G.R. MERCHANT LTD
Architectural & Planning Consultants

4 Wrights Mews • 12A Park Road • Holbeach
Spalding • Lincolnshire • PE12 7EE
Telephone: 01406 490800
e-mail: gr.merchant@btconnect.com
www.grmerchantltd.co.uk

**Ref:- 3113-17**

**RESIDENTIAL DEVELOPMENT**
**OFF LITTLEWORTH DROVE (A16)**
**DEEPING ST NICHOLAS**
**SPALDING**
**LINCS**
**PE11 3ET**

**FOR**

**W DAVID BRANTON FARMER & THE HONOURABLE R F J CARINGTON**



# PLANNING, DESIGN & ACCESS STATEMENT

VAT No. 552 6200 69
Registered in England No: 5667107
Registered Address: Bank House, Broad Street, Spalding, PE11 1TB

**Ref:- 3113-17**

**RESIDENTIAL DEVELOPMENT**
**OFF LITTLEWORTH DROVE (A16)**
**DEEPING ST NICHOLAS**
**SPALDING**
**LINCS**
**PE11 3ET**

This application is to acquire Town & Country Planning Permission (Outline) off Littleworth Drove, Deeping St Nicholas for up to 110 No dwellings for the benefit of W David Branton Farmer and The Honourable R F J Carington.

The application site amounts to 6 hectares and is a flat parcel of land and it has a long, undeveloped frontage with Littleworth Drove (A1175), to the North/East of the site is the Green Lane Drain, to the North/West is the East Midlands Train Line (Peterborough to Doncaster via Lincoln route). To the South/West the site abuts part of the built environment of Deeping St Nicholas with development of Council houses and former Council houses along Campains Lane, which extends into the residential development of semi-detached properties in The Avenue and Elizabeth Crescent.

Campains Lane is a narrow adopted highway which also serves a vast area of agricultural land in Deeping Fen. A bus stop and shelter is positioned at the top of Campains Lane just set back from the A1175 Littleworth Drove. The majority of the land is farmed by the applicants. Conflict between private vehicles and agricultural vehicles has always been a significant problem.





A recent study undertaken by Network Rail, prior to the installation of automatic barriers at the end of Campains Lane concluded that the traffic volume along Campains Lane has regularly exceeded that of many adjacent more major roads. The current mix of residential, agricultural and commercial traffic is unsustainable and becomes increasingly dangerous – see Network Rail Report on level crossings. The report also shows the intention to add up to 50 freight trains per day to the line and dramatically increasing the speed of trains from 10mph to 75mph ( see below photo showing children on the playing field and a freight train in the background). This has safely implications concerning the playing field and also means that the barriers will be down for much longer each day, preventing farm vehicles from clearing Campains Lane to enter the farm. Therefore further congestion and conflict with domestic traffic accessing the residential properties on Campains Lane is inevitable.



This application is accompanied by an indicative layout plan showing how the site could be developed for 110 dwellings together with connections to The Avenue, Elizabeth Crescent and Campains Lane, the main access to the development will be off Littleworth Drove. Discussions have taken place with Lincolnshire County Council Highways Department who has suggested the direct access off Littleworth Drove would be more acceptable thus reducing current traffic and avoiding further traffic congestion on Campains Lane. A connection is to be made with The Avenue thus providing an alternative access. This would be beneficial to general delivery vehicles but in particular the weekly refuse collection which is currently hampered by the width of the carriageway with no turning arrangements.



The open space to the development will provide a sustainable recreation area for the existing and proposed residents, thus further assisting with any highway conflict. The current recreational area is located on the opposite side of Campains Lane which forces children to cross the road used by cars and agricultural vehicles. This playground borders the railway and the close proximity has always caused Network Rail great concern. It can be seen as "temporary" as the site is owned by a neighbouring farmer and theoretically could be reclaimed by the landowner.

The current South Holland District Council Local Plan – 2006 is out of date and the Council do not have a 5 year supply of housing, therefore, this application should be considered as a sustainable "windfall" site.

South Holland has experienced a longstanding shortfall in the delivery of dwellings and the most recent statement of housing and land supply (April 2016) has indicated that the planning authority can only identify 2.9 year supply in advance of the adoption of the South East Lincolnshire Local Plan. New housing applications should be considered in the context of the presumption in favour of sustainable development in accordance with Paragraph 49 of the National Planning Policy Framework (NPPF).

In the absence of a 5 year supply of housing land, Paragraph 14 of the NPPF applies and local planning authorities should grant Planning Permission unless:-
*"Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the polices in this Framework taken as a whole"*

This application demonstrates that the site is capable of being developed without detrimental impact on the character of the surrounding area and in the absence of any adverse impacts, Paragraph 14 of the NPPF indicates that Planning Permission should be granted.

The following section of this statement is as suggested by the "Commission for Architecture and the Built Environment" (CABE):-

**USE**

The current use of the site is agricultural with access off Campains Lane and is part of large areas of agricultural land in Deeping Fen over the rail line to the North/West.

**AMOUNT**

The application site amounts to 6 hectares and the indicative layout and numbers to be determined by Reserved Matters.

**LAYOUT**

The final layout to be agreed by Conditions at Reserved Matters stage.

**SCALE**

To be determined by Reserved Matters.

**LANDSCAPING**

The open site is bereft of any form of landscaping and tree planting, a comprehensive scheme to be determined by Conditions, particular attention to be given to the interface between the existing and proposed development.

**ACCESS**

The premier access to the site will be directly off Littleworth Drove (provisionally agreed with LCC Highways Department). Highways connections could be provided via The Avenue and the recreation area access, thus helping to alleviate traffic on Campains Lane.

**FLOOD RISK**

As the site is shown as being in Flood Zone 3 of The Environment Agency flood maps a site specific Flood Risk Assessment will be provided if requested.

**UTILITIES**

All services are available in Littleworth Drove and Campains Lane, foul water from the site will be via a site specific foul water treatment plant which will discharge into the Green Lane Drain to the North/East, subject to all agreements, surface water will also, eventually, discharge to the main drain.

**APPLICATION PLAN**

| | |
|---|---|
| 3113-17-01 | Location & Indicative Site Layout Plan |

G R Merchant
April 2017

Ref:- 3113-17

# APPENDIX

LOCATION PLAN 1/2500

"GOOGLE" LOCATION & SITE PLANS

SOUTH EAST LINCOLNSHIRE LOCAL PLAN DEVELOPMENT BOUNDARY FOR DEEPING ST NICHOLAS

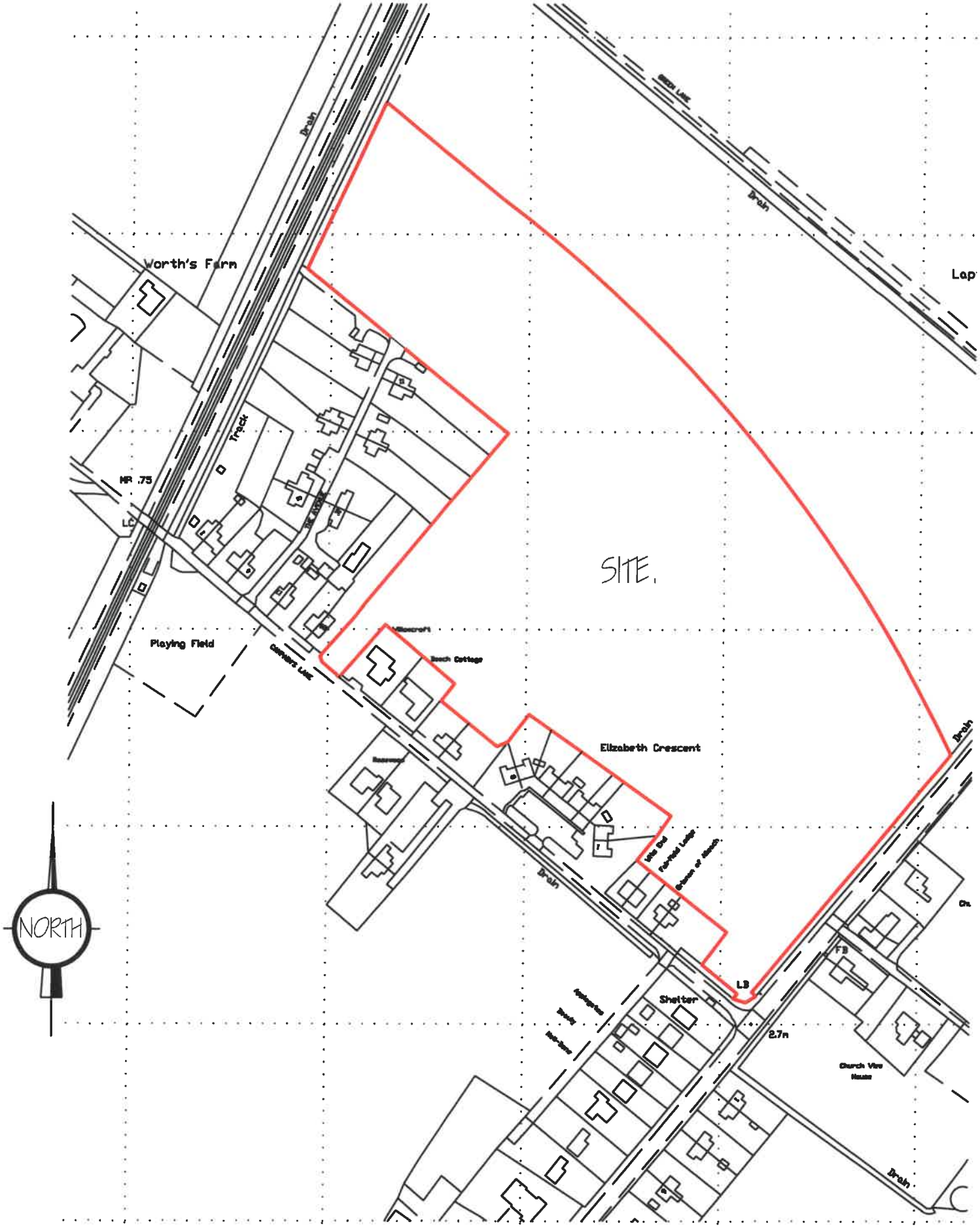
FLOOD RISK:-
ENVIRONMENT AGENCY FLOOD MAP
SOUTH HOLLAND DISITRCT COUNCIL STRATEGIC FLOOD RISK ASSESSMENT MAP

PRE-APPLICATION ENQUIRY WITH SOUTH HOLLAND DISTRICT COUNCIL PLANNING DEPARTMENT

PRE-APPLICATION ENQUIRY WITH LCC HIGHWAYS DEPARTMENT

NETWORK RAIL REPORT ON CAMPAINS LANE CROSSING

**LOCATION PLAN 1/2500**




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LOCATION PLAN.

1/2500.

# “GOOGLE” LOCATION & SITE PLANS

Google Maps Littleworth Drove




Imagery ©2017 Google, Map data ©2017 Google 200 m


Campain's Ln
Wells Wellcut
A1175
Littleworth Drove
St. Nicholas House
Green Ln
The Avenue
Barrett School
Of Motoring
Campain's Ln
Littleworth Drove
A1175
Campain's Ln
A1175
Littleworth Drove
Google




**CAMPAINS LANE VIEW FROM LITTLEWORTH DROVE**




**LITTLEWORTH DROVE/CAMPAINS LANE JUNCTION**



**END OF THE AVENUE**




**BEGINNING OF THE AVENUE**




**EXISTING PLAYING FIELD**



**CONGESTION ON CAMPAINS LANE**




**CONGESTION ON CAMPAINS LANE**




**CONGESTION ON CAMPAINS LANE**



**PLAYING FIELD WITH CHILDREN & TRAIN**



**PLAYING FIELD WITH CHILDREN**









**VIEW FROM NORTH TOWARDS LITTLEWORTH DROVE**



VIEW FROM NORTH/EAST




VIEW FROM NORTH VIEW FROM NORTH





**LITTLEWORTH DROVE (A1175) – SITE ACCESS**



**GREEN LANE DRAIN**





**H03-1091-15 SITE**




**VIEW FROM CAMPAINS LANE**





**LITTLEWORTH DROVE (A1175) ACCESS POINT**




**VIEW FROM SOUTH CORNER**



**VIEW TOWARDS THE AVENUE**



**LITTLEWORTH DROVE ACCESS**



# SOUTH EAST LINCOLNSHIRE LOCAL PLAN DEVELOPMENT BOUNDARY FOR DEEPING ST NICHOLAS


RFI Access Options
Deeping Fen
Dsn005
Dsn007
Spalding Common
Stennett's Farm
Poultry House
Willow Tree Farm
Church Farm
Porters Farm
Vine House Farm
School
Sewage Works
South Drove

# FLOOD RISK:
# ENVIRONMENT AGENCY FLOOD MAP
# SOUTH HOLLAND DISTRICT COUNCIL STRATEGIC FLOOD RISK ASSESSMENT MAP

Environment Agency

**Enter a postcode or place name:** PE11 3EX Go

**Other topics for this area...** Flood Warning Areas

# Flood Map for Planning (Rivers and Sea)

**Map legend**

- Flood Map for Planning (Rivers and Sea)
- Flood Zone 3
- Flood Zone 2
- Flood defences (Not all may be shown*)
- Areas benefiting from flood defences (Not all may be shown*)
- Main River
- Main River
- Other national environmental organisations
- Natural Resources Wales Area of responsibility
- Scottish Environment Protection Agency Area of responsibility

**PE11 3EX** at scale 1:10,000

Other maps | Data search | Text only version




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Contains Royal Mail data © Royal Mail copyright and database right 2017.
This service is designed to inform members of the public, in line with our terms and conditions. For business or commercial use, please contact us.

**Information about Flood Map for Planning:**

**Go to the new Flood Map for Planning service for tailored information**

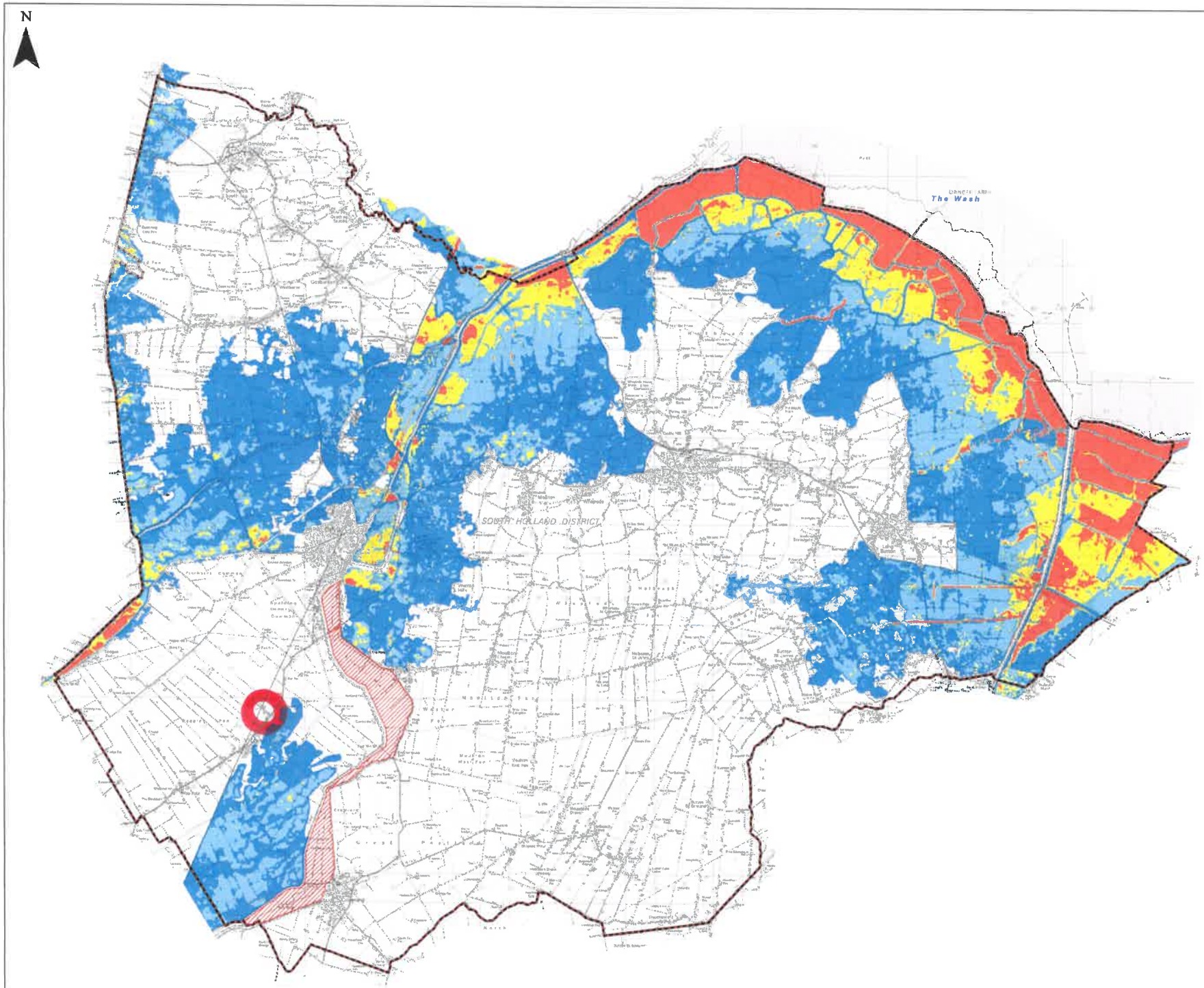
**Understanding the Flood Map for Planning (Rivers and Sea)**

*** Legend Information:** Flood defences and the areas benefiting from them are gradually being added through updates. Please contact your local environment agency office for further details.

creating a better place

Author: Environment Agency | wiybysupport@environment-agency.gov.uk
Last updated: 23rd February 2017

Privacy policy | Terms and conditions | Contact us
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## NOTES

1. The potential flooding consequences shown on this map relate to flooding from the sea, main rivers and Internal Drainage Board systems taking into account the presence of current flood risk management measures such as flood defences.

2. In addition to the potential flood extents shown on this map, there may be shallow flooding in low-lying rural areas

3. The consequences designated as being an Actual Risk arise from direct overtopping of defences, where this would occur, together with assumed breach failure of some defences. Breach failure has been assumed to occur in places where the freeboard between peak sea or river water level and the defence crest level is less than the minimum desirable for structural security of the defence.

4. The consequences designated as being a Residual Risk arise from direct overtopping of defences, where this would occur, together with breach failure which is assumed could occur at any point along the defences.

5. The potential flooding consequences relate to flood probability bandings as follows:

| Probability Band | Annual probability of Flooding | |
|---|---|---|
| | from a river (fluvial) | from the sea (tidal) |
| Low | <0.1% | <0.1% |
| Medium | 1%-0.1% | 0.5%-0.1% |
| High | >1% | >0.5% |

6. Functional Floodplain encompasses areas where water is intended to flow or be stored in times of flood.

7. Land outside South Holland District is not considered.

8. This map shows the extents only of the flooding probability bands relevent to the map Title

## Map Legend

Peak Depth

- 0m - 0.5m
- 0.5m - 1m
- 1m - 1.5m
- >1.5m
- Functional Floodplain
- South Holland District Boundary

| REV | DATE | REMARKS |
|---|---|---|
| | | |

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ROYAL HASKONING
RIGHTWELL HOUSE
BRETTON
PETERBOROUGH
PE3 9DW
TEL +44 (0)1733 334455
FAX +44 (0)1733 262243

SOUTH HOLLAND DISTRICT COUNCIL
COUNCIL OFFICES
PRIORY ROAD
SPALDING
LINCOLNSHIRE
PE11 2XE

# UPDATE OF STRATEGIC FLOOD RISK ASSESSMENT

## Actual Peak Depth
## District - Year 2115
## 1% Fluvial / 0.5% Tidal Event Probability

DATE OF ISSUE: January 2010 REV NO:

SCALE: 1 : 60,000 @ A1

MAP NO:

# PRE-APPLICATION ENQUIRY WITH SOUTH HOLLAND DISTRICT COUNCIL PLANNING DEPARTMENT

Gmail

**G R MERCHANT <grmerchant.arch.cons@gmail.com>**

# Planning Enquiry

**G R MERCHANT** <gr.merchant@btconnect.com> 14 February 2017 at 13:21
To: _planningadvice <planningadvice@sholland.gov.uk>
Cc: Jon Sharpe <jon.sharpe@lincolnshire.gov.uk>

Dear Sir/Madam

**RESIDENTIAL DEVELOPMENT**
**OFF CAMPAINS LANE, DEEPING ST NICHOLAS**

I have been approached by the owners of the above site and, as indicated on the attached plan, to change the use from agricultural to residential.

The applicants are farmers and farm the majority of the land over the railway line to the North West so appreciate the problems associated with traffic generation on Campains Lane, hopefully the proposed scheme will in some way help in the future, particularly the junction with the A16.

As the current South Holland Local Plan is out of date and the council do not have a 5 year supply of housing, any application should be considered as a sustainable "windfall" site.

South Holland has experienced a longstanding shortfall in the delivery of dwellings and the most recent statement of housing and land supply (April 2016) has indicated that the planning authority can only identify 2.9 year supply in advance of the adoption of the South East Lincolnshire Local Plan. New housing applications should be considered in the context of the presumption in favour of sustainable development in accordance with Paragraph 49 of the National Planning Policy Framework (NPPF).

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The proposed scheme will facilitate an improved access to the A16 and The Avenue with sustainable open space, with recreational equipment within the site for the benefit of the whole area.

Your informal opinion wold be appreciated prior to making a formal Town and Country Planning Application with all the expense involved, if you require any further information or clarification of my clients aspirations please do not hesitate to contact me.

Regards

G R Merchant

*G R Merchant Ltd*
*01406 490800*

**3113-17-01 (W.DAVIDBRANTON).pdf**
691K

Gmail G R MERCHANT <grmerchant.arch.cons@gmail.com>

## Pre-Application Advice - PE-00129-17 G R Merchant Ltd

1 message

**planningadvice@sholland.gov.uk** <planningadvice@sholland.gov.uk> 14 February 2017 at 14:19
To: gr.merchant@btconnect.com

# ACKNOWLEDGEMENT OF PRELIMINARY ENQUIRY

**REFERENCE: PE-00129-17**

PROPOSAL: Residential development

LOCATION: Land Off Campains Lane Deeping St Nicholas Spalding

APPLICANT: G R Merchant Ltd

We acknowledge the receipt of the above preliminary enquiry which has been recorded on our system and passed to a case officer to deal with.

If contacting us about this enquiry please quote the reference number given above.

Our preliminary enquiry system is currently free to use and we aim to deal with your request within 20 working days. However, priority is given to the processing and determination of formal planning applications. In busy times this may mean a longer than usual response time for this free preliminary advice service.

Yours faithfully

Richard Fidler

Development Manager

South Holland District Council

SOUTH HOLLAND DISTRICT COUNCIL

Council Offices
Priory Road
Spalding
Lincolnshire
PE11 2XE

Admin 01775 764723
DC Officers 01775 764703
facsimile 01775 762937

planningadvice@sholland.gov.uk
www.sholland.gov.uk

G R Merchant Ltd
Unit 4 Wrights Mews
12a Park Road
Holbeach
Spalding
PE12 7EE

23rd February 2017

Dear Sir/Madam

## PLANNING: PRE-APPLICATION ADVICE

**Reference:** PE-00129-17 **Case Officer:** Tracey Meachen
**Location:** Land Off Campains Lane Deeping St Nicholas Spalding
**Proposal:** Residential development

I am writing in response to your enquiry relating to the change of use of agricultural land to residential development.

The land in question is not identified in the Local Plan 2016 or emerging South East Lincs Local Plan as being within a settlement limit and not therefore targeted for development. I can confirm that the Council do not have a five year supply of housing and that more development has been allowed as a result. The National Planning Policy Framework 2012, although it has a presumption in favour of sustainable development, still emphasises the recognition of the character and beauty of the countryside, and emphasises in paragraph 111 that 'planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value. Local Planning Authorities may continue to consider the case for setting a locally appropriate target for the re-use of brownfield land'.

Paragraph 112 that follows also states that Local Plan authorities should take into account the economic and other benefits of the best and most versatile agricultural land, and where development is proposed, should seek to use areas of poorer quality land in preference to that of a higher quality.

Although the Local Planning Authority has allowed some development of agricultural land, it is normally Development Plan led development, or small areas of agricultural land which is no longer suitable for the now highly mechanised agricultural industry. As the site is neither brownfield or classed as redundant agricultural land, it may not be possible to support such an application for large scale development.

This planning advice is given in good faith but is an officer opinion only and therefore is not binding on

any formal decision the Council may make following the receipt of a planning application.

## BUILDING REGULATIONS

The works that you are proposing may also require Building Regulations and this informal advice or any subsequent planning permission does not give authority under Building Regulations to commence work. Please contact the Building Control section for further information on 01775 764557

Yours faithfully



**Tracey Meachen, Planning Officer**
**tmeachen@sholland.gov.uk**

# PRE-APPLICATION ENQUIRY WITH LCC HIGHWAYS DEPARTMENT

## Jenny Merchant

**From:** "Jon Sharpe" <Jon.Sharpe@lincolnshire.gov.uk>
**Date:** 09 March 2017 08:14
**To:** "G R MERCHANT" <gr.merchant@btconnect.com>; <jenny.merchant1@btopenworld.com>
**Cc:** <planningadvice@sholland.gov.uk>; <nick@wellandidb.org.uk>
**Attach:** 3113-17-01 (W.DAVIDBRANTON).pdf
**Subject:** RE: Planning Enquiry

Morning Bob.
I do not believe there would be a highways objection to the principle of developing your clients' site for housing, subject to the usual requirement for the surface water run-off to be managed utilising sustainable drainage principles unless it is not reasonably practicable to do so.
Whilst I do welcome the opportunity to have some developer-funded improvements undertaken to the junction of Campain's Lane with Littleworth Drove, I do have some concerns about the close proximity of the proposed new junction into your clients' land to the Campain's Lane/Littleworth Drove junction. I wonder if it would not in fact be safer to create a new junction onto the A16 Littleworth Drove. That would avoid the disruption to existing residents and your clients' business for the duration of the highway improvement works and still provide the acknowledged benefits in providing a secondary and improved access to residents of The Avenue and to the drivers of vehicles required to service those properties – in particular the refuse collection vehicle.
I appreciate highway matters are not the only considerations and would welcome the opportunity to discuss this further once you have the views of other interested parties.
Regards,
Jon.

**From:** grmerchant.arch.cons@gmail.com [mailto:grmerchant.arch.cons@gmail.com] **On Behalf Of** G R MERCHANT
**Sent:** 07 March 2017 09:38
**To:** Jon Sharpe
**Subject:** Fwd: Planning Enquiry

*G R Merchant Ltd*
*01406 490800*

---------- Forwarded message ----------
From: **G R MERCHANT** <gr.merchant@btconnect.com>
Date: 14 February 2017 at 13:21
Subject: Planning Enquiry
To: _planningadvice <planningadvice@sholland.gov.uk>
Cc: Jon Sharpe <jon.sharpe@lincolnshire.gov.uk>

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Regards
G R Merchant

*G R Merchant Ltd*
*01406 490800*

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# NETWORK RAIL REPORT ON CAMPAINS LANE CROSSING

# Optioneering report for level crossings

# Capacity relief to the ECML - GN/GE Joint Line route enhancement

# Project number 106754

| | Signature | |
|---|---|---|
| Prepared by: | | Name: Robert Havercroft<br>Job Title: Operations Risk Control Co-ordinator (LNE)<br>Date: |
| Approved by: | | Name: David Priestley<br>Job Title: Operations Risk Advisor (LNE)<br>Date: |

| | |
|---|---|
| **NAME:** | Tinsley's |
| **ELR / MILEAGE:** | WEB 88m 59chs |
| **TYPE:** | UWCM |
| **STATUS:** | Occupation |



**GN/GE PROJECT:**

| | **Line speed (mph)** | **Train service per day** |
|---|---|---|
| **Existing** | Up = 10; Down = 10 | 26p |
| **Proposed** | Up = 75; Down = 70 | 26p + 56f |

**OPTIONEERING:**

| **Option** | **Works** | **ALCRM risk score ranking** | **FWI score** |
|---|---|---|---|
| Existing | N/A | M5 | 8.82E-04 |
| Proposed without mitigation | None | B2 | 0.014140316 |
| Proposed with mitigation | Close LC | M13 | 0.0 |
| Proposed with mitigation | Install MSLs | Fitted already | |
| Proposed with mitigation | Install POGO | C4 | 0.002101358 |
| Proposed with mitigation | Upgrade to MCB-OCB | E6 | 2.97E-04 |

**SUMMARY:**

This level crossing provides the sole means of access to a farm on the western side of the railway. The crossing is used constantly (at least once an hour for most of the day). The crossing has a history of mis-use; the gates left-open after use, and non-use of the telephones. A 10mph PSR was imposed on both lines some 20 years ago to mitigate against a collision. In recent years, MSLs have been installed as part of the Enhanced UWC national trial programme. The authorised user has indicated a willingness to consider closure in return for a new access road being constructed between the farm and the A16 road in the vicinity of Littleworth LC. An alternative new access via Lucks Road LC is also a possibility.

**RECOMMENDED OPTIONS:**

1). Closure - by construction of a new access road.
2). If closure is not achievable, POGOs to be installed. Adjust the MSLs strike-in points to cater for the proposed higher line speeds.
3). In connection with (2), authorised users to be contacted regarding the increase in train service and education/awareness material to be supplied regarding the change in level crossing control. BT Police to monitor site with enforcement action to be taken against offenders.

**NB:** Under the Project's recently revised plans to re-control this section of line to Lincoln SCC, it is now proposed to upgrade this crossing to MCBTV with On Call Barriers; this would provide a greater level of protection than MSLs and POGOs, but closure is still the preferred option. An alternative option of MCB-OD would be SUPPORTED as this would reduce the Signaller's workload than MCBTV-OCB.