

Application no: H04/0179/03

Applicant: Wind Prospect Developments Ltd
7 Berkeley Square
Clifton
Bristol
BS8 1HG



2003-2004
Supporting the Rural Economy



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Agent: Wind Prospect Developments Ltd
7 Berkeley Square
Clifton
Bristol
BS8 1HG

FILE COPY

Description: Construction of access track for use of vehicles in connection with Bicker Wind Energy Project

Location: Land at Bicker Friest
Adj to the A52 (TF217367)

Amendment: Reposition access road
(dwg. no. BICKd011A)

Letter Sent: 27-APR-04

Dear Sir/Madam

ACKNOWLEDGEMENT OF AMENDMENT

I acknowledge receipt of the amended details in respect of the above and confirm that the changes are able to be incorporated in the application which will now **only be considered in its amended form**.

As a result of the need for the Authority to repeat certain procedures because of the amendment, the period for determining the application has been extended to 11-JUN-04.

Your rights of appeal remain as explained on the original acknowledgement.

If you do not wish to agree to the extended time period and would rather have the application determined more quickly but on the basis of the application as originally submitted, please let me know in writing within the next 5 days.

You are reminded that revision to any submission made under the Building Regulations may also be necessary.

Yours faithfully

A handwritten signature in dark ink, appearing to read "Terry Huggins".

Head of Planning & Development

Application Amendments

Application

Location

Postcode House Number

Amendment Date

Type Current Application
 Sub-Type



Agent Des'n

Description
 (dwg. no.)

Address

Long Description

Post Code E-Mail

Tel Fax

Ref

Decision Date

AMENDMENT RECORD SHEET – LIVE APPLICATION

Admin to Complete

Date Received 16/4

Registered ☒ 16/4

Case Officer to Complete

Has this amendment been requested? Yes/~~No~~

If Yes, is it what was asked for? Yes/~~No~~

Is it an amendment in principle? Yes/~~No~~

Is it the same character/description for fee purposes? ~~Yes~~/**No** (Refer to Admin if in doubt)
If No, but amendment requested, the following must be completed if the amendment is to be accepted

Certified That The Development Objectives Outweigh The Financial Objectives

Senior Officer's Signature: Date:

Re-Consults as a result of this amendment

None ☒ All ☐

Partial Parish Council ☐ Ward Member ☐ Press ☐ Site Notice ☐

Residents/Other ☐ - Name/Address:

Case Officer's Decision:

REJECTED – New Application Required ☐

Reason

Do you want this reason to be added to the Rejection Notice? YES/NO

ACCEPTED – Superseded Details Removed ☒

Note

Do you want this note to be added to the Acceptance Notice? YES/NO

Revised Description (if applicable)

Case Officers Signature Peter Ho Date 25/4/04

Admin To Complete

Agreed Term Date Updated



Re-Consultations Carried Out (if necessary) ☒

Public Register Updated



Acceptance/Rejection Letter Issued



27/4/04

AMENDMENT RECORD SHEET - POST DECISION

Admin

Validation:

Inadequate/Inappropriate

☐

Appears valid

☒

Clarification/Details required:

Registered

16/4/8

DC Procedural Assessment

Is the information given correct?

Yes/No (if No, state above what details are needed)

Is it an amendment in principle?

Immaterial/Needs new app

Confirmed:

Pan 25-4-04

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

Acceptance issued:

The route of the road from A151 to the district boundary now runs along the route of existing track. It is therefore closer to the dwelling called 'Ashank'. However, it is not considered that this is material; the reduced distance must significantly increase disturbance during the construction of the road, as the driver.

PLANNING AMENDMENT

For office use only

Application No.

H04/0179/03/A1

Date Registered

16 APR 2004

Case Officer

PJU

Please complete in block letters

NAME AND ADDRESS OF APPLICANT

WIND PROSPECT

NAME AND ADDRESS OF AGENT

(if form completed by agent)

Tel. No.

Tel. No.

(Contact)

Please complete in block letters

FULL POSTAL ADDRESS OF THE APPLICATION SITE

LAND AT BICKER PREIST ADJ A52 (TF217362)

Please complete

APPLICATION No.

This amendment cannot be considered unless the relevant reference is stated

H04/0179/03

Building Regulation reference relating to same development (if any)

—

2. Please tick **one** box only

Amendment is proposed where permission already granted

A

☐

or

Amendment is to a proposal currently being considered

B

☒

If yes, submit four forms and four plans.

If yes, submit four forms and four plans.

Please complete

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

Construction of access track for use of vehicles in connection with Bicker Wind Energy Project

State details of amendments proposed

reposition of access road

(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.)

State drawing no's of the current submission

BICK A011 A

Has this amendment been requested by the Council? (If so, state Officer dealing with the application)

YES / NO

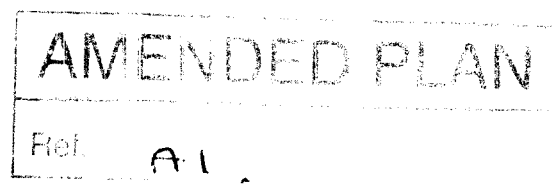
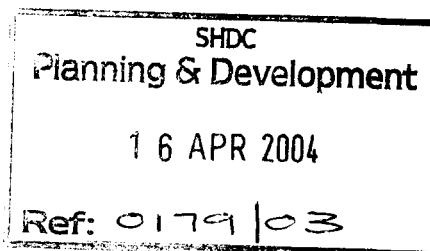
Describe any part of the original development which is excluded by virtue of the amendment, and state any alteration to plot numbers

—

Has a similar amendment been submitted under Building Regulations?

Yes / No

WIND
PROSPECT



BICKER FEN WIND FARM

BICKER FRIEST ACCESS ROAD TYPICAL CONSTRUCTION DETAILS

Wind Prospect Ltd
Sutton House
Dovenby Hall Estate
Dovenby
Cockermouth
Cumbria, CA13 0PN

Tel : 01900 898100
Fax : 01900 898108

Rev	Date	Revision Details	Author	Checked
A	March 04	Issued for Approval	C Aimers	B Allan

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1 Introduction

The purpose of the report is to present the proposed construction techniques for the proposed route across Bicker Friest for the construction traffic associated with the Bicker Fen Wind Farm.

The route has been agreed in principal with the local planning authorities including Boston Borough Council and South Holland District Council, however it is subject to the satisfaction of the Community Archaeology Officer appointed by Boston Borough Council and Lincolnshire County Council's Senior Built Environment Officer as appointed by South Holland District Council.

This document has been drafted by Wind Prospect Ltd under instruction from Wind Prospect Developments Ltd, the applicant for the site.

2 Site Description

The Bicker Friest is a flat area of arable land extending east from the village boundary of Bicker. The site is owned by a number of landowners and delineated by a number of intersecting ditches and field boundaries.

A number of existing electrical and gas services cross the area of Bicker Friest and the site boundary.

3 Consultation History

During the pre planning stage of the application consultations were carried out and a desk top based assessment of the potential impacts on the archaeology assessed. A field survey and geophysical survey were conducted and the results of the survey indicated, a concentration of probable archaeology has been recorded at the southern end of the track, which may represent the presence of burnt features or concentrations of ceramic materials such as salterns. In addition, a concentration of probable medieval pottery was noted at this end of the survey area.

A brief for archaeology evaluation was issued by the Boston Community Archaeologist in September 2003 and was subsequently discussed in a meeting with the Boston Community Archaeologist and representatives from Wind Prospect Ltd in March 2004.

Following discussions in March 2004, it was agreed that the Applicant, or their Agent, would provide details of the proposed construction techniques and detailed site layouts to be used in the construction of the proposed route in order to best preserve the known archaeology insitu (rather than undertaking excavations) and this document presents such information.

4 Description of the Proposed Construction

The proposed construction considers the following elements of work:

- Typical Floating Road Construction (non public use)
- Typical Protection to Existing Buried Services
- Typical Culvert Construction

The following paragraphs provide detailed descriptions of the elements of work.

4.1 Typical Floating Road Construction

4.1.1 Description

The road construction is to be a floating reinforced unbound granular pavement utilising a reinforcement of Geogrid mesh layered with imported granular engineering material from suitable local commercial quarry which shall be washed and graded in accordance with the design specification for the road.

For the Bicker Friest, a thickness of construction in the order of 1.0m is to be used in order to allow the dispersion of wheel loads and lower the contact pressures with the ground. A minimum width of 4.5m is generally considered with widened areas around the corners to allow the passage of the abnormal loads associated with the turbine component delivery vehicles.

There would not be any digging associated with this road's construction or future maintenance. It is assumed that the wheel loads of the wind farm's vehicles on the plough surface will be no greater than that of any agricultural vehicle that regularly passes over this area today.

4.1.2 Construction Procedure

The construction of the Bicker Friest access road shall be done so from the A52 entrance. The following sequence of works would be carried out.

1. A temporary turning head would be created inside the existing field boundary using the same construction technique for the road, this would allow lorries to pull in off the road, and turn and reverse to the point of construction in order to discharge their load from the rear.
2. The road edges are set out to the satisfaction of the Engineer from information agreed with the Local Planning Authority, Landowners and any other Consultees.
3. The bottom layer of Geogrid is placed on the plough soil along the length and breadth of the proposed route.
4. Using a 360 degree tracked excavator of approx 30 tonnes capacity, stone is placed from the delivery vehicles in layers of no more than 300mm above the first layer of geogrid and compacted in place using a suitable roller and number of passes in accordance with the specification for the works.
5. A second layer of geogrid is placed and fill is again brought up in layers not exceeding 300mm to the final depth of road construction and then compacted.

6. This is continued in sections of no more than 25m in length for the southern half of the access road and 50m in length for the northern half of the access road before moving onto the next section of access road. This prevents high wheel loads by lorries placed on the temporary running surface of one layer of geogrid and 300mm of engineering fill.

During the construction and life of the wind farm routine maintenance shall be conducted on the access road which shall comprise of regular inspections and the filling of 'pot holes' using imported engineering fill material compacted using the appropriate machine.

4.2 Typical Protection to Existing Buried Services

4.2.1 Description

In order to protect the buried services which cross the proposed route of the access road, it will be necessary to construct a reinforced concrete slab. The slab will allow the loads to efficiently span over the gas main and prevent any loads from creating high contact pressures around it.

The slab will comprise of 300mm thick reinforced concrete and shall be provided over the area of the gas main for no less than 2.5 metres either side of the gas main.

4.2.2 Construction Procedure

The construction of the concrete protection shall be conducted using precast interlocking planks constructed to a design out with the constraints of the site. When the road construction meets the area where the planks are to be placed, the planks shall be delivered to site and placed on top of a single layer of geogrid material. The road construction shall then be placed on top of the precast concrete planks in accordance with the procedure detailed in section 4.1.

4.3 Typical Culvert Construction

4.3.1 Description

A number of culvert and ditch crossing are required along the length of the access route and these are to be agreed and consent granted from the Black Sluice Internal Drainage Board. Where appropriate the works shall be carried out in accordance with the procedures presented by Black Sluice and shall be carried out in full supervision by Black Sluice using contractors approved by the Internal Drainage Board.

The culverts shall comprise of a High Density Poly Ethylene pipe laid at grade and surrounded in a selected engineering surround material. The size and extent of the pipe shall be agreed with the IDB together with full details of the proposed methods of construction.

5 Proposed Monitoring Works

We would propose that during the construction of the southern half of the access road, where there is a particularly high density of archaeological finds, a watching brief is established and implemented during the initial construction over the plough soil. This would allow any archaeology at surface to be recorded and removed prior to the placement of the geogrid and engineering fill.

The archaeologist can also verify the 'No Dig' policy over this extent of the construction.

We would also propose that a watching brief is established and implement with specific regard to the construction of the ditches and culverts along the length of the road construction. This would be carried out in conjunction with the supervision Black Sluice IDB may also wish to carry out on the works.

6 Conclusions

It is felt by the developer, Wind Prospect Developments Ltd, that the known archaeology along the length of the proposed access route on Bicker Friest is best left insitu to preserve it for future generations. It is felt that our proposed engineering solutions provide the best mechanism to preserve the archaeology and with supervision during the works, archaeology located on the surface along the length of the route can be recorded and removed in order to prevent damage.

The use of 'floating' type roads has been used extensively in the UK to preserve known archaeology and we feel that our technical proposals reduce contact pressures with the plough soil and prevent excessive deflections in the sub strata from the wheel loads.

Appendices

Appendix A – Typical Details

WIND PROSPECT LTD

Sutton House,
Dovenby Hall Estate,
Dovenby, Cockermouth,
Cumbria, CA13 0PN
Telephone : 01900 898100
Fax : 01900 898108

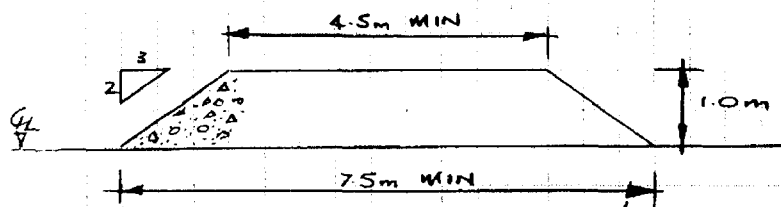
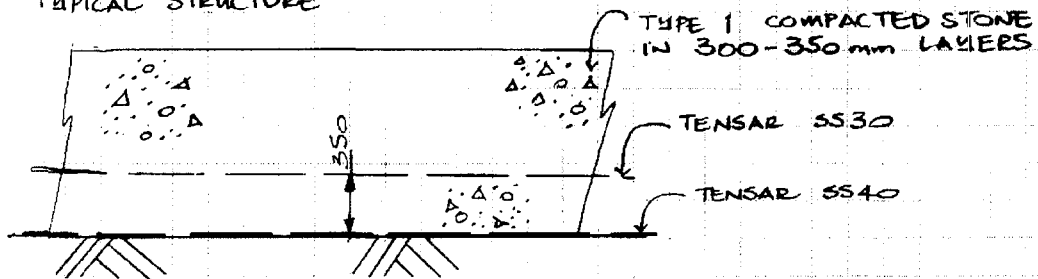
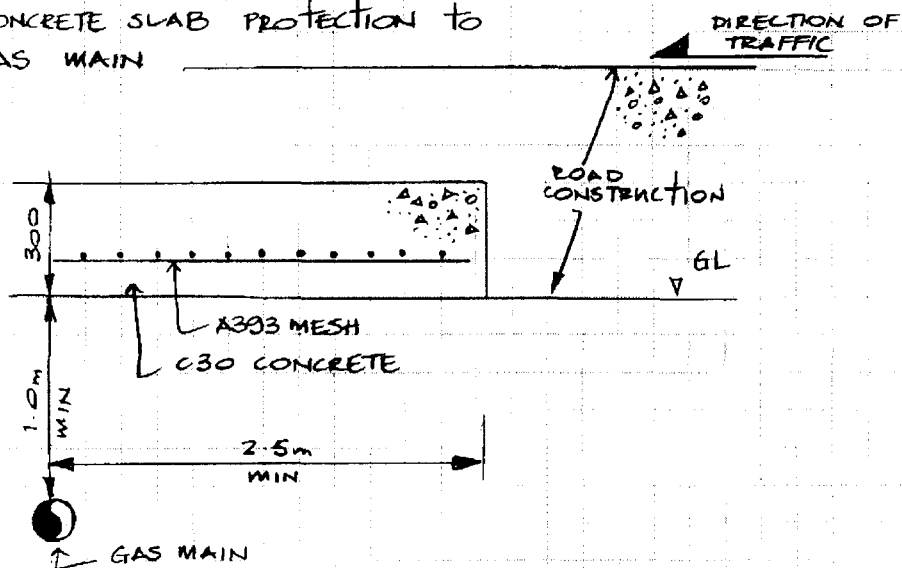
BICKER WIND FARMSheet **2****ROAD DETAILS**Rev **A**Designed **C. AIMERS**

Checked

Ref

Calculations

Output

BICKER FRIEST**TYPICAL SECTION****TYPICAL STRUCTURE****CONCRETE SLAB PROTECTION to
GAS MAIN**

Appendix B – Layout Drawing

For Continuation See Adjacent

Bicker Friest

Bicker Friest

Milkinghill Field

SHDC
Planning & Development

1 6 APR 2004

Ref:

AMENDED PLAN

Ref:

DEVELOPMENT
PLAN

Friest Field

Bicker Friest

For Continuation See Adjacent

Scale 1:2000

Wind Prospect Ltd

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Cumbria, CA13 0PH

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BICKER FRIEST ACCESS ROAD

For Comment

BICKER FEN WIND FARM

A. D. AIRIER

22.03.04

BICKd011

A