generated from a busy egg business operating 7 days a week 52 weeks a year using very large rarely seen before articulated HGV lorries would have a serious detrimental effect on people wanting to use the road for leisure.

Wells Road is very busy in mornings and evenings from work related travel plus school traffic. School children are encourage to use cycles or walk to school this would become more difficult and dangerous with increased HGV traffic.

**Have we got to accept this new development and risk the loss of leisure health and wellbeing for so many people now and in the future when this same business would be better sited elsewhere on the applicants own land at Great Coates farm?**

We do not understand the address used for this application. Wells Farm, Wells Road is not owned and has never been owned by Sutton Estates. It is owned by a private individual who has no connection to Sutton Estates and is situated almost one mile from the proposed development.

The site of the proposed development has always been known as Manor Farm, as used on previous applications for the site and as shown on Ordnance Survey Maps, including the maps within the applicants own documentation. ie Pages 33,34 and 35 of ES APPENDIX 6 LVIA. The applicants 'Site Location Plan' indicates the estate's holdings at Manor Farm with a blue line, Wells Farm is clearly outside of this blue line.

The related case at Wells Farm has nothing to do with Sutton Estates and again is sited nearly a mile from the proposed site and is no longer used for its original purpose, therefore it does not in our opinion in any way support this application.

Sutton Estates has had two previous agricultural applications for Manor Farm.

The first made in 2001 for grain silos which was rejected by the planning committee on the following grounds.

*"The main issues relating to the refusal of this application were the visual impact of the grain silos and highway issues. This application site was close to the village and all traffic would have had to use Wells Road from Healing Road which is of a lesser standard than Healing Road (B1210)."*  
*Sutton Estates in 2nd application*

The second application was made in 2004 for a grain store on exactly the same field as the current application. This second application was also rejected by the planning committee. It was then taken to appeal which was rejected by the inspector. With this second application the applicant proposed a track linking the building to the B1210, Healing Road.

*"The new access road is proposed to serve the site off Healing Road (B1210). This road will have a passing place located in between the road and the building to enable vehicles to pass safely and conveniently."* Sutton Estates in 2nd application

The applicant has not suggested a track to the Healing Road in this current application, if they did, this would ease the problems on Wells Road, but would increase the problems on Healing Road as the village has doubled in size, mainly along the B1210 Healing Road. We are of the opinion that this current proposal would be better sited at Sutton's Great Coates Farm, linking it directly to the National road network.

### What has changed in the 22 years since the first application?

The size of Healing village has almost doubled, Stallingborough has also increased, in size bringing more traffic to all Roads.

An agricultural tractor trailer is 31tonnes, increased from 24.39tonnes.

HGVs have increased in size and weight to 16.5m trailer 44tonnes.

Many newer HGVs have 6 wheels on 3 axles, which further increases damage to the road edges as this design concentrates the weight on the sides of the HGV.

Wells Road has NOT changed other than its deterioration, it is still a narrow winding, country, class III road, with blind bends, blind summits and low hanging trees.

Some of the applicants numbers in Table 1 are only minimum numbers

Table 1.

Activity	Vehicle Size	Frequency
Point of Lay Pullet Delivery	16.5m Articulated HGV	8 per 70-week flock cycle (During Week 1)
Feed Delivery	16.5m Articulated HGV	2 per week
Egg Collection	16.5m Articulated HGV	3 per week
Manure Removal	Tractor and Trailer	2 per week
Dead Bird Collection	7.5 tonne lorry	1 per week
Old Hen Removal	16.5m Articulated HGV	8 per 70-week flock cycle (During Week 70)
Dirty Water Removal	Tractor and Tanker	2 per 70-week flock cycle (during turnaround between flocks)

### Pullet delivery and Old hen removal.

The number of birds which can be transported at one time varies according to weight of bird and the ambient temperature, in reality this mean from 8 to 14 HGVs (16 -28 movements)

[www.trucknetuk.com/phpBB/viewtopic.php?f=4&t=89600](http://www.trucknetuk.com/phpBB/viewtopic.php?f=4&t=89600)

### Manure

Poultry World Digital 23 June 23 p16

*“The daily manure production of a laying hen is roughly equal to its feed intake at around 100gms...”*

64,000 birds multiplied by 100gm of feed = 6,400 kilo or 6.4 tonnes of manure per day = 44.8 tonnes per week less the amount passed on free range and on litter in the shed.

This could be roughly 36 tonnes per week.

**Manure can not be spread on fields with standing crops, so what will happen to the manure during the roughly seven months of the rest of the year?**

### Litter

No mention is given to litter in the above table or elsewhere in the documentation but RSPCA ‘The Welfare of Laying Hens’ states:

*A further one third of the house area must **legally** be covered in litter, usually around 10cm deep, for the hens to scratch, forage and dustbathe in.*

**This would need at least 1,800m<sup>2</sup> of litter. How often would this be changed and how would it be transported in and out?**

### Cleaning range area

DFRA ‘The welfare of hens in free range systems’

*“Management of Paddocks*

*The land surrounding the laying house should be divided into a series of paddocks which the birds are allowed to use for periods of up to 6 - 8 weeks each.*

*“Paddocks should be maintained in good condition by the judicious use of chain harrows.”*

**This would indicate further tractor movements on a 6-8 weekly yet there has been no mention of this in table 1 or anywhere else in the documents.**

## Construction Phase

### 3.22 Applicant's Environmental Statement Technical section

"The construction materials will be delivered into the site using HGV vehicles.

*Stone will be delivered using 6 wheel rigid quarry lorries; Concrete using 6 wheel rigid ready mix concrete lorries; and timber and cladding using articulated lorries with flatbed trailers. The steelwork, cladding, internal equipment and feed bins will be delivered using articulated lorries and flatbed trailers."*

## There has not been any calculations of traffic movements for the construction phase.

Yet there will be a very large volume of HGVs operating to tight time schedules, during the construction phase which the applicant expects to take 40 weeks.

The only part we could calculate ourselves is the probable use of concrete. The concrete lorries in particular will be traveling past Healing school and the entrance to the main village, on Great Coates Road. This could result in at least 166 concrete mixer lorries deliveries (332 movements).

**If the proposal was sited at Sutton's Great Coates Farm, this would again be very much less of a problem and hazard to other road users.**

## Staff

The number of staff seems low considering 7 days a week, 52 weeks a year operation, allowing for 5 day week, holidays, lieu days for bank holidays etc.

## Lighting

The applicant supplies no information as to what exterior lighting might be used or any likelihood of possible light pollution.



On this photograph of the site access, a car has just come around the bend and will probably start to accelerate, from this point the entrance is hidden from the driver and is not visible until much closer.

The existing agricultural track which the applicant proposes to use shown in this picture is rarely used other than by agricultural vehicles therefore has not caused any problems with traffic on Wells Road.

The applicant proposes to use this entrance to carry (table 1):

Every 70 weeks:

64,000 new pullets in 8 (16 movements) or more slow turning large high articulated HGVs in one week.

64,000 old Hens in 8 to 14 (16 to 28 movements) slow turning large high articulated HGVs in one week

At an average of 5 eggs per bird per week means

320,000 eggs will be moved through this access per week, again in slow turning articulated HGVs.

Chickens consume an average of 100gms of feed per day will equal

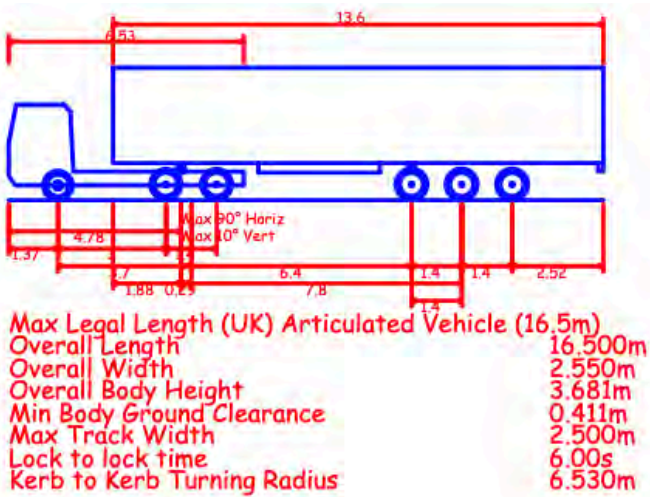
44.8 tonnes of food per week again in slow turning HGVs.

Plus about 36 tonnes of manure per week.

All onto a 60mph country 4.9m road, with blind brow to the right.

All of which will create a potential road hazard.

The track and access may well be widened to 7.3m, but Wells Road is only 4.9m wide at its widest. The applicant does not make clear which direction the lorries will be taking. HGVs traveling to or from Riby will be causing further avoidable damage and hazards on that end of Wells Road. Even if Sutton Estates give assurance that they will not do this, they will have no control over deliveries and collections made by other companies



Size of HGVs provided by applicant.

Entrance from a short distance entrance only just visible

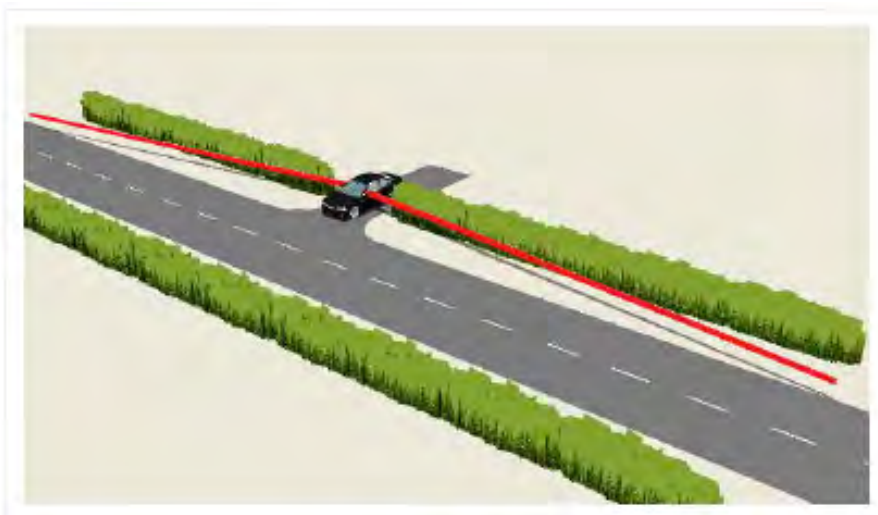
**Site Lines**

The proposed access has extremely poor sight lines and the applicant has not submitted a road or road speed survey, or shown site lines on the Access and Tracking drawing.

<http://dnoonan.ie/surveying/site-access>

**Sight Lines**

*“In the interest of road safety when applying for planning permission, the applicant must show clearly on a drawing, the available sight lines in both directions at the junction of the access to the proposed site with the public road. This is particularly relevant where sight lines and site access is restrictive.”*



*“Based on the design speed of the road the driver exiting will need to be able to view oncoming traffic for a safe distance in both directions, this line of vision is referred to as the sight line. It is measured at 2.4 M back from the edge of the road, this approximates to the position of the driver in the car.”*

## Choice of Site and Access

**We strongly believe that the proposal would be better suited to the applicant's Great Coates Farm.**

From applicants Environmental Statement technical section

*“4. CHOICE OF LOCATION / ALTERNATIVE SITES*

*4.1 Schedule 4 of the The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 require an Environmental Statement to cover alternatives studied by the applicants.*

*4.2 The proposed development is a farm diversification initiative for the applicants, Sir Richard Sutton Ltd. In terms of the choice of location for the proposed development, locating the development on the applicant's land holding forming part of Wells Farm, Healing was the only option due to the rest of the applicant's land holding being located within the Boundary of the Lincolnshire Wolds AONB. Paragraph 177 of the NPPF 2021 states that permission should be refused for major development in an AONB. The application site is not within the Lincolnshire Wolds AONB.”*

**We are not aware of the applicant's farm at Great Coates being a part of the 'Area of Outstanding Natural Beauty', we do not understand why this site has not been considered by the applicant as per 4.1 above.**

The Great Coates site would be a more appropriate as part of it is positioned next to the national road network, on roads designed and maintained for heavy traffic, and the visual aspect would be consistent with the surrounding area. This site would also provide considerably better access during winter months in line with DEFRA recommendations for choosing a suitable site for a free range chicken farm.

DEFRA in their document 'The Welfare of Hens in Free Range Systems'

*“It is important to consider access, not just during good weather...”*

*“Adverse weather conditions and disruption to feed/water/electricity supply.”*

**Wells Road is never gritted and is not ploughed during snow conditions and on numerous occasions has become impassable during the winter.**

The road conditions particularly at the bends results in multiple vehicles coming off the road on winter mornings. On a number of occasions these accidents have resulted in the loss of telephone, web access, alarm and control systems etc.



### Advantages of Sites

<b>Healing Manor Farm</b>	<b>Great Coates Farm</b>
Closer to where farm equipment is stored	Close to National road network
	Large building will blend in with other buildings in surrounding area, less trees needed to “soften the building”
	Adjoining roads will be kept clear of ice and snow. DEFRA recommended
	Well lit roads
	Unshaded pasture DEFRA recommended
	Wider adjoining roads
	Adjoining road in good condition and suited to HGV traffic
	Less likely to attract poachers.
	At a distance to residential buildings
	Outdoor lighting would not be noticed in this well lit area
	The site is within a few hundred meters of the site
	Reduction in journey time for birds.

### Disadvantages of Sites

<b>Healing Manor Farm</b>	<b>Great Coates Farm</b>
Wells Road is a narrow 4.9m winding country road with a 60mph	None
Hazard to Low hanging mature trees and high vehicles	
Amount of existing HGV traffic on Wells Road already to much.	
Wells road will be icy and sometimes impassable during winter not DEFRA recommended	
Danger of losing telephone, internet, alarm communication etc due to accidents in winter.	
The site is 7km from the national road network	
Long, winding access track needing a lot of improvement.	
Outdoor lighting would cause light pollution in this area	
Likely to attract poachers since site is set well back from road very isolated	
Close to Healing Covert increase danger of Fox problems not DEFRA recommended	
Liable to attract rats and flies close to residential buildings	
Increased journey time for birds including over stone track.	

## Sustainability

Our concerns are with the sustainability of this proposal, given that experienced free range egg producers who have already covered their initial cost are going out of business, due to low profit margins. We are concerned of the possibility that this new and very costly venture undertaken by someone new to the industry might fail leaving an enormous empty building which would then be liable to be repurposed in an unsuitable area. If this application was relocated to the Great Coates site this would not be as much of a problem in what is already an industrial area.

Ian Pick Poultry World digital magazine

*“Simply put, as we all know, supermarkets are paying less than the cost of production. We have seen many farmers get their fingers burned.”*

*“A year ago, the cost to build a 32,000-bird poultry shed would be around £1.2 million. Today that cost is more like £1.8 million.*

*...many farmers were restructuring, **repurposing buildings for grain storage or housing.**”*

*Poultry World 04 /22*

*“An increase in feed price of around £150/tonne for conventional feed compared to the 2016-20 average, which on its own will add £7.50 to the cost of keeping a hen or 30p/dozen eggs.*

*A rise in electricity prices of between 150-200%, with gas going up 6-fold and diesel by 50%.*

*The ongoing issues around labour cost and availability post-Brexit*

*Other input rises including packaging and accountancy.”*

## CARBON FOOTPRINT

### 14.121 The energy hierarchy of the Local Plan

*“...Applying the hierarchy to development proposals should help to minimise the carbon footprint associated with new development both during construction and once in use. In turn, this should bring about energy”*

To reach the national road network from the proposed site is 7km.

To reach the national road network from the Great Coates farm could be less than 500m.

This extra mileage will also apply to the construction phase.

**How can this proposed site be carbon footprint efficient due to the long winding route to the National road network compared to Sutton's Great Coates farm, were the site could be immediately next to the road network?**

Design, Access and Planning Statement.

Environmental Management

4.6 Restoration of the site upon closure.

**The applicant has not stated what will happen to the site upon closure.**

**From:** Keith Lancaster  
**Sent:** Saturday, October 21, 2023 7:29 PM  
**To:** Richard Limmer (EQUANS)  
**Subject:** Objection to Application No: DM/0507/23/FUL

Dear Mr Richard Limmer

Further objections to to Application No: DM/0507/23/FUL

We would like to submit additional comments in response to the latest alterations to the proposed development plan and would be grateful if they can be submitted in the following order.

Will send the documents in separate emails due to size.

**Attached below.**

- 1 The Historic Character of Wells Road Healing.
- 2 Comparison of routes to proposed site.
- 3 Healing Covert.

Thanking you in anticipation.

Kind regards

Keith and Pam Lancaster

# The Historic Character of Wells Road Healing

Wells road is a narrow, un-lit, winding, undulating, un-classified country road with views across open countryside. Its character is added to by the many mature trees of varied species predominately Oak and Ash which have evolved over many generations. The road dates back to at least the 1700c, Wells Road is named after the Healing Wells which are close to Wells farm.

People of all ages from far and near have enjoy using this road for jogging, walking, cycling and horse riding for many years.

It is generally accepted that the road is used by farm traffic and lorries, but in the opinion of many people, it is not just another generic rural road.

This proposed alteration to widen the road in two places to accommodate the additional very large articulated HGV's will change the character of this road permanently.

Although the applicant is agreeable to use the the eastern part of the road, there is no guarantee that vehicles not owned by Suttons will follow this agreement.

**If the applicant does not intend to use the whole of Wells Road, why propose an access on Wells Road, when it could be accessed directly from the B1210?**

Sir Richard Sutton Limited

*“Our purpose is to continue to act as honourable long-term custodians, to protect the heritage created over past centuries and with integrity enhance the legacy for future generations.”*

[www.srsl.co.uk](http://www.srsl.co.uk)

We completely agree with the above sentiment by Suttons, we also wish to protect the historic character and amenity of the whole of Wells Road for other road users and in particular for future generations, we are all custodians

Instead of accommodating the needs of one enterprise, in our opinion the road should be promoted as an amenity for the benefit of the surrounding villages and the wider community as a whole.

The following photographs are to illustrate the character and amenity of the full length of Wells Road for Planning committee members who may not be familiar with Wells Road, since there are **no photographs provided of Wells road itself by the applicant.**



Entrance to Wells Road from B1210

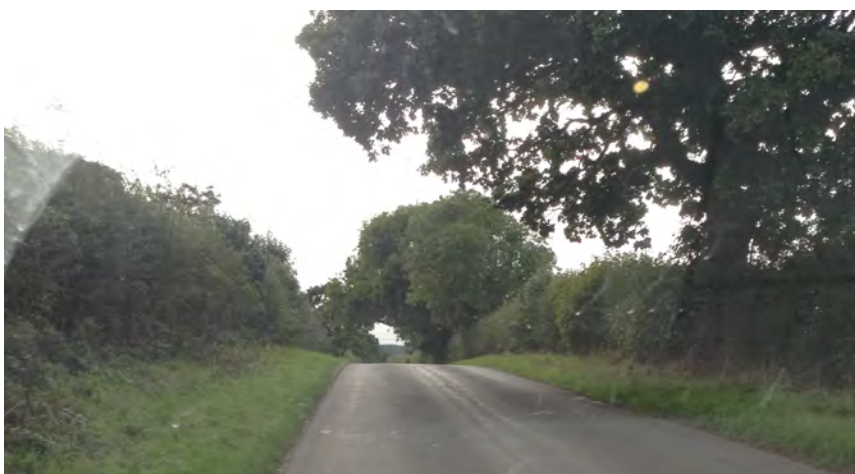


All own photographs taken Oct. 2023

50% of the homes in Wells Road are along the first 200 metres of the road.



Entrance to Manor farm on right.



There are many overhanging trees along the road, which very high articulated HGVs would have to pass under on a regular basis.



Entrance to proposed site on right.





Entrance to Wells farm on right.





From this point the road narrows to 3.9metres.



Some of the many cyclist who regularly use the road, sometimes in large groups.





Approaching Hunger Hill Wood.





Hunger Hill wood on right.





The end of Wells Road at its junction with Riby Road A1173.

# Comparison of routes to proposed site.

## Road Safety, Traffic and Highways

Sutton Estates has had two previous planning applications for Manor Farm,

A first application was made in 2001 for grain silos which was rejected by the planning committee on the following grounds.

*“The main issues relating to the refusal of this application were the visual impact of the grain silos and highway issues. This application site was close to the village and all traffic would have had to use Wells Road from Healing Road which is of a lesser standard than Healing Road (B1210).”*

Sutton Estates in 2nd application

A second application was made in 2004 for a grain store on exactly the same field as the current application. This second application was also rejected by the planning committee. It was then taken to appeal which was rejected by the inspector. With this second application the applicant proposed a track linking the building to the B1210, Healing Road.

*“The new access road is proposed to serve the site off Healing Road (B1210). This road will have a passing place located in between the road and the building to enable vehicles to pass safely and conveniently.”* Sutton Estates in second application

The second application acknowledged the unsuitability of Wells Road for HGV traffic, by proposing an access directly to the Healing Road (B1210) which would have only been 520m long.

**Despite this, for the current application the Highways Department and the applicant have agreed a route as follows.**

*“The applicant is agreeable to a routing agreement via the A180 which will follow: Wells Road(eastbound), B1210 Stallingborough Road (northwest), A1173, A180. We would ask that this be conditioned.”*

**This route would result in all vehicles (including emergency vehicles) traveling a 3km route compared to 519metres if the access was directly from the B1210.**

**The 3km route would result in a much bigger Carbon Footprint, in construction of track and building and during daily use.**



Google Maps 18/10/2023

Access to the proposed site from the B1210 Healing Road would be much more direct route.

**Approximately 519 metres.**

This same route was proposed in the 2004 application for a grain store on the same site by the applicant.



Google Maps 18/10/2023

Access to the proposed site as agreeable with the applicant of the current application.

Access from the same point on the B1210 using a long winding route on unsuitable roads to reach the site.

**Approximately 3km.**

This extended route would have a massive impact on dwellings and junctions along Stallingborough Road as well as along Wells road.



two large poultry houses in Driffield with 45 fire fighters in attendance.  
[www.hulldailymail.co.uk/news/hull-east-yorkshire-news/driffield-fire-live-updates-blaze-5605869](http://www.hulldailymail.co.uk/news/hull-east-yorkshire-news/driffield-fire-live-updates-blaze-5605869)

*“Each year there are many fires on poultry farms with causes including, but not limited to: electrical faults, fire in machinery, heaters/brooders, heat treatment of poultry floors and arson.”*

NFU FIRE SAFETY GUIDE TO POULTRY FARMING

[www.nfumutual.co.uk/globalassets/farming/farm-safety/fire-safety-guide-to-poultry-farming.pdf](http://www.nfumutual.co.uk/globalassets/farming/farm-safety/fire-safety-guide-to-poultry-farming.pdf)

*“Availability of water supplies and easy access for the fire brigade is essential.”*

DFRA Farm Fires – Protecting farm animal welfare

<https://assets.publishing.service.gov.uk/media/5a79b702e5274a18ba50e4c4/pb9326-farm-fires.pdf>

**The most likely fire response would be from the Immingham East Fire Station using the A1173 and B1210.**

Using the longer 3km route on B1210 which is the current route chosen by the applicant. The firemen would be able to see the fire on the site on the B1210, but would have to continue a further 2.48km back on themselves.

**In a situation where every second counts.**

## Photographs of the route which is agreeable to the applicant



This is the same view as p20 of the applicant's 'Land and Visual Assessment' Which states *"From this viewpoint, parts of the eastern façade of the shed will be visible ... There is no footpath at this location so views will be experienced from vehicles travelling at speed and any change will appear transitory"*

This photograph was taken from the cycle/footpath opposite, clearly showing the site of the proposed development.

This is the same point which the applicant proposed to access the 2004 application.

View from B1210 Healing Road looking south west towards the proposed site

**In our opinion, this would be a more direct access to the current proposed site.**



View looking towards Healing from opposite the above photograph.



Entrance to Clover Lane on the left which leads to new housing development.



Photographs of the route which is agreeable to the applicant.



B1210 toward Healing with multiple driveways on the left also showing bus stop, with the entrance to Hornbeam Drive on the left.

There is another bus stop on the other side of the road opposite to Hornbeam Drive.



B1210 toward Healing entrance to Wisteria Drive on left, a busy junction leading to Doctor's Surgery and the main village.



B1210 toward Healing showing bus stop, just past Wisteria Drive entrance.



B1210 toward Healing showing entrance to Wells Road on right.

This route would have a huge detrimental effect along Stallingborough Road and its junctions, and could result in a knock-on effect to the village as people use other routes to avoid delays, particularly during the year long construction phase.

Photographs of the route which is agreeable to the applicant.



Entrance to Wells Road from B1210

There are properties on both sides of Wells road for the first 200metres.



Proposed access, on the right. 760 metres from B1210



Proposed access.

Photographs of the route which is agreeable to the applicant.



Looking down the track from Wells Road to Healing Covert

Own photograph 12/01/2004



Track parallel to Healing Covert and Oldfleet Drain, looking toward the end of wood and the culvert.

Own photograph 12/01/2004



Culvert across Oldfleet Drain at the end of the wood, the track continues to the left along end of the wood towards the propose site.

At point of the proposed site the track would only be 520m from the B1210 Healing Road.

**2.4km extra journey to reach the same point.**

Own photograph 12/01/2004

To date, the culvert has only been used occasionally by farm hands who are familiar with it and only when working the land, usually in daylight hours, and not by 44tonne articulated HGVs.

At present it does not have any guard rails to prevent driving into the Oldfleet Drain which often has a significant depth of water. Also the use after dark would require some form of lights which would then result in light pollution for the wildlife in the Healing Covert.

If the proposed development is passed and the route down Wells Road is used, this culvert would have to be crossed on a daily basis by people, some of whom would be completely unfamiliar with the culvert and its location.

The amount of work which would be required to bring the culvert up to approved standard would be significant taking into consideration that this would only need to be done if the longer route to the proposed site was used.

**If the committee approves this site for the application, then in our opinion the shorter route directly from the B1210 should be used.**



Oldfleet Drain after heavy rain fall.

Own photograph.

**In conclusion, we are still firmly of the view that this proposal would be better sited at Great Coates Farm as stated in our previous comments.**

# Healing Covert and the impact on the wood



View from Riby Road A1173.

own photographs, January 2005

The scale of the wood can be seen in relation to the homes on B1210 road to the left.

Healing Covert is a wood of significant size, and is part of the Historic landscape of the area. It has been in existence for hundreds of years. It is on the first OS maps (1810c) referred to as Stallingborough Cover.

To date, this wood has suffered little disturbance of any description. This proposal in our opinion will threaten the woods wildlife due to noise and light pollution mainly from traffic on a daily basis accessing the site. The construction phase including track development will be especially be damaging to wildlife.



Healing Covert

Google Maps 19/10/2023



Looking North-West from Wells Road.

Updated Location Plan shows a passing place No 1 part way along this track.

Vehicles using this track to approach the proposed site during darkness will disturb wildlife in the Healing Covert with their headlights.



Looking South-West along South-East side of wood

Updated Location Plan shows a passing place No 2 on this track next to Healing Covert

Vehicles using this track to and from the the proposed site during darkness will disturb wildlife in the wood with their headlights and engine noise from large vehicles, especially at the passing place.



Looking South- East at end of Healing Covert, along Proposed track. Manor farm on Wells Road in distance.

Updated Location Plan shows a passing place No 3 on this track next to wood

A vehicle waiting in the passing place would increase and prolong the engine noise.

There have been many sightings of Deers, Hares, Owls, Bats, hedgehogs and numerous different kinds of birds in the close proximity of Healing Covert over the years.

There have also been many sightings of Sticklebacks and Frogs in the Oldfleet Drain with visiting Heron and Egrets on its bankside.



Deer in the area of the proposed site.

own photograph

We note that there is no mention in the Preliminary Ecological Appraisal, or in the Environmental Statement of Healing Covert which in our opinion would be affected by to light, noise and vibration penetrating through the whole of the wood when accessing the proposed site.

The ‘Preliminary Ecological Appraisal’ covered

“The site and its immediate surroundings were surveyed for their ecological interest by means of a desk study and field survey on 28th February 2023.” p3 as indicated on their Figure 1 site plan p27

#### Policy 42. B of the Local Plan

*“complete a site specific landscape appraisal, proportionate to the anticipated scale and impact of a proposal, and submit a landscaping scheme for all development where this is appropriate, which complements the character and appearance of the site, responds to landscape character, climate change and flood alleviation where appropriate, and improves local biodiversity and levels of amenity”*

In our opinion we feel that Healing Covert should have been part of the Preliminary Ecological Appraisal because it would be affected due to its proximity to the proposed site and site access.

## Bat Conservation Trust

### *“Impacts of road schemes*

*The potential negative impacts of road construction on bats include:*

- *destruction, degradation and fragmentation of roosting, foraging and commuting habitat;*
- *mortality of bats through collision with vehicles; and*
- *disturbance from noise, lighting and air pollution associated with the road.*

*Bats are afforded protection by European and UK law in an effort to help bat populations recover from the losses sustain”ed in the last century. Mitigation for the impacts of roads is therefore an essential part of helping to ensure the survival of our bat species.”*

<https://www.bats.org.uk/about-bats/threats-to-bats/roads>

**Disturbance of Healing Covert would be eliminated if a direct access was from the B1210.**



Mr & Mrs Lancaster  
Wells Cottage  
Wells road

This document is a further comment to illustrate the character of the road and to illustrate the very bad condition of the road which has an effect on road safety.

These photographs show the very worst of the damage to the road, both repaired and areas in need of repair.

Almost the whole road has been repaired and re-repaired over the years, it is not practicable to show all road damage.

These potholes are a hazard to all but the largest of vehicles.

They also are a hazard as stones in the potholes are thrown in to the air and can cause damage or injury.

We have had a personal experience of being forced into a pothole by another road user, a stone was thrown up and hit the windscreen which caused us to swerve almost resulting in a collision with oncoming traffic. The windscreen had to be replaced.

All of the photographs were taken in July 2023.











Mr & Mrs Lancaster  
Wells Cottage  
Wells road

This document is a further comment to illustrate the character of the road and to highlight some of the road safety issues.

It also highlights the impact that this application would have on the day to day lives of local residents and other road users.

All photographs during July 2023.



On this photograph of the site access, a car has just come around the bend and will probably start to accelerate, from this point the site is hidden from the driver and is not visible until much closer.



No:1 as seen from our car in the same position as the car in the first photograph heading towards Healing.



No:2 site still not visible



No:3 site still not visible



No:4 site can be seen on the left. A vehicle turning into the access would have only just seen us. This also shows how little room to pass. This tractor carried straight on.



Photographs no:1 to no:4 taken from within our own car as we travelled along road.





Looking toward Healing from site access. The red arrow above indicates the position of the photograph on the right.



Photograph taken just passed site access looking towards Healing.

Shows how little room there is to pass with just a medium sized lorry.

Pedestrians have to stand in long grass for safety.

School children have to make there way along this road on foot and on bicycle experiencing this type of traffic on a daily basis.

This application will further increase large HGV and farm traffic.

When construction of the proposed site is in operation there will be concrete lorries etc running to tight schedule also using this same stretch of road.



Entrance to homes which will be most affected by the traffic from the application.



Road so narrow that even a large van leaves little room to pass.



Evidence of a recent accident, near blind bend near Wells



Car on blind bend, with little space to spare with potholes on both sides of the road.



Shows how little room to pass on blind bend.



little room pass before bend



Van on blind bend, with little space with potholes on both sides of the road.



Riby end of road is narrower 3.9m leaving less space even for medium lorries.



Traffic forced into centre of road due to crumbling road edges.



Cars have to pull over when just passing vans.



Even 3.5 tonne vehicles leave little room.

# Comments for Planning Application DM/0507/23/FUL

## Application Summary

Application Number: DM/0507/23/FUL

Address: Healing Wells Farm Wells Road Healing North East Lincolnshire DN41 7QH

Proposal: Construction of free range egg (poultry) unit including the erection of building with associated feed bins, hardstandings, drainage attenuation pond, access road (to Wells Road) and associated landscaping

Case Officer: Richard Limmer

## Customer Details

Name: Mr Keith Lancaster

Address: Wells cottage Wells Road, Healing Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Our main objection concerns the traffic and the condition of the road surface of Wells Road. Wells Road has passed absolute saturation point for HGVs and other heavy traffic. We are of the opinion that the proposed site is in the wrong location.

We strongly believe that this proposal would be more suited to Sutton Estate's Great Coates Farm close to the A180 access road.

If this application was relocated to Great Coates Farm it would be next to the National road network and would be more suited to that area. This site would still allow free range egg production on pasture land, but as a semi-industrial food business would fit in with the concept of Grimsby Food Town.

Wells Road is a narrow (from 4.9m down to 3.8m), unlit country road which is not properly engineered, it was just a cart track that has been covered with tarmac. It has a weight limit of 7.5 tonnes except for access with a predominately 60mph speed limit. (both of which are frequently ignored by many road users). The high articulated HGVs intended to be used for this business are much bigger than the HGVs which are currently using the road.

The continual damage caused by heavy traffic results in a cycle of patching up of numerous pot holes some of which are substantial, many of these have been filled and re-filled over the years to the point that almost all of both sides of the 2 mile long road have been repaired or is in need of repair. In one place, because of a large pothole the width of the road is 3.1m. We have walked the road in both directions and were shocked at the level of damage to the road we have photographs of the damage.

Despite the extensive number of documents the applicant submitted, they have not submitted a road traffic survey. The applicant purposes to use a site entrance which has poor visibility on a 60mph road, to carry 64,000 chickens twice every 70 weeks, 320,000 eggs and 44.8 tonnes of

feed per week in slow turning articulated HGVs. The number HGVs carrying chickens varies according to bird weight and ambient temperature, and will be higher in summer and after the birds have grown. Yet the applicant has stated the same number of HGVs every 70 weeks. The applicant uses words such as "negligible, minor, low" in relation to HGVs these are all relative terms, on an A or B road, they might be accurate, but as stated above Wells Road has surpassed saturation point of heavy traffic use, these terms are therefore inaccurate.

In the 45 years we have lived in Wells road it has managed to maintain its rural aspect despite having 2 farms, a seed merchants, a camp site and the growing number of heavy vehicles using the road. Throughout this time, people of all ages from far and near have enjoyed using this road for jogging, walking, cycling and horse riding.

The road is also used frequently by groups of cyclist to gain access to the National Cycle Network. All of this would be deterred by further HGV use of the road. The road is also used by caravans and mobile homes to access a camp sight.

The road is frequently used by emergency vehicles, it is also periodically the diversion route for traffic when an accident occurs on the main roads.

DEFRA advice on the siting of Free Range egg farms point out the importance of access during winter due to weather conditions affecting roads.

Wells road is never gritted and is not ploughed during snow conditions and on numerous occasions has become impassable during the winter. The road conditions particularly at the bends results in multiple vehicles coming off the road on winter mornings. On a number of occasions these accidents have resulted in the loss of telephone, web access, alarm and control systems etc.

On the bigger picture, we are aware that there is a big problem with the UK egg industry and businesses are collapsing. We have concerns with the sustainability of this proposal, given that experienced free range egg producers who have already covered their initial cost are going out of business, we are concerned of the possibility that this new and very costly venture undertaken by someone new to the industry might fail leaving an enormous empty building which would then be liable to be repurposed for a grain store or used for non-agricultural purpose in an unsuitable area. If this application was relocated to the great Coates site this would not be as much of a problem in what is already an industrial area and would aid the success of the business

Wells Farm, Wells Road is the wrong address it is not owned by Sutton Estates and is no longer a farm. The site of the development has always been known as Manor Farm.

The alleged related case has nothing to do with Sutton Estates. It failed is a business and the buildings have been since used for a number of years for non-agricultural purposes or have been empty and therefore do not in our opinion in any way support this application.

We would like to reserve the opportunity to submit photographs and further information.

# Comments for Planning Application DM/0507/23/FUL

## Application Summary

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Proposal: Construction of free range egg (poultry) unit including the erection of building with associated feed bins, hardstandings, drainage attenuation pond, access road (to Wells Road) and associated landscaping

Case Officer: Richard Limmer

## Customer Details

Name: Mr Paul Cadey

Address: Mill cottage riby road Stallingborough

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Having read through this application I have several concerns.

The noise study only takes the houses towards healing into account. These properties are partly shielded from the noise by a wood where as properties on the west side of the proposed development there are open fields with nothing to help shield the noise.

Secondly is the issue of the smell from the open grazing which cannot be filtered out. Masses of bird faeces entering water courses from this land polluting the water courses.

Also there are concerns with the possibility of avian flu.

Many locals keep their own chickens and ducks.

Stallingborough now has a huge site for migrating birds which could either bring avian flu or be given avian flu transmitted by the chickens. This could have a huge affect on the migratory birds, some of them very rare, decimating the numbers.

Having lived on Wells Rd in the past I know how busy that small road is at times. It's used as a rat race to cut through to riby crossroads. The road is very narrow in places with several tight corners and unsuitable for any more traffic, especially hgv,s.

This proposed development needs to be much further away from any housing.

Or maybe put it in the back garden of the proposers ?



# Comments for Planning Application DM/0507/23/FUL

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Case Officer: Richard Limmer

## Customer Details

Name: Mr David Burns

Address: MILL FARM COTTAGES MILL LANE RIBY ROAD STALLINGBOROUGH

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I would like to show deep concern to this being passed as I feel even with the systems in place stated in the application and the reports carried out we will still be able to smell the odour the chickens will emit. I also have concerns regarding the noise that will inevitably be created having 64000 birds so near to our family home. The reason we moved to our home was because it's so peaceful and I think we would defiantly hear the comings and goings of vehicles to the property as well as the birds themselves.

I understand that there needs to be these facilities somewhere but not only will this affect the local area but the standard of living for those in the concerned areas stated ( us being one).

# Comments for Planning Application DM/0507/23/FUL

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Case Officer: Richard Limmer

## Customer Details

Name: Mr colin finch

Address: the limes Wells Rd healing grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Hi

My objections to this is my grandsons have to walk down wells rd to go to and from school the road is not wide enough for 2 cars to pass without one going onto the grass the outside of the road is breaking away as it is lorries going up and down will only see it deteriorate even more also the access point is right on the brow of the hill the way cars travel down here is an accident waiting to happen as you travel up the hill the access point is there i think there will be lots of accidents theres no footpath to go onto and the stench from the chickens will float over to healing aswell as ourselves chicken smell one way the tip the other we would be stuck in the middle of both depending on wind direction we would get one or the other but my main priority is the safety of grandkids havibg to walj on grass verge if wagins are travelling along . This road was never built to withstand the heavy traffic that will be using it .not sure what the highways dept think of it because it will be there dept that has to fix crumbling road as said its not that good at present as it is .the road goes like glass on the mildest of frosts around winter which is another hazard

Regards colin finch

# Comments for Planning Application DM/0507/23/FUL

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Case Officer: Richard Limmer

## Customer Details

Name: Mary Howard

Address: 11 Wisteria Drive Healing North East Lincolnshire

## Comment Details

Commenter Type: Member of the Public

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

Comment Reasons:

Comment: I have some concerns about some aspects of this application.

I have concerns about the creation of more traffic on Wells Road. The road is poorly maintained and vehicles use it at high speeds.

I am concerned that the ecological survey was carried out in the winter (February) and so missed the fact that this is one of the best places in the area to see a good range of farmland birds, including many skylarks. In fact the survey says that the area is of low biodiversity' but gives no indication of what the comparison is - low in relation to what?

As the development is to the west of Healing and Stallingborough, it has the risk of the prevailing wind direction bringing any odours emitted over to our villages.

I know that may be outside of the scope of the application, but perhaps the landowner might consider some community benefit if the application is successful. A public footpath, or permissive path, running from the main Healing/Stallingborough Road, along the north west edge of Healing Covert wood and linking up with the public footpath from Wells Road to Stallingborough would provide an excellent opportunity for a new circular walk and avoid the walk of a mile or so along the dangerous Wells Road.

# Comments for Planning Application DM/0507/23/FUL

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Case Officer: Richard Limmer

## Customer Details

Name: Joe McDaid

Address: 50 Wisteria Drive Healing

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: My reason for objection is odour, having worked close to such a place previously I know how bad the smell can be and certainly don't wish to have that ever present where I live.

The odour report makes reference to odour control measures detailed as part of the planning application but my concern is how will these be enforced or even monitored? What's to stop, what I assume is an extra expense, being cut to maximise profits once the premises is in operation? With this in mind and the access being wells road which isn't suitable for HGV's hence the hgv restriction signs.

I can't help but feel there's a better option closer to the A18 that Sutton estates could use for this purpose and considering the sheer size of this estate it does beg the question why would anyone in their right mind suggest that location so close to a residential area.

I hope the planning committee will see this as a wholly unsuitable location due to its proximity to an ever expanding village and reject the application, while suggesting sutton estates use a more suitable location within their massive estate (that covers most of the worlds) one that won't have a detrimental impact on peoples homes.

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Case Officer: Richard Limmer

## Customer Details

Name: Mr Simon Goodenough

Address: Highborne Wells Road Healing

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Wells Road is not suitable to take any more commercial traffic.

It is a narrow 60mph limited road with deep potholes to both sides making it difficult for 2 cars to pass let alone HGV's etc.

# Comments for Planning Application DM/0507/23/FUL

## Application Summary

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Case Officer: Richard Limmer

## Customer Details

Name: Mr Daniel Finch

Address: Hillcrest Wells road Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:

Living on wells road Concerns are the road is not suitable for the lorries and will be an increase in traffic which there are to many using it as a back road and doing more than the 60mph limit,during the icy winter months there are a number of accidents as it is i think the increase in lorries will see few more some could be fatal as struggle to get 2 cars to pass let alone hgv especially with all the pot holes at the side of the roads and the kids that have to walk to school down there will put them in more danger there has been few near misses just with cars , also there will be the smell and air quality with the amount of birds and it's worrying with the increase of avian flu with keeping rare ornamental birds at home down wells road.the size of the development could bring the whole village down. With suttons being the biggest land owner i think theres more suitable location for the development away from houses etc

# Comments for Planning Application DM/0507/23/FUL

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Case Officer: Richard Limmer

## Customer Details

Name: Mrs Jean Thompson

Address: 24 Hornbeam Drive, Healing Healing Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I am concerned that the above planning application will have a detrimental effect on the village of Healing.

The access from Wells Road is not suitable for the HGVs which would be needed. The road is narrow and unsuitable for heavy traffic and there would be an increase in heavy traffic on surrounding roads impacting on road safety.

The noise and disturbance to local residents must be considered as must the environmental pollution such as ammonia released by decomposing manure causing poor air quality.

## **Megan Green (EQUANS)**

---

**From:** Planning - IGE (Equans)  
**Subject:** FW: Planning Application Consultation. Ref. DM/0507/23/FUL

Dear Sir/Madam,

Please find below my comments re the above application for a free range egg (poultry) unit:

1. I would like there to be a management plan in place to monitor and control the smells emanating from the proposed establishment.
2. At any time in the future, should it be planned to convert the free range egg unit into a chicken broiler unit, then a complete re-application for planning permission must be made by the owners. This is because the smells emanating from a broiler unit are likely to be much worse than an egg producing unit.

Yours faithfully  
Mr. A A Walton  
The Windmill  
Riby Road  
Stallingborough  
DN41 8BU



# Comments for Planning Application DM/0507/23/FUL

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Case Officer: Richard Limmer

## Customer Details

Name: Mrs Laura Audsley

Address: 34 Larkspur Avenue Healing Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Too close to the village and houses. The smell, noise and extra traffic hasn't been thought about when trying to have it so close to homes.

Will also not fit in with the look and use of the village. Surrounding areas will also be affected. The road and infrastructure is not made for such type of building and facility. The drainage in the area is also poor!

# Comments for Planning Application DM/0507/23/FUL

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Proposal: Construction of free range egg (poultry) unit including the erection of building with associated feed bins, hardstandings, drainage attenuation pond, access road (to Wells Road) and associated landscaping

Case Officer: Richard Limmer

## Customer Details

Name: Paul Harrison

Address: 4 Acorn Close Healing Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: A development of this size can only have a negative impact on properties that border on Stallingborough Road in terms of smell and noise.

There is no Benefit to the area other than the developers profits.

Those of us that have invested in our properties will be disadvantaged in terms of enjoyment and value of those properties.

# Comments for Planning Application DM/0507/23/FUL

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Case Officer: Richard Limmer

## Customer Details

Name: Mr Michael Clarke

Address: 40 Poplar Road Healing Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The turkey farm down Marsh Lane in Healing absolutely stinks when we are down wind of the farm, to have another at the other end of the village is just ridiculous, we will get the odour no matter which direction the wind is blowing.

Don't guarantee there will be no smells from the chicken farm, there were guarantees when the turkey farm submitted their application.

# Comments for Planning Application DM/0507/23/FUL

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Case Officer: Richard Limmer

## Customer Details

Name: Mr Liam Jackaon

Address: The Georgian House Wells Road Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:As local residents we object this planning.

We live on wells road and don't feel we require further traffic down the road that this planning application would cause. Large lorries all ready cause so many near misses to other road users.

Also other concerns include the smell caused by the volume of chickens , air quality in the area and noise.

The area is one of peace and quiet and we would like to keep it this way without further development of the area. This size of development could affect the area and its natural beauty.

Healing village also doesn't require anything more than it has. The roads are full and becoming more dangerous for school kids and others.

Item 3 - Grimsby Ice Factory  
Fish Dock Road Grimsby  
Docks Grimsby -  
DM/0864/23/FUL

# Comments for Planning Application DM/0864/23/FUL

## Application Summary

Application Number: DM/0864/23/FUL

Address: Grimsby Ice Factory Fish Dock Road Grimsby Docks Grimsby North East Lincolnshire

Proposal: Restoration, extensions, alterations and conversion of the Ice Factory North and South buildings to provide office, conference, events and leisure floorspace, food and beverage floorspace, construction of a new internal access road with servicing and delivery provision and public realm works, car, coach and cycle parking facilities and associated and ancillary works

Case Officer: Cheryl Jarvis

## Customer Details

Name: Dr Billy Dasein

Address: 152 Rutland Street Grimsby

## Comment Details

Commenter Type: Amenity Group

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: The Ice Factory looks great and well done for moving things forward, the old docks certainly do need it! As CEO of East Marsh United, I'm concerned about the way things might get done going forward - ie, is this going to be yet another top-down exercise which completely ignores the people and place of the East Marsh more generally (on which the Ice House sits, if I'm not wrong...). There are clearly going to be cultural and economic benefits directly as a result of this imaginative scheme - I would like to see the people of the East Marsh included as beneficiaries, and not as an afterthought. East Marsh United have been placing ourselves as cultural champions for a few years now, with national recognition of what we are trying to do for and with the people of the East Marsh. We have also been promoting the Community Wealth Building framework, locally, facilitating workshops which were well attended by people from academia, business, politics and community. We are also engaging in history projects and of course the history of the Ice House is root and branch a part of the old East Marsh, the east marsh and docks were historically 'one', mutually serving each other. How wonderful to be able to now restore that link, to restitch the two back together. In summary, as the leading community group in the East Marsh, we welcome any investment in the area both for the investment in restoring the heritage but also investing in the people of the area. But, we would like to ask how you envisage or look forward to conversations on how to restore those links and plans to restitch the community back to those buildings and the ensuing commercial activity and how to embed the community into the development. Can we be of support to you and you to us? What plans do you have for physically re-connecting the two areas, making it easier for people to access the ice factory/kasbah area?

**From:** Antigoni Michael <[am@europanostra.org](mailto:am@europanostra.org)>

**Sent:** Friday, October 6, 2023 10:41 AM

**To:** Cheryl Jarvis (EQUANS) <[Cheryl.Jarvis@nelincs.gov.uk](mailto:Cheryl.Jarvis@nelincs.gov.uk)>

**Cc:** Guy & Gisela Clause ; Graham Bell

**Subject:** GRIMSBY ICE FACTORY, FISH DOCK ROAD, GRIMSBY DOCKS, GRIMSBY Planning Application DM/0864/23/FUL\_ EUROPA NOSTRA Support letter

**To the attention of Mr. Cheryl Jarvis**

Dear Mr. Jarvis,

I am reaching out to you on behalf of Mr. Guy Clause, Vice-President of [Europa Nostra](#), the voice of civil society committed to cultural heritage. In this email, please find enclosed the letter of support for the "GRIMSBY ICE FACTORY, FISH DOCK ROAD, GRIMSBY DOCKS, GRIMSBY Planning Application DM/0864/23/FUL" and the brochure of the "[7 Most Endangered](#)" programme, titled "Saving the Past - Shaping the Future."

I kindly request confirmation of receipt of this email.

Sincerely yours,

**Antigoni MICHAEL (She/Her)**

**7 Most Endangered Programme Coordinator**

EUROPA NOSTRA | [am@europanostra.org](mailto:am@europanostra.org) | [+32 2 894 74 99](tel:+3228947499)

Nominate a Site for 7 Most Endangered 2024 [here](#).

Mr Cheryl Jarvis  
[Cheryl.Jarvis@nelincs.gov.uk](mailto:Cheryl.Jarvis@nelincs.gov.uk)  
North East Lincolnshire Council

Brussels, 6 October 2023

**GRIMSBY ICE FACTORY, FISH DOCK ROAD, GRIMSBY DOCKS, GRIMSBY  
Planning Application DM/0864/23/FUL**

Dear Ms Jarvis,

I write on behalf of Europa Nostra and the European Investment Bank Institute to support this application.

Europa Nostra and the [European Investment Bank Institute](#) collaborate in an initiative called the [7 Most Endangered](#) in which sites of European cultural heritage significance that also are at significant risk are nominated for our support. Last week, at the European Heritage Summit in Venice, organised by Europa Nostra, a brochure was published to commemorate the first ten years of this programme. A link to the brochure, available in six languages, can be found [here](#). In it, you will see that the former Ice Factory in Grimsby is the only UK site included in ten years, which means it is considered to be of the highest European cultural heritage significance, exposed to the highest level of risk.

Inclusion of the Ice Factory in the 7 Most Endangered led to a Mission visit in December 2018 at which experts from Europa Nostra and the European Investment Bank Institute visited the site and met a range of stakeholders, which was followed up by a report with recommendations. Subsequently, [Graham Bell](#), Board member of Europa Nostra and representative of the 7 Most Endangered partners, has held discussions to provide further advice and support. This included a letter of support from Europa Nostra on 9 July 2021 for the listed building application.

Industrial heritage sites that retain extant machinery installations are especially challenging to repurpose. In this instance, the fact that the Ice Factory is located within an operational port adds complexity in both project delivery and operational viability and sustainability. Progressive deterioration of the buildings and plant within provides clear evidence of acute and compounding risk to the Ice Factory's European significance. Yet the ensemble is recoverable in a way that can retain sufficient authenticity commensurate with the grade II\* status and, in a meaningful way, understanding of the process engineering that was of its time. That physicality is symbolic of much more – the economy and life of the port.

Having maintained an open dialogue with the developer and others, and now having closely studied the application documentation, we see considerable



The European Voice of  
Civil Society committed  
to Cultural Heritage

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BIC: INGBNL2A

KvK (NL) N° 27281560



merit in this scheme, yielding substantial public and heritage benefit through conservation, access, interpretation and employment. It fulfils the hopes expressed in our previous letter in 2021.

Guy Clausee  
Executive Vice-President



# SAVING THE PAST SHAPING THE FUTURE

Ten years of protecting Europe's cultural heritage  
7 Most Endangered programme, 2013-2023





# SAVING THE PAST SHAPING THE FUTURE

Ten years of protecting Europe's cultural heritage  
7 Most Endangered programme, 2013-2023





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# THE COHESIVE POWER OF HERITAGE



Cultural heritage is about far more than “stones and bones” from the past. It offers an endless source of inspiration and guidance for the future. When we can see the accomplishments of the people who came before us with our own eyes and touch them with our own hands, it is easy to be inspired to create something equally impressive in the future.

Cultural heritage is key to our European identity. Without it, economic growth would be meaningless. It has a cohesive power that connects European people and communities.

The European Investment Bank recognises this cohesive power. Heritage preservation is an important consideration when we review new investment projects or when we lend to cities or regions for urban renewal projects, which often come with a heritage component.

This cohesive power and its link with the EIB’s mission and activities is also why the EIB Institute launched the 7 Most Endangered programme (7ME) ten years ago with Europa Nostra, the leading European heritage network. We wanted to work together to preserve endangered monuments and sites.

This heritage programme mixes the vast cultural expertise and lobbying work of Europa Nostra with the technical appraisal and rescue planning skills of the EIB. It is also supported by volunteers, who are often EIB staff or retirees.

The programme is not (or not only) about money. Every project selected receives a €10 000 EIB Institute grant. This might not be enough to save a site, but it can help finance an awareness campaign or a feasibility study to safeguard an endangered monument, or provide the tarpaulin needed to protect a church’s roof during winter. And there may be a bigger benefit if the site becomes eligible for EIB advisory assistance or financing.

The EIB Institute and Europa Nostra have been able to save many sites threatened by neglect or destruction. With our collective networks, we have increased awareness about Europe's cultural heritage.

The purpose of the 7ME programme is not only to save sites. It is to bring people together, at local and regional levels, to figure out the best way to save our tangible and our intangible heritage.

The recent Costas Carras award launched by Europa Nostra and supported by the EIB Institute is a good example. The first laureate is a Romanian non-governmental organisation, ARA - Architecture. Restoration. Archaeology. It was instrumental in saving the heritage of Roşia Montană, one of the first 7ME sites threatened by a large-scale open-cast gold mining project.

Roşia Montană is now on the World Heritage List and on the List of World Heritage in Danger, and can therefore be considered as saved. But ARA's actions have not stopped there, with summer schools for architecture students, volunteer camps and a cultural heritage and community rescue and protection programme, connecting local owners of historic buildings, cultural heritage professionals, and donors and volunteers.

This shows the cohesive power of a vibrant civil society and how cooperation with experienced professionals and retired experts can lead to success. It highlights the importance of raising awareness about the threats to cultural heritage and puts a spotlight on the solutions.

It is not easy. It takes time, effort and partnerships. Fortunately, the successes greatly outnumber the failures. But the 7ME is not about figures. It's about preservation and renewal. The EIB Institute is proud to support this work.

Happy tenth anniversary, 7ME.

**Shiva Dustdar, Director and Dean, EIB Institute**



# DETERMINATION AND PARTNERSHIP



One decade of work has led to 56 endangered monuments and sites being selected across 31 countries. Some 20% of these projects have been successfully completed, another 50% are making good or medium progress, and only three projects can be considered failures.

This is good news. These positive results are the product of this innovative 7 Most Endangered programme combining Europa Nostra's architectural and historical expertise and its lobbying power with the technical and financial expertise of volunteers — retired EIB engineers, economists and financiers. And then we have the EIB Institute bringing everyone together.

Europa Nostra had been helping to protect endangered cultural heritage before 2013, but in the last ten years, the new cooperation with the EIB Institute has become a flagship initiative of both organisations.

Many studies have demonstrated the economic rationale of investing in cultural heritage and saving endangered monuments. Cultural monuments make Europe a number one tourist destination, and the role of heritage in urban renewal or rural development should not be downplayed. More recently, European Green Deal discussions underlined the positive contribution of cultural heritage in increasing resilience to climate change.

From castles to bridges, and from factories to churches, the projects nominated and selected for the 7ME are very diverse. Saving monuments or sites takes time, and requires sustained efforts at the local, regional and national levels. The technical reports produced by the EIB Institute experts are often of crucial importance, but rarely the last step in our work.

It is often easier to make progress when endangered monuments are suffering from neglect because of a long period of disinterest. It is more challenging in cases where a developer proposes a new use for the land. And even more challenging when a monument is affected by political decisions.



Photo credit: Europa Nostra, Dečani Monastery

The ownership structure of a site can also be crucial. It is much more difficult to save sites with a large number of owners (such as multiple homeowners in the historic part of a city) than a monument that belongs to a single owner, be it public or private.

Access to funding is often key. The 7ME can only offer the EIB Heritage Grant. But it can point to opportunities involving EU structural funds, and possibly also EIB loans, or funds from national and private sources. A lot of the work involved can actually be done at a low cost. Saving a monument can even be cheaper than an alternative new investment, as the example of the Colbert Bridge in Dieppe shows.

For all these reasons, the 7ME deserves to live on and grow for another ten years and beyond.

**Guy Clause, co-founder of the 7 Most Endangered programme,  
Executive Vice-President of Europa Nostra**

# A PERFECT MATCH

## QUESTIONS AND ANSWERS WITH SNEŠKA QUAEDVLIEG-MIHAILOVIĆ

**Sneška Quaedvlieg-Mihailović is Secretary General of Europa Nostra and a co-founder of the 7ME programme**



### HOW DID THE 7 MOST ENDANGERED PROGRAMME BEGIN?

I remember that I was on holiday about ten years ago when I received a work email. I try not to look at my work emails too much when I'm off, but I saw that this one was from the European Investment Bank. I wanted to be sure I answered it, because I never imagined that the EIB would want to work with us. It was from Guy Clausse, who later became the head of the EIB Institute. He had an idea for a new heritage project to save cultural sites in Europe and wondered if I wanted to be a partner. I had dreamt of starting something like this for a long time. I said yes right away and it has been a perfect match since then.



### WHY DO YOU CARE SO MUCH ABOUT PRESERVING EUROPE'S HERITAGE?

The preservation of history has been important for me since I was very young. I learnt French at an early age and also learnt to play the piano for ten years, and I think this sparked my interest in Europe's past. I wanted to study art history when I grew up, but everyone told me that was crazy, that I couldn't earn money doing that. So I studied law, but I never stopped loving the European idea and the importance of protecting our culture. I grew up in Belgrade, in former Yugoslavia, where we enjoyed the idea of multiculturalism for a long time. And then I lost my country and it was traumatic. Shortly after I joined Europa Nostra, the city of Dubrovnik was bombed, and many cultural sites there were damaged. I think all my life experiences have spurred my mission of promoting Europe through culture and doing my best to bring Europeans together.





### **WHAT DOES THE FUTURE HOLD FOR THE 7 MOST ENDANGERED PROGRAMME?**

Ten years ago, when we established the programme, we were pioneers. But now it has become a brand with its own identity, and people expect a lot from us. We have saved a lot of sites. Fighting to preserve Europe's values and cultures is much more in the public eye today, in the consciousness of leaders on the local and international levels. So I think we have a promising future, because people realise that our heritage sites are not renewable. If you lose them, they don't come back. As outside forces try to pull us apart, having something that keeps Europe together, like our culture, helps us overcome crises and stick together.



### **WHAT WOULD HAPPEN IF HERITAGE PROTECTION PROGRAMMES DID NOT EXIST?**

There will always be people on the local level fighting for their heritage. We cannot say that without us, nothing would be saved. But the beauty of this programme is that it gives Europe the ability to show its solidarity and to show that there is a European story that must be saved, one that gives a European connection to people. We are amplifying the work of local people, but they are the ones doing most of the work to save our past for the sake of our future. And they will keep on doing this hard work.



### **HOW WOULD YOU RESPOND IF SOMEONE TOLD YOU THAT WE DON'T NEED TO SPEND TIME PROTECTING THE PAST?**

I would say that it is very dangerous to build the future without knowing the past. We are very much future-oriented today, but we all come from many generations of past human ingenuity and learning. We should draw on the past as inspiration for the future. The cultural diversity that we have inherited brings us together and reminds us of what connects us across all borders. We will always have people who try to divide us, tell us that we're different and that one culture is more important than another. But for me, preserving our common heritage is one of the best antidotes to fighting nationalism and the manipulation of our past, our history and our culture. We are promoting the humanity in all of us and the beauty of diversity.



# HOW DOES THE 7ME PROGRAMME WORK?

Every year in June or July, Europa Nostra opens a call to nominate monuments that are in danger in Europe, running through to September. Europa Nostra members and partner organisations as well as public and private bodies active in the heritage field can nominate a site by filling in a form.

Proposals are assessed by a committee of heritage experts from Europa Nostra and the EIB Institute who shortlist up to 14 submissions by the end of the year. The final list of the 7 Most Endangered sites is selected by the Board of Europa Nostra.

Monuments and sites are primarily selected taking into account their heritage and cultural value, as well as the imminence of the danger they are facing. Local community engagement and the likelihood of public and private stakeholder support to save the sites are also crucial elements in the selection process. The potential of the sites to act as a catalyst for sustainable socioeconomic development is another important factor.

Heritage and technical experts from Europa Nostra and the EIB Institute undertake assessment missions to the 7ME sites organised with the nominators. The multidisciplinary teams help formulate a feasible action plan in cooperation with national and local public and private stakeholders. A technical report is then prepared summarising the results and recommendations.

Assistance can consist, for example, of concrete suggestions for alternative, viable functions for the buildings or sites once restored, technical support to assess alternatives, financial advice on European funding possibilities, help in finding suitable public or private partners or skills, and knowledge development.

In parallel, since 2021, each of the seven projects selected has been eligible for an EIB grant of up to €10 000, prepared in collaboration with the nominator and submitted to the EIB Institute for approval. This contribution must bring some added value to the project, for instance as seed money for the preparation of a marketing or tourism plan, or a specific study.



# A MAP OF 7ME SITES

## 56 SITES

**2013**

Roman Amphitheatre in Durrës,

**ALBANIA**

Buffer zone of the historic centre of Nicosia,

**CYPRUS**

Fortifications of Vauban, Briançon,

**FRANCE**

Renaissance Monastery of San Benedetto Po,

**ITALY**

Manueline style monastery and church of Jesus, Setúbal,

**PORTUGAL**

Roşia Montană mining landscape,

**ROMANIA**

St George Armenian church, Mardin,

**TÜRKIYE**

**2014**

Bourla Theatre historic stage machinery, Antwerp,

**BELGIUM**

Kastoria neighbourhoods of Dolcho and Apozari, Kastoria,

**GREECE**

Alessandria Citadel,

**ITALY**

Carillons of the Mafra National Palace,

**PORTUGAL**

Wooden churches in southern Transylvania and northern Oltenia,

**ROMANIA**

Colour row settlement, Chernyakhovsk,

**RUSSIA**

Subotica Synagogue,

**SERBIA**

**2016**

Archaeological site of Ererouyk and village of Ani Pemza,

**ARMENIA**

Patarei Sea Fortress, Tallinn,

**ESTONIA**

Helsinki-Malmi Airport,

**FINLAND**

Colbert Swing Bridge, Dieppe,

**FRANCE**

Kamos of Chios, Chios Island,

**GREECE**

Convent of St Anthony of Padua, Extremadura,

**SPAIN**

Ancient city of Hasankeyf and its surroundings,

**TÜRKIYE**

**2018**

Post-Byzantine churches in Voskopoja and Vithkuqi,

**ALBANIA**

Historic centre of Vienna,

**AUSTRIA**

Buzludzha Monument,

**BULGARIA**

David Gareji Monasteries and Hermitage,

**GEORGIA**

Constanța Casino,

**ROMANIA**

Prinkipo Greek Orphanage,  
Princes' Islands,

**TÜRKIYE**

Grimsby Ice Factory,

**UNITED KINGDOM**

**2020**

National Theatre of Albania,  
Tirana,

**ALBANIA**

Castle Jezeří, Horní Jiřetín,

**CZECH REPUBLIC**

Castle of Sammezzano,  
Tuscany,

**ITALY**

Y-block, Government  
Quarter, Oslo,

**NORWAY**

Szombierki Power Plant,  
Bytom,

**POLAND**

Belgrade Fortress and its  
surroundings,

**SERBIA**

Plečnik Stadium, Ljubljana,

**SLOVENIA**

**2021**

Achensee Steam Cog  
Railway, Tyrol,

**AUSTRIA**

Historic Cemetery Complex  
of Mirogoj, Zagreb,

**CROATIA**

Five Southern Aegean  
Islands,

**GREECE**

Giusti Garden, Verona,

**ITALY**

Dečani Monastery,

**KOSOVO\***

Central Post Office, Skopje,

**NORTH MACEDONIA**

San Juan de Socueva Chapel  
and Hermitage, Cantabria,

**SPAIN**

**2022**

Zogu Bridge,

**ALBANIA**

Récollets Convent, Nivelles,

**BELGIUM**

Garden city La Butte Rouge,  
near Paris,

**FRANCE**

Historic centre of Stolberg,

**GERMANY**

Neptune Baths,  
Băile Herculane,

**ROMANIA**

Orléans-Borbón Palace,  
near Cádiz,

**SPAIN**

Crèvecoeur Fortress,  
Den Bosch,

**NETHERLANDS**

**2023**

Kortrijk Railway Station,  
Kortrijk,

**BELGIUM**

Partisan Memorial Cemetery,  
Mostar,

**BOSNIA AND HERZEGOVINA**

Tchakvinji Fortress, Zugdidi,

**GEORGIA**

Sisters' House Ensemble,  
former Moravian settlement,  
Kleinwelka,

**GERMANY**

Memento Park, Budapest,

**HUNGARY**

Cultural Landscape of Sveti  
Stefan, Paštrovići,

**MONTENEGRO**

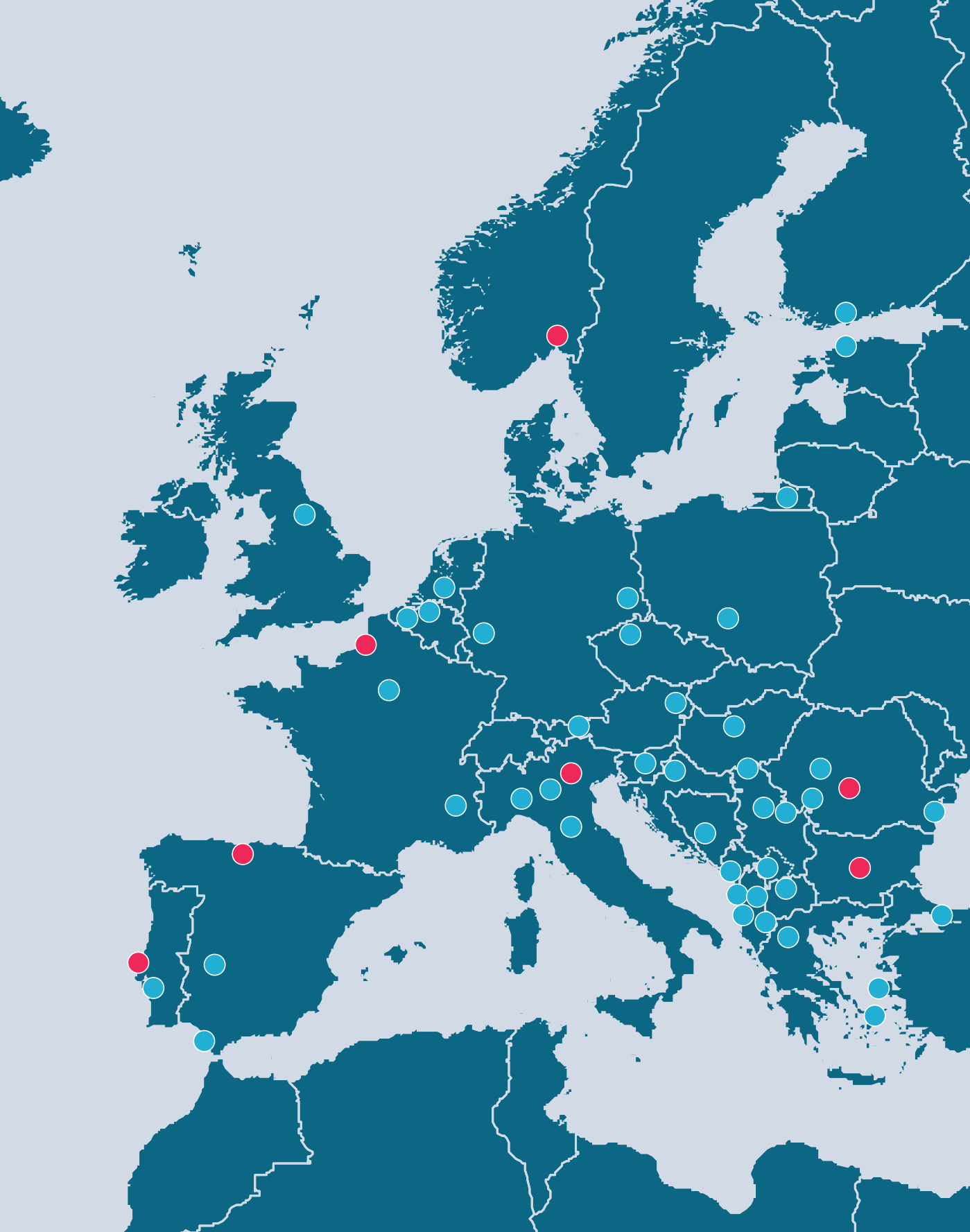
Watermills of Bistrica,  
Petrovac na Mlavi,

**SERBIA**

In addition, in 2016 the  
Venice Lagoon was declared  
the most endangered  
heritage site, as was  
Ukrainian cultural heritage in  
2022.

\* This designation is without prejudice to the positions expressed by the EU Member States on Kosovo's status and is in line with United Nations Security Council Resolution No. 1244/1999 and the International Court of Justice Opinion of 22 July 2010 on Kosovo's declaration of independence.





● 7 Most Endangered selected for this brochure



## SUCCESS STORIES

# IN VERONA, A GARDEN IS BORN AGAIN

## GIARDINO GIUSTI IN VERONA

The 16<sup>th</sup> century Giusti Garden (Giardino Giusti) in Verona, one of the 7 Most Endangered 2021, was the first beneficiary of an EIB Heritage Grant, designed to help save threatened sites.

The €10 000 grant helped to restore the garden through replanting and other work. The project reinforced the resilience of the site following extensive damage caused by three severe thunderstorms in 2020.

The garden dates back to 1570 and was planned by Count Agostino Giusti. It is one of the finest examples of a typical Renaissance garden that has survived in its original form and still belongs to the same family. The extraordinary cultural significance of the Giusti Garden, which is open to the public and attracts many visitors, stems from its Italian garden design and features.

The storm of August 2020 and the indirect impact of the COVID-19 pandemic in 2020 and 2021 highlighted the garden's vulnerability to extreme weather and neglect.

"It is our duty to do what we can to safeguard our historical architecture and our natural parks and gardens, which serve as a reminder of past centuries," says Giovanni Perbellini, an architect who lives near the garden and who proposed the restoration project to the 7ME programme.

**“IT IS OUR DUTY TO DO WHAT WE CAN TO SAFEGUARD OUR HISTORICAL ARCHITECTURE AND OUR NATURAL PARKS AND GARDENS, WHICH SERVE AS A REMINDER OF PAST CENTURIES”**

The technical report produced by 7ME experts from Europa Nostra and the EIB Institute proposed ways to preserve the fragile beauty of the site and its historical and architectural value, and to ensure that it is preserved long into the future.

The owners of the Giusti Garden also applied for EU funds since Italy had earmarked financing for the rehabilitation of historical gardens in the NextGenerationEU programme. In their application, they underlined that the garden had been selected under the 7ME, and included the 7ME technical report. They believe that the push received by the 7ME programme contributed significantly to their selection. The Giusti Garden ranked 63<sup>rd</sup> out of 813 sites selected from among thousands of applications, and was allocated €1.1 million.





Photo credit: Europa Nostra, Giardino Giusti







Photo credit: Europa Nostra, Giardino Giusti



# A NEW LIFE FOR BULGARIA'S ICONIC SITE

## THE BUZLUDZHA MONUMENT

Built in brutalist architecture during the communist era on top of a Balkan mountain range crossing Bulgaria, the Buzludzha Monument was meant to illustrate the regime's achievements and commemorate the creation of the Bulgarian Communist Party in the late 19<sup>th</sup> century.

The inside of this circular concrete building is decorated with mosaics that celebrate the historical figures and milestones achieved during those years. The free-standing dome (60 metres in diameter) covers the main ritual hall and the two circular mosaic walls. A 70-metre tower was erected as part of the monument, crowned by a communist star that could be illuminated in red to be seen from very far away.

A few years after its inauguration, when the communist regime fell, the monument was abandoned. The copper sheets covering the roof were stolen, windows and equipment that had been left behind were taken and part of the mosaics severely deteriorated.

The nominator of the project, Buzludzha Project Foundation, wants to give a new and different life to the monument by making it safer and more functional, salvaging as many of the mosaics as possible and identifying new ways to use and integrate the monument into its location in a natural park, near the Tombs of the Ancient Kings of Thrace (a UNESCO World Heritage site).

"It's just an amazing structure because of the way it looks, but also because it is an important part of Bulgarian history," says Dora Ivanova, who created the foundation to preserve the building and nominated it with the help of Richard Morten Fawcus of the University of Central Lancashire in the United Kingdom. "This site grabbed my attention from the very beginning. I was so impressed that we have such a masterpiece of architecture in Bulgaria and was shocked that it just lay abandoned."

After the 7ME report issued in 2018, the site also received interest from the Getty Foundation, which repeatedly donated money to rehabilitate the mosaics and prepare a comprehensive recovery project. The city of Kazanlak and the Stara Zagora region, where the monument is located, are interested in rehabilitating the monument and integrating it into an ambitious regional project to promote responsible tourism. A festival, Open Buzludzha, was organised in 2021 and 2022.







Ivanova, whose foundation is based in Sofia, said the monument's nomination by 7ME really boosted her efforts and offered European recognition that this is a special cultural site that must be saved.

"In the past, the monument was not considered a heritage site and it was just left to crumble," she says. "This new recognition is priceless and very much appreciated. It has helped us a lot. Today the monument is already listed as a national heritage site."

The use of European funds is being considered along with other possible funding sources. A good example of dissonant heritage, Buzludzha can help educate future generations to better understand history and the values of democracy.

"Protecting sites like this is important because they carry our cultural identity and unite society over common goals," Ivanova says. "Cultural heritage sites have widely unexplored economic potential, and they can bring sustainable tourism and development funds into regions. They are also very important for education purposes and for talking about the past, especially if the past is difficult or controversial."

**“ THIS NEW RECOGNITION IS PRICELESS AND VERY MUCH APPRECIATED. IT HAS HELPED US A LOT. TODAY THE MONUMENT IS ALREADY LISTED AS A NATIONAL HERITAGE SITE ”**

# COLLABORATION SAVES DOZENS OF CHURCHES

## WOODEN CHURCHES OF SOUTHERN TRANSYLVANIA AND NORTHERN OLTENIA (ROMANIA)

This extensive programme comprising over 60 wooden churches in remote villages in these two regions was selected as one of the 7 Most Endangered heritage sites in 2014.

Several churches have been improved under the guidance of the very active non-governmental organisation Pro Patrimonio Foundation.

Notable among these is the wooden church in the village of Urși in Vâlcea County, Romania. This beautiful 18<sup>th</sup> century church decorated with frescoes painted in the post-Byzantine tradition was restored in an exemplary manner using traditional materials and techniques. It was done so collaboratively by the local community, experts and international volunteers. It was one of the first examples of crowdfunding, which was used to help support the costs.

This work was recognised through the Grand Prix and the Public Choice Award at the 2021 European Heritage Awards/Europa Nostra Awards, Europe's top honour in the field of cultural

**“ THIS BEAUTIFUL 18<sup>TH</sup> CENTURY CHURCH DECORATED WITH FRESCOES PAINTED IN THE POST-BYZANTINE TRADITION WAS RESTORED IN AN EXEMPLARY MANNER USING TRADITIONAL MATERIALS AND TECHNIQUES ”**

heritage. These awards took place at a ceremony held in Venice during the European Cultural Heritage Summit 2021. Some 7 000 people from all over Europe voted for the Public Choice Award via the Europa Nostra website.

In addition to providing advice on better cooperation between the parties and rationalising the phasing of the numerous churches, the EIB Institute also financially supported the production of a Wooden Church Maintenance Manual, published in Bucharest in 2017 in English and Romanian. This manual was designed to be used by local priests and decision-makers to anticipate and prevent the deterioration of these wooden structures. It has already been used in several other countries with similar churches, for example in Norway.

In addition, an EIB Institute grant enabled technical studies to be carried out on two churches, one of which is now being restored.







Photo credit: Europa Nostra, Mihai Bodea



# BELLS OF THE FUTURE

## MAFRA PALACE CARILLONS IN PORTUGAL

On the afternoon of 2 February 2020, after 20 years of silence and a complex restoration process, the carillons of the Mafra National Palace in Portugal, listed among the 7 Most Endangered 2014, were played again during a memorable inaugural concert that brought together over 6 000 people in the square in front of the palace.

Highlighting the project under the 7 Most Endangered programme helped public authorities to prioritise it. A technical and financial report by the EIB Institute underlined the need and justification for the rehabilitation and supported the approach adopted.

**“ THE RESTORATION OF THE CARILLONS (...) HAS HELPED TO ATTRACT NEW AUDIENCES AND INTEGRATE THE MAFRA PALACE (...) INTO THE NATIONAL AND INTERNATIONAL TOURISM AND MUSICAL CIRCUITS ”**

The conservation programme was almost entirely financed by the Portuguese Ministry of Culture for a total cost of €1.7 million, and ran from May 2018 to December 2019.

The two towers of the Basilica of the Mafra National Palace, a key work of the Baroque era in Portugal, feature a unique set of 119 cast bronze bells, divided into carillon, liturgical and hour bells. These outstanding musical instruments, which cover a range of four octaves, are the largest surviving 18<sup>th</sup> century carillons in the world.

Due to lack of maintenance and poor conservation, the wooden structures that support the bells had been at risk of collapse, threatening the integrity of the towers and of the monument itself. The bells had also deteriorated over the years and were in poor condition.

The restoration of the carillons has strengthened the monument's links to music, through exchanges with universities and music schools. It has also helped to attract new audiences and integrate the Mafra Palace — a key work of the Baroque era in Portugal featuring a basilica, a convent, a royal palace and a library that houses 36 000 books — into the national and international tourism and musical circuits.







Photo credit Europa Nostra, Centro Nacional de Cultura

# A DRIVING FORCE FOR SUSTAINABILITY

## SAN JUAN DE SOCUEVA CHAPEL AND HERMITAGE, CANTABRIA, SPAIN

San Juan de Socueva is an ancient hermitage and chapel set into the rocky mountains just south of the municipality of Arredondo, Cantabria, in northern Spain. It was built next to a series of caves that had been inhabited by humans since ancient times.

Having only recently been dated back to 660-680 AD, the chapel is thought to be the oldest religious construction in Cantabria. It still retains its religious function and is deeply rooted in the community, which periodically still celebrates the cult of St John the Baptist.

The site, owned by the Diocese of Cantabria, and its surroundings including a rough access path, had greatly deteriorated and needed urgent repairs.

Thanks to the local community, the site was nominated as one of the 7 Most Endangered sites in 2021. Based on a technical report by EIB Institute experts, the Department of Culture of Cantabria is ready to finance the immediate restoration of the site and to regularly transfer funds to the city council to undertake maintenance and ensure that it is safe for the public.

The rehabilitation of the site could be a driving force for the future sustainable development of this rural environment where the population is declining.

**“ THE REHABILITATION OF THE SITE COULD BE A DRIVING FORCE FOR THE FUTURE SUSTAINABLE DEVELOPMENT OF THIS RURAL ENVIRONMENT WHERE THE POPULATION IS DECLINING ”**

The City Council of Arredondo has also expressed its interest in promoting the site and has offered to dedicate some space to this on the second floor of its headquarters. A comprehensive exhibition, including a 3-D presentation and other information material, is being considered.

The Government of Cantabria is going to build a new museum to replace and expand the existing Museum of Prehistory and Archaeology of Cantabria and has applied for EIB financing. The 7ME team has suggested creating a room specifically for promoting the site (perhaps even reproducing it), which would significantly improve its visibility among the public.



Photo credit: Europa Nostra, Miguel de Arriba



Photo credit: Europa Nostra, Miguel de Arriba

# JUST ONE PERSON CAN SAVE A BRIDGE

## COLBERT BRIDGE IN DIEPPE

Contemporaneous with the Eiffel Tower and using the same building techniques and materials (puddled iron), the Colbert Bridge in Dieppe, France, is the last large swing bridge in Europe still operating with its original hydraulic mechanism.

Designed by the engineer Paul Alexandre and opened in 1889, the bridge is the longest of its kind, with a 70.5-metre roadway. The operating cabin, designed by the architect Jean Prouvé, is an elegant complement to the very characteristic silhouette of the bridge, and is also of historic and aesthetic interest.

The Colbert Bridge is the only link between Dieppe's historic centre and the harbour neighbourhood of Le Pollet, and is crossed by 12 000 vehicles and 1 800 pedestrians every day. It has operated continuously and very reliably for nearly 130 years. The rehabilitation of the 1889 bridge will cost €4.5 million to €5 million.

Protecting the bridge has not been easy. Pascal Stefani, a technical engineer in Dieppe who nominated the bridge for the 7ME programme, became interested in the project partly because he loves beautiful machines. To save the bridge, he helped collect thousands of signatures, file funding applications, and seek the agreement of politicians.

"I spent ten hours a day for seven years of my life working on this," he says. "Thankfully, it was a success."

**“MEN BUILD TOO MANY WALLS  
AND NOT ENOUGH BRIDGES”**

Threatened with demolition by the port authorities, the bridge was listed among the 7 Most Endangered sites in 2016. The experts recommended that the Colbert Bridge be nominated for National Monument status with the utmost urgency. The bridge was classified in 2020, which means that it has been saved.

When asked why it's important to save bridges and why he worked so hard on the project, Stefani responds with a quote from Isaac Newton: "Men build too many walls and not enough bridges."

The bridge is too important to the local identity to let it fall apart, Stefani adds.



“I have passed this bridge a thousand times, as have most of the local ‘dieppois,’ and I have lots of memories,” he says. “I could not bear to see this perfectly functional bridge destroyed when a new one would not have had its strength, elegance and reliability.”



## **BATTLES LOST**

### **Y-BLOCK, GOVERNMENT QUARTER, OSLO, NORWAY**

This modernist building from the 1960s designed in a brutalist style by architect Erling Viksjø, with an iconic shape and sandblasted murals by Picasso, withstood a terrorist attack in 2011 that killed eight people and injured 200.

The site stood as a memorial to the victims of the attacks, a symbol of the resilience of the democratic values that terrorism failed to destroy.

The Y-block formed part of a unified complex with the adjacent high-rise from 1958. Towards the end of its construction, Pablo Picasso designed two murals, "The Fisherman" and "The Seagull," to decorate the Y-block in the innovative sandblasted concrete technique, a new method developed by the building's architect, artist Carl Nesjar.

In 2020, following intense public debate and peaceful demonstrations halted by the COVID-19 pandemic, and despite its nomination as one of the 7 Most Endangered sites in 2020, the building was demolished. Its murals were removed and are expected to be incorporated into a replacement building.



Photo credit: Europa Nostra, Trond Isaksen, Statsbygg

## ANCIENT CITY OF HASANKEYF AND ITS SURROUNDINGS (TÜRKIYE)

Sitting on the banks of the Tigris River in south-eastern Türkiye, not far from Syria, the 12 000 year-old settlement of Hasankeyf had been home to almost every major Mesopotamian civilisation.

From Neolithic caves to Roman ruins and Medieval monuments, Hasankeyf was a living museum of epic proportions with archaeological remains dating from the 12<sup>th</sup> to the 15<sup>th</sup> centuries.

The pylons of the Artukid Bridge and the minarets of the two Ayyubid mosques dominated its skyline. It also housed the Zeynel Bey Tomb, the only remaining example of Timurid architecture in the country. The ancient city of Hasankeyf and its surroundings were classified as a first-degree archaeological site by the Turkish government's Supreme Board of Monuments in 1978 and proposed as a UNESCO World Heritage Site.

In July 2020, despite considerable opposition and its nomination as one of the 7 Most Endangered sites in 2016, and despite being on the watch list of 100 most endangered sites in the world, this exceptionally rich, multicultural history and heritage site was completely submerged in the waters of the Ilisu hydroelectric dam.

Only eight of its historical monuments were moved to an uphill archaeological park.

Hasankeyf attracted hundreds of thousands of visitors each year.



Photo credit: Europa Nostra, Hasankeyf Matters

# PARTNERS



Europa Nostra is the European voice of civil society committed to safeguarding and promoting cultural and natural heritage. Founded in 1963, it is a pan-European federation of heritage NGOs supported by a wide network of public bodies, private companies and individuals, covering over 40 countries. It is recognised as the largest and most representative heritage network in Europe, maintaining close relations with the EU, the Council of Europe, UNESCO and other international bodies.



The EIB Institute was set up within the EIB Group to support social, cultural and academic initiatives across Europe. It fosters community and citizenship participation with the European Investment Bank.



Creative Europe is the European Commission’s flagship programme to support the culture and audiovisual sectors. With a budget of €2.44 billion (2021-2027), it invests in actions that reinforce cultural diversity and respond to the needs and challenges of the cultural and creative sectors. It is divided into three strands: the Culture strand, the Media strand and the Cross-Sectoral strand.





**WWW.7MOSTDANGERED.EU**

**#7MOSTDANGERED**

**From:** Andrew Marshall  
**Sent:** Wednesday, September 27, 2023 12:18 PM  
**To:** Cheryl Jarvis (EQUANS) <[Cheryl.Jarvis@nelincs.gov.uk](mailto:Cheryl.Jarvis@nelincs.gov.uk)>  
**Subject:** Reference - DM/0864/23/FUL - Ice Factory

Cheryl

I understand you are the case officer in charge of the above application. Having worked on a number of development sites around the UK I think that this will be an excellent opportunity for improving the local area along with the creation of additional jobs, increased business and revenue for the area.

It would very much have my support.

I hope all goes well.

Regards,

Andrew

**Andrew Marshall**  
Partner  
**Glenlyon Real Estate**



# Comments for Planning Application DM/0864/23/FUL

## Application Summary

Application Number: DM/0864/23/FUL

Address: Grimsby Ice Factory Fish Dock Road Grimsby Docks Grimsby North East Lincolnshire

Proposal: Restoration, extensions, alterations and conversion of the Ice Factory North and South buildings to provide office, conference, events and leisure floorspace, food and beverage floorspace, construction of a new internal access road with servicing and delivery provision and public realm works, car, coach and cycle parking facilities and associated and ancillary works

Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr Andrew Oliver

Address: Fish Docks, Wharnccliffe Road, Grimsby Docks Grimsby, North East Lincolnshire DN31 3QJ

## Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: The board of directors of Grimsby Fish Dock Enterprises Limited are very supportive of the proposals. They see it as a long required opportunity to develop the docks and to act as a catalyst to bring further business into this area and to build upon the docks position as the largest Operations and Maintenance base for offshore renewables in Europe.

The only caveat to this support is that the existing use of the docks both as an offshore renewables base, and as a fish market and base for fish sales and processing must be accepted and preserved.

It is the case that the fish market operations require night time working including the delivery of fish by road through the night time hours. As a result there will be heavy traffic movements during the night, and this will have to be taken into account. Likewise the fish dock and the processing of fish cause odours which will be present and have to be accepted.

Finally the mix of public use as a conference centre and for leisure purposes, and the operation of a commercial docks may conflict from the aspect of security. The docks estate are covered by the requirements of the ISPS (International Ship and Port Facility Security Code) and therefore appropriate security arrangements will have to be considered.

The board of GFDE believe these two issues of coexisting industrial use and port security are capable of being resolved, and look forward to working with all parties in respect of this project

going forward.

# Comments for Planning Application DM/0864/23/FUL

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Application Number: DM/0864/23/FUL

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Case Officer: Cheryl Jarvis

## Customer Details

Name: Ms Victoria Hartung

Address: 1 Bargate Court Grimsby

## Comment Details

Commenter Type: Amenity Group

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: On behalf of the Great Grimsby Ice Factory Trust, I am writing in support of the plans to repurpose the Ice Factory buildings as a conference and business centre. The entry into the South Office Building via the Compressor House, still containing the four 1930's J&E Hall ammonia compressors, will be quite stunning. The Trust applauds the intention to retain a sense of the building and its machinery as they originally functioned, while providing up to date facilities for the Renewables sector. This is a great example of how a seemingly problematic building can be brought back into sustainable re-use.

# Comments for Planning Application DM/0864/23/FUL

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Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr Dan Humphrey

Address: 31 Glebe Road Scartho Grimsby

## Comment Details

Commenter Type: Amenity Group

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Echo the supportive comments of Historic England and other commenters.

I particularly support the idea of linking the Ice Factory back to the East Marsh area, especially the residents of the East Marsh, in terms of access, events, engaging with local people and groups. Perhaps the applicant could contact East Marsh United to explore this?

Dan Humphrey  
Operations Manager  
East Marsh United

# Comments for Planning Application DM/0864/23/FUL

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Case Officer: Cheryl Jarvis

## Customer Details

Name: Ms Josie Moon

Address: 152 Rutland Street Grimsby

## Comment Details

Commenter Type: Member of the Public

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

Comment Reasons:

Comment: Positive development for the Ice Factory is of course to be welcomed - especially given the neglect and abandonment that the building and surrounding area have been subject to.

Obviously there is huge potential for development of the docks and an opportunity for investment and lasting change.

However, there is an impoverished and left behind community sitting adjacent to the docks and my fear is that they will be excluded from any conversation about what happens in their immediate vicinity. It's all very well to 'decide' what to do with a building but those decisions have lasting social and economic impacts on the communities around them.

Furthermore, the docks is a deeply unfriendly place with what amounts to a checkpoint on access. This is a problem if the plan is to have long term and large scale development. Perhaps some work on relationships is required.

An aside really, but the photograph of the planned rebuild is uninspiring. It's not an aesthetically attractive design. Our one rather glorious and eccentric building on the docks is the tower. Now wouldn't it be marvelous to have that as the inspiration for a new build rather than the Victorian factory.

# Comments for Planning Application DM/0864/23/FUL

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Case Officer: Cheryl Jarvis

## Customer Details

Name: Toni Thompson

Address: 30 Oole road Cleethorpes

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I so hope this wonderful piece of history is saved well done to who ever is trying , after seeing how Liverpool have incorporated there old docks with new it's something that should be done to Grimsby please remember it was the biggest fishing port in the world save all our old building history makes a place come to life ,

# Comments for Planning Application DM/0864/23/FUL

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Case Officer: Cheryl Jarvis

## Customer Details

Name: Max van der Lande

Address: 57 Balham New rd. Balham London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Great project

# Comments for Planning Application DM/0864/23/FUL

## Application Summary

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Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr Patrick Salmon

Address: Alfred Enderby Maclure St, Grimsby Fish Docks Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I'm sure this represents the single biggest regenerative project we have seen in the Grimsby area and the full weight of everyone's support should be well and truly behind such a visionary project. It's no less than Grimsby deserves and the many port developments round the country bear testament to the success of such proposals.

I cannot imagine anyone objecting to this planning application and wish all those involved every success. Best rgds, Patrick Salmon (Alfred Enderby)



# Comments for Planning Application DM/0864/23/FUL

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Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr Roman Purek

Address: 6 Esk Close Lincoln

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am extremely pleased to give my full support to the above planning application regarding the Grimsby Ice Factory situated on Fish Dock Road Grimsby Docks. This can only be a positive regeneration project both for the Docks and for the Humber Cruising Association which I have been a founder Member of and Committee Member of since its inception over 28 years ago.  
Roman Purek ( Ex Commodore HCA Grimsby )

# Comments for Planning Application DM/0864/23/FUL

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Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr Glen Mills

Address: 55 Cherry Tree Crescent Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Support this idea 100% this building and the surrounding area is part of grimsbys heritage, it will restore it to it's former glory. Grimsby Town was built on the back of the fishing industry, as a kid I used to spend time on the docks with my step dad who was a siene netter skipper, when I left school is was a fisherman for a short period and the ice house was pivotal to the fishing industry. This should be encouraged by the whole of grimsby and once complete the fishing heritage center and Ross tiger should be moved to the ice quay.

# Comments for Planning Application DM/0864/23/FUL

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Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr Benjamin George

Address: 4 Vicarage Lane North Newbald

## Comment Details

Commenter Type: Amenity Group

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Working at the Offshore Renewable Energy Catapult (based in the Port of Grimsby), I fully support the initiative to redevelop the Ice Factory precinct into useable office, engineering, conference and catering space.

As Grimsby is currently the largest and leading Operations and Maintenance (O&M) Port for Offshore Wind in the world, a tremendous opportunity exists for the region and the country to support growth and innovation in Grimsby - cementing Grimsby as the global hub for offshore wind O&M innovation. Leveraging the enormous local experience and talent pool as well as the billions of pounds of built assets off the coast, Grimsby is taking its place on the world stage. As the Offshore Wind sector explodes with growth around the world, multiple delegations of international visitors come to Grimsby every year, looking to learn about best practice and the realities of O&M.

The ORE Catapult vision is for Grimsby to be the global innovation hub for O&M - meaning that as a part of this, we anticipate multiple new businesses spending time in the region working on operationally integrated technology and technique developments. These visiting businesses will need temporary working accommodation and, ultimately, we also want to attract them to establish a permanent presence in Grimsby. The Ice Factory will be an ideal catalyst point and the "hub of the hub".

Leveraging the heritage of the ICE Factory as a world leading innovation site in its day, into current and future innovation for offshore wind and renewables feels like a consistent theme and in keeping with the larger change of the region and country.

I see the Ice Factory being restored to an icon for the region - at a time when a booming industry looks to Grimsby for leadership...much like back in the fishing hub glory days.

Ultimately, there is a time sensitive opportunity for Grimsby to position itself for the future in offshore wind as the rest of the world invests heavily and quickly in offshore wind - building on existing success, but also ensuring that Grimsby remains the centre-of-gravity for O&M best practice and technology development. Redevelopment and renewal of the Ice Factory sets a vision and a delivery plan for the future we all want Grimsby to have.

Item 4 - Grimsby Ice Factory  
Fish Dock Road Grimsby  
Docks Grimsby -  
DM/0865/23/LBC

# Comments for Planning Application DM/0865/23/LBC

## Application Summary

Application Number: DM/0865/23/LBC

Address: Grimsby Ice Factory Fish Dock Road Grimsby Docks Grimsby North East Lincolnshire

Proposal: Restoration, extension, alterations and conversion of the Ice Factory North and South buildings to provision office, conference, events and leisure floorspace, and food and beverage floorspace, alongside the construction of a new internal access road with servicing and delivery provision and public realm works, and the delivery of car, coach and cycle parking facilities, alongside all associated and ancillary works.

Case Officer: Cheryl Jarvis

## Customer Details

Name: Mrs Margaret Woolliss

Address: PARKSIDE CARPETS 10-12 ORWELL STREET GRIMSBY

## Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:

For the last 30 years we have seen the sad deterioration of this iconic building from our warehouse in Orwell Street (Parkside Carpets).

I am in full support of the development of this site and look forward to seen the result.

Item 5 - Land At Auckland  
Road Grimsby Docks  
Grimsby - DM/0769/23/FUL

# Comments for Planning Application DM/0769/23/FUL

## Application Summary

Application Number: DM/0769/23/FUL

Address: Land At Auckland Road Grimsby Docks Grimsby North East Lincolnshire

Proposal: Erect 5 storey hotel (Use Class C1) with associated public realm works, car parking and various associated works

Case Officer: Cheryl Jarvis

## Customer Details

Name: Ms Ufi Ibrahim

Address: 6 Loxford Gardens London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: The Energy & Environment Alliance is a not for profit coalition of hotel investors, developers and operators. In collaboration with global experts, the EEA works to ensure the timely transition of its members to Net Zero Carbon, operations and environmental, social and governance leadership.

In my capacity as CEO of the Energy & Environment Alliance, I am writing in support of the application. In particular, I am in support of the significant local social impact the project will have. The proposed development will contribute local economic benefits including the creation of much needed quality jobs in the area. These opportunities will include jobs for people at all skills levels, including entry level skills. Hotels have a proven track record of helping to up-skill local unemployed people. Hotels, like the proposed project, also bring much needed income to the local area. Hotel guests' expenditure on local services and products, coupled with the Hotel's commitment to use local services wherever possible, contributes to the success of local SMEs. Therefore, the project can help to build resilience in the local economy, contributing to the prosperity of the local community.



# Comments for Planning Application DM/0769/23/FUL

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Application Number: DM/0769/23/FUL

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Proposal: Erect 5 storey hotel (Use Class C1) with associated public realm works, car parking and various associated works

Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr Andrew Oliver

Address: Grimsby Fish Dock Enterprises Limited Wharnccliffe Road Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: The board of directors of Grimsby Fish Dock Enterprises Limited are very supportive of the proposals. They see it as a long required opportunity to develop the docks and to act as a catalyst to bring further business into this area and to build upon the docks position as the largest Operations and Maintenance base for offshore renewables in Europe.

The only caveat to this support is that the existing use of the docks both as an offshore renewables base, and as a fish market and base for fish sales and processing must be accepted and preserved.

It is the case that the fish market operations require night time working including the delivery of fish by road through the night time hours. As a result there will be heavy traffic movements passing by the hotel during the night, and this will have to be taken into account by the hotel operators and guests. Likewise the fish dock and the processing of fish cause odours which will be present and have to be accepted.

Finally the mix of public use as a hotel and the operation of a commercial docks will conflict from the point of view of security. The docks estate are covered by the requirements of the ISPS (International Ship and Port Facility Security Code) and therefore appropriate security arrangements will have to be considered.

The board of GFDE believe these two issues of coexisting industrial use and port security are capable of being resolved, and look forward to working with all parties in respect of this project going forward.



# Comments for Planning Application DM/0769/23/FUL

## Application Summary

Application Number: DM/0769/23/FUL

Address: Land At Auckland Road Grimsby Docks Grimsby North East Lincolnshire

Proposal: Erect 5 storey hotel (Use Class C1) with associated public realm works, car parking and various associated works

Case Officer: Cheryl Jarvis

## Customer Details

Name: Mrs Camilla Carlbom Flinn

Address: Mariner House Trondheim Way Stallingborough

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Fully support this planning application, which will save this historic building and transform not only the building and its contents, but the surrounding area for both business and leisure use. This a milestone achievement and Tom Shutes and his team should be applauded for taking on such an extraordinary challenge - one that will benefit the Port of Grimsby, its businesses, and the local community. In addition, the associated job creation will benefit the town and will raise the profile of the region.

# Comments for Planning Application DM/0769/23/FUL

## Application Summary

Application Number: DM/0769/23/FUL

Address: Land At Auckland Road Grimsby Docks Grimsby North East Lincolnshire

Proposal: Erect 5 storey hotel (Use Class C1) with associated public realm works, car parking and various associated works

Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr David Smith

Address: Minshull Road Cleethorpes

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: The envisioned structure is proposed for a location in dire need of revitalisation. Consequently, this undertaking holds the potential to draw in a substantial influx of visitors and professionals to our vicinity, thereby revitalizing local business prospects. Moreover, it will streamline operations for dockside contractors, ensuring they can focus their efforts within the immediate vicinity rather than seeking accommodations on the outskirts of our region. In addition, it may serve as a catalyst for securing funding towards the eagerly anticipated renovation of the ice factory.

# Comments for Planning Application DM/0769/23/FUL

## Application Summary

Application Number: DM/0769/23/FUL

Address: Land At Auckland Road Grimsby Docks Grimsby North East Lincolnshire

Proposal: Erect 5 storey hotel (Use Class C1) with associated public realm works, car parking and various associated works

Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr Joseph Hewitt

Address: Port Office, Cleethorpe Road Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I, representing Offshore Renewable Energy Catapult (OREC), am writing this letter in support of the recently submitted Planning Application for the development of a hotel and associated works at the above site.

OREC, along with partners, will use these facilities. We have struggled to find facilities on the dock for conference space and hotels.

Furthermore, as an RTO, OREC are pleased to see Offshore Wind innovations resulting in economic activity, jobs and development of the region. The provision of this facility is an important part of the local region and community and therefore will help regenerate the port, aligning with leveling up agenda. We also plan to partner on complementary developments (Ice Factory redevelopment and associated dockside infrastructure). We think that this and complementary developments will improve the dock.

This development will deliver a required facility to actively encourage more regular investment and involvement within the community.

It is for all these reasons that we support in full the proposed development and as a member of the local community and industry I hope these will be taken into consideration.

Yours Faithfully,

Joseph Hewitt, Offshore Renewable Energy Catapult

# Comments for Planning Application DM/0769/23/FUL

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Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr Benjamin George

Address: 4 Vicarage Lane North Newbald

## Comment Details

Commenter Type: Amenity Group

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I work in Offshore Wind, at the Offshore Renewable Energy Catapult (based in the Port of Grimsby), and I fully support the initiative to develop a hotel in the Grimsby Fish Dock, as part of the Ice Factory precinct redevelopment.

As Grimsby is currently the largest and leading Operations and Maintenance (O&M) Port for Offshore Wind in the world, a tremendous opportunity exists for the region and the country to support growth and innovation in Grimsby - cementing Grimsby as the global hub for offshore wind O&M innovation. Leveraging the enormous local experience and talent pool as well as the billions of pounds of built assets off the coast, Grimsby is taking its place on the world stage. As the Offshore Wind sector explodes with growth around the world, multiple delegations of international visitors come to Grimsby every year, looking to learn about best practice and the realities of O&M.

Building a hotel to complement the planned convention centre and the re-purposed Ice Factory is an obvious "force multiplier" for the precinct and the broader port. Most of the operators in the port have crews that come from outside of region, and this will only grow as the volume of activity and offshore wind supported by Grimsby increases from 4.5GW today, to 11.5GW by 2030.

The ORE Catapult vision is for Grimsby to be the global innovation hub for O&M - meaning that as a part of this, we anticipate multiple new businesses spending time in the region working on operationally integrated technology and technique developments. These visiting businesses will need accommodation and, ultimately, we also want to attract them to establish a permanent presence in Grimsby.

Ultimately, there is a time sensitive opportunity for Grimsby to position itself for the future in

offshore wind as the rest of the world invests heavily and quickly in offshore wind - building on existing success, but also ensuring that Grimsby remains the centre-of-gravity for O&M best practice and technology development. Developing the Hotel and the whole of the Ice Factory precinct sets a vision and a delivery plan for the future we all want Grimsby to have.

# Comments for Planning Application DM/0769/23/FUL

## Application Summary

Application Number: DM/0769/23/FUL

Address: Land At Auckland Road Grimsby Docks Grimsby North East Lincolnshire

Proposal: Erect 5 storey hotel (Use Class C1) with associated public realm works, car parking and various associated works

Case Officer: Cheryl Jarvis

## Customer Details

Name: Lord Norman Lamont

Address: 9 Callcott Street London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I feel this would be a very valuable addition to an area right for redevelopment and regeneration. It would fit in well with other plans.



# Comments for Planning Application DM/0769/23/FUL

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Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr Dom Reynolds

Address: 11 Columbia road grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: This is a major boost for the town of Grimsby if this can get over the line will bring plenty of jobs to the town.

And hopefully build what once was a great fishing port back to life.

# Comments for Planning Application DM/0769/23/FUL

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Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr andrew marshall

Address: Chartley hyde heath amersham

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I think this would be a great addition to the local area and help the regeneration of the Docks bringing further investment to the area.

# Comments for Planning Application DM/0769/23/FUL

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Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr Keith Ranson

Address: 9 Normanby Road Skegness

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: This development project can only help raise the profile of Grimsby Docks and help its long term plan of employment and regeneration

# Comments for Planning Application DM/0769/23/FUL

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Case Officer: Cheryl Jarvis

## Customer Details

Name: Sam DELANEY

Address: 7 Louth Road Grimsby

## Comment Details

Commenter Type: Amenity Group

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:As representative of Creative Start Arts in Health CIC and lease holders of Building 1, Auckland Road (The Great Escape) what will be the neighbouring premises to the proposed hotel. I would like to confirm that we are in full support of the development and restoration of the Grimsby Docks Heritage zone and therefore in support of the proposed hotel. Thanks.

# Comments for Planning Application DM/0769/23/FUL

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Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr Graeme Bassett

Address: 16 Philip Avenue Cleethorpes

## Comment Details

Commenter Type: Amenity Group

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: On behalf of the committee of the Ice Factory Trust, we think this is an exciting proposition. The scale and massing is good and the design both contemporary and interesting. A good modern hotel will help lift the opportunities for the Ice Factory and Kabah. It sits behind the Ice Factory, so doesn't compromise the status of it visually. Hopefully a successful hotel will provide revenue streams to support other redevelopment and help make the Kasbah a visitor destination.

Graeme Bassett - Secretary - Great Grimsby Ice Factory Trust

# Comments for Planning Application DM/0769/23/FUL

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Case Officer: Cheryl Jarvis

## Customer Details

Name: Ms Victoria Hartung

Address: 1 Bargate Court Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to wholeheartedly support the proposal to build an hotel on Grimsby Docks. This is an important piece of wider regeneration plans for Grimsby's Ice Factory and historic dock peninsula, which will not only support the preservation of our built heritage, but also deliver a step change for Grimsby and North East Lincolnshire.

Vicky Hartung, Chair Great Grimsby Ice Factory Trust

# Comments for Planning Application DM/0769/23/FUL

## Application Summary

Application Number: DM/0769/23/FUL

Address: Land At Auckland Road Grimsby Docks Grimsby North East Lincolnshire

Proposal: Erect 5 storey hotel (Use Class C1) with associated public realm works, car parking and various associated works

Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr Maximilian van der Lande

Address: 57 Balham New rd. London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:

# Comments for Planning Application DM/0769/23/FUL

## Application Summary

Application Number: DM/0769/23/FUL

Address: Land At Auckland Road Grimsby Docks Grimsby North East Lincolnshire

Proposal: Erect 5 storey hotel (Use Class C1) with associated public realm works, car parking and various associated works

Case Officer: Cheryl Jarvis

## Customer Details

Name: Steve Ridlington

Address: 5 Augusta Street Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Along with the recent works currently being undertaken this project can only help raise the profile of Grimsby Docks and help its long term plan of employment and regeneration.



# Comments for Planning Application DM/0769/23/FUL

## Application Summary

Application Number: DM/0769/23/FUL

Address: Land At Auckland Road Grimsby Docks Grimsby North East Lincolnshire

Proposal: Erect 5 storey hotel (Use Class C1) with associated public realm works, car parking and various associated works

Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr Roman Purek

Address: 6 Esk Close Lincoln

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Having been a founder member of the Humber Cruising Association over 27 years ago and been a Director and served on the Committee of this organisation in various roles including Commodore for over seven years I am very pleased to support the above application which I believe will not only help with the regeneration of the Ice House and Dock but will also encourage further leisure facilities around the immediate Dock and Humber Cruising Associations land.

yours sincerely

Roman Purek

# Comments for Planning Application DM/0769/23/FUL

## Application Summary

Application Number: DM/0769/23/FUL

Address: Land At Auckland Road Grimsby Docks Grimsby North East Lincolnshire

Proposal: Erect 5 storey hotel (Use Class C1) with associated public realm works, car parking and various associated works

Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr Patrick Salmon

Address: Alfred Enderby Maclure St, Grimsby Fish Docks Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: This is a great start to a great project overall, we must overwhelmingly support this application as this will be the kick start to the start of the largest regeneration the town has ever seen. Its a fabulous project and i wish all parties involved well.

As a neighbour on the fish docks its imperative we start to appreciate the area and the addition of a significant hotel is well overdue.

# Comments for Planning Application DM/0769/23/FUL

## Application Summary

Application Number: DM/0769/23/FUL

Address: Land At Auckland Road Grimsby Docks Grimsby North East Lincolnshire

Proposal: Erect 5 storey hotel (Use Class C1) with associated public realm works, car parking and various associated works

Case Officer: Cheryl Jarvis

## Customer Details

Name: Mr Simon Dwyer

Address: Enterprise Village Grimsby

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Very supportive. Grimsby and the port hinterland needs this investment and regeneration for future years. The scheme for this part of the port estate is long over due.

Item 6 - Anne Askew  
House South Marsh Road  
Stallingborough -  
DM/1022/22/FUL

# STALLINGBOROUGH PARISH COUNCIL

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

13<sup>th</sup> January 2023

To:

[planning@nelincs.gov.uk](mailto:planning@nelincs.gov.uk)

Dear Sirs,

Further to your letter, the Parish Council discussed the applications below at a meeting held on Wednesday 11<sup>th</sup> January 2023 and submits the following comments:

**Planning Application Reference: DM/1022/22/FUL**

**Proposal: Variation of Condition 2 (Approved plans) pursuant to DM/0745/19/FUL -  
Variation of plans to include retaining wall to plot 1**

**Location: Anne Askew House South Marsh Road Stallingborough**

*Objections – the Parish Council has received objections from neighbours and is aware of the complaints to Planning Enforcement on the development on this site. Until those planning enforcement issues have been addressed and satisfactorily resolved, the Parish Council cannot support any further applications for works on this site. In view of the objections from neighbours and now from the Parish Council, this application should now go to the Planning Committee for consideration and the Parish Council would urge the Committee to grant no further permissions on this site until issues reported to Planning Enforcement have been resolved. It is worth noting that this application would be a retrospective one as the wall has actually already been put in place.*

Yours faithfully,

**KJ Peers**  
**Clerk to the Council**

# STALLINGBOROUGH PARISH COUNCIL

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

13<sup>th</sup> July 2023

To:  
[planning@nelincs.gov.uk](mailto:planning@nelincs.gov.uk)

Dear Sirs,

Further to your letter, the Parish Council discussed the applications below at a meeting held on Wednesday 12<sup>th</sup> July 2023 and submits the following comments:

**Planning Application Reference: DM/0620/23/FUL**

**Proposal: Variation of conditions 4 (Flood Risk Mitigation measures) pursuant to DM/0745/19/FUL**

**Location: Anne Askew House South Marsh Road Stallingborough**

*No objections.*

Yours faithfully,

*KJ Peers*

**KJ Peers**  
**Clerk to the Council**

# Comments for Planning Application DM/1022/22/FUL

## Application Summary

Application Number: DM/1022/22/FUL

Address: Anne Askew House South Marsh Road Stallingborough North East Lincolnshire DN41 8BE

Proposal: Variation of Condition 2 (Approved plans) pursuant to DM/0745/19/FUL - Variation of plans to include retaining wall to plot 1 and raise ground levels within the plot. (amended plans with additional 1.6m high boundary fence to the side of plot )

Case Officer: Richard Limmer

## Customer Details

Name: John Saunders

Address: 2 South Marsh Road Stallingborough Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This whole development has been a disaster from beginning to end.

Bungalows?? They are taller than a house, building next to existing buildings, this is planning gone mad.

Raising the land by 1.7 meters takes away all the privacy of the existing bungalows, in reality, the privacy fence is now less than a metre tall from the new development side, I can still see the head and shoulders of people walking by.

The building of the concrete retaining wall is ludicrous, it's about 20cm from the existing fence, how can anyone get to maintain the fence?

At the moment the area between the concrete wall and fence is just filled with weeds, spreading into existing gardens.

I only hope that in the oncoming years that no one falls in that gap and injures themselves, who will be responsible, the planning department for allowing this stupid part of the development.

If no one could think of a better solution to this area, then they don't deserve to be called builders or planners.

# Comments for Planning Application DM/0620/23/FUL

## Application Summary

Application Number: DM/0620/23/FUL

Address: Anne Askew House South Marsh Road Stallingborough North East Lincolnshire DN41 8BE

Proposal: Variation of conditions 4 (Flood Risk Mitigation measures) pursuant to DM/0745/19/FUL

Case Officer: Bethany Loring

## Customer Details

Name: Mr John Saunders

Address: 2 South Marsh Road Stallingborough Grimsby

## Comment Details

Commenter Type: Neighbour

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

Comment Reasons:

Comment: If I have been asked to comment on the storm guards, I can only say , what for ?

As a next door neighbour, I would like to know where this leaves me, my foundations are about 8 feet lower than the property in question. What really concerns me is that know one is taking into account where the flooding might come from , the dyke at the side of the properties is overgrown with vegetation , which in time will die and get washed along the dyke, blocking the road tunnel at the grill. The new properties will be fine, with their high foundations and flood barriers, but what will happen to the existing properties.

Know one is taking responsibility for this dyke at present.



# Comments for Planning Application DM/1022/22/FUL

## Application Summary

Application Number: DM/1022/22/FUL

Address: Anne Askew House South Marsh Road Stallingborough North East Lincolnshire DN41 8BE

Proposal: Variation of Condition 2 (Approved plans) pursuant to DM/0745/19/FUL - Variation of plans to include retaining wall to plot 1

Case Officer: Richard Limmer

## Customer Details

Name: Mr John Saunders

Address: 2 South Marsh Road Stallingborough Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: What kind of application is this?

The retaining wall is already in position, has been for the last six months.

Our fence is 1.8M high viewed from our property side, viewed from plot 1 it is 0.8M high, people walking on plot 1 are waist height above the fence, looking down into our property, complete loss of privacy.

The raised ground of plot 1 should never been passed in the first place.

I would also like to point out the danger that now exists, a deep trench between the retaining wall & the present fence, if a child or elderly person, or anyone in fact fell into this trench they could seriously injure themselves.

The raising of this land has been a complete fiasco, bad design & planning, causing problems that never should be.

Lastly, how is anyone going to be able to maintain the existing fence when the proposed/existing retaining wall is only appropriately 0.3M apart?

# Comments for Planning Application DM/1022/22/FUL

## Application Summary

Application Number: DM/1022/22/FUL

Address: Anne Askew House South Marsh Road Stallingborough North East Lincolnshire DN41 8BE

Proposal: Variation of Condition 2 (Approved plans) pursuant to DM/0745/19/FUL - Variation of plans to include retaining wall to plot 1

Case Officer: Richard Limmer

## Customer Details

Name: Mrs Hazel Sanders

Address: 4 South Marsh Road Stallingborough Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Why is this change only just being applied for? This wall was built and the ground level raised 6 months ago!!

We should have been consulted before the builder did this, not after. Now the builder will argue that it will cost too much to put it right.

Why has this been allowed to happen & not be challenged by planning enforcement, shouldn't there be periodic site visits to check that builders are sticking to approved plans?

Because of the builder raising the ground level of plot 1 our fence no longer gives us privacy or security, anyone on the other side will now be at waist level and can look down into my garden and also directly into my bedroom window. I should not have to keep my curtains closed all day to get privacy.

I am also worried about the dangerous deep and narrow ditch that is behind the wall that has been built, I also worry that because of the ground being made much higher on the other side, surface water could overflow into this ditch and into my garden.

I am a senior citizen and I do not need the stress and worry that this unapproved building work has caused.

I think that if a retaining wall is allowed it should be high enough to prevent any flooding into our gardens and high enough to give us neighbours the same privacy that we had before the ground level was raised.

# Comments for Planning Application DM/1022/22/FUL

## Application Summary

Application Number: DM/1022/22/FUL

Address: Anne Askew House South Marsh Road Stallingborough North East Lincolnshire DN41 8BE

Proposal: Variation of Condition 2 (Approved plans) pursuant to DM/0745/19/FUL - Variation of plans to include retaining wall to plot 1

Case Officer: Richard Limmer

## Customer Details

Name: Mrs Toni Ann Ward

Address: 6 South Marsh Road Stallingborough Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: further to the "variation to approved plans" submitted months after the works have been completed I find this has now only come about by neighbours objecting to the works taking place and not by the planning department being diligent, especially as members of the planning team have visited the site in the summer and seen the works themselves and still allowed the builder to carry on seemingly without consequence

the impact of raising the ground level by one meter has caused detrimental damage to the environment increasing the likelihood of flooding into our property, danger to wildlife with the one metre trench now running along the boundary fence and complete loss of privacy for all the properties running along the fence as now anyone on the other side is visible from the waist up and looking directly into our properties and gardens as the original fence that was 1.8 meters has now in effect become 80 centimeters

I find that anyone looking at what has been done without permission can agree that the only person who would benefit from this is the builder as I sure it would be much easier and profitable to sell a house with a garage that is not raised one metre from the ground and doesn't have a sloping garden

**From:**

**Sent:** 05 May 2023 15:40

**To:**

**Subject:** DM/1022/22/FUL amendments

**Planning Application Reference DM/1022/22/FUL**

**Variation of Condition 2 (Approved plans) pursuant to DM/0745/19/FUL- Variation of plans**

Dear Sir

On 28th April 2023 we received notification of Amended plans/documents in respect of the above reference. The notification stated that comments should be received by the 19th May 2023, however the 1.6 m boundary fence referred to in the amendments is already under construction, it was started on 2nd May 2023.

How can it be allowed to commence construction work that has yet not been approved? Surely this is a breach of planning? or has there been some clandestine agreement?

This is yet another example of how this builder has been allowed to carry out unapproved work unchecked by Planning Enforcement.

I look forward to receiving your comments in this respect.

Yours Sincerely

Stanley Ward

6 South Marsh Road Stallingborough

Sent from [Mail](#) for Windows

# Comments for Planning Application DM/0620/23/FUL

## Application Summary

Application Number: DM/0620/23/FUL

Address: Anne Askew House South Marsh Road Stallingborough North East Lincolnshire DN41 8BE

Proposal: Variation of conditions 4 (Flood Risk Mitigation measures) pursuant to DM/0745/19/FUL

Case Officer: Bethany Loring

## Customer Details

Name: Mr Stan Ward

Address: 6 South Marsh Road Stallingborough Grimsby

## Comment Details

Commenter Type: Neighbour

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

Comment Reasons:

Comment: The application documentation does not give sufficient information to show just where this FLOOD FENCE BARRIER is to be located & therefore what effect, if any; on neighbouring property is ambiguous.

# Comments for Planning Application DM/1022/22/FUL

## Application Summary

Application Number: DM/1022/22/FUL

Address: Anne Askew House South Marsh Road Stallingborough North East Lincolnshire DN41 8BE

Proposal: Variation of Condition 2 (Approved plans) pursuant to DM/0745/19/FUL - Variation of plans to include retaining wall to plot 1

Case Officer: Richard Limmer

## Customer Details

Name: Mr Stanley Ward

Address: 6 South Marsh Road Stallingborough Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The proposals on this "variation of approved plans" have in fact already been undertaken. The "proposed" retaining wall is an ill conceived, incomplete & dangerous abomination.

I believe that this variation application has been submitted as a result of the complaints that have been made & I suggest that were it not for these complaints the builder (perhaps taking advantage of limited inspections due to Covid) would have continued with the unapproved plan changes.

I first raised concerns about this developer 6 months ago when I submitted a "breach of planning" complaint (ref: NELC433027342) regarding raising of the ground level, building of a retaining wall & damage to protected tree roots by the digging of a service trench.

Raising of existing ground level

To comply with flood risk measures it was stipulated that the lower floor level of each house must be 1 metre above the existing ground level, however the comments from Andrew Smith of N.East Lincs Drainage stated "the existing ground level must not be raised"

Presumably to avoid sloping gardens & entry stairs the builder has ignored Andrew Smith's comments and has filled the area around around Plot 1 with rubble & soil thus raising the entire ground level by over 1 metre and created the following issues

1. To retain this new ground level a 1 metre concrete wall has been constructed in front of our boundary fence, this has left a very deep narrow open trench along the length of the boundary fence that presents a danger to children, animals & wildlife. In addition surface water can now spill over into this ditch which will in turn seep into our gardens as well as eventually rotting the wooden boundary fence
2. The raising of the ground level at the other side of our boundary fence has reduced the screening effect of our fence from 1.8 metre to just 0.8 metre and as our houses are bungalows

with bedrooms at the rear this now affects the privacy of our properties (Human Rights Act: Article 8)....."Right to privacy"

3. Having created a "new ground level" the lower floor of plot 1 is no longer the stipulated 1 metre above ground level.

Unapproved Service Trench

Using a mechanical digger a service trench was dug alongside the boundary fence of bungalows 4, 6 & 8, apart from ripping through the roots of protected tree T4 this service trench is not shown on either the previous approved plans nor on the proposed variation plans.

Summary

If the planning committee feel that this variation is necessary, the welfare, safety & privacy of others must come before developers profits.

Any retaining wall should

be high enough to prevent surface water from the raised ground spilling over into our properties & it should run along the entire rear boundary of 2,4,6 & 8. South Marsh Rd

also be high enough to prevent children, animals & wildlife having access to the void behind.

be high enough (1.8 metres) to maintain the privacy that our properties have previously enjoyed

# Comments for Planning Application DM/1022/22/FUL

## Application Summary

Application Number: DM/1022/22/FUL

Address: Anne Askew House South Marsh Road Stallingborough North East Lincolnshire DN41 8BE

Proposal: Variation of Condition 2 (Approved plans) pursuant to DM/0745/19/FUL - Variation of plans to include retaining wall to plot 1 and raise ground levels within the plot. (amended plans with additional 1.6m high boundary fence to the side of plot )

Case Officer: Richard Limmer

## Customer Details

Name: Mr Stanley Ward

Address: 6 South Marsh Road Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: On 28th April we received the notice dated 25th April 2023 informing us of the amended plans and stating that comments should be received by the 19th May 2023.

It would appear that once again the builder does not wish to follow planning rules & wait for approval .....because construction of the proposed 1.6m boundary fence has already been started on 2nd May 2023.

Whilst a 1.6m fence would address the issue of neighbours privacy it still does not resolve the problem of leaves, weeds & rubbish gathering in the gap behind or how the original boundary fence can be maintained

Throughout this development the builder has not adhered to plans & has ignored all tree protection measures & has shown little concern for neighbouring property holders however I also believe that N.E.Lincs Planning Department have not been diligent in their enforcement of conditions.



## Megan Green (EQUANS)

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**From:** Planning - IGE (Equans)  
**Subject:** FW: Comments re: DM/1022/22/FUL

From: Stanley Ward  
6 South Marsh Road  
Stallingborough  
DN41 8AN

**Re: DM/1022/22/FUL - DM/0745/19/FUL – DM/0620/23/FUL**

I refer to your letter dated 21<sup>st</sup> Aug 2023 advising the merging of the above Applications and inviting further comments by 1<sup>st</sup> Sept 2023.

As your website is not accepting comments on the above references please find my further comments as below.

### S.WARD COMMENTS

This whole development has been a catalogue of deceit, non-compliance, breach of planning, disregard for neighbouring property & a lack of due diligence by planning department inspection/enforcement.

Initially the raising of the Plot 1 ground level was done without any known consultation with Planning Dept. and had it not been for neighbours complaints it would no doubt have gone unchallenged.

This raised ground level affects surface water drainage towards numbers 2,4 & 6 South Marsh Road, in addition this raised level has an effect on the privacy of the same properties. The 1.8 metre fence is supposed to resolve the privacy issue of the afore mentioned but it has been erected along only the boundary of No2 and part way along No.4.

This development has been promoted as a means to finance improvements of Anne Askew House for the benefit of it's residents, building huge properties on what was once their lovely garden area with paved walkways, benches & tables does little to enhance their lives, neither does building a 1.8 metre screen fence some 4 metres away from the windows of some of the residents. I would suggest that the true purpose of this development is opportunistic profiteering.

The buider of this development has seized every opportunity to cut corners, disregard planning conditions, alter agreed specifications and totally ignore the Aboricultural Method Statement and Tree Protection Plan.

Regards  
Stanley Ward

# Comments for Planning Application DM/1022/22/FUL

## Application Summary

Application Number: DM/1022/22/FUL

Address: Anne Askew House South Marsh Road Stallingborough North East Lincolnshire DN41 8BE

Proposal: Variation of Condition 2 (Approved plans) pursuant to DM/0745/19/FUL - Variation of plans to include retaining wall to plot 1 and raise ground levels within the plot. (amended plans with additional 1.6m high boundary fence to the side of plot )

Case Officer: Richard Limmer

## Customer Details

Name: Mr Stephen Fawcett

Address: 138 Station Road Stallingborough Grimsby

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I find it strange that this planning application is being repeated , i thought this was applied for last year , which is certainly when this Retaining wall was built . The whole project appears to have been a disaster from start to finish . I still believe the access asked for by the drainage board to allow maintenance to the adjacent drainage ditch has not been complied with .

# Comments for Planning Application DM/0620/23/FUL

## Application Summary

Application Number: DM/0620/23/FUL

Address: Anne Askew House South Marsh Road Stallingborough North East Lincolnshire DN41 8BE

Proposal: Variation of conditions 4 (Flood Risk Mitigation measures) pursuant to DM/0745/19/FUL

Case Officer: Bethany Loring

## Customer Details

Name: Stephen Fawcett

Address: 138 Station road , Stallingborough, Stallingborough Grimsby

## Comment Details

Commenter Type: Neighbour

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

Comment Reasons:

Comment: My first comment is why on Earth does anybody think these monstrous buildings need these floodguards!

There foundations are so much higher than anything around them that if the floods come all us neighbors will be banging on the door to get in ! Don't know. who or why someone has requested this but in my opinion utterly stupid .

But as with everything else on this hotchpotch of a building site it will get approved when you have county councilor involved in the project. How about somebody paying some time and thought to the Brook running alongside the property and mine which is now heavily congested with invasive weeds ,if something is not done soon I will be compelled to take action myself!.

Regards S Fawcett m

# Comments for Planning Application DM/0620/23/FUL

## Application Summary

Application Number: DM/0620/23/FUL

Address: Anne Askew House South Marsh Road Stallingborough North East Lincolnshire DN41 8BE

Proposal: Variation of conditions 4 (Flood Risk Mitigation measures) pursuant to DM/0745/19/FUL

Case Officer: Bethany Loring

## Customer Details

Name: Mr Roger Hoyes

Address: Towngate Lodge, 130 Station Road, Stallingborough Grimsby, North East Lincolnshire DN41 8AW

## Comment Details

Commenter Type: Neighbour

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

Comment Reasons:

Comment: As with others comment on the flood barriers, I think they are completely unnecessary. I farm the land to the rear of Anne Askew House and therefore understand the ditch between the site and 138 Station Road is of vital importance. All the surface water and spring water from the south east side of Station Road flows into this ditch, from the B1210 - Stallingborough to Healing Road up to the Oldfleet Drain (which is a high land drain and doesn't take Stallingborough water). Also the roadside water from Station Road and houses on the South east side, goes into this ditch between 138 Station Road and 2 Marsh Road. After the ditch goes under the road it is maintained by North East Lindsey Drainage Board, which proves that this ditch is a major artery. We used to maintain some of this ditch and can no longer do so. The Applicant should be strongly advised of their responsibility in its maintenance, as well as the other two adjoining properties.

Item 7 - 109 Carr Lane  
Grimsby - DM/1049/23/FUL

North East Lincolnshire Development  
Management Services  
New Oxford House  
2 George Street  
Grimsby  
North East Lincolnshire  
DN31 1HB

Telephone: 01472 326289 – Option 1

## **REQUEST FOR APPLICATIONS TO BE HEARD AT PLANNING COMMITTEE**

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

<b>Application Number</b>	<b>Reason for Referring to Planning Committee</b>
: DM/1049/23/FUL	<b>Request to have this heard at committee as I have representations in favour of the application</b>

**Contact Details: -**

**M smith**

**Signature .....**      **Date .....07/12/2023**

**Mark Smith**

**Name .....**

**94 Grove Crescent Grimsby**

**Address: .....**

13<sup>th</sup> November 2023

**Planning Application Ref: DM/0224/23/FUL**

Dear Bethany Loring,

I write to object to the above planning application due to the following concerns:

1. I have had 2 large insurance companies reject my own plans previously as the area is at risk from flooding
2. Not in keeping with the character of the area
3. Close proximity to my property boundary.
4. The view from the rear of my property will be unpleasant to look at.
5. My property value will decrease due to all the above.

I therefore oppose the planning of the above.

Yours Sincerely,

Mrs Ann Cox  
107 Carr Lane  
Grimsby  
North East Lincolnshire  
DN32 8JR

Item 8 - 146 North Sea Lane  
Humberston - DM/1078/23/  
OUT





## Humberston Village Council

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Clerk to the Council – Mrs. K. Peers

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

Email:- [clerk@humberstonvillagecouncil.com](mailto:clerk@humberstonvillagecouncil.com)

Dear Sirs,

The following planning applications were discussed at the meeting of Humberston Village Council held on Tuesday 5<sup>th</sup> December 2023 and the comments below each application listed are the comments resolved to be submitted as follows:

**Planning Application Reference: DM/1078/23/OUT**

**Proposal: Outline application to demolish two outbuildings and erect one dwelling with garage and provision of new access with all matters reserved**

**Location: 146 North Sea Lane Humberston**

*Objections – the Village Council has a stated adopted policy of opposing any infill development/back yard development due to the pressures on infrastructure within the Village and would wish to see this application refused as it falls into this category.*

Yours faithfully,

*KJ Peers*

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

## Emily Davidson (EQUANS)

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**From:** Kate Hennebery  
**Sent:** 30 November 2023 12:47  
**To:** Emily Davidson (EQUANS)  
**Subject:** Re: Question regarding 146 North Sea Lane

Good Afternoon Emily

Comments below to log

My house is 148 North Sea Lane, which on the location plan document is not numbered.

I recognise at this stage this is only an outline planning permission and there are not any detailed architect drawings with location of windows / positioning for me to comment on.

I do not have any objections to a property in principle - however my only concern is if there was to be windows in the dormer roof space front elevation this would have an impact on my privacy.

My garden is very small as you can see by the site plan and would feel directly overlooked by windows that are directly facing my garden and the home itself.

I would reiterate I do not have any objections to a property in principle but to support this particular property would need to wait until the full proposal is put forward.

Thank you

Kind regards  
Kate

# Comments for Planning Application DM/1078/23/OUT

## Application Summary

Application Number: DM/1078/23/OUT

Address: 146 North Sea Lane Humberston North East Lincolnshire DN36 4XB

Proposal: Outline application to demolish two outbuildings and erect one dwelling with garage and provision of new access with all matters reserved

Case Officer: Emily Davidson

## Customer Details

Name: Mrs Debra Love

Address: 167 North Sea Lane N.e Lincolnshire

## Comment Details

Commenter Type: Neighbour

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

Comment Reasons:

Comment: No objections

Item 9 - 209 Corporation  
Road Grimsby - DM/0944/23/  
FUL

	<b>Development Management Services</b>  New Oxford House, George Street Grimsby, N E Lincolnshire, DN31 1HB Telephone (01472) 313131 Fax (01472) 324216 Email: <a href="mailto:Planning@nelincs.gov.uk">Planning@nelincs.gov.uk</a>
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**REQUEST FOR APPLICATIONS TO BE HEARD AT PLANNING COMMITTEE**

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

Application No.	Reason for Referring to Planning Committee
DM/0944/23/FUL	<p>This shop has stood empty for a number of years and is in urgent need of investment. This planning application will do this, however it stands in a flood risk zone. The developers know this and have put some measures into place, I would like the committee to consider these measures and make a judgement against policy.</p> <p>To make the investment economically viable there needs to be a return, otherwise paces like this will be derelict and empty for years. Properties like this are a magnet for anti social behaviour, look ugly and lower the tone of the neighbourhood.</p> <p>I am also seeking a decision on the wider social implications of this project.</p>

**Contact Details: -**

**Signature K. wilson..... Date ...29/11/23.....**

**Name: Karl Wilson**

**Address:**

Item 10 - Humber View Barton  
Street Ashby Cum Fenby -  
DM/0992/23/OUT

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



Working in partnership

Tel: 01472 326289 Option 1

**REQUEST FOR APPLICATIONS TO BE HEARD AT PLANNING COMMITTEE**

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

Application Number	Reason for Referring to Planning Committee
<p><b>Ref. No: DM/0992/23/OUT</b></p> <p><b>Humber View Barton Street Ashby            Cum Fenby North East Lincolnshire            DN37 0RU</b></p> <p><b>Outline application to demolish            Humber View and erect two            dwellings with access to be            considered</b></p>	<p><b>To further discuss the application</b></p>

**Contact Details: -**

**Signature .....N Pettigrew..... Date .....Nov 23.....**

**Name .....Nick Pettigrew.....**

**Address: .....Chestnut Farm, Ashby cum Fenby.....**

North East Lincolnshire Planning  
 New Oxford House, George Street, Grimsby, N E Lincolnshire, DN31 1HB  
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 Registered in England No 598379

Planning Application Reference: DM/0992/23/OUT

Proposal: Outline application to demolish Humber View and erect two dwellings with access to be considered.

Location: Flat 2 Humber View Barton Street Ashby Cum Fenby North East Lincolnshire

**Ashby cum Fenby Parish Council would like to comment that its preference for dwelling type on the proposed site would be single storey buildings.**