

Humbleton & Flinton Community Led Plan – 2026 Version

What is a Community Led Plan?

“A Community Led Plan is a tried and tested approach that helps local people to explore the needs of their area, set priorities and plan actions.”

Community Led Planning has several important characteristics:

- It is led, driven and resourced through grass roots action.
- The people working on Community Led Plans are volunteers, usually a mix of parish councillors and local people.
- It involves extensive community participation and engagement using techniques such as questionnaires, meetings, discussions and events.
- It results in a credible Action Plan based on in-depth consultation.

The Action Plan will set out how local problems and issues may be tackled. These will be a mix of activities which the community can undertake alone, coupled with actions which will need addressing in partnership with local authorities and/or other agencies.

The aim of a Community Led Plan is to give every resident the opportunity to participate in, and contribute to, improving the social, economic, environmental and cultural well-being of their local area. It relies on people coming together locally, researching local needs and priorities and agreeing a range of different actions which help to improve their neighbourhood.

Approximately 4,000 communities across England have already been involved in developing Community Led Plans since the late 1970s. These have allowed communities to take responsibility for making things happen locally, rather than waiting on others to do it for them.



St Peter's Church across village fields

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“Community-Led Planning (also known as Parish Planning) is a tried and tested process already completed by over 4000 parishes and communities nationwide. In our region this has given a voice to over 200 communities, who have used their plans to encourage community spirit and action and help with funding bids.” *Rural Action Yorkshire*



Green in every sense

ABOUT THE PARISH

Ours is a small country parish situated in the heart of Holderness, which is the part of Yorkshire stretching between Hull and Bridlington southwards to the river Humber. The village is approximately 12 miles south of Hornsea and 10 miles east of Hull.

The main road through the parish is the B1238 which runs through Flinton and connects Sproatley to the west, with Aldbrough to the east. Several smaller unnumbered roads crisscross our area and link us to small neighbouring villages. The only public transport available is the bus services that run infrequently to and from Hull and Hornsea. The Holderness Loop cycle route (a National Byway) runs through Humbleton, but off-road walking opportunities are limited as our parish is one of the few parishes without any public footpaths or bridlepaths in the East Riding of Yorkshire.

The predominant industry is agriculture. This is arable with several large farms owning hundreds of acres each and generating some of the local employment. There are also several smaller companies in the area, ranging from a large garage to 'home office' type companies employing one or two people. As is normal in our type of community though, most residents commute to their workplace outside of the village. Due to the flat landscape, much of the skyline in our area has become dominated in recent times by renewable energy sites, consisting of multiple wind turbines and a new biomass power plant.

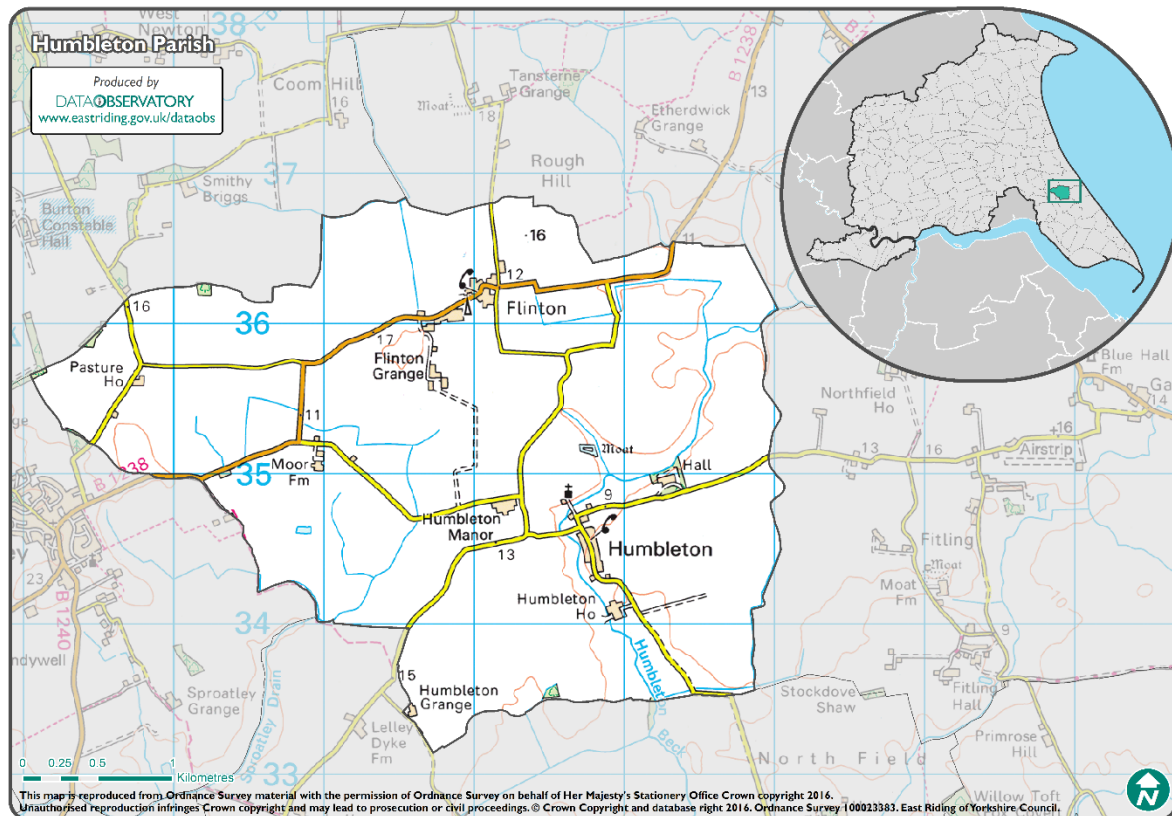
There are very few facilities in the parish other than the church (and the phone boxes that now house defibrillators). We no longer have a school or public house and there is no shop or post office although all of these are available in neighbouring villages. There is, however, a cricket pitch / playing field with a multi-use games area owned by a local charity and used by the public and the local Cricket Club.

In the 2021 census, there were 210 people living in the parish with 136 of those of working age (16-64). Approx 33 were aged 0-15 with 41 people aged over 65. The total area of the parish is 1,164.7 hectares. The number of households is 83. 70.2% of households consist of one family, and 68.7% of residents own their own home. 64.8% of the population in Humbleton are employed.

The next census is due in 2031.



The predominant industry



Our history

There has been some form of settlement in Humbleton and Flinton for over 925 years and both were mentioned in the Domesday Book in 1096.

Humbleton

The village is surrounded by rich agricultural land and there are five farms all bearing the village name - Humbleton Manor, Humbleton Hall, Humbleton House, Humbleton Moor and Humbleton Grange.

In 1823 inhabitants in the village numbered 136 and occupations included three farmers, a shoemaker, a tailor, a carpenter, and a blacksmith. A carrier operated between the village and Hull on Tuesdays and Fridays. There was a public school for poor Parish children, the schoolteacher receiving a salary of 21 shillings. The parish is the birthplace of Admiral John Storr (1709-83).

The village school was known as the Heron's Endowed School and belongs to the Heron Educational Foundation. The building dated back to the early 1800s and, although it was partly rebuilt in 1905, it still resembles the original design. Children travelled from the surrounding villages of Elstronwick, Lelley, Fitling, Flinton and Danthorpe until it was closed in 1960. Since then, the building has been used as a village hall for the local community although it has now been converted into housing.

St Peter's Church was rebuilt in the 13th century, and further modifications and restoration were conducted in the 15th century. The oak pews and present pulpit were installed at the turn of this century, and hot-water heating was installed in 1899 at a cost of £75. The 65 ft tower is said to be the best-proportioned tower in Holderness. There are three bells in the belfry dating from 1594 but ringing of the bells ceased in 1935 as the bell rollers became in need of extensive repairs. The clock was installed in 1920 with money raised by the parishioners with the intention of creating a long-lasting memorial for those who served and gave their lives in the First World War. Unfortunately, the parish clock needs repair and has not worked for several years. The well-equipped organ has two manuals and was built by T. Hopkins and Sons of York who installed it in 1910; the air was pumped by hand until 1950 when an electric blower was installed. Humbleton did have a Methodist Chapel, but this was converted to a private residence many years ago.

The development plan created by East Riding of Yorkshire Council has clearly defined the opportunities in the village for any residential building and this is limited to the current available green areas within the village itself. There are no opportunities in Flinton to develop housing according to the development plan.

The Green in front of Townend Villas has limited parking and all the utilities serving the village are retained there, affecting any opportunity to increase parking facilities for the growing number of vehicles in the village.

Half the village is on mains sewerage with the rest of the residents on private septic tanks.

The villages are surrounded by gas lines from Middlesbrough feeding into Saltend, however there is no main gas in the villages, meaning that residents are restricted to other sources of utilities including electricity, LPG, and oil.

Speed limits within the village are restricted to 30 mph, however the village has lots of large farm traffic and children play in the village around cars parked on the roadside.

Flinton

Much of the land in the village was owned by Thornton Abbey (N Lincolnshire) from around 1150 until the Dissolution when it passed to the Crown. The lords of the manor were the Grimston family from the mid-14th to mid-17th Century and then the associated land passed to the Hildyard family until 1848 when it was sold to the Constable family (who had held some land in Flinton since the 13th Century) retaining the land as tenant farms to the Burton Constable estate until the 1960s.

At 65 feet, Pit Hills in Flinton is one of the highest pieces of land in Holderness and was used for stone extraction until Victorian times.

At various stages in its history, Flinton had a Manor House (with an associated chapel), a windmill, a Wesleyan chapel, a poor house, and several alehouses. It is now without all of these and forms part of the parish of Humbleton and comprises a few farms dating from the 18th Century and smaller dwellings from the earlier 20th.

Flinton by its nature is a corridor based on the B1238 road through the village and does not have any central point, such as a village green, for the residents to congregate except for the recently adopted phone box.

There is no public sewerage in Flinton, and, like Humbleton, mains gas is not available. The speed limit through the village is 30 mph, but the straightness of the B1238 for half the length of the village tends to encourage transitory traffic to go faster than this. Fortunately, residents do not need to park on the road, and children do not play on or near it due to the amount of traffic.

The Consultation Process

The first meeting of volunteers interested in creating a Community-Led Plan took place in March 2016, when they formed the Steering Committee. At that meeting, they agreed that a Plan would help capture residents' aspirations and concerns and ensure the community's voice was heard in decisions affecting local life, such as planning applications, transport reviews, infrastructure improvements, and funding bids. The next step was to involve as many residents as possible through a questionnaire and by gathering views at community events. The aim was to complete the process, up to circulation of the final Plan, within about 18 months.

Community engagement began at the Family Fun Day on 17 July 2016, when residents were asked to identify issues that mattered to them, both positive and negative, and rate them as Red (a concern or something to stop), Amber (something needing improvement) or Green (something to maintain or enhance). These early findings were then taken to the village Halloween Party, where attendees added new issues and confirmed the earlier ones. The Steering Committee then grouped the results into themes to make analysis easier at later meetings.

Alongside these face-to-face consultations, the Steering Committee produced a questionnaire and delivered it to every household in both villages in August 2016. It asked for information such as residents' age, gender, and employment status, and provided space to list additional issues and concerns beyond those raised at village events. The response rate was in line with typical levels for this kind of consultation, offering useful indicative feedback from parts of the community rather than fully representative views from every group. Even so, the responses were valuable, gave everyone the opportunity to contribute, and supported the preparation of the final Plan.

The 2019 Update Process

As part of the original 2018 Plan, it was agreed that the Community-Led Plan would be reviewed annually to keep it current and relevant for residents. A Steering Committee meeting was therefore held in June 2019 to identify key changes, review the Action Plan and recommend updates to reflect progress made, or not made, over the previous 12 months. This led to the preparation of a draft Report and Action Plan.

The draft was then shared through a range of channels to raise awareness and give all residents the chance to comment. After an appropriate consultation period, the committee reviewed the feedback received and used it to produce a final draft Report and Action Plan.

This final draft was made available for one month before being issued as the official 2019 Community-Led Plan for Humbleton & Flinton. A similar process was intended for 2020.



St Peter's Church

The 2022 Update Process

The annual update planned in 2019 was delayed by the COVID pandemic. Once conditions improved, it was agreed to conduct a shorter update in 2022 to keep the Community Plan current, with fuller consultation in 2023 and publication of a revised plan in 2024.

The 2022 update therefore ran from July to October and consisted of a Steering Committee review, a short consultation using social media and village noticeboards, and publication of this Report in November 2022.

One positive outcome of this process has been seeing how much has been achieved since it began.

The 2026 Update Process

The 2026 update was conducted by the Parish Council in partnership with Heron during the Founder's Day in September 2026.

The changes are shown below the original paragraphs.

Report Conclusions

In 2026, the Parish Council still believes this updated report reflects the views of residents who chose to share them, whether during the original process or through later formal and informal consultation. However, not everyone completed the

questionnaire, not all respondents answered every question, and some residents have not commented since the report was first published. As a result, the report cannot be taken as fully representative of the whole community, but it is reasonable to assume it reflects the views of those most concerned about their local environment.

The consultation process suggests four broad conclusions about the village population:

- The community includes a mix of ages, lifestyles, and housing situations.
 - The needs of children, working-age adults and older residents should all be considered.
- No unemployment was reported.
 - Residents are likely to place more importance on protecting existing jobs and maintaining access to employment than on creating new local jobs.
- Most residents moved to the villages from elsewhere in the East Riding.
 - They were already familiar with the area's strengths and challenges before moving here.
- Many residents have lived here for more than 10 years.
 - This gives them a strong long-term interest in the future of the community.

Survey Results

The 'headline issues' from the Consultation Process were:

- **Speeding Traffic** – This issue was originally raised, though not exclusively, by Flinton residents in relation to the B1238, but it has increasingly been reported by Humbleton residents as well. Traffic levels on local roads have remained broadly stable in recent years but concerns about speeding through the villages persist. At residents' request, East Riding of Yorkshire Council conducted a survey on the B1238 in early 2017, but the results were inconclusive, partly because of where the equipment was placed. Despite more recent informal evidence gathering, the Council's view remains that, while speeding has been confirmed, it is not serious enough to justify a permanent measure or regular police enforcement. The issue therefore needs continued monitoring, and Humberside Police have been approached again through the local PCSO because conditions have not improved. One suggestion is to train residents to use hand-held speed devices in both villages when police officers are unavailable. In Humbleton, roadside parking is also seen as a contributing factor because it narrows the road and may obstruct drivers' view of children near the roadside.

As part of a Humberside Police initiative, residents in both Humbleton and Flinton formed a Community Speed Watch (CSW) in November 2019. The Flinton group remained active for some time, although activity has reduced in recent years. The Humbleton group never had enough volunteers and has now stopped operating. The Flinton CWS has struggled to gain support / interest from residents and no longer exists.



Humbleton Streetside

- **Community Building** – There continues to be strong support for a community building for village functions, events, and meetings. Residents have suggested it could also provide facilities for work, sport, social activities, meetings, community events, a small shop, equipment hire and a youth club. Key features identified include toilets, a kitchen, meeting rooms, a social space, changing facilities and a shop. Any building should be suitable for all age groups. Three possible options were identified:
 - **Old School Building.** The Old Village School, owned by the Heron Educational Foundation, was originally seen as the most obvious option. However, it has since been converted into housing and is no longer a viable site for a community building.
 - **Humbleton church (St Peter's).** The original Plan identified the village church as an alternative venue. It has continued to host both secular and religious events and has proved suitable, supported by its good condition and recent addition of a kitchen and toilet. However, recent discussions suggest it is unclear whether the church authorities intend to retain the building.
 - **Cricket Pavilion.** In mid-2019, the trustees of the Heron Educational Foundation applied for planning permission for a new building as a combined sports and community facility. This followed a lengthy period of consultation and efforts to secure grant and sponsorship support. Planning permission was granted, but construction cannot begin until

funding is in place. Meetings between the Heron Trustees and Humbleton Recreation Club have explored a funding plan, although sources and timescales still need to be confirmed. In the current financial climate, the project remains a possible option but is a long way from being delivered due to the lack of available funding. If a renovation became an option due to the lack of funds, this would require a new planning application to ERYC. Suggested fundraising ideas included crowdfunding, donations, social events such as quizzes, bingo, beer festivals and charity walks, local sponsorship, wind farm funds, grants, sponsored bricks, charity auctions, outdoor cinema events, boxing events, jumble sales, and sponsored walks.

- **Industrialisation** – This issue reflected a general wish to preserve the quiet, agricultural character of the villages, alongside specific concerns about the biomass power plant on the parish boundary, which is still not operational. Most respondents were less concerned about pollution and noise, which are controlled through planning conditions, than about the expected increase in heavy goods traffic bringing woodchip fuel through parish roads. Even so, many residents felt it remained important to monitor all aspects of this development, and any future ones. The later application to extend the plant has also continued to raise concerns, particularly about traffic. Seven years after construction, the plant is still not operating and, given the owner's financial difficulties, this remains an ongoing issue. At the same time, there was broad recognition that some development is inevitable, and necessary, if the villages are not declining through a lack of new and younger residents. However, any development should respect the area's rural character and its limited services and infrastructure, including the absence of a doctor's surgery, school, shop, post office, and public house, as well as limited on-road parking.



The Biomass Power Plant

- **Planning Applications** – Residents felt that any new housing should strike a balance between affordable homes and higher-value properties, given the low incomes of many younger residents. A mix of rented and owner-occupied homes was seen as the most suitable approach. Concerns also remained about on-road parking, limited public transport and the lack of local facilities. Beyond housing, there was broad acceptance that the village cannot stand still and that some non-residential development may be appropriate. However, many felt the area already has more than enough wind turbines visible across the landscape. The new homes on the Old School site are classed as affordable housing (80% of market value). This was seen as consistent with residents' views, and the development received strong support and fits well with the character of the village. There is also little land in Humbleton available for further housing development.



Wind Turbines across the fields

- **Street Scene and General Environs** – Respondents were pleased with the village’s appearance and keen to preserve its rural character and the peace and quiet that attracted them here. Several suggested adding seats on Humbleton Green so people can rest and enjoy the view, along with planters to improve the setting. Dog waste bins were also proposed to help keep the village environment pleasant for everyone; an issue was raised several times in the past year. In the past, a Village Walk helped compensate for the parish’s unusual lack of public footpaths, but this was withdrawn several years ago by the landowners. Residents suggested exploring whether it, or a suitable alternative, could be reopened for responsible walkers. It was also thought that ‘Right to Roam’ legislation might support this. The footpath and bridleway from Humbleton to Elstronwick also remain on East Riding of Yorkshire Council’s list for reinstatement, although this is a very long-term project and is currently number 20 on the list.



Winter view into Humbleton from the church

- **Play Facilities** – Given the number of children in the parish, residents felt play equipment such as swings and climbing frames could be provided on the well-located Humbleton playing field, owned by the Heron Educational Foundation, where similar facilities existed in the past. This was included in the planning application for the new pavilion, but ongoing funding uncertainty in a difficult financial climate means it remains a future aim. Suggestions included picnic tables, an all-weather running track, football nets, mini golf, benches, a zip wire, slides, and a multi-gym area.
- **General Safety and Security** – Crime levels in this rural area are lower than in towns and cities, but crime still occurs and remains a concern for residents. Although Humberside Police continue to state that they are committed to policing wildlife and rural crime, limited officer numbers in the area can lead to long response times, making prevention likely to be more effective than later detection. Humbleton has experienced periodic incidents of minor vandalism and antisocial behaviour, though this has improved in recent years. Parking also remains a concern in Humbleton, particularly when vehicles block pavements and make them difficult to use.
- **Broadband** – The Government's plan to provide superfast broadband coverage to 95% by December 2017 led to improvements in both villages. In early 2018, an upgraded cabinet was installed in Humbleton, but because connections from the cabinet to properties still rely on older copper wiring, the service cannot yet be described as fully modern. The new Heron properties are connected directly to fibre. Flinton benefited from a different program that delivered fibre to the premises, resulting in faster and more reliable connections. Broadband was one of the highest priorities in the original Plan, but it is now seen as less urgent. However, given its importance to modern life, it could quickly become a high priority again if performance falls short of expectations.

- **Road Maintenance** – Because residents depend on roads for everyday life, they are especially affected by poor maintenance. Pothole damage can disrupt commuting, shopping trips, and school journeys, while road closures can cause long and inconvenient diversions. Fortunately, the parish has a good relationship with East Riding of Yorkshire Council, which continues to respond promptly to pothole reports. However, there is continuing frustration that Lelley Road remains in poor condition despite repeated reports affecting both drivers and cyclists.
- **Local Environment** – The main positive themes raised during consultation were enjoyment of the environment, peace and quiet, and rural life. It is therefore unsurprising that several households also raised concerns about fly-tipping, roadside litter, dog fouling, and footpaths. Dog fouling on fields and pavements remains a frequent complaint. While most dog owners act responsibly, a small number create problems for others. Fly-tipping not only harms enjoyment of the countryside but can also cost farmers thousands of pounds each year to clear. Suggested responses included more Council action, such as patrols, collections, and CCTV, along with greater vigilance from residents in reporting suspicious activity. More generally, regular volunteer litter picks have worked well in Humbleton and are being considered for Flinton. The Community Payback scheme has also helped keep verges tidier in Flinton in recent years.
- **Public Transport** – Few respondents use public transport regularly, but for residents with limited or no access to a car, it remains essential because of the lack of local facilities in the parish. Unfortunately, services have declined since the original report, and there are now no buses serving either Flinton or Humbleton. The nearest stops are in Sproatley and Aldbrough, both more than an hour's walk away. Suggested alternatives included local car sharing and taxi-sharing schemes, along with greater use of community transport options such as Holderness Area Rural Transport (HART).



Community Transport Option

Updated Action Plan

Issue	Action	How to tackle it	Lead Organisations & Partners	Benefit	Priority	Timescale
Speeding Traffic - Flinton	Monitor and report any worsening of the problem.	Support Community Speed Watch volunteers.	Parish Council	Accurate monitoring and control of the issue at limited cost to the Council	-	
Community Building - Church	Keep the church as the parish's only usable building.	Understand the Diocese's position through the churchwardens	Diocese of York – Parochial Church Council	Retain a key village facility and focal point.	-	
Community Building – Heron	Support fundraising efforts.	Stay involved in the ongoing project.	Heron Educational Foundation	A new purpose-built sports and community facility	1	
Biomass Power Plant	Monitor traffic, pollution, and noise levels.	Compare them with the approved planning conditions	Parish Council in conjunction with ERYC	Minimise the impact on the parish.	-	
Planning Applications	Review new applications carefully.	Ensure new buildings suit the village and	Parish Council	Support appropriate growth and development.	3	

		reflect local needs				
Street Scene	Add benches	Seek funding and volunteers for the planters / benches	Parish Council	Improve the existing amenity.	3	
Village Walk	Increase opportunities for off-road walking.	Consult with East Riding of Yorkshire Council	Parish Council with ERYC	Create a new amenity.	-	
Play Facilities	Provide a shared play area.	Support fundraising by Heron.	Heron Foundation	Provide a safe play area for children and make the village more attractive	2	
Security	Improve physical security measures	Seek funding, consult the police	Parish Council, Police	Improve security and deter crime.	-	
Broadband	Maintain improvements and monitor performance	Monitor and report service quality.	Parish Council, Residents	Support modern internet access for residents and businesses	-	
Road Maintenance	Keep roads safe.	Report issues as they arise	Parish Council, ERYC, residents	Safer travel and better access to services	-	

Fly-tipping	Monitor and report incidents.	Report incidents and publicise contact details.	Residents	Reduce incidents and identify offenders	-	
Roadside Rubbish	Remove	Organise and equip regular volunteer litter picks	Parish Council	Remove litter and discourage repeat offending.	-	
Public Transport	Provide alternative transport options.	Link people in need with local support or HART	Parish Council / ERYC	Provide cost-effective alternatives.	-	
Community Plan	Keep the plan updated through 2026.	Ensure the plan remains relevant and useful.	Parish Council	Support community-led planning.	-	2027 Update