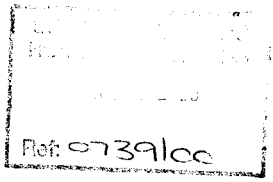
ALLISON HOMES

LAND AT DEEPING St NICHOLAS LINCOLNSHIRE

DEVELOPMENT APPRAISAL

APRIL 2000



Town & Country Planning
Ecology
Landscape Architecture

Robert Doughty Consultancy

32 High Street, Helpringham, Sleaford NG34 ORA Tel: (01529) 421646 Fax: (01529) 421358

1. Introduction *1*

1.1. Introduction *1*

1.2. Report Structure *1*

1.3. Developer's Design Philosophy *1*

2. The Site and Its Surroundings *2*

2.1. Deeping St Nicholas *2*

2.2. The Study Area *3*

3. Planning Context *4*

3.1. Planning History *4*

3.2. Planning Progress *4*

3.3. South Holland District Local Plan *4*

3.4. Lincolnshire Design Guide for Residential Areas *5*

3.5. Planning Policy Guidance Note 3 – Housing *5*

3.6. Conclusion *6*

4. Outline Planning Permission H03/0547/98 *6*

4.1. Introduction *6*

4.2. Reserved Matters *7*

4.3. Planning Conditions *7*

5. Opportunities and Constraints *8*

5.1. Introduction *8*

5.2. Opportunities *8*

5.3. Constraints *8*

6. Recommendations *9*

1. Introduction

1.1. Introduction

1.1.1. The Robert Doughty Consultancy was appointed by Allison Homes in April 2000, to compile a Development Appraisal for a parcel of land off Littleworth Drove (A16), Deeping St Nicholas, near Spalding, Lincolnshire.

1.1.2. The purpose of the appraisal is to assess the distinctive characteristics of the study area as defined on plan 233/99/DA/01, and its surroundings, to ensure that development proposals take full account of all relevant planning issues and provide an attractive, appropriate and functional new residential area.

1.2. Report Structure

1.2.1. The main body of the report begins with an appraisal of the study area and its setting. This is followed by an investigation of relevant planning documents. These are then built into a set of opportunities, constraints and recommendations for detailed site design.

1.3. Developer's Design Philosophy

1.3.1. With knowledge based on many years of sound experience, Allison Homes acknowledges that as needs change so must its houses and their setting. In order to ensure that this is achieved, the company treats each of its developments individually, paying careful attention to their local character and environment.

1.3.2. The overriding aim of Allison Homes' design philosophy is to provide an attractive place for people to live, which makes a positive contribution to its locality. Of particular importance is the need to create a clear sense of place that residents will be able to identify with and call their own. In addition, designs will be informed by principles of sustainable development, within the limits dictated by market constraints. A safe, permeable environment for pedestrians, cyclists and motorists will also be provided and careful attention will be paid to the achievement of security through design.

2. *The Site and Its Surroundings*

2.1. Deeping St Nicholas

2.1.1. Deeping St Nicholas is situated approximately five miles south of Spalding on the A16 Trunk Road to Market Deeping and Peterborough. The village has a linear pattern and is spread over approximately two miles along the A16. There are a number of facilities including two public houses, a post office, a village shop, a parish church, a children's play area and a primary school. These facilities are dispersed as widely throughout the village as the residential properties.

2.1.2. There are two roughly identifiable focal points, however, firstly, the parish church, the post office and The Plough public house are situated within 500 metres of each other in the core of the settlement. Secondly, there is a small development of three side streets, including some new residential properties situated between the railway level crossing and the Littleworth Drove/New Road Junction. There is also a railway station here, although it is disused and there are no plans to reopen it in the foreseeable future. The study area lies between these two minor focal points.

2.1.3. Deeping St Nicholas' frontage onto the A16 is characterised by substantial tree and hedgerow planting, which utilises both native and ornamental species, as illustrated in photographs 1 and 2. Such planting provides an interesting and varied street scene throughout most of the village. This setting is typical of the pattern of many Fenland villages, where well treed settlement edges contrast the wide open fields, creating a sheltered and attractive residential environment. This seamlessly gives way to the settlement core, which comprises a more densely built up area with buildings directly fronting the road. Despite its dispersed nature Deeping St Nicholas does broadly follow this pattern.

2.1.4. Local building materials are predominantly brick although a number of shades have been used ranging from red to brown and grey. These are teamed with slate roofs on the larger houses and clay pantiles on the

2. The Site and Its Surroundings

2.1. Deeping St Nicholas

2.1.1. Deeping St Nicholas is situated approximately five miles south of Spalding on the A16 Trunk Road to Market Deeping and Peterborough. The village has a linear pattern and is spread over approximately two miles along the A16. There are a number of facilities including two public houses, a post office, a village shop, a parish church, a children's play area and a primary school. These facilities are dispersed as widely throughout the village as the residential properties.

2.1.2. There are two roughly identifiable focal points, however, firstly, the parish church, the post office and The Plough public house are situated within 500 metres of each other in the core of the settlement. Secondly, there is a small development of three side streets, including some new residential properties situated between the railway level crossing and the Littleworth Drove/New Road Junction. There is also a railway station here, although it is disused and there are no plans to reopen it in the foreseeable future. The study area lies between these two minor focal points.

2.1.3. Deeping St Nicholas' frontage onto the A16 is characterised by substantial tree and hedgerow planting, which utilises both native and ornamental species, as illustrated in photographs 1 and 2. Such planting provides an interesting and varied street scene throughout most of the village. This setting is typical of the pattern of many Fenland villages, where well treed settlement edges contrast the wide open fields, creating a sheltered and attractive residential environment. This seamlessly gives way to the settlement core, which comprises a more densely built up area with buildings directly fronting the road. Despite its dispersed nature Deeping St Nicholas does broadly follow this pattern.

2.1.4. Local building materials are predominantly brick although a number of shades have been used ranging from red to brown and grey. These are teamed with slate roofs on the larger houses and clay pantiles on the

cottages. Occasional white rendered cottages also punctuate the village scene. There is a wide variety of building styles, types and ages, however, it is the extensively treed village landscape, which holds the settlement together by closing gaps and drawing attention away from the buildings. This is an important aspect of Deeping St Nicholas' character which should be carefully maintained.

2.2. The Study Area

2.2.1. The study area is situated in one of the leafier parts of the village. It is comprised of: arable farmland, as shown in photograph 3; Station Farm, which fronts onto Littleworth Drove; and another brick barn on the north-eastern site boundary. There are three mature beech trees situated along the A16 and a number of small hawthorn trees along the eastern boundary of the site. These do not serve any screening, shelter or fencing function.

2.2.2. The study area is almost flat. The highest point is at 2.8 metres AOD and the lowest is 1.6 metres AOD. This gentle slope runs down from west to east and is punctured by a number of minor depressions and ridges, which probably relate to changes in subsoil conditions. In 1990 a detailed ground investigation was carried out by consulting engineers Pick, Everard, Keay and Grimson who recommend that a variety of foundations are used on site, depending upon the area in which they are built. Their report is included as Appendix A.

2.2.3. There are three open drains within the study area. One flanks Littleworth Drove, another divides the study area into two halves from north west to south east and the third runs along the south eastern site boundary from the central drain to New Road. The Welland and Deepings Internal Drainage Board has indicated that they are prepared to allow the central drain, which is under their control, to be culverted subject to the necessary consents and conditions. The main condition is that no permanent structures are to be erected within nine metres of either side of the pipeline and inspection chambers must be located at a maximum of sixty metre intervals in areas permanently accessible to the drainage board. Surface water may also be conveyed to the

board's drainage system subject to a substantial financial contribution from the developer. A letter from the drainage board confirming this is included as appendix B.

3. Planning Context

3.1. Planning History

3.1.1. The study area is subject to the current outline planning permission H03/0547/98, granted on December 6th 1998. It is a renewal of the previous consent H03/0082/92 and the decision documents are reproduced in full as appendices C and D respectively.

3.2. Planning Progress

3.2.1. One application is now being prepared to discharge the Reserved Matters of outline permission H03/0547/98. Two others complete the Local Plan residential allocation as described below. This report sets out the context within which these applications are submitted.

3.3. South Holland District Local Plan

3.3.1. The main part of the study area is allocated in the Local Plan for residential development as the larger site coloured orange on Local Plan Inset Map 3 (reproduced in this document as appendix E).

3.3.2. The large residential allocation in Deeping St Nicholas forms part of the Local Plan's strategy to prevent further linear development, whilst allowing for growth. This is expressed in the Council's development brief for the site published in 1990. Now ten years old, the brief is somewhat out of date and in need of revision, however, it does provide a guide to the main issues to be considered in detailed site design, and is included as Appendix F.

3.3.3. The issues cited in the development brief were dealt with in a development appraisal submitted as part of application H03/0547/98, which is also reproduced as appendix G. The application which accompanies this report is for the reserved matters identified in condition four of that permission. It is therefore appropriate to take the conditions of outline permission H03/0547/98 as the baseline for this appraisal.

3.3.4. Although the issues to be addressed are specified as reserved matters they are still subject to the relevant general Local Plan policies as listed below.

Policy E1	*General Development Criteria*
Policy E11	*Trees, Hedgerows, Woodlands and Landscape*
Policy E15	*Sewerage and Development*
Policy H2	*New Housing in the Villages*
Policy LT2	*Open Space in new Residential Developments*

3.3.5. These policies relate to quality of design, the maintenance of existing local character and to public amenity. Another source of information to guide detailed development proposals is the Lincolnshire Design Guide for Residential Areas.

3.4. Lincolnshire Design Guide for Residential Areas

3.4.1. The local planning authorities of Lincolnshire have adopted the Lincolnshire Design Guide for Residential Areas to clarify and define their policies on residential development. The guide discusses the importance of sensitive development which has a readily recognisable local character, and sense of place. The design guide sets out a number of questions to be asked of potential development sites. These questions are designed to establish principles from which sympathetic new development can emerge. The questions are reproduced below:

- Is the existing settlement landscape or building dominated?
- What is the scale of the existing settlement?
- Is there a recognisable settlement pattern?
- Is the land-form of the site a significant influence?
- What will be the setting of the new development?
- Are there important views of land from the site?
- How is the settlement approached?
- Are there features which can benefit the new development or its surroundings?

3.5. Planning Policy Guidance Note 3 – Housing

3.5.1. Since all of the above documents were published and outline planning permission granted, Central Government have issued a new Planning

Policy Guidance Note (PPG 3) for housing. This describes the Government's current thinking with regard to housing provision. Its main relevance for the study area is in the creation of sustainable residential environments.

3.5.2. The Government's main concerns with regard to residential sustainability are that new development is linked to public transport, mixed use developments are encouraged, residential areas should be greener than in the past and there should be greater emphasis placed on the quality and design of places for people. These factors must be incorporated into any development in the context of making the most efficient use of land.

3.5.3. The policies of PPG3 have been assessed along with all of the other factors discussed above and carefully incorporated into the opportunities and constraints detailed in section 5.

3.6. Conclusion

3.6.1. An application for approval of reserved matters is not an application for planning permission and should "include such particulars, and be accompanied by such plans and drawings, as are necessary to deal with the matters reserved in the outline planning permission..." (General Development Procedure Order 1995, Article 4).

3.6.2. Any proposal for the area of the study area covered by planning permission H03/0547/98 is only determined by the matters reserved by that permission. In the light of this, it is important to refer to each of these matters and describe the development accordingly.

4. Outline Planning Permission H03/0547/98

4.1. Introduction

4.1.1. As already established in section 3.3 and 3.6, the reference point for approval of reserved matters is the original outline planning permission.

4.1.2. The following section reproduces each reserved matter referred to in the planning permission and relates these to detailed site design.

4.2. Reserved Matters

4.2.1. The reserved matters of planning permission H03/0547/98 are set out in condition four of the approval document, which is reproduced below.

4.2.2. Condition 4 states that: "the following matters are reserved for subsequent written approval by the Local Planning Authority and shall be submitted for such approval simultaneously, and no development to which they relate shall be carried out until these matters have been approved viz:

1) Detailed drawings of the estate layout to a scale of not less than 1/500 including road and plot layouts.
2) Detailed drawings to a scale of not less than 1/100 showing the siting, design and external appearance of the buildings, including particulars of the materials to be used for external walls and roofs.
3) The siting and design of any vehicular access to a highway or estate road.
4) Detailed drawings to a scale of not less than 1/500 of a landscaping scheme showing the following details:
   (i) the positions, heights and species of existing trees;
   (ii) proposals for felling or retention of existing trees
   (iii) proposals for tree planting, including the number, species, heights on planting and positions of all trees, shrubs and hedgerows;
   (iv) proposals for the provision of incidental grass areas or other open spaces, including particulars of the treatment of hard surfaces and any other features intended to enhance the attractiveness of the environment;
   (v) proposals for the provision of screen walls or fences, including the landscaping proposals shall include a five metre planted strip to the southern boundary and pay attention to the road frontage with the A16."

4.3. Planning Conditions

4.3.1. The outline consent also includes a number of other conditions relevant to the design and layout of the study area, these are again reproduced below:

4.3.2. Condition 2 states that: "residential development of the site shall not commence until a ghost right turn lane has been provided on the A16 and a new link road from New Road to the A16 has been constructed

to base course level in accordance with details to be submitted to and approved by the local planning authority."

4.3.3. Condition 5 states that: "the layout of the proposed estate shall provide for public open space, in addition to space required for estate roads, footpaths and visibility splays, of a minimum of 2.5 acres."

4.3.4. Finally condition 7 states that: "the layout shall provide for road connection(s) with the adjoining land to the north east.

5. Opportunities and Constraints

5.1. Introduction

5.1.1. The following opportunities and constraints have been developed from the above assessment of the study area and relevant background information. For an illustration of how these factors translate into design considerations please refer to plan 233/99/DA/01 and the list of recommendations set out in section 6.

5.2. Opportunities

- To provide a new residential area which physically unites the village.
- To focus growth in an area which is well served by public transport.
- A population boost in Deeping St Nicholas could eventually lead to a reopening of the railway station.
- To close a dangerous, substandard junction and replace it with a high quality new access.
- To provide a safe, high quality new environment which respects the character of the existing village and is an attractive, modern and sustainable place to live.

5.3. Constraints

- The mature trees along the A16 site frontage may need to be felled to provide space for the bus lay-by and visibility splays.
- The size and location of the easement required by the drainage board is an important constraint which must be turned into an opportunity to maximise the use of the land.
- The provision of a new access to New Road is a constraint to development in the south-eastern part of the site.

- The visibility splays required for the new access restrict the location of the proposed bus lay-by.
- The minimum requirement for open space must be adhered to.
- Access to the parcel of land located to the north-east of the settlement boundary must be included.
- A five metre planting strip along the south-eastern site boundary must be incorporated as well as a landscape buffer along the A16 site frontage.

6. Recommendations

1) To close off the substandard New Road junction and provide a safe access to both New Road and the proposed development.

2) To provide a bus lay-by with pedestrian access from within the study area to encourage the use of public transport.

3) To provide significant tree planting along the site boundary to protect existing properties and to assimilate the development into the surrounding countryside.

4) To provide a minimum of 2.5 acres of landscaped public opens pace towards the centre of the site to maximise access and usability for all residents.

5) To locate the open space over the easement required by the Internal Drainage Board to achieve their access requirements and make the most efficient use of land.

6) To provide a substantial planting belt along the site frontage of the A16, behind the bus lay-by to maintain the well planted character of Littleworth Drove: the visual influence of the new dwellings receding behind the trees.

7) To promote two main routes through the site which are linked to the future potential development land beyond the north-eastern study area boundary.

8) To use quality local building materials to ensure that development is fully integrated into its surroundings.

9) To develop a comprehensive landscape scheme, in addition to the public open space, within the main body of the study area, including the provision of space for substantial trees which will allow the development to mature into an attractive green environment.

10) To provide a range of house types to provide a balanced community, as well as a village shop to meet immediate household requirements and reduce the need for frequent short car journeys.

11) To provide a children's' play area within the site to remove the need for small children to cross the A16 to play.

12) Emphasis must be placed on providing a safe, attractive, accessible and high quality environment for people. Provision for the car should be secondary. This should be reflected in reducing the number of parking spaces per dwelling and integrating traffic calming measures into site design, to make the most efficient use of space and ensure that it is people dominated.

Appendices

Appendix A

Pick, Everard, Keay & Gimson Consulting Engineers
Report on ground investigation for proposed development
Station Farm Deeping St Nicholas

THE LITTLEWORTH ESTATE

PICK EVERARD KEAY AND GIMSON

CONSULTING ENGINEERS

REPORT ON A GROUND INVESTIGATION

FOR

PROPOSED DEVELOPMENT

AT

STATION FARM, DEEPING ST NICHOLAS,

LINCOLNSHIRE

Reference No. C.4989 October 1990

Rep

INTRODUCTION

A 6½ha site at Station Farm, Deeping St. Nicholas is to be developed
using by the Littleworth Estate. The proposed layout has not been
for
d or the type of housing, although this is likely to be mainly two
de
houses and bungalows of traditional brick and blockwork construction.
st
ructure required by the development includes estate roads, the
In
lation of services including sewers which could require open trench
in
lation to 5m depth.
in

A ground investigation was undertaken for Consulting Engineers,
Pi
verard Keay and Gimson to provide information on the ground conditions
as
basis for recommendations for foundations and road design, together
wi
mments on potential problems laying sewers by open cut trench methods.

LOCATION, TOPOGRAPHY AND GEOLOGY OF THE SITE

Deeping St. Nicholas is about half way between Market Deeping and Spalding close to the southern county boundary of Lincolnshire. The village is over two miles long and extends on either side of the A16 trunk road, called Littleworth Drove. Sation Farm is just to the east of the level crossing at the junction of Littleworth Drove and New Road, at National Grid Reference TF 211 153.

The land to be developed comprises the farm buildings themselves, the small field 0740 with frontage onto the main road and the larger field 1528 behind. These form a rectangle with approximately 240m long sides. The three bungalows and a telephone exchange on New Road encroach within this square but are not included in the development.

The land lies at about 2m.O.D. and is part of Deeping Fen, a tract of land reclaimed several centuries ago and maintained by puming from land drains. Three such land drains form the sides of the site, New Road having a drain on the other side of the road. At the time of the investigation, the drains were about 1.3m deep and were dry after this summer's drought, except the 2m deep length near the letter F on the site plan.

These arable fields had a very gentle slope eastwards. There were two small longitudinal depressions perhaps 0.3m lower running from the south east ditch back towards the farm. Such undulations in Fenland often reflect changes in the subsoil, depressions representing peat land which has wasted and the higher ground formed by sand and silt. A small circular depression behind the bungalow was understood to be the infilled remnant of a shallow pond.

Apart from some small hawthorns along the south eastern boundary the only trees were these flanking the main road.

The geological map for the area at 1:50,000 scale is sheet 158. This shows an extensive tract of Barroway Drove Beds (formerly Fen Clay). In the vicinity of the village, there was once a meandering creek which eroded the clay, replacing it with silt. The map shows this 150m wide creek running parallel with the main road through the centre of the site, leaving the clay along the south eastern and north western boundaries and silt in the middle.

Previous experience in the village indicates the Barroway Drove Beds to include peat beds and be about 3½m thick, underlain by 2m of medium dense gravel and sand (Fen Gravel) and then by stiff to very stiff grey fissured clay (Oxford Clay).

GROUND CONDITIONS

Three longitudinal sections have been plotted on figure 1 to illustrate the soil profiles found by the boreholes. As expected from the geological map, a former creek had eroded a channel through the Fen Clay or Barrowdrove Beds and subsequently the channel had been infilled by silt and sand.

There was 0.7m of mixed brick ash and concrete fill in borehole 6 sunk in the yard area of the farm. In the fields, there was a surface covering of peat or silty topsoil between 0.35 to 0.65m thick.

The five boreholes sunk nearest to the main road met the infilled creek as expected from the geological map. Beneath the topsoil was a firm to stiff friable orange brown very clayey sandy silt. This became more sandy with depth and at around 1.7m to 2.5m it merged down onto a loose silty fine sand. At upper levels the sand was brown but once below the water table it became grey in colour.

Boreholes 3, 5 and 8 towards the south eastern field boundary met the typical Fen Clay sequence. There was a 'crust' of brown and grey mottled silty clay which had been partly desiccated by crop roots. Near the surface it had a very stiff consistency and shrinkage fissures, becoming firm with increase in depth. At around 1.6m depth, the clay changed to a very soft to soft grey silty clay with peat inclusions. Thin beds of soft to firm dark brown fibrous peat were present below 3 to 4m from ground level.

The sandy gravelly clay just reached at 5m by borehole 5 was probably the transitional bed at the top of the Fen Gravel.

Groundwater entered the borehole from the sand at 2.3m to 2.8m depth, rising slowly before drilling recommenced. On completion water levels

rose towards the levels where the seepages occurred. The three boreholes 3, 5 and 8 that were sunk in the clay sequence were dry during boring operations.

COMMENTS ON THE GROUND CONDITIONS IN RELATION TO FOUNDATION DESIGN AND INSTALLATION OF SERVICES

The ground investigation found that the site has two completely different soil sequences. In one area a non-shrinkable silt and sand sequence will allow normal shallow strip footings to be used. In contrast, the south eastern area is underlain by soft and highly compressible clays and will probably require special foundations such as rafts.

The silt found over the majority of the site had a low plasticity index of only 4%. This is indicative of the non-shrinkable nature of this soil. Normal shallow footings with a minimum depth of 0.7m could be adopted even near trees. The estimated net allowable bearing pressure of the silt is 150kN/m^2, which should limit settlement to 25mm or less.

The clay soils present near the south eastern part of the site had plasticity indices of 24 to 29%, typical of medium shrinkable soils. A minimum foundation depth in open ground would be 0.9m, but near trees they would have be deeper. Advice on minimum depth near trees is given in National House Building Council Practice Note 3.

The clay has a partially dried out crust and advantage should be taken of the spread of load through this crust onto the underlying very soft clay. The spread of load depends upon the shape and size of foundations. For example, a 0.6m wide footing at 0.9m depth with 0.8m of firm to stiff clay remaining below could apply upto 70kN/m^2 compared to a 1m wide footing where the pressure would have to be restricted to about 45kN/m^2. Thus, bungalows could have normal strip footings but the heavier loadings of a house might cause overstressing. This situation is futher complicated by the risk of excessive settlement where foundation pressures are significant.

For the two examples above, settlement of 40mm could be caused by a 0.6m wide footing applying 45kN/m' compared to about 100mm for the 1m wide footing which stresses the very highly compressible clay to a much greater depth.

It is recommended that reinforced strip footings be used for bungalows and that consideration be given to using raft foundations for any houses. A raft foundation would keep the applied pressure to a minimum and help reduce differential settlement.

The base of foundation excavations should be inspected on completion to ensure that the condition of the soil complies with that assumed in design. Should pockets of inferior material be present, they should be removed and replaced with well graded, well compacted hardcore or lean mix concrete. The excavated surface should be protected from deterioration and a blinding layer of concrete used where foundation excavations are not completed without delay.

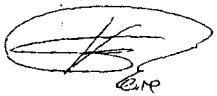
Further investigation is warranted to check on the extent of the silt and sand filled creek. Any plots straddling the boundary should be checked in detail to avoid buildings being built across these different soils and suffering differential settlement.

The information on the groundwater conditions points to a water table about 2m deep during the investigation. A rise in water levels should be expected as more normal rainfall resumes, possibly rising to within about a metre of ground level. Whilst shallow foundation excavations should be dry, any deep service trenches will need groundwater control. In the case of the clay sequence, normal pumping from sumps should be adequate but in the silt and sand sequence this will only help induce running sand conditions. A closely spaced well point system is normally used in these difficult water bearing soils together with close trench sheeting. A moving side support system would be an alternative to trench sheeting, once the ground has been

The drought conditions prevailing during the investigation have desiccated the ground to around a metre depth. This is the reason why such high C.B.R. values were obtained both on the silt (C.B.R. of 16%) and on clay (8 to 10% C.B.R.). This situation will not last once the ground absorbs rain and regains its equilibrium moisture content. A preliminary guide to the road sub grade properties is given by the plasticity indices and Table C1 of Transport and Road Research Laboratory Report 1332. For the silt, a preliminary design value of 1% is appropriate whilst for the silty clay 3% C.B.R. would be suitable for thin estate roads built in average weather conditions.

The sulphate analyses on soil and water samples were in classes 2 to 3. A suitable concrete mix should be adopted for these slightly aggressive conditions.

SOILS ENGINEERING LIMITED



K.M. PARE

M.Sc., C.Eng., M.I.C.E.,

M.A.E.G., F.G.S.

Managing Director

Appendix B

Welland & Deepings Internal Drainage Board
Letter regarding land drainage at Deeping St Nicholas

Welland & Deepings Internal Drainage Board

Deeping House, Welland Terrace, Spalding, Lincs. PE11 2TD.
Tel : (01775) 725861 Fax : (01775) 767689

Clerk to the Board
Mrs Maralyn Robinson

Engineer to the Board
Mr Stan Pywell

Our Ref. SWP/TF/D/2

Your Ref. JLS/SWA.45-526

This matter is being handled by
Stan Pywell

Boythorne & Co.,
10 Pinchbeck Road,
Spalding,
Lincs.
PE11 1PZ.

29th February, 2000

Dear Sirs,

Land at Deeping St. Nicholas

I refer to your letter of the 28th February regarding the above and would comment as follows :-

1. The dyke coloured blue is the Board's Station Farm Dyke No. 1 drain, it is maintained by the Board but not in their ownership.

2. Although it is preferable to maintain open watercourses, where possible, I appreciate that in a residential area it may be more suitable to culvert the drain.

Consent to culvert the above dyke would be conditional on the work being carried out to the Board's specification and with no buildings or permanent structures being erected within 9 metres of the edge of the pipeline. Inspection chambers would need to be installed at a maximum distance of 60 metre intervals and these must be located within areas of public open space or highway where uninterrupted access around and to the chambers for Board's plant and labour is always available.

3. Surface water from the development may be conveyed to the Board's system subject to receiving written consent which will be conditional on payment of the appropriate development contribution currently assessed at £ 32,735 per impervious hectare.

Yours faithfully,

Engineer to the Board.

Appendix C

Planning Permission H03/0547/98 Renewal of Outline
Planning Permission for Residential Development at Deeping St Nicholas

PERMISSION: ORIGINAL TO FPD SAVILLS. 8/12/98

07 DEC 1998 RECEIVED

EB

HOLLAND DISTRICT COUNCIL

Town and Country Planning Act 1990

Planning Permission

Reference: H03/0547/98 Received:29-MAY-98 Type:PERMISSION RENEWAL

Name: Abbey Life Assurance Co. Ltd
c/o FPD Savills, 21 Newland,
Lincoln and
Scottish Life Assurance Co.Ltd
c/o Smiths Gore,Peterborough

Agent: Pick Everard
Halford House
Charles Street
Leicester
LE1 1HA

Description: Residential development inc. details of means of access (renewal of H03/0082/92)

Location : Littleworth Drove OS 0130, 0740, 1528, 003 (PT) Deeping St Nicholas Spalding

South Holland District Council hereby give notice that PERMISSION HAS BEEN GRANTED for the development in accordance with the application and plans submitted, subject to any condition(s) set out below:

1 Application for approval of reserved matters must be made not later than three years beginning with the date of this permission, and the development must be begun not later than whichever is the later of the following dates:
(a) the expiration of five years from the date of this permission.
(b) the expiration of two years from the final approval of reserved matters or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: As required by Section 92 of the Town and Country Planning Act 1990.

2 Residential development of this site shall not commence until a ghost island and right turn lane has been provided on the A16 and a new link road from "New Road" to the A16 has been constructed to base course level in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that a satisfactory access road and junction with the A16 is constructed in the interests of the users of New Road and the future residents of the site.

3 Development shall not commence until details of the proposed sewage treatment plant and its phased implementation have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that a satisfactory sewage system is provided for the development.

4 The following matters are reserved for subsequent written approval by the Local Planning Authority and shall be submitted for such approval simultaneously and no development to which they relate shall be carried out until these matters have been approved viz:

SALLY WALTHAM BA (Hons) F.C.I.H. Director of Housing & Planning Services
Housing & Planning Services Department, Council Offices, Priory Road, Spalding, Lincolnshire. PE11 2XE (Tel: 01775 761161)

1) Detailed drawings of the estate layout to a scale of not less than 1/500 including road and plot layouts.
2) Detailed drawings to a scale of not less than 1/100 showing the siting, design, and external appearance of the buildings, including particulars of the materials to be used for external walls and roofs.
3) The siting and design of any vehicular access to a highway or estate road.
4) Detailed drawings to a scale of not less than 1/500 of a landscaping scheme showing the following details:
   (i) the positions, heights and species of existing trees;
   (ii) proposals for felling or retention of existing trees;
   (iii) proposals for tree planting, including the number, species, heights on planting and positions of all trees, shrubs and hedgerows;
   (iv) proposals for the provision of incidental grass areas or other open spaces, including particulars of the treatment of hard surfaces, and any other features intended to enhance the attractiveness of the environment;
   (v) proposals for the provision of screen walls or fences, including details of heights, positions, designs and types of construction.
   (vi) the landscaping proposals shall include a 5 metre planted strip to the south eastern boundary and pay attention to the road frontage with the A16.

Such a landscaping scheme as may be approved by the Local Planning Authority shall be carried out in its entirety within a period of two years beginning with the date on which development of the land is commenced. Screen walls and fences included in the approved scheme, together with trees, shrubs and hedgerows which it is proposed to plant within the curtilages of individual dwellings, shall be provided before occupation of the respective dwellings. Trees, shrubs, bushes and hedgerows shall be adequately maintained by the owner(s) of the land on which they are situated for a period of ten years beginning with the completion of the scheme, and all losses shall be made good during that period. All walls and fences shall be retained in their approved position. Details of the position and design of any walls or fences to be erected nearer to any highway, public footway or amenity area than the nearest part of each building, other than those shown as part of the approved scheme, shall be submitted to and approved in writing by the Local Planning Authority, and no such walls or fences shall be erected until such details have been approved.

Reason: The application was submitted in outline only, and the above details are required to enable the Local Planning Authority to assess the standard and overall design concept of the proposed development. Implementation of such landscaping scheme as may be approved and restriction of intrusion into open areas is required in the interests of the visual amenities of the estate.

5 The layout of the proposed estate shall provide for public open space, in addition to space required for estate roads, footpaths and visibility splays, of a minimum of 2.5 acres.

Reason: In the interests of the amenity of residents of the proposed estate.

6 The open space within the site shall be prepared and seeded before occupation of the final dwelling to be erected on the estate.

Reason: In the interests of the amenity of the estate.

7 The final layout shall provide for road connection(s) with the adjoining land to the north east.

Reason: To ensure that provision can be made for co-ordinating development in future should the need arise.

8 Before any development is commenced the approval of the Local Planning Authority is required to:
(i) a specification of the type of construction proposed for roads and/or footways;
(ii) a programme for the making up of the roads and/or footways;
(iii) details of the method and means of disposal of surface water;
(iv) detailed plans to a scale of 1/500 showing the layout of the roads and footways together with longitudinal sections to a scale of 1/500 horizontal and not less than 1/100 vertical showing the gradients of carriageways and full details of surface water drainage proposals. (Cross-sections taken at not more than 30 metres intervals normal to the proposed carriageway plotted to a scale of 1/100 natural will also be required where the adjoining ground levels will vary 0.5 metres plus from the proposed finished footway levels of the estate road);
(v) details of all proposed services showing location within the highway in accordance with the Report of the Joint Committee on the location of underground services published by the Institute of Civil Engineers in 1963.

Reason: To ensure an adequate standard of access to the estate in the interests of local amenity and convenience.

9 No dwelling to which this permission relates shall be commenced unless or until the carriageway basecourse and kerb foundation of the new estate roads onto which it fronts, is adjacent to, or gains access from, has been constructed.

Reason: To ensure that satisfactory access is provided to each building plot, at all times that the development is in progress, in the interests of the proper development of the site.

10 Before any development is commenced the approval of the Local Planning Authority is required to the detailed design of the scheme to provide for the satisfactory disposal of highway surface water run-off from the development; and such scheme as approved shall be carried out before any building is occupied.

Reason: To ensure that highway surface water run-off from the development will not adversely affect, by reason of flooding, the amenity of nearby land.

SALLY WALTHAM BA (Hons) F.C.I.H. Director of Housing & Planning Services
Housing & Planning Services Department, Council Offices, Priory Road, Spalding, Lincolnshire, PE11 2XE (Tel: 01775 761161)

Appendix D

Planning Permission H03/0082/92 Outline
Planning Permission for Residential Development at Deeping St Nicholas

FILE COPY

SOUTH HOLLAND DISTRICT COUNCIL

Town and Country Planning Act 1990

Outline Planning Permission

Reference: H03/0082/92 Received:30-JAN-92 Type:OUTLINE

Name: Abbey Life Assurance Co Ltd
c/o Strutt & Parker
12 London Road, Grantham
Scottish Life Assurance Co
c/o 190 High St Newmarket

Agent: Pick Everard
7 Friar Lane
Leicester
LE1 5JD

Description: Residential development including details of means of access
Location : Littleworth Drove Deeping St. Nicholas Spalding

South Holland District Council hereby give notice that OUTLINE PLANNING PERMISSION HAS BEEN GRANTED for the development in accordance with the application submitted, subject to the following condition(s):

1 Application for approval of reserved matters must be made not later than three years beginning with the date of this permission, and the development must be begun not later than whichever is the later of the following dates:
(a) the expiration of five years from the date of this permission,
(b) the expiration of two years from the final approval of reserved matters or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: As required by Section 92 of the Town and Country Planning Act 1990.

2 Residential development of this site shall not commence until a ghost island and right turn lane has been provided on the A16 and a new link road from "New Road" to the A16 has been constructed to base course level in accordance with details to be submitted to and approved by the Local Planning Authority.

Reason: To ensure that a satisfactory access road and junction with the A16 is constructed in the interests of the users of New Road and the future residents of the site.

3 Development shall not commence until details of the proposed sewage treatment plant and its phased implementation have been submitted to and approved by the Local Planning Authority.

Reason: To ensure that a satisfactory sewage system is provided for the development.

4 The following matters are reserved for subsequent approval by the Local Planning Authority and shall be submitted for such approval simultaneously and no development to which they relate shall be carried out until these matters have been approved viz:

MRS SALLY WALTHAM BA (Hons) F.C.I.H. Director of Housing & Planning Services

Housing & Planning Services Department, Council Offices, Priory Road, Spalding, Lincolnshire. PE11 2XE (Tel: 01775 761161)

SOUTH HOLLAND DISTRICT COUNCIL

6 The open space within the site shall be prepared and seeded before occupation of the final dwelling to be erected on the estate.

Reason: In the interests of the amenity of the estate.

7 The final layout shall provide for road connection(s) with the adjoining land to the north east.

Reason: To ensure that provision can be made for co-ordinating development in future should the need arise.

8 Before any development is commenced the approval of the Local Planning Authority is required to:
(i) a specification of the type of construction proposed for roads and/or footways;
(ii) a programme for the making up of the roads and/or footways;
(iii) details of the method and means of disposal of surface water;
(iv) detailed plans to a scale of 1/500 showing the layout of the roads and footways together with longitudinal sections to a scale of 1/500 horizontal and not less than 1/100 vertical showing the gradients of carriageways and full details of surface water drainage proposals. (Cross-sections taken at not more than 30 metres intervals normal to the proposed carriageway plotted to a scale of 1/100 natural will also be required where the adjoining ground levels will vary 0.5 metres plus from the proposed finished footway levels of the estate road);
(v) details of all proposed services showing location within the highway in accordance with the Report of the Joint Committee on the location of underground services published by the Institute of Civil Engineers in 1963.

Reason: To ensure an adequate standard of access to the estate in the interests of local amenity and convenience.

9 No dwelling to which this permission relates shall be commenced unless or until the carriageway basecourse and kerb foundation of the new estate roads onto which it fronts, is adjacent to, or gains access from, has been constructed.

Reason: To enable the position of the dwelling(s) and associated estate road(s) in the layout to be fixed more accurately in the interests of the proper planning of the area.

10 Before any development is commenced the approval of the Local Planning Authority is required to the detailed design of the scheme to provide for the satisfactory disposal of highway surface water run-off from the development; and such scheme as approved shall be carried out before any building is occupied.

Reason: To ensure that highway surface water run-off from the development will not adversely affect, by reason of flooding, the amenity of nearby land.

MRS SALLY WALTHAM BA (Hons) FC.I.H. Director of Housing & Planning Services

Housing & Planning Services Department, Council Offices, Priory Road, Spalding, Lincolnshire. PE11 2XE (Tel: 01775 761161)

SOUTH HOLLAND DISTRICT COUNCIL

This planning permission does not convey any approval for the estate road layout, or for the exact standard or alignment of the link road between points A and B on drawing number 910733/205.

The new access to the A16 cannot be formed until the existing junction of New Road and A16 can be closed to traffic. This will require a Traffic Order to be carried out at the cost of the developer and there is no guarantee that an order will be successful. A turning head will need to be formed on New Road.

Director of Housing and Planning Services
31-MAY-95 H03/0082/92

This decision refers only to that required for the purposes of the Town and Country Planning Act and not for Building Regulations or any other legislation. See enclosed notes relating to rights of appeal.

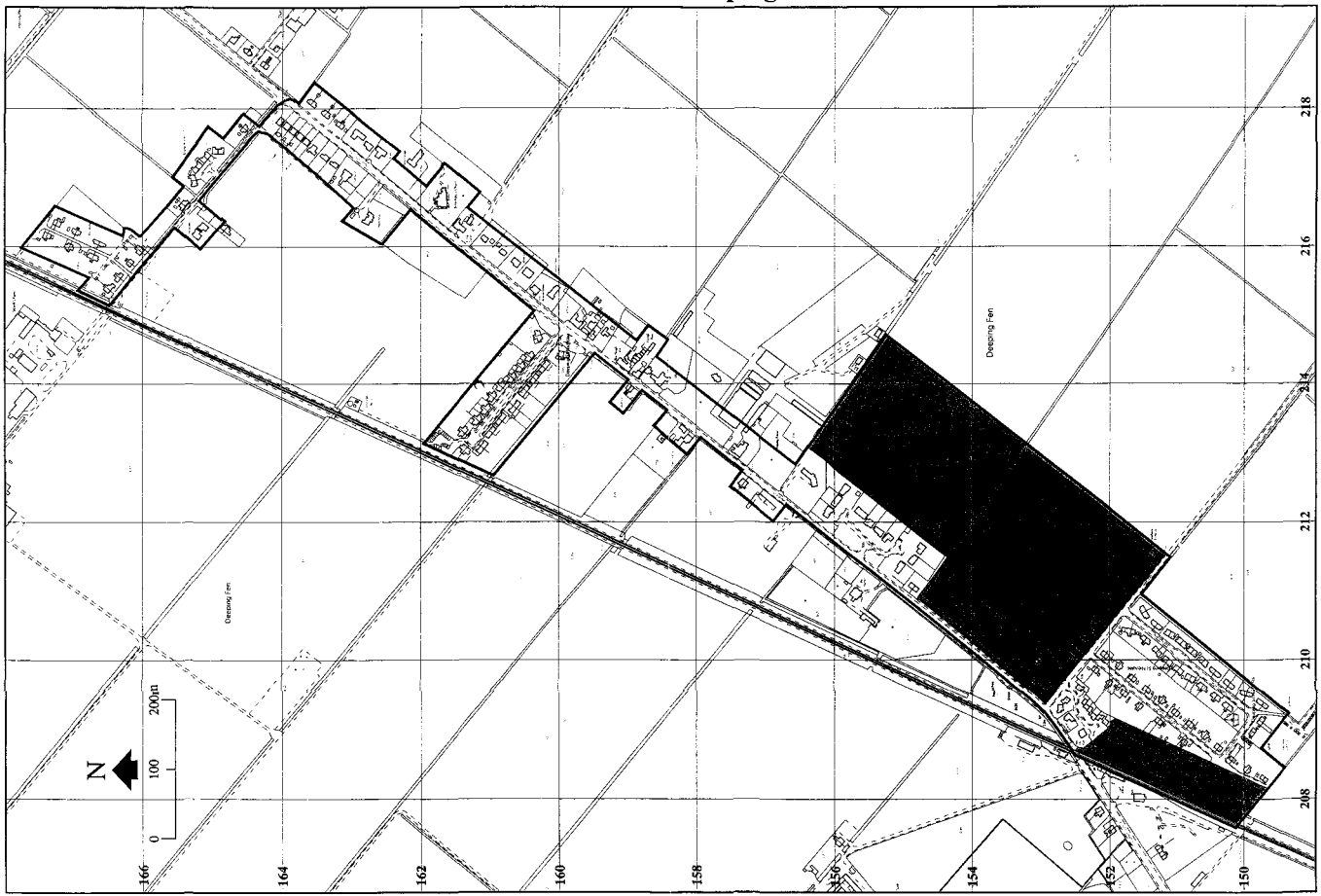
MRS SALLY WALTHAM BA (Hons) F.C.I.H. Director of Housing & Planning Services

Housing & Planning Services Department, Council Offices, Priory Road, Spalding, Lincolnshire, PE11 2XE (Tel: 01775 761161)

Appendix E

South Holland District Local Plan 1998
Inset Map No.3

Inset 3
Deeping St. Nicholas



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. South Holland District Council Licence LA 079411

Appendix F

Deeping St Nicholas a Development Brief for an area of Land located between Littleworth Drove and New Road (June 1990)

DEEPING ST NICHOLAS

A DEVELOPMENT BRIEF FOR AN AREA OF LAND LOCATED BETWEEN LITTLEWORTH DROVE AND NEW ROAD

APPROVED BY FULL COUNCIL
20th JUNE 1990

DEEPING ST NICHOLAS

A DEVELOPMENT BRIEF FOR AN AREA OF LAND BETWEEN LITTLEWORTH DROVE AND NEW ROAD, DEEPING ST NICHOLAS IDENTIFIED BY THE LETTER A ON THE ACCOMPANYING PLAN

Background

At the Planning Committee of 30 August 1989 a new interim boundary of development (IBD) was adopted, a development brief to be submitted to a future meeting in respect of area (A).

A fundamental objective in the drawing of the new boundary has been to restrict the linear form of the village in order to strictly limit the number of vehicle access points onto the trunk road in the interests of highway safety.

To achieve this objective the Planning Committee identified an area of land (marked A) for estate development and virtually eliminated all other development which would have access onto the trunk road.

Site Features

The site comprises of flat open agricultural land with a group of farm buildings close to the junction of New Road and Littleworth Drove. Although the village is characterised by a large number of trees none exist on this site. A small modern cul-de-sac development fronts onto Littleworth Drove, about half of area A lying behind it.

Development of the site

The principal concerns for the development of this site are the highway considerations in order to achieve the objectives for road safety. These considerations have been discussed with the responsible highway authorities. The principal features of development are:-

1 The realignment of New Road to form a new access point onto Littleworth Drove acceptable to the Department of Transport, including provision of a right-turn "ghost island".
2 The closure of the existing dangerous and substandard junction of Littleworth Drove and New Road.

Therefore, no planning permission will be granted until the following two requirements have been achieved:-

1. The completion of the legal requirements to permanently close to vehicular traffic the existing junction of New Road and Littleworth Drove in a manner to be agreed with Lincolnshire County Council. These are matters over which the land owner(s) and/or developers should deal directly with Lincolnshire County Council and the Department of Transport.

2. The completion of a Section 278 Agreement between the landowner(s) and/or the developers and the Highway Authority in respect of necessary works of alteration to existing highways.

In terms of highway considerations the requirements of the brief are as follows:-

1 The new link between Littleworth Drove and New Road from the south western corner of the site shall be suitably aligned to satisfy the Lincolnshire County Council as Highway Authority.
2 The new link road shall be brought up to adoptable standards before the existing New Road is closed and before any other development commences on the site.
3 The layout shall provide for road connections to all land ownerships with area A and there shall be no obstruction to the free flow of traffic from the road connections provided. Such roads shall be constructed right up to the boundaries of ownership.

4 The link road shall be a minimum of 5.5 metres wide, precise details to be agreed with the Lincolnshire County Council as Highway Authority.

5 There shall be no other access points onto Littleworth Drove.

6 Any accesses onto the new link road will require turning facilities.

In terms of planning considerations the requirements of the brief are as follows:-

1 Phasing of Development: The development of the site shall be carried out in a minimum of three phases of contrasting character, each identifiable phase being substantially completed before the next is commenced. By this means new development can be successively integrated into the existing village character and community over a period of time.

2 Range of House Types: A range of house types shall be provided including access to affordable housing. The Local Planning Authority is anxious to avoid a large number of new dwellings which are beyond the means of local people. Access to affordable housing for local people will help to satisfy that demand and assist in integrating new development into the existing community.

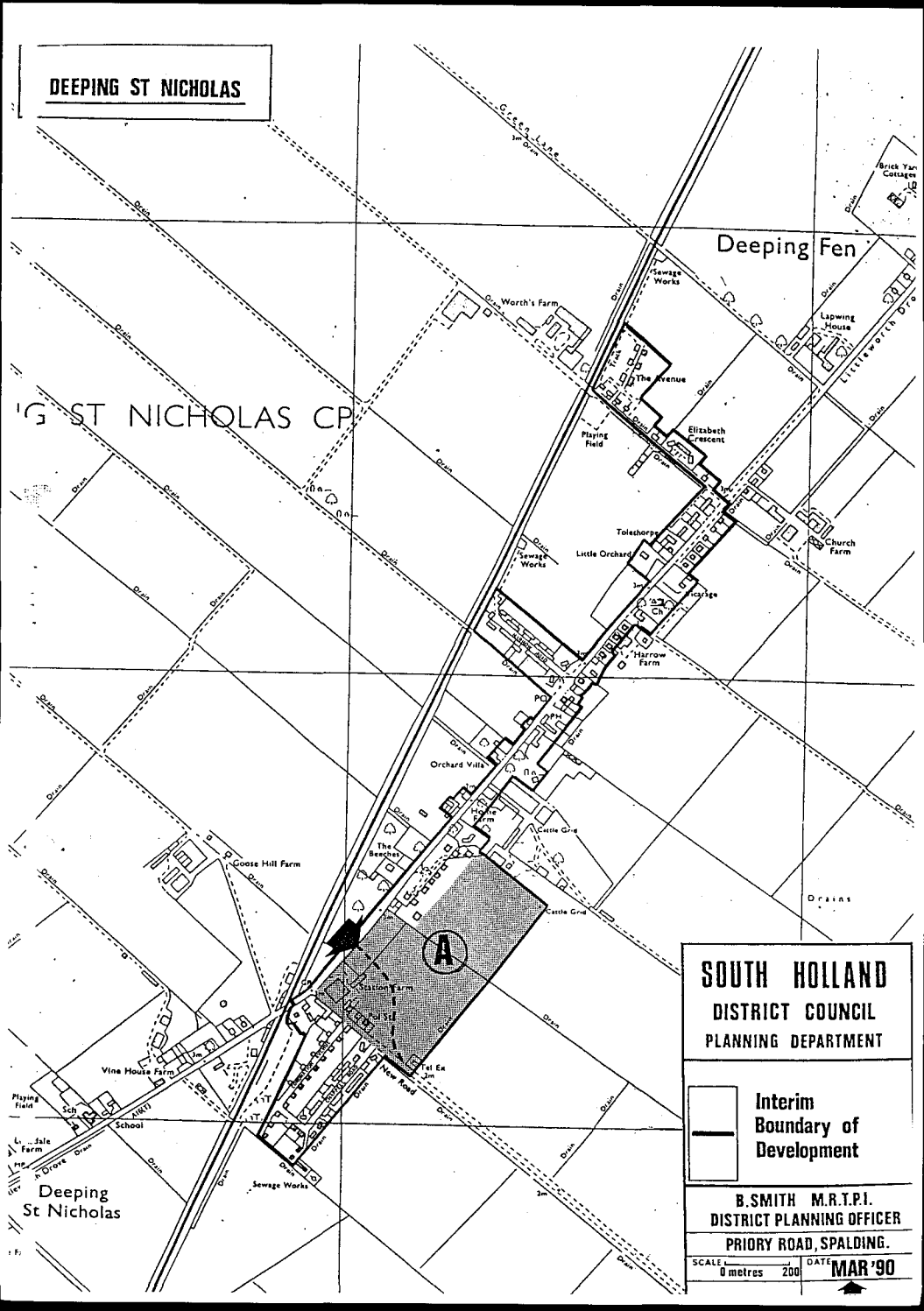
3 Landscaping: Because of the flat nature of the site and surrounding countryside a 5 metre wide planted strip shall be provided along the south-eastern boundary. Within the site trees shall be planted at an average of 2 trees per dwelling excluding the trees to be planted on open spaces in accordance with an agreed scheme.

4 Open Space: Centrally located public open space of 2.5 acres shall be provided in accordance with the Councils adopted policy of open space provision.

5 Social and Community Facilities: An area of appropriately located land shall be identified and reserved within the final phase of development for social and community facilties should the demand for such facilities manifest themselves

6 Materials: The types of materials to be used in each phase of development shall provide each phase of development its own identity to prevent the whole development being of uniform character which would be alien to the nature of the village.

7 Existing Buildings: The proposed development shall take account of the existing residential properties on New Road within area A, and ensure a satisfactory level of screening and privacy. The existing farm buildings, if these are to remain they shall be screened by trees, fences and bunds to the satisfaction of the Local Planning Authority to prevent disturbance to new residential properties. The Local Planning Authority consider that the farm buildings have no other commercial or industrial use and if these buildings were to be relocated or become redundant the best use is residential.


DEEPING ST NICHOLAS
Deeping Fen
Green Lane
Brick Yard Cottages
Worth's Farm
Sewage Works
Lapwing House
Littlesworth Dro
The Avenue
Playing Field
Elizabeth Crescent
'G ST NICHOLAS CP
Toleshorpe
Little Orchard
Church Farm
Vicarage
Harrow Farm
PO
Orchard Villa
Goose Hill Farm
The Beeches
Cattle Grid
Drains
A
Station Farm
New Road
Vine House Farm
Playing Field
Sch
School
Deeping St Nicholas
Sewage Works
SOUTH HOLLAND
DISTRICT COUNCIL
PLANNING DEPARTMENT
Interim Boundary of Development
B.SMITH M.R.T.P.I.
DISTRICT PLANNING OFFICER
PRIORY ROAD, SPALDING.
SCALE 0 metres 200
DATE MAR '90

Appendix G

Scottish Life / Abbey Life
Deeping St Nicholas Development Appraisal (August 1998)

SCOTTISH LIFE/ABBEY LIFE

DEVELOPMENT LAND DEEPING ST NICHOLAS

DEVELOPMENT APPRAISAL

1. Introduction

The site under consideration comprises approximately 10.6 hectares of arable land and farm buildings in OS Nos. 0130, 0740, 1528, and 0003 (part) in the parish of Deeping St. Nicholas. The land is situated to the north east of the junction between Littleworth Drove (A16) and New Road, as shown in a full red line on drawing No. 910733/202.

The site has been surveyed and this shows that it has limited fall being at its highest in the south west corner around the farm buildings where typical levels are in the range of 2.8 to 2.4 metres AOD, with a small ridge in the vicinity of point D. The land falls slightly from point D towards the A16 where the levels are about 1.6 metres AOD and towards the south eastern boundary where the levels are about 1.2m AOD..

There are dykes along part of the north west and south east boundaries varying in depth from 1.4 to 2.5 metres. In addition there is a ditch which runs between point D and F which is on the north eastern boundary of field OS 1528. In addition there is a short length of ditch along the south eastern boundary between B and F which is approximately 2.4 metres deep.

2. Site Features

The area of the site comprises flat open agricultural land with a small group of buildings close to the junction of New Road and Littleworth Drove in the south western corner of the site. Although the village of Deeping St. Nicholas has a number of large trees none exist on the site of the proposed development. A small modern development fronting onto a cul de sac takes direct access onto Littleworth Drove A16.

3. Land Drainage

The site is surrounded by a number of dykes and one crosses the site between points D and F. This dyke is the responsibility of the Welland & Deeping Internal Drainage Board. The Board have been consulted and they have requested that no buildings, fences, trees etc should be placed within 9 metres of the bank of the Board's drain without the Board's consent. The Board will provide protection from flooding by their land drainage system and the developer will be required to make a contribution towards the cost of this based on the area of the site and the impervious area draining into the surface water sewerage system.

It will be necessary to negotiate with the Internal Drainage Board regarding the culverting of the ditch between points D and F where it is crossed by roads.

4. Roads

The Highways Agency have been consulted regarding the entrance of the link road on to the A16 and they have specified there requirements which have been incorporated into the proposals shown on drawing no. 910733/207. These proposals have been agreed with the Highways Agency and conform with their requirements and those of the Lincolnshire County Council.

In addition it will be necessary to stop off New Road at its junction with the A16 and the construction of the new link road and the closing of New Road will have to be completed before any development may proceed on the site. The extent of the new link road is shown on drawing no. 910733/207.

A preliminary road layout drawing for the site has been prepared which is shown on drawing no. 910733/207. This indicates how the site could be developed using a loop road with cul de sacs. The layout has been designed with cul de sacs in strategic positions on the site so that the two areas of land may be developed as a phased development.

The roads will be constructed to the specification for roads prepared by Lincolnshire County Council and would be constructed to adoptable standards.

5. Foul Sewerage

Foul sewers would be laid within the road system and follow the general fall of the land from the north east to the south east corner where they would discharge into a foul sewage pumping station near to the point B on drawing no. 910733/202. The whole of the site could be drained to this point and discussions have been held with Anglian Water concerning the provision of sewage treatment facilities. Anglian Water have agreed to provide sewage treatment facilities off site for which a contribution towards the cost will be required. The site identified for the provision of the sewage works is approximately 400m south east of the site along New Road and from which access will be gained. The works could be sited either side of the road and the effluent would discharge into the adjacent dyke which discharges into the South Drove drain.

6. Surface Water Sewerage

The surface water sewers will drain the roads together with the roofs of the houses and would follow the road pattern to the low point of the site in the vicinity of point F on drawing no. 910733/202 and discharge into the dyke at that point. The Welland & Deeping Internal Drainage Board will consent to the discharge as referred to earlier. The southern part of the site will drain to point B on the plan and discharge into the roadside dyke at that point.

7. Existing Services

There are no existing pipelines or cables crossing the site other than the services to the farm buildings which are easily located and isolated where necessary. Both East Midlands Electricity and British Telecom have cables in the south east verge of the A16 and along the north east verge of New Road. These will require either diverting or protecting when the road works in this area are implemented.

8. Phasing of Development

It is proposed that the development of the site should be carried out in a number of different phases with contrasting styles of properties with each phase being easily identifiable. Each phase of the development will be substantially completed before the next phase is commenced. By this means a new development can be successfully integrated into the existing village of Deeping St. Nicholas and the character and community of the area maintained.

A varying range of house types will be provided including affordable housing. It is proposed that a whole range of housing will be provided to satisfy the demand that exists in the area and assist in integrating the new development into the existing community.

9. Landscaping

The area of the site is of a flat nature as is the rest of the surrounding countryside and it is proposed to plant a 5m wide strip along the south eastern boundary of the site. In addition within the site, trees will be planted at an average of two trees per dwelling which is in addition to the trees to be planted in open spaces in accordance with an agreed plan to be submitted and approved by the District Council. It is proposed that a centrally located open space will be provided of 2.5 acres and this will be provided in accordance with the District Council's open space policy.

10. Social and Community Facilities

It is proposed to locate an area within the final phase of development which will accommodate social and community needs, if there is a demand for such facilities in the area.

11. Existing Buildings

The proposed development will take account of the existing residential properties along New Road and will provide a satisfactory level of screening and privacy. It is proposed that the existing farm buildings in the vicinity of the junction of Littleworth Drove and New Road will be retained and will be screened by trees, fences and bunds to the satisfaction of the District Council to prevent disturbance to the new residential properties in this area. The materials to be used in each phase of the development will provide their own identify to blend in with the existing properties and prevent the whole of the development being of uniform character which would be unsympathetic to the nature of the village.

12. Geology

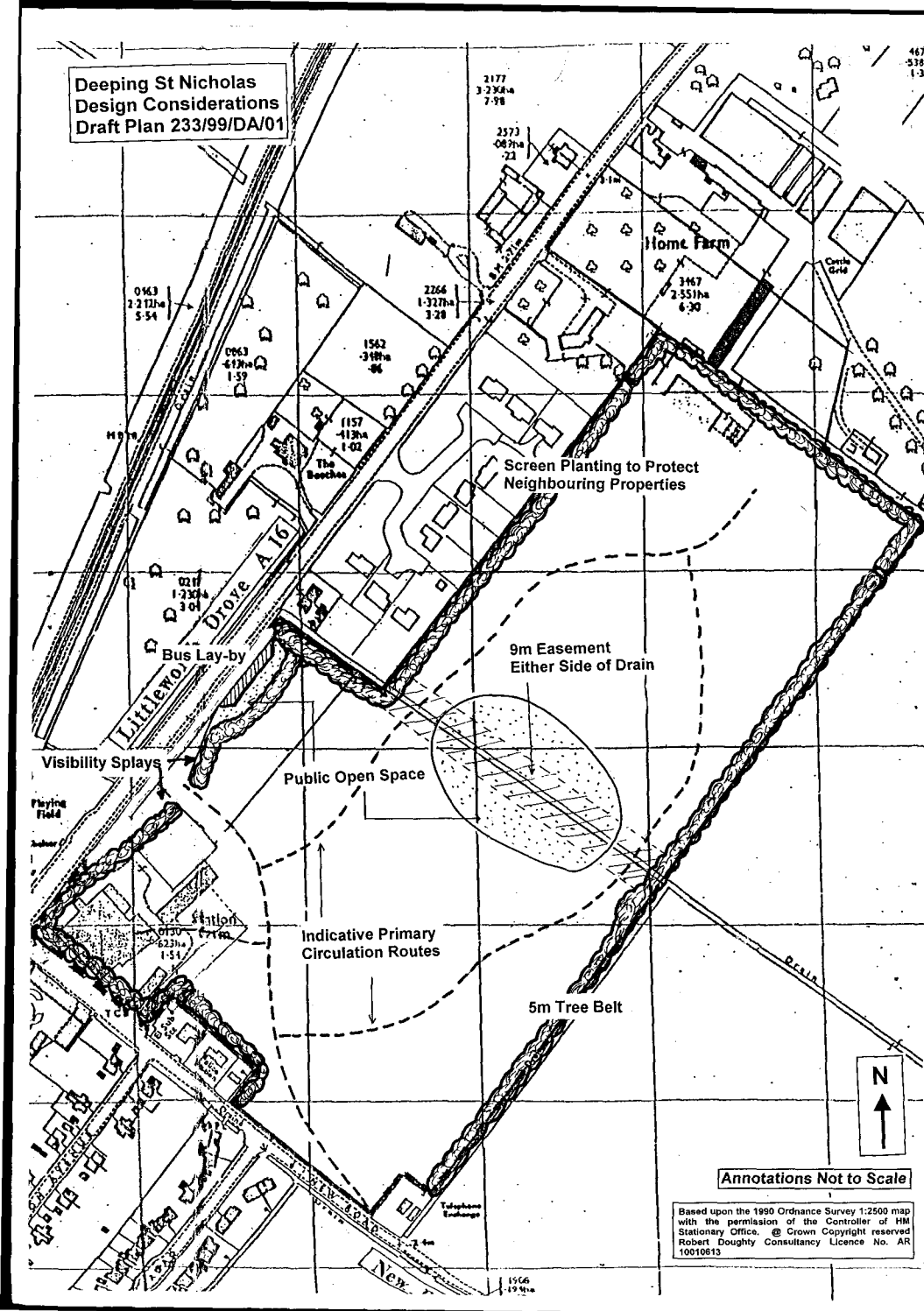
A ground investigation carried out over the area of the site has indicated that the site is founded on alluvium, peat and Fen silts and local knowledge indicates that the ground is variable in this area. The ground is weak, variable and of poor strength and it is likely that it will be necessary for houses to be founded on rafts rather than strip footings. Specialist ground engineering advice will be sought in the design of the foundations of the houses.

Drawings:

The following drawings are referred to in this report.

a) 910733/202 - Site Plan
b) 910733/207 - Proposed Road Layout

Plans


Deeping St Nicholas
Design Considerations
Draft Plan 233/99/DA/01
Home Farm
Screen Planting to Protect
Neighbouring Properties
Drove A16
Bus Lay-by
Littlewood
9m Easement
Either Side of Drain
Visibility Splays
Public Open Space
Indicative Primary
Circulation Routes
5m Tree Belt
Drain
N
Annotations Not to Scale
Based upon the 1990 Ordnance Survey 1:2500 map with the permission of the Controller of HM Stationary Office. © Crown Copyright reserved Robert Doughty Consultancy Licence No. AR 10010613

Photographs



Photograph 1: View of Littleworth Drove (A16) facing south-west from it's junction with Woodbank



Photograph 2: View of Littleworth Drove (A16) facing north-east from it's junction with Woodbank



Photograph 3: View of Study Area facing south-east from Littleworth Drove (A16)

Photographs 1-3 April 2000

Town & Country Planning
Ecology
Landscape Architecture
Robert Doughty Consultancy
32 High Street, Helpringham, Sleaford NG34 0RA Tel: (01529) 421646 Fax: (01529) 421358

AMENDMENT RECORD SHEET – LIVE APPLICATION

Admin

Validation:

Inadequate/Inappropriate ☐

Clarification/Details required:

Appears valid ☑ HB

Registered .....

Terminal date/committee updated .....

DC Procedural Assessment

Is the information given correct? Yes/No (If No, state above what details are needed)

Has this amendment been requested? Yes/No *
If Yes, is it what was asked for? Yes/No *

Who do you need to reconsult as a result of this amendment? PC None ☐
WM
Press
Residents
Other –

Is it an amendment in principle? Yes/No

Is it the same character/description for fee purposes? Yes/No (Refer to Admin ?) *

If No, but Yes to (*) requested :–

Do development objectives outweigh financial objectives? Yes/No Confirmed.....

REJECTED as an amendment – new application needed

Confirmed: .....

Notes/Advice/Rejection Reason:

☐ Tick if you wish this note to be a paragraph in the Rejection Notice

AUTHORISED to treat as amendment

Confirmed: .....

Superseded details removed ☐

Give a revised description if the details accepted are different to the submission:

Acceptance issued:
Public register updated:

DC Professional Assessment

NOTES:

ALLISON
HOMES

Swallow House,
Banbury Close,
West Elloe Avenue,
Spalding, Lincs.PE11 2BS
Tel: (01775) 724701
Fax: (01775) 762153

SHDC
27 OCT 2000
Housing & Planning
Received

Our ref: MAC/DD/D2577

25 October 2000

For the attention of Mr P Udy

Planning Department
South Holland District Council
Priory Road
Spalding
Lincs
PE11 2XE

AMENDED PLAN
Ref.

Dear Mr Udy

Land off New Road, Deeping St Nicholas

Thank you for your letter dated 23rd October 2000, with respect to the boundary between our two applications ref HO3/0739/00 and HO3/0740/00.

We enclose a 1:500 copy of our site survey with boundary line between the two applications amended to 32 metres to the north western end and 40 metres to the south eastern end of the site, as per your letter.

We will therefore be grateful if you would confirm that this revised drawing is now correct.

Yours sincerely

Mark Croker
Company Architect

Enc

PLANNING AMENDMENT

For office use only
Application No. H03/0739/00
Date Registered 27 OCT 2000
Case Officer PM

1. Please complete in block letters
NAME AND ADDRESS OF APPLICANT
Swallow Homes
West Elloe Avenue
Tel. No. Spalding

NAME AND ADDRESS OF AGENT
(if form completed by agent)
OFFICE COPY
Tel. No. (Contact)

Please complete in block letters
FULL POSTAL ADDRESS OF THE APPLICATION SITE
Land off New Road, DSN

Please complete
APPLICATION No.
This amendment **cannot be considered** unless the relevant reference is stated
H03/0739/00

Building Regulation reference relating to same development (if any)

2. Please tick **one** box only

A		or	B	
Amendment is proposed where permission already granted If yes, submit two forms and two plans.			*Amendment is to a proposal* currently being considered If yes, submit four forms and four plans.	✓

Please complete
I attach the necessary plans and request that the changes described below be accepted as an amendment. I understand that the Council may require a fresh application, together with fee if appropriate. If the amendment relates to a current application, I agree to an extension of the terminal date.
Signed ..... Date .....

3. Please complete in block letters
FULL DESCRIPTION OF DEVELOPMENT IN ORIGINAL APPLICATION
Residential Development

State details of amendments proposed

(Give a full detailed list of the changes, and also mark these clearly on the accompanying plans. Only the changes listed here will be considered.)
Boundary wres amended to 32 mts to n.w end + 40 mts to SE end of site

State drawing no's of the current submission

Has this amendment been requested by the Council? (If so, state Officer dealing with the application)
YES / NO

Describe any part of the original development which is excluded by virtue of the amendment, and state any alteration to plot numbers

Has a similar amendment been submitted under Building Regulations? Yes / No