FOUR COPIES REQUIRED

PLANNING APPLICATION

For office use only

Application No. H16/0457/95

Date Registered 03 MAY 1995

1. Please complete in block letters

NAME AND ADDRESS OF APPLICANT

R. TURNER.
BARRIER BANK.
SPALDING.
LINCS.

Tel. No.

NAME AND ADDRESS OF AGENT

(if form completed by agent)

G.R. MERCHANT.
UNIT 3. WRIGHTS MEWS.
12A PARK ROAD.
HOLBEACH.
SPALDING.
LINCS

Tel. No 01406 490800.
(Personal contact name)

Please complete in block letters

FULL POSTAL ADDRESS OF THE APPLICATION SITE

BARRIER BANK. SPALDING. LINCS.

OFFICE COPY

Please complete in block letters

DESCRIPTION OF PROPOSED DEVELOPMENT

TRUCKSTOP WITH OVERNIGHT PARKING, FUEL SALES & RESTAURANT FACILITIES.

Please complete

Signed. G.R. Merchant Date 28.4.95

I attach
* Four copies of all plans
* an ownership certificate (see back page)
* a fee of £4000 If you consider no fee is payable include a written explanation instead.

Previous application No.

Please tick **one** box and answer the extra questions under that section.

2. **TYPE OF APPLICATION**

(✓)

This is a **full** application for change of use and/or new building works [ ] ➡ Now complete Parts 3, 4 and 5 and an Ownership Certificates

or This is an **outline** application [✓]

Please state Site Area 4.32 (Hectares)

Please tick **any** box where you are including details which you wish to be considered as part of this application.

Siting [ ] Design [ ] External Appearance [ ]

Means of Access [✓] Landscaping [ ]

Now complete Parts 3 and 5 and an Ownership Certificate.

or This is a **reserved matters** application. [ ]

A. Please state Reference Number of outline permission. B. Please state which reserved matters are dealt with in this application. **Now complete Part 4 only**	

or This is an application for **renewal** of temporary permission or **continuation** without complying with planning condition. [ ]

A. Please state reference Number of previous permission B. Please state Condition Number referred to **Now complete an Ownership Certificate**	

or This is an application for **modification** of a condition on a planning permission which has not yet been implemented. [ ]

A. Please state Reference Number of pervious permission B. Please state Condition Number referred to C. Please state variation required **Now complete an Ownership Certificate.**	

7. **INDUSTRIAL, WAREHOUSING, OFFICES OR SHOPS** Please complete if appropriate

Please tick **one** box and complete B if necessary

A. The proposal does not involve any alteration in existing floorspace [ ]

B. The proposal involves the creation of or an alteration in total **gross** floorspace [✓]

Proposed total gross floorspace	sq. m.			Previous total gross floor space		sq. m.	
This new total includes the following net floorspace: NOT KNOWN.							
Retail	sq. m.	Office	sq. m.	Industrial	sq. m.	Warehousing	sq. m.
Other	sq. m. ➡	If so, please state use:					

	Office Staff	Industrial staff	Other staff
How many office, industrial and other staff will be employed on the site as a result of the development proposed? If you have existing premises on the site, how many of the employees will be new staff?	16	6	4
If you propose to transfer staff from other premises please give details of the numbers involved and of the premises affected.	N/A.		
In the case of industrial development, give a description of the processess to be carried out and of the end products, and the type of plant or machinery to be installed.	TRUCKSTOP.		
If the proposal forms a stage of a larger scheme for which planning permission is not at present sought, please give what information you can about the ultimate development	N/A.		
Is the proposal related to an existing use on or near the site?	State Yes or No: NO		
If so, please explain the relationship			
Is this a proposal to replace existing premises in this area or elsewhere which have become obsolete, inadequate or otherwise unsatisfactory?	State Yes or No: NO		
If so, please give details including gross floor area of such premises and state your intentions in respect of those premises.			
What provisions have been made for the parking, loading and unloading of vehicles within the curtilage of the site? (Please show the location of such provision on the plans and distinguish between parking for operational needs and other purposes)	N/A.		
What is the estimated vehicular traffic flow to the site during a normal working day? (Please include all vehicles except those used by individual employees driving to work)	SAY 300 TRUCKS.		
What is the nature, volume and proposed means of disposal of any trade effluents or trade refuse?	N/A.		
Will the proposed use involve the use of storage of any hazardous materials?	State Yes or No: NO	If yes, you may need to apply for Hazardous Substances Consent	
What provision is being made for access to premises for the disabled?	TOTAL ACCESS WILL BE PROVIDED INTO BUILDING DESIGN.		

TYPE OF DEVELOPMENT

3. A. Please state whether the proposal involves:- (Tick one or more boxes)

(i) New Dwellings		If so, how many:
(ii) Other new building(s)	✓	
(iii) Alterations or extension		
(iv) Change of use	✓	

4. A. Please state site area (in all cases)	hectares
B. If building works are proposed, please state extra floor space to be created:	sq. metres
C. Please state size of any new structure:- (a) max. height:	metres
(b) max. length:	metres
(c) max. width:	metres
D. Please state type and colour of materials for facing external walls:	
E. Please state type and colour of roofing materials.	
F. Has a survey of the site been undertaken? State Yes or No	

5. GENERAL INFORMATION Please complete each section

EXISTING USES
Please state existing or, if vacant, the last use(s) of site.

AGRICULTURAL & NEW BY-PASS COMPOUND.

ACCESS TO ROADS (VEHICULAR AND PEDESTRIAN) Please tick **one** box

A. There will be **no** new access to a public road and **no** alteration to any existing access to a public road ✓

or

B. There will be a new or altered access to a public road ➡ If so, name of road: Will there be: Individual access(es) / New estate road

C. What provision will be made for garages or parking within the site?

N/A.

TREES Please tick **one** box

A. The proposal does **not** involve the felling of any trees ✓

B. The proposal does involve the felling of one or more trees ➡ If so, please show details on plans.

DRAINAGE Please complete

A. Please state how surface water will be disposed of

B. For estate developments, please state how highway surface water will be disposed of

C. Please state whether a land drain will be affected

SURFACE WATER SEWER TO LAGOON TO DITCH (CONTROLLED FLOWS)

NO.

D. Foul sewerage will be disposed of to:
Mains sewer ☐ Cesspool ☐ Septic tank ☐

MINI-TREATMENT PLANT ON SITE.

PLEASE COMPLETE IN ALL CASES

	State Yes or No	
The proposal is in connection with agriculture	NO	➡ If so, **please give details in Part 6**
The proposal affects a listed building	NO	
The proposal affects a public right of way	NO	
The proposal is known to affect contaminated or filled land	NO	
The proposal is for industrial, warehousing, offices, shopping or similar commercial purposes.	YES	➡ If so, **please complete Part 7**
In cases where a statutory consultation will be required, please state whether you have sent a copy of the application to the consultee yourself. If yes, please give date sent.	NO	➡ Date Consultee(s)
Is this application related to a previous submission?	NO	➡ Application No.

6. ANY OTHER INFORMATION Please add any details you wish in support of your application.

Continue on separate sheet if necessary.

SEE ATTACHED REPORT.

OWNERSHIP CERTIFICATES

PLEASE COMPLETE ALL THREE SECTIONS.

1. **APPLICANT'S INTEREST**
Please state interest in site (e.g. owner, prosp. purchaser)
(Please remember to indicate on the location plan any other land under your control).

OWNER.

2. **OWNERSHIP OF THE SITE**

This certificate is to make sure that the owners of land are aware of applications made on it.

If the applicant is the **sole owner of the whole site,** complete **Certificate A.**
In **any other case** (i.e. if the applicant is a prospective purchaser, or a tenant, or a joint owner, or the sole owner of only part of the site) then you must give notice to all other owners, and complete **Certificate B.**
(An "owner" is a person having a freehold interest, or having a leasehold interest where seven years or more remains unexpired). If you are unable to trace the owner, please contact the Planning Office as a different certificate will be required.

Certificate A Nobody except the applicant was an owner of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application.

Signed ... (~~Applicant~~ / Agent) Date 28.4.95

Certificate B The applicant has given the required notice to everyone else who were owners of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application.
Owner's Name:
Address of owner at which notice was served: State Date notice served:

~~Signed~~ ..... (Applicant / Agent) Date .....

3. **AGRICULTURAL HOLDINGS CERTIFICATE**

If the land is not in agricultural use complete Certificate 1.
If the land is agricultural, but farmed by the owner and there is no agricultural tenant, complete Certificate 1.
If the site does relate to an agricultural holding, you must give notice to the tenant, and complete Certificate 2. If you are the sole agricultural tenant yourself, sign certificate 2 but insert 'not applicable' in the tenant details.

Certificate 1 None of the land to which the application relates is or is part of any agricultural holding.

Signed ... (~~Applicant~~ / Agent) Date 28.4.95

Certificate 2 The applicant has given the required notice to every other person who, at the beginning of the period of 21 days ending with the date of the application, was a tenant of an agricultural holding on all or part of the land to which the application relates.
Tenant's Name:
Address of tenant at which notice was served: State Date notice served:

Signed ..... (Applicant / Agent) Date .....

FILE COPY

SOUTH HOLLAND DISTRICT COUNCIL

Town and Country Planning Act 1990

Outline Planning Permission

Reference: H16/0457/95 Received:03-MAY-95 Type:OUTLINE

Name: R Turner
Barrier Bank
Spalding
Lincs

Agent: G R Merchant
Unit 3, Wrights Mews
12A Park Road
Holbeach
Spalding, Lincs

Description: Truckstop with overnight parking, fuel sales and restaurant facilities
Location : Barrier Bank Spalding
Lincs

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 The following matters are reserved for subsequent approval by the Local Planning Authority, and no development to which they relate shall be carried out until these matters have been approved, viz:
(1) Detailed drawings to a scale of not less than 1:100 showing the siting, design and external appearance of buildings required for the truckstop, including particulars of the materials to be used for the external walls and roofs.
(2) Landscaping of the site, including details of positions, heights on planting and species of trees and shrubs.
(3) The hardsurfacing, construction and layout of parking and manoeuvring areas.

Reason: The application was submitted in outline only.

3 The approved scheme of landscaping and/or screening 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. The trees, shrubs or bushes 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 date of completion of the scheme, and all losses shall be made good during that period.

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)

Reason: In the interests of visual amenity and to ensure that the approved scheme is implemented satisfactorily.

4 The layout, design, advertising and directional signage shall be appropriate to the development of the site as a truckstop and shall clearly distinguish the use from other roadside service facilities.

Reason: To define the proposed development and because the access serving the site is unsuitable to serve the level of traffic which would be generated by any additional traffic over and above that generated by the permitted use.

5 The development shall not be commenced unless and until the existing access between the land to which the application relates and the trunk road currently under construction is permanently closed to the satisfaction of the Secretary of State for Transport.

Reason: To ensure the A16 Spalding to Sutterton Improvement continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10 of the Highways Act 1980 and satisfy the reasonable requirements of road safety on that road.

6 Before any reserved matters are submitted a noise assessment under the provisions of British Standard 4142: 1990, shall be carried out in relation to the proposed site operations and any ameliorative measures, such as bunding or electric hook up points, shall be shown as part of the reserved matters submission if shown to be necessary.

Reason: To ensure that the operation of the site is not intrusive in relation to the noise generated on the by-pass.

7 Notwithstanding the provisions of the Town and Country Planning (Control of Advertisements) Regulations 1992, no advertisements shall be displayed without the express consent of the Local Planning Authority.

Reason: To safeguard the amenities of the locality and to ensure that the content of any advertisements is appropriate for the development.

8 The proposed use shall not commence until an approved system of street lighting has been installed on the sites frontage within the A1073.

Reason: In the interests of the safety of traffic entering and leaving the site in the hours of darkness.

9 There shall be no means of vehicular (or pedestrian) access to the permitted building from the new trunk road.

Reason: In the interests of road safety.

The advertising of the site is important to ensure that the site is 'marketed' as a truck stop and does not encourage other road users to visit the site.

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

The landscaping and bunding of the site should be designed to soften its appearance from all directions. Owing to the size of the site it may be necessary to landscape within the site rather than just the periphery in order to secure this aim using semi mature trees.

The details required in Condition No. 2(iii) relating to the layout of the parking and manoeuvring areas should also include lighting details.

Your attention is drawn to the need to comply with the provisions of Section 4, 7, 8 and 8(a) of the Chronically Sick and Disabled Persons Act 1970, where appropriate, and to the Code of Practice for Access of the Disabled to Buildings (British Standard Institutions code of practice BS 5810:1979) or to Design Note 18 'Access for Disabled People to Educational Buildings', or to documents replacing such codes. Any work required which would alter the proposal hereby permitted may need a further application for planning permission.

Director of Housing and Planning Services
04-AUG-95 H16/0457/95

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)

Town and Country Planning Act etc

DRAFT PERMISSION

Reference: H16/0457/95 Received:03-MAY-95 Type:OUTLINE

Name: R Turner
Barrier Bank
Spalding
Lincs

Agent: G R Merchant
Unit 3, Wrights Mews
12A Park Road
Holbeach
Spalding, Lincs

Description: Truckstop with overnight parking, fuel sales and restaurant facilities
Location : Barrier Bank Spalding
Lincs

South Holland District Council hereby give notice that permission has been granted (or equiv) on 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 The following matters are reserved for subsequent approval by the Local Planning Authority, and no development to which they relate shall be carried out until these matters have been approved, viz:
(1) Detailed drawings to a scale of not less than 1:100 showing the siting, design and external appearance of buildings required for the truckstop, including particulars of the materials to be used for the external walls and roofs.
(2) Landscaping of the site, including details of positions, heights on planting and species of trees and shrubs.
(3) The hardsurfacing, construction and layout of parking and manoeuvring areas.

Reason: The application was submitted in outline only.

3 The approved scheme of landscaping and/or screening 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. The trees, shrubs or bushes 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 date of completion of the scheme, and all losses shall be made good during that period.

Reason: In the interests of visual amenity and to ensure that the approved scheme is implemented satisfactorily.

14 The layout, design, advertising and directional signage shall be appropriate to the development of the site as a truckstop and shall clearly distinguish the use from other roadside service facilities.

Reason: To define the proposed development and because the access serving the site is unsuitable to serve the level of traffic which would be generated by any additional traffic over and above that generated by the permitted use.

15 The development shall not be commenced unless and until the existing access between the land to which the application relates and the trunk road currently under construction is permanently closed to the satisfaction of the Secretary of State for Transport.

Reason: To ensure the A16 Spalding to Sutterton Improvement continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10 of the Highways Act 1980 and satisfy the reasonable requirements of road safety on that road.

16 Before any reserved matters are submitted a noise assessment under the provisions of British Standard 4142: 1990, shall be carried out in relation to the proposed site operations and any ameliorative measures, such as bunding or electric hook up points, shall be shown as part of the reserved matters submission if shown to be [redacted] necessary.

Reason: To ensure that the operation of the site is not intrusive in relation to the noise generated on the by-pass.

17 Notwithstanding the provisions of the Town and Country Planning (Control of Advertisements) Regulations 1992, no advertisements shall be displayed without the express consent of the Local Planning Authority.

Reason: To safeguard the amenities of the locality and to ensure that the content of any advertisements is appropriate for the development.

18 The proposed use shall not commence until an approved system of street lighting has been installed on the sites frontage within the A1073.

Reason: In the interests of the safety of traffic entering and leaving the site in the hours of darkness.

19 There shall be no means of vehicular (or pedestrian) access to the permitted building from the new trunk road.

Reason: In the interests of road safety.

NOTES

The advertising of the site is important to ensure that the site is 'marketed' as a truck stop and does not encourage other road users to visit the site.

The landscaping and bunding of the site should be designed to soften its appearance from all directions. Owing to the size of the site it may be necessary to landscape within the site rather than just the periphery in order to secure this aim using semi mature trees.

The details required in Condition No. 2(iii) relating to the layout of the parking and manoeuvring areas should also include lighting details.

01-AUG-95 AD check.....

Authorised to issue (inc Delegation).....

+ SN 12 Display

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

Housing & Planning Services Department
Council Offices,
Priory Road, Spalding,
Lincolnshire. PE11 2XE

Telephone: (01775) 761161
Fax: (01775) 710772

Cam

SOUTH HOLLAND DISTRICT COUNCIL
HOUSING & PLANNING SERVICES DEPARTMENT

H16/0457/95
OUTLINE

Applicant: R Turner
Tel:

Agent: G R Merchant
01406 490800

Description: Truckstop with overnight parking, fuel sales and restaurant facilities

Location: Barrier Bank
Spalding
Lincs

Valid date: 03-MAY-95
Target dates:
To case officer 10-MAY-95
Inspected by 17-MAY-95
Extra contacts 24-MAY-95
Report if not clear by 07-JUN-95

Terminal date: 28-JUN-95
Target Committee: 14-JUN-95
Report deadline: 31-MAY-95
Agreed TD Ext:
Case Officer:
P J UDY

DEVELOPMENT/CONSTRAINTS

Size: 4.32 HA
Category: Newbuild
Listed building:
Conservation Area:

Other Constraints: BP

CONSULTATIONS CARRIED OUT

		Sent	Expiry
Site/Press Advert DEP		23-MAY-95	13-JUN-95
Department of Transp	0602 476121	15-MAY-95	29-MAY-95
Cllr B J Davies	01406 380565	15-MAY-95	22-MAY-95
Cllr S Maclaughlan		15-MAY-95	22-MAY-95
Cllr M C White	01775 760680	15-MAY-95	22-MAY-95

SITE RECORD

Grid ref: 524350 319700
OS Sheet: 258 Parcel:

L.C.C. Reports Conditions 16-6-95
plan taken CB 6-6-95

Policy: Site OK as a truckstop but not general roadside Services with a truckstop. J.C. 6-7-95

DEVELOPMENT CONTROL COMMITTEE - 26 July 1995

371. **PLANNING APPLICATIONS** (continued)

(a) **Applications Granted** (continued)

Plan No. and Applicant		Proposal
(Subject to line 3 of condition 1(i) being amended to read "a scheme for soundproofing the northern and southern gable walls")		
H16/0457/95 R Turner	O.A.	Truckstop with overnight parking, fuel sales and restaurant facilities at Barrier Bank, Spalding.
H06/0565/95 H Piggins & Son		Change part of farm shop to tea room, part existing store to shop, with new kitchen annex and alter existing car park at Chestnut Farm, Topsgate, Gedney.

(The Head of Planning (Client Services) reported receipt of two late letters of objection relating to the above application, and one letter of objection received within the consultation period from the Holbeach and District Civic Society.)

H02/0578/95 Mr M J Alcock & Miss J Howard	Dwelling on land adjoining 58 North Street, Crowland.

(Councillor B Alcock declared an indirect interest in the above application, and left the Council Chamber during consideration thereof. Councillor T Bray took the Chair during consideration of the application.)

H05/0581/95 Henry Scott & Sons Ltd	Change of use to light industrial (B1 Use Class), at Old Main Road (Pt. OS 3408), Fleet Hargate.
H08/0606/95 Mr & Mrs K B Pearson	Extension and alterations to 43 Rutland Gardens, Gosberton.
H17/0614/95 South Holland District Council	External insulation and cavity brick overcladding to 22 Wates PRC dwellings at Station Road/School Crescent, Surfleet.

(b) **Applications Refused**

The undermentioned applications be refused planning permission in accordance with the recommendations of the Director of Housing and Planning Services:-

Plan No. and Applicant	Proposal
H16/0313/95 Safeway Stores plc	Advertisement consent for main store freestanding pole sign (railway station) at Safeway Development site, The Holland Markets, Swan Street, Spalding.

26th JULY 1995 DEVELOPMENT CONTROL COMMITTEE
PLANNING APPLICATIONS - POST COMMITTEE INSTRUCTIONS

Page No	Application Number	Case Offr	Instructions/ Decision
1	H14/0121/94 Pinchbeck Parish Council	DJR	Grant plus TPO as recommended. TPO to be for all trees now - D. Fairchild to liaise with case officer and send letter with TPO to explain that this i not contradictory.
3	H09/0517/94 C D Dobson	JB	Deferred for site visit. Reason for condition 9 incorrect. Further response from Holbeach & Dist Civic Society to be reported.
8	H10/1035/94 R J Hubbard esq	JB	Deferred to allow applicants to clarify intentions with regards to number of dwelling as specified on application form and in relation to agents letter received on 21 Jul. Advise applicants that deferment does not imply that recommendation is likely to be changed and that cttee member were very supportive of recommendation in relation to development as we believe is proposed.
11	H16/1196/94 Broadgate Builders	DJR	Auth to grant as recommended. Amend wording of reason of condition 11 at line 4 to read: "This condition has been imposed"
16	H16/0313/95 Safeway Stores	DJR	Refused as recommended.
17	H16/0420/95 Kingsway Tyres	DJR	Grant as recommended. Amend condition 1 (i) at line 4 to read: "soundproofing the northern and southern gable walls"
21	H16/0457/95 R Turner	PJU	Grant as recommended. Add reference to semi-mature trees in landscaping note. Add additional note to say that condition 1 details should include lighting of site.
25	H14/0528/95 Woodhouse & Sturnham	DJR	Refused as recommended.
27	H06/0565/95 H Piggins & Son	JB	Grant as recommended.
33	H06/0564/95 H Piggins & Son	JB	Grant as recommended.
37	H02/0578/95 Mr M J Alcock & Miss J Howard	DJR	Grant as recommended.
39	H05/0581/95 Henry Scott & Sons	JB	Grant as recommended.
42	H09/0590/95 Broadgate Builders	JB	Refused as recommended. Ltr to applicants in response to sketch layout received on 2 Jul saying that although mentioned on cttee as late observations could not be taken on board as amendment. Advise that they are at liberty to submit an application based on new layout but that no commitment can be given as to its acceptability.

44	H16/0595/95 Brookhouse Ptnrship	DJR	Refused as recommended.
46	H08/0606/95 Mr & Mrs Pearson	PJU	Grant as recommended.
47	H17/0614/95 S.H.D.C.	PJU	Grant as recommended.
PO Report 6			
	H03/1232/94	DJR	Auth to grant after sect 106 obligation and receipt of amended plans as recommended.

27 Jul 95

Signed: .....
R J Smith
Head of Planning

APPLICATION REFERENCE: H16/0457/95 DATE RECEIVED: 03-MAY-95

TYPE: Outline

DESCRIPTION: Truckstop with overnight parking, fuel sales and restaurant facilities

LOCATION: Barrier Bank, Spalding

APPLICANT: R Turner AGENT: G R Merchant

REASON FOR COMMITTEE CONSIDERATION

Recommendation of permission on a Departure from the Development Plan.

SOUTH HOLLAND DISTRICT COUNCIL
REPORT TO PLANNING COMMITTEE
Date 26 JUL 1995

RECOMMENDATION

Grant Permission.

COMMENTS

1 The application site lies to the south of Spalding at the junction of the A1073 and the new A16 by-pass, in open countryside on land which is not allocated for development in the Spalding and Pinchbeck Local Plan. The Local Plan allocates sites at the junction of the A151 and A16 by-pass for roadside services. However, those sites are not of sufficient area for development on the scale proposed in this application. It is therefore justifiable to consider a departure from policy to accommodate this development, which will provide a service to local hauliers as well as passing trade, subject to consideration of the detailed suitability of the site. No objections have been submitted to the principle of departure from the Plan.

2 The material considerations in relation to the site are environmental impact, and road access.

3 The impact particularly of noise on the amenities of residents in Fen End Lane is considered acceptable subject to a number of recommended conditions.

4 Road access would be from A1073 sharing the new access to the applicant's existing business premises nearby. County Highways are concerned about the proximity of this junction to the new roundabout, and the possibility of traffic queuing back to the roundabout if the facilities were to attract a wider range of vehicles than lorries. Conditions are recommended, including one to prevent the sale of petrol. This condition may achieve the Highways objective,

but is perhaps not reasonable in relation to the business proposed. Other conditions and notes are recommended to address this concern.

REPRESENTATIONS

Ward Member: Councillor M C White - Request application considered by Planning Committee because of implications of generation of additional heavy goods vehicles on the A1073, together with impact of development on local environment.

County Highways: Request conditions.

Highways Agency: Directs condition.

Environmental Services: Site relatively isolated, but elevated access road is closest to dwellings in Fen End Lane.
Need for acoustic screening of site should be assessed with a BS4142 ; 1990, noise assessment following opening of by-pass.
Should provide electric hook up points for refrigerated vehicles and site should be designed to minimise effect of emergency repair of vehicles.

Public: Two letters of objection received from 38 Fen End Lane and 62 Fen End Lane, and one letter of support from 48 Fen End Lane - summarised:
- Applicant has previously carried out work and changed use of farm buildings before permission has been given. Area was once quiet rural farm location with trees and hedgerow. Areas natural beauty has nearly gone and will be further destroyed by proposal.
- Under impression that site outside development area.
- As resident of Fen End Lane, Mr Turner's plans will not affect us and will be an asset for lorries and drivers. Will create jobs.

Applicant: Summarised:
- 4.32 hectares located at junction of A1073 and by-pass.
- Access via A1073.
- Traffic at roundabout likely to be 15,000 vehicles, of which 1,950 are commercial.
- Fen End Lane Store 15 vehicle movements per day. Application site will provide 100 truck parking spaces with approximately 40 spaces with a secure compound. Site monitored by security cameras. Areas also to be provided for

hazardous and extraordinary loads, refrigerated units and provisions for change over of trailer units.
- Bunkered fuel distribution for commercial vehicles. Traffic flow to site truckstop 150 trucks per day with 100 staying over night, fuel sales 300 trucks per day, applicant storage business 15 trucks per day. Expected peak period is 20.00 hours. Figures based on 24 hour period.
- Heavy landscaping of site will be carried out, site is large enough to provide sound attenuation measures if necessary.
- Foul water to an onsite package treatment plant surface water will be disposed of by surface water system.
- Employment approximately 26 people.

SCHEDULE OF CONDITIONS

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

(i) Detailed drawings to a scale of not less than 1:100 showing the siting, design and external appearance of buildings required for the truckstop, including particulars of the materials to be used for the external walls and roofs.

(ii) Landscaping of the site, including details of positions, heights on planting and species of trees and shrubs.

(iii) The hardsurfacing, construction and layout of parking and manoeuvring areas.

Reason: The application was submitted in outline only.

2 SC27 - (implementation of planting).

3 The layout, design, advertising and directional signage shall be appropriate to the development of the site as a truckstop and shall clearly distinguish the use from other roadside service facilities.

Reason: To define the proposed development and because the access serving the site is unsuitable to serve the level of traffic which would be generated by any additional traffic over and above that generated by the permitted use.

4 The development shall not be commenced unless and until the existing access between the land to which the application relates and the trunk road currently under construction is permanently closed to the satisfaction of the Secretary of State for Transport.

Reason: To ensure the A16 Spalding - Sutterton improvement continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10 of the Highways Act 1980 and satisfy the reasonable requirements of road safety on that road.

5 Before any reserved matters are submitted a noise assessment under the provisions of British Standard 4142: 1990, shall be carried out in relation to the proposed site operations and any ameliorative measures, such as bunding or electric hook up points, shall be shown as part

of the reserved matters submission if shown to be necessary.
Reason: To ensure that the operation of the site is not intrusive in relation to the noise generated on the by-pass.

6 Notwithstanding the provisions of the Town and Country Planning (Control of Advertisements) Regulations 1992, no advertisements shall be displayed without the express consent of the Local Planning Authority.
Reason: To safeguard the amenities of the locality and to ensure that the content of any advertisements is appropriate for the development.

7 The proposed use shall not commence until an approved system of street lighting has been installed on the sites frontage with the A1073.
Reason: In the interests of the safety of traffic entering and leaving this site in the hours of darkness.

8 B2 - (Access Restricted)...from the new trunk road.
Reason: In the interests of road safety.

NOTE

1 The advertising of the site is important to ensure that the site is 'marketed' as a truck stop and does not encourage other road users to visit the site.

2 The landscaping and bunding of the site should be designed to soften its appearance from all directions. Owing to the size of the site it may be necessary to landscape within the site as well rather than just the periphery in order to secure this aim.

R[illegible]OMMENDATION/DECISION

NON-DETERMINATION

Permitted Dev (or equiv) .....
Non Development (or equiv) .....
Non Response after Direction .....

Senior Officer confirmed .....

Withdrawn .....

COMMITTEE

Confirmed as agenda ✓ plus amendments .....

SUB-COMMITTEE

Confirmed as agenda .....

DPBCS AUTHORISED

Decision Issue confirmed .....

DELEGATED DECISION

Case Officer

Approve ✓ (or equiv) Refuse (or adverse)

Signed [illegible] Date 2-7-7

Notes:

- [ ] Disabled
- [ ] Prev conditions
- [ ] Amended plans – Dwg no: Received:

CONDITIONS/REASONS:

[illegible] in the interests of road safety.

(1) NOTE TL2

(2) SN1 The advertising of the site is important to ensure that the site is 'marketed' as a truck stop and does not encourage other road users to visit the site.

(3) SN8 The landscaping and bunding of the site should be designed to soften its appearance from all directions. Owing to the size of the site it may be necessary to landscape within the site ~~as well~~ rather than just the periphery in order to secure this aim. using semi mature trees

(4) SN? The details required in cond' 2(iii) relating to ~~the~~ the layout of the parking + manoeuvring areas should also include ~~details of~~ lighting details

Condition monitoring:

non-std expiry .....
prior submission
prior siteworks ✓

- [ ] Determined plans indicated
- [ ] Departure approval confirmed
- [ ] Flag for on-site review

DC INSTRUCTION SHEET

APPLICATION REF: H16\0457\95

Directions

Art 7 ☐ RM checklist

	Sit	Des	Ext	Acc	Land
Previous					
Current					
Required					

EA ☐ Reg4 – ☐ Scale dwg: Highway S/W: Agric appraisal:

LB ☐ Advt ☐

Details needed: (Non-std only)

Other.....

Direction authorised by Senior Officer..... Date.....

Revalidation after Direction

Information satisfactory Signed..... Date.....

Valid date:

Amended description

Superseded plans indicated ☐

Unsatisfactory – Further direction:
Signed.....
Senior Off.....

Precise details:

Extra Consultations/Publicity Required

☐ None identified initially

RECONSULTS (revalidated) ☐ All

Publicity: >>

		Consultations:	
Departure	...V.	County	.....
Setting of LB	.....	E Heritage	.....
Public Right of Way	.....	Societies	..... G ROW
Discretionary	.....		

Extra Consultations:

WP Note –
G Group available
G* Group essential (longer expiry)

Press
PC
WM
Residents

Transport	D/Transp A15	... G* T15
TRA	D/Transp A18	...V.
	B Rail	.....
Environment/ Drainage	Env Services	.....
	NRA	.....
WAT	IDB	.....
	Env Assess	☐ G ENV (See separate sheet)
Conservation	LB Demolish	..... G* DEM
LB	Archaeology	..... G ARC Specify:
	Eng Heritage	.....
	Consultant	..... Order No:
	Other	..... Specify:
Hazards	HSC Group	..... G* HAZ
	Specific	..... Specify:
Other PLA		..... Specify:

Case Officer: PJU

Senior Officer Confirmed PP DJH Date 12-5 Recorded DC....

ADM.. RECORD SHEET

Initial

Submitted Fee £ 4000

Receipt No P5853

Date first Rec'd 03 MAY 1995

Registration

Reference H16/0457/95

Cross-Ref R

Date 9/5/95

Validation

TYPE OUTLINE

Site area 4.32
No of dwellings
Floorspace

Earlier permission – Ref:
(New) Redevelop/Use/Ext/Alt/Works

Description to be recorded

Invalid
Site plans
Certificate
Fee
Fee (not free)
Inaccurate
Incomplete
Unclear

Fees
Correct fee £ 4000
Nil fee
Discounted
Previous app – ref:
Type of app
Reason:

Additional £
Refund £
Receipt No
Voucher No
Date
Date

Information

Index sheet 258 OS Plots
Grid ref 524350 319700

Ward 5 Parish SPALDING

Inside IBD NO Inside LP area YES

Constraints:

CA Cons Area
LB Listed – Grade:
ARC Archaeology
AM Ancient Mon
SSI Special Int

TR Rural
BP TR proposed 67m
LC Level Cross
FP Footpath
TPO Tree Pres

Hazards –
HAZ Site
AIR Safeguard
LIN Elect
PIP Pipe
CON Waste/contamin

Linked to site Ref 237

Linked to property Ref

Dist Bound

Other:

Planning Records:
Earlier apps

S90/91 signs
S90/90
S91/91 warehouse ext

B Reg Records:
Already submitted – Ref:
Request needed
Requested

APPLICATION ASSESSMENT

Notes for Case Officer

Site Inspection

Accuracy :
Neighbours :
Boundaries :
Site Features :

Inspected by Dan
Date 14-5

Site Notice posted by Dan
Date
Expiry

Individual Resident Notices required:

Addresses to be sent to –

Addresses delivered to –

1 Ironbridge GS. 23/5
1 Kings Arms | 1 at Crossroads / Bus + Rail + Ferry Line
1 Times Extract

Telephone/Visitor Record

Date	Conversation with	Conclusion
13-5	RJS ~~Sympathies~~ agrees with C.B but can it be done differently? Need to check it + note re Signage for 'Truckstop'.	
14-5	C Boggis not happy to allow cards + petrol sales	

Case Officer Conclusions

Site bounded by Boggis + Jones
Boundary/site covered by Base + Mott
Brickwall upgrade

MRS SALL. .ALTHAM BA (Hons) FC.I.H. Director of Housing & Planning Services

Housing & Planning Services Department
Council Offices,
Priory Road, Spalding,
Lincolnshire. PE11 2XE

Telephone: (01775) 761161
Fax: (01775) 710772

SOUTH HOLLAND DISTRICT COUNCIL
HOUSING & PLANNING SERVICES DEPARTMENT

Application no: H16/0457/95

Applicant: R Turner
Barrier Bank
Spalding
Lincs

Agent: G R Merchant
Unit 3, Wrights Mews
12A Park Road
Holbeach
Spalding, Lincs

Description: Truckstop with overnight parking, fuel sales and restaurant facilities
Location: Barrier Bank Spalding
Lincs

Type: OUTLINE

Dear Sir/Madam,

10-AUG-95

PLANNING APPLICATION

The above application for planning permission has now been considered, together with your comments, and it has been decided that permission should be granted in this case.

The full details, including any conditions which may have been imposed, can be seen by inspecting the register of applications which is available in this Department during normal office hours.

Yours faithfully
Mrs S A Waltham
Director of Housing and Planning Services

(1) M Coddington & P Shortland
48 Fen End Lane
Spalding
Lincs
PE12 6AS

(2) M J Underwood
14 Wygate Meadows
Spalding

(3) C Turnell
38 Fen End Lane
Spalding

(4) G P Penfold
62 Fen End Lane
Spalding

OBJECTION

BRITISH ASTRONOMICAL ASSOCIATION

CAMPAIGN FOR DARK SKIES

A Joint commission of the BAA and IDA

LATE OBS. Cttee..... Date.....

Salient points highlighted

Urgent - Open at Once
Envelope Ditto

ACTION LATE OBS
Attention of DCT
Discuss with
Copy to
File Ref
Comments

14 Wygate Meadows
Spalding
Lincolnshire
PE11 1XZ

Mrs S Waltham
Director of Housing and Planning
South Holland District Council
Priory Road
Spalding
PE11 2XE

LO/189

457/95 PU

26 July 1995

Dear Mrs Waltham

Proposed Truckstop South Spalding - Junction A1073/A16

The above project has just come to my attention and I wish to comment prior to Members of the Development Control Committee meeting this evening.

I note from a recent newspaper article that you are recommending a number of planning conditions to ameliorate potential effects of the project on the immediate vicinity. However I wish to draw to your attention an environmental consideration which may not have been considered.

The intended site is located on southern edge of the town and is therefore visible across open fens for a considerable distance. Considering its intended use I assume the site will require considerable lighting but should it be lit by anything other than full cut-off luminaires impact on the surrounding area including to nearby residents could be considerable. Furthermore in the interests of road safety it is important that lighting to the site does not dazzle or distract users of the A 16 route.

I would draw your attention to the enclosed Guidance Notes for the Reduction of Light Pollution issued by The Institution of Lighting Engineers and in particular section A8 and ask that due consideration be given in respect of this project which has the potential to seriously degrade the local environment should any form of floodlighting be installed.

It may have been noted that the A1073/A16 roundabout presents a considerable night-time intrusion on the local dark environment. Subsequent to communication with the DOT in Nottingham it would appear that since this route was planned some time ago they were unable to conform with the latest requirements of BS 5489 although future DOT and County highway projects will conform with the latest BSI and ILE guidelines. Please find enclosed for your information copy minutes of BSi committee LGL/23 on which the BAA (Campaign for Dark Skies) is represented together with the latest CPRE publication.

Yours sincerely



M J Underwood BA FRAS
CfDS Local Officer - Lincolnshire

enc

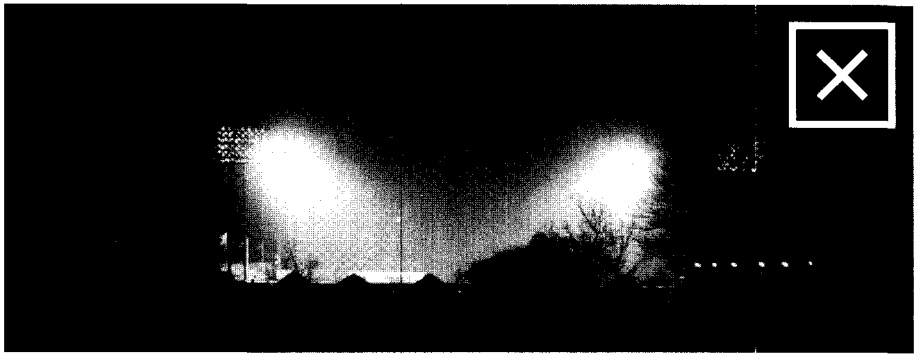
REVISED

The Institution of Lighting Engineers

Registered in England No. 227499 Registered Charity No. 268547 A nominated body of the Engineering Council

Lennox House, 9 Lawford Road, RUGBY, Warwickshire CV21 2DZ
Telephone: 01788 576492 Facsimile: 01788 540145

GUIDANCE NOTES FOR THE REDUCTION OF LIGHT POLLUTION





ALL LIVING THINGS adjust their behaviour according to natural light. Man's artificial light has done much to safeguard and enhance our night-time environment but, if not properly controlled, **obtrusive light can present serious physiological and ecological problems.**

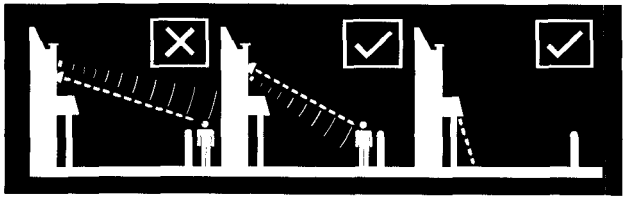
Light pollution, whether it keeps you awake through a bedroom window or impedes your view of the night sky, is a form of pollution and without too much trouble can be substantially reduced without detriment to the lighting task in both urban and rural areas.

Sky glow is one form of light pollution. **Glare**, the uncomfortable brightness of a light source when viewed against a dark background, and **light trespass**, the spilling of light beyond the boundary of the property on which the source is located, are other forms of light pollution. These waste not just electricity and thereby large sums of money, but more importantly the Earth's finite energy resources, which in many cases results in unnecessary emissions of greenhouse gases which should also be kept to a minimum.

[A7] For domestic and small scale security lighting, there are two solutions:

(i) Passive infra-red detectors can be used to good effect, if correctly aligned and installed. A 150W (2,000 lumen) tungsten halogen lamp is more than adequate. 300/500W lamps create too much light, more glare and darker shadows.

(ii) All-night lighting at low brightness, is equally acceptable. For a porch light a 9W (600 lumen) compact fluorescent lamp is more than adequate in most locations.



[A8] For road lighting, light near to and above the horizontal should be minimised. (Note UWLRs in following Table).

If you are a Lighting Engineer, Planning Authority and/or involved in the design or installation of lighting, the *Institution of Lighting Engineers* strongly recommends the adoption of the following obtrusive light limitations for exterior lighting installations:

ENVIRONMENTAL ZONES :

(It is anticipated that the following zones will be defined by the Local Planning Authority)

E1: In "National Parks", " Areas of outstanding natural beauty"or other "Dark landscapes"

E2: Areas of "low district brightness" (eg In a rural location. but outside a Zone E1)

E3: Areas of "medium district brightness" (eg In an urban location)

E4: Areas of "high district brightness" (eg In an urban centre with high night-time activity)

OBTRUSIVE LIGHT LIMITATIONS FOR EXTERIOR LIGHTING INSTALLATIONS

ENVIRON-MENTAL ZONES	SKY GLOW UWLR [Max. %]	LIGHT INTO WINDOWS Ev [lux]		SOURCE INTENSITY I [kcd]		BUILDING LUMINANCE*** L [cd/m2]
		Before curfew	After curfew	Before curfew**	After curfew	Average, Before curfew
E1	0	2	1*	0	0	0
E2	5	5	1	50	0.5	5
E3	15	10	5	100	1.0	10
E4	25	25	10	100	2.5	25

WHERE: UWLR *(Upward Waste Light Ratio.)* = Maximum permitted percentage of luminaire flux that goes directly into the sky.

Ev = Vertical ILLUMINANCE in LUX

I = Light INTENSITY in CANDELAS

L = LUMINANCE in CANDELAS per SQUARE METRE

* Acceptable from public road lighting installations **ONLY.**

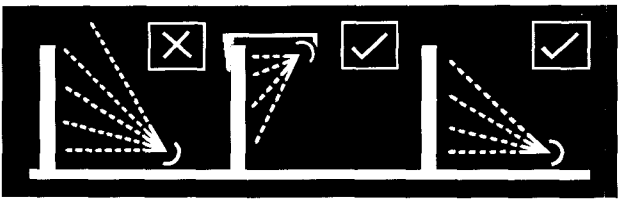
** **SOURCE INTENSITY** - This applies to each source in the potentially obtrusive direction, *outside* of the area being lit. The figures given are for general guidance only and for some medium to large sports lighting applications with limited mounting heights, may be difficult to achieve. However, if the aforementioned recommendations are followed then it should be possible to lower these figures to under 10 kcd (kilocandela).

*** **BUILDING LUMINANCE** - This should be limited to avoid overlighting, and relate to the general district brightness.

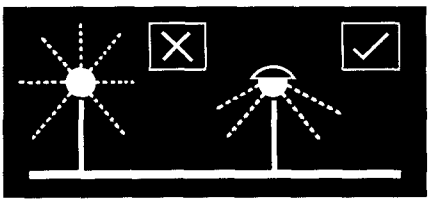
Listed below are some easy ways to reduce the problems of unnecessary, obtrusive light:

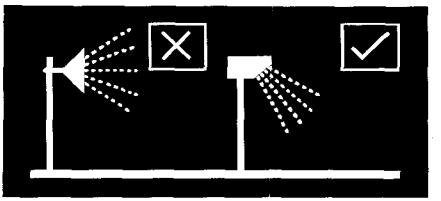
[A1] Switch off lights when not required for safety, security or enhancement of the night-time scene. In this respect one can introduce the concept of a curfew with further limitations on lighting levels between agreed hours e.g. Advertising and decorative floodlighting - off between 23.00hr. and dawn.

[A2] Direct light downwards wherever possible to illuminate its target, not upwards. If there is no alternative to up-lighting, then the use of shields and baffles will help reduce spill light to a minimum.



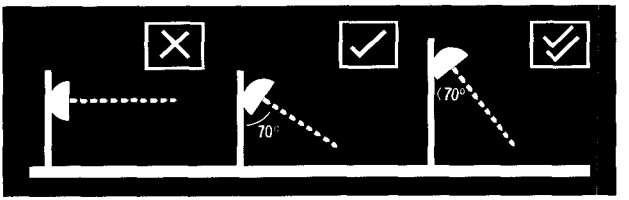
[A3] Use specifically designed lighting equipment that once installed minimises the spread of light near to, or above the horizontal.



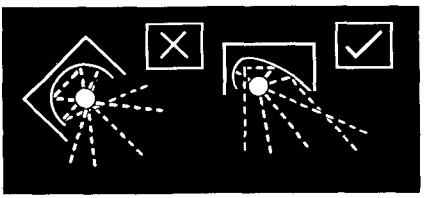


[A4] Do not "over" light. It is a cause of light pollution and a waste of money. *(There are published* ***Standards*** *for most lighting tasks. - see back page)*

[A5] To keep glare to a minimum, ensure that the main beam angle of all lights directed towards any potential observer is kept below 70°. It should be noted that the higher the mounting height, the lower can be the main beam angle. In places with low ambient light, glare can be very obtrusive and extra care should be taken in positioning and aiming.



[A6] Wherever possible use floodlights with asymmetric beams that permit the front glazing to be kept at or near parallel to the surface being lit.



RELEVANT PUBLICATIONS AND STANDARDS :

British Standards:	BS 5489	Road Lighting.
CIBSE Lighting Guides:	LC1	Code for Interior Lighting.
	LG1	The Industrial Environment.
	LG4	Sports.
	LG6	The Exterior Environment.
CIE Publications :	1.	Guide lines for minimizing Urban Sky Glow near Astronomical Observatories.
	12.2	Road Lighting.
	68.	Exterior Working Areas.
	83.	Sports Lighting.
	92.	Urban Lighting.
	94.	Guide for Floodlighting.
Department of Transport		Road Lighting and the Environment 1993.
ILE Technical Reports:	TR 5	Brightness of Advertising Signs.
	CP 2	Festive Lighting and Lasers in Public Places.
Royal Fine Art Commission		Lighten our Darkness 1994.

USEFUL ADDRESSES:

British Astronomical Association (BAA)
Burlington House,
Piccadilly,
London W1V 9AG
Tel: 0171 734 4145

British Standards Institution (BSI)
389 Chiswick High Road,
London W4 4AL.
Tel: 0181 996 7000
Fax: 0181 996 7001

Ch. Institution of Building Services Engineers (CIBSE)
(Lighting Division),
222 Balham High Road,
London SW12 9BS.
Tel: 0181 675 5211
Fax: 0181 675 5449

Council for the Protection of Rural England (CPRE)
Warwick House,
25 Buckingham Palace Road,
London SW1W 0PP.
Tel: 0181 976 6433
Fax: 0181 976 6373

Department of Transport,
DOE/DoT Publication Sales Unit,
Government Building,
Block 3, Spur 2,
Lime Grove,
Eastcote HA4 8SE.

International Commission on Illumination (CIE)
Central Bureau,
Kegelgasse 27,
A-1030 Wien. AUSTRIA.
Tel: (001) 431 714 3187
Fax: (001) 431 713 0838

Institution of Lighting Engineers (ILE)
Lennox House,
9 Lawford Road,
Rugby,
Warwickshire CV21 2DZ.
Tel: 01788 576492
Fax: 01788 540145

Lighting Industry Federation (LIF)
Swan House,
207 Balham High Road,
London SW17 7BQ.
Tel: 0171 675 5432
Fax: 0171 673 5880

Royal Fine Art Commission
7 St. James's Square,
London SW1Y 4JU.
Tel: 0171 839 6537

Royal Town Planning Institute (RTPI)
26 Portland Place,
London W1N 4BE.
Tel: 0171 636 9107

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STANDARDS

2 Park Street
London W1A 2BS
Telephone: 071-629 9000
Telex: 266933 BSILON G
Fax Gr 2/3: 071-629 0506

Private Circulation | **Document:** 94/214249

Our ref: LGL/23

Date: 28 October 1994

To the Members of
Technical Committee LGL/23 -
Road Lighting

UNCONFIRMED MINUTES OF THE LGL/23 MEETING HELD ON 25 OCTOBER 1994 AT 389 CHISWICK HIGH ROAD, LONDON W4 4AL

PRESENT

Mr B Ruston - Chairman

Mr I Anderson	Scottish Office	Mr R H Simons	ILE
Mr C Baddiley	[redacted]	Mr M Simpson	LIF
Mr P Baldrey	IME	Mr P J Trustram	BRITLAPS
Mr R A Hargroves	IEE	Mr P D Wright	ILE
Mr C R Lane	BPCF		

Mrs D Way - Secretary

Apologies for absence were received from Messrs Bedocs, Blanck, Royle and D Simpson.

The Chairman welcomed members to the meeting, in particular those members who were attending for the first time.

DOCUMENTS BEFORE THE MEETING

94/206237 - Notice of Meeting and Agenda
94/206234 - Membership of LGL/23
94/204753 - Letter re change in Secretary
93/214328 - Minutes of the meeting held on 13 October 1993
94/212982 - Draft proposal for Clause 11 of BS 5489 : Part 9
94/202823 - Letter from Mr James regarding typographical error
93/215437 - Letter from Mr Coatham re mini roundabouts
93/214589 - Letter from D Simpson proposals for modification to Clause 6.3 of BS 5489 : Part 1
93/215436 - Letter from Mr Blanck in response to 93/214589
93/216418 - Letter from Mr Baddiley in response to 93/214589
93/216031 - Review of BS 4533 : Part 103.1
93/216028 - Letter from Mr D Simpson re BS 4533 : Part 103.1
93/216029 - Extract of BS 4533 : Part 103.1
93/216030 - Draft prepared by Ministry of Transport
93/216850 - Letter from Mr D Simpson in response to 93/216030
93/216851 - Letter from Mr Baddiley in response to 93/216030
94/200572 - Advice from Mr Coatham re BS 4533 : Part 103.1
94/206236 - CEN/TC 169/226 JWG Work programme

Form 2b 9004

1. MEMBERSHIP OF LGL/23

Members noted the change in Secretary and the resignation of Mr Colvin.

It was agreed that Mr R A Hargroves be appointed as the new Chairman of LGL/23/-/101, which keeps a watching brief on Parts 4, 5, 6, and 7 of BS 5489.

2. CONFIRMATION OF THE MINUTES

The minutes of the meeting held on 13 October 1993 (see document 93/214328) were confirmed as a true record.

3. LGL/23/-/103

3.1 Mr Wright, Chairman of LGL/23/-/103, reported on the Panel's activities and presented the Panel's most recent proposal (see document 94/212982) which had been produced following consideration of the comments received from LGL/23. He explained that the response to the Panel's request for open car park assessments had not provided enough data from which to make recommendations and the Panel were continuing their assessments during November and hoped to be able to produce some figures in the near future. The following corrections were made to the document:

Table 4A : The requirements for entrance/exit zones were deleted

Page 2 : In the second paragraph, line 5, the spelling of day was corrected and in line 7, 'correct' was replaced by 'good'.

Members discussed the document and the Panel were asked to consider the following points:

a) Simplify the lighting levels by recommending 50 lx with a great a uniformity as possible. Uniformity is not in any other parts of the British Standard and therefore should Part 9 be different.

b) How glare can be minimised.

c) Why have CCT limits.

d) The distortion around pillars on the calculation grid could produce problems with computer programmes.

e) Possible problems that by illuminating the perimeter, light could be directed away from the car park and how far should light spill over the boundary.

f) Check the content of the Standard for lifts

g) Table 4B needs some explanation

3.2 The typographical error in BS 5489 : Part 9 (see document 94/202823) was noted and it was agreed that this would be incorporated into the next Amendment.

ACTION : Secretary

4. BS 5489 : PART 4

Members agreed that the wording contained in document 93/215437 be issued as an Amendment to BS 5489 : Part 4.

ACTION : Secretary

5. BS 5489 : PART 1

Members discussed the proposal in document 93/214589 and the comments received on it and, following some changes, it was agreed to issue the following Amendment to BS 5489 : Part 1:

ACTION : Secretary

Add a new definition as follows:

2.28 Full Cut Off (FCO) luminaire

A classification applied to a luminaire, which, when installed at the specified design attitude gives zero intensity at and above the horizontal. Such a luminaire may have a further classification with respect to TI.

Replace the existing Clause 6.3 with the following:

6.3 Obtrusive light and sky glow

In some cases lighting can be obtrusive at night, for example in rural and open areas where lighting can be seen as an intrusion in an otherwise darkened environment.

Light above the horizontal should be minimised in all installations, as it is wasteful, can be intrusive in residential areas and increases sky glow.

FCO luminaires should be considered in the following situations:

- traffic routes in environmentally sensitive and open areas (Part 2, clause 4.3 and Part 8)

- roundabouts and mini roundabouts, particularly in environmentally sensitive areas and /or with unlit approach roads (Part 4, clause 8.6)

- elevated roads and bridges (part 6, clause 3.1)

- motorways in open areas (Part 10, clause 3.6)

Full information on lighting in the vicinity of astronomical observatories, see joint IAU/CIE Publication 'Guidelines for minimising urban sky glow near astronomical observatories' (IAU.CIE Publication No. 1 : 1980)

6. BS 4533 : PART 103.1

Members discussed the documentation from Department of Transport and the request from LGL/3/15 and Mr M Simpson, Chairman of LGL/3/15 explained the background to this request.

It was agreed to await the outcome of the updated Department of Transport Draft and that a decision of whether to withdraw BS 4533 : Part 103.1 should be taken by LGL/3/15.

7. CEN/TC 169/226 JWG

Mr Simons informed members of the progress of work of the Joint Working Group and that a further meeting would be held in January.

Mr Hargroves informed members of the current situation regarding CEN/TC 169 WG6 on Tunnel Lighting and it was agreed that this would be included as an Agenda item for the next meeting.

ACTION : Secretary

8. BS 5489 : PART 2

Mr Wright raised a query regarding the possible misuse of Figure 16 of this Part of BS 5489 and it was agreed that the enquirer be asked to write to the Committee detailing the problems encountered.

ACTION : Secretary

9. BS 5489 : PART 4

Mr Wright raised a query regarding the observer position in Figure 4 of this Part of BS 5489 and members agreed that the figures are not applicable for observer position for T_i and the standard be amended accordingly.

ACTION : Secretary

10. BS 5489 : PART 3 - APPENDIX C AND PART 7

Mr Hargroves informed members that he had some corrections to the text of these Part of BS 5489 and it was agreed that he would put them in writing to the Secretary.

ACTION : Mr Hargroves

11. BS 5489 : PART 8

On behalf of Mr Blanck, the Secretary requested that members interested in participating in the revision of Part 8 of BS 5489 notify her of their interest. It was agreed that such work should not be undertaken by LGL/23/-/102 but by a smaller group and that it would be beneficial to await the outcome of the meeting of LGL/3/15 in January before work commences.

12. OTHER PUBLICATIONS

Mr Baddiley informed members of the launch of the leaflet 'Starry starry night' which had been produced with the assistance of the London Planetarium and lighting companies.

13. **DATE OF NEXT MEETING**

The date for the next meeting was arranged for:

WEDNESDAY 26 APRIL 1995.



MRS D WAY
Project Manager
Secretary to LGL/23

DW/dw

STREET LIGHTING

BSI Adopted

Mr R Dutton, DCC Lighting Manager aware of changes to BS5489.

Amendment to BS 5489 part 1 .....

2.28 Full Cut Off (FCO) luminaire

A classification applied to a luminaire, which, when installed at the specified design attitude gives zero intensity at and above the horizontal. Such a luminaire may have a further classification with respect to TI.

6.3 Obtrusive light and sky glow

In some cases lighting can be obtrusive at night, for example in rural andopen areas where lighting can be seen as an intrusion in an otherwise darkened environment. Light above the horizontal should be minimised in all installations, as itis wasteful, can be intrusive in residential areas and increases sky glow.

FCO luminaires should be considered in the following situations :-

traffic routes in environmentally sensitive and open areas (Part 2,clause 4.3, and Part 8).

- roundabouts and mini roundabouts, particularly in environmentally sensitive areas and /or with unlit approach roads (Part 4, clause 8.6)- elevated roads and bridges (Part 6, clause 3.1)

- motorways in open areas (Part 10, clause 3.6)

Full information on lighting in the vicinity of astronomical observatories, see joint IAU/CIE

Publication 'Guides for minimising urban sky glow near astronomical observatories' (IAU.CIE Publication No.1 :1980)

Telegraph Apr 94

Millions suffering pollution by light

By John Grigsby
Local Government
Correspondent

MILLIONS of people are troubled by light pollution, according to a report published yesterday.

Yet there is little that they can do to stop it because over-bright lighting was excluded from the 1990 Environment Pollution Act.

The Institution of Environmental Health Officers, which says the inconvenience caused by security and industrial lights and floodlighting could cause as much trouble as noise did in the 1980s, appealed yesterday for new legislation to tackle the problem.

About four out of five local councils have received complaints, according to a nationwide survey by the institution.

Mr Graham Jukes, chairman of the organisation's professional division, said: "What is worrying about the results of the survey is that two thirds of the complaints were found to be justified, compared with only 55 per cent of noise complaints.

"This indicates that this is a real and growing problem and, unless the law is clarified to enable local authorities to take action, more and more people will have their sleep disturbed by unwanted light."

Lights from homes, such as security and decorative lights, account for about half the complaints.

The institution's fears have been backed by Lord St John of Fawsley, chairman of the Royal Fine Art Commission, the Government's official advisor on architecture and design.

A guide published by the commission says: "The identity of many British towns and cities is obscured as night falls, because they succumb to indifferent or incoherent lighting schemes.

"Seldom is a balance achieved between overlighting and underlighting and the 'romance of shadow' is rare.

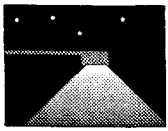
"Random light spill, glare from traffic, bright shop windows and advertisements, over-conspicuous sports floodlighting and security lighting and the unattractive orange glow from low-pressure sodium street lamps are some of the key sources of urban light which offend."

Yesterday's report also follows one last month from the Council for the Protection of Rural England which found that over-bright light was preventing people from seeing the stars.

BRITISH ASTRONOMICAL ASSOCIATION

CAMPAIGN FOR DARK SKIES

A joint commission of the BAA and IDA



Sky-glow, a form of light pollution, now invades the night sky over most of the United Kingdom. A B.A.A. survey shows that more than 90% of observers suffer from the effects of sky-glow, most of it the result of wasteful, ill-directed lighting.

The B.A.A.'s Campaign for Dark Skies (CfDS) was set up in 1990. It has had much success in bringing the issue of light pollution to the attention of the public, many of whom suffer in various ways from the effects of light intrusion. CfDS has also successfully influenced Government and the lighting industry.

CfDS wants to see:

- ☆ Greater use of modern fittings which control the light emitted, to minimise sky-glow and light trespass.
- ☆ The right amount of light for the task, not wasteful overlighting.
- ☆ Controls on floodlighting of buildings, sports facilities and the like.
- ☆ Wider use of correctly installed and carefully aligned infra-red sensor triggered security lighting, where 150W is more than adequate. Continuous, well shielded porch lighting should use low-wattage sources up to 40W.

CfDS recognises that:

- ☆ Astronomers have the same lighting needs as everyone else. They do **not** want to see all street lights turned off, but require **modern, good quality** lighting which illuminates where needed.
- ☆ Minimising light pollution saves precious energy resources. The amount of greenhouse gases released into the environment by power stations can be reduced.
- ☆ Well designed light sources emit little or no light above the horizontal. Unshielded lights may, depending on the design, emit well over 50% of their output above the horizontal.
- ☆ Glare from road lights, as motorists know too well, is another result of poor design.

Major achievements of the Campaign to date (early 1995) include:

- ☆ The favourable reaction of the Institution of Lighting Engineers to our approaches, culminating in the issuing of the influential I.L.E. "Guidance Notes for the Reduction of Light Pollution".
- ☆ The heightened awareness of the problem among lighting engineers and companies involved in the design and manufacture of outdoor lighting.
- ☆ Collaboration with the National Remote Sensing Centre, Farnborough, to produce and publicise the first large-scale satellite image of Britain's night time energy wastage.
- ☆ Consultation with the British Standards Institution leading to new clauses on obtrusive light and sky-glow in BS 5489 from July 1992.

- ☆ The treatment of the subject by the media, including a TV appearance by an Environment Minister speaking in support of reversing the trend of light pollution.
- ☆ The positive response of the Department of Transport, leading to the publication in 1993 of their booklet "Road Lighting and the Environment" recommending to local authorities the reduction of environmental intrusion by road lights.
- ☆ Collaboration with the Council for the Protection of Rural England to produce the leaflet "Starry, Starry Night", bringing the subject of rural light-pollution to non-astronomers.
- ☆ The agreement by various large retailers to adopt down-lighting policies outside their stores.

In addition to raising the issue with councils, surveyors, the lighting community, the media and the public, CfDS has corresponded or met with representatives of the following organisations:

- ☆ The International Dark Skies Association (I.D.A.).
- ☆ The International Astronomical Union (I.A.U.).
- ☆ The Commission Internationale de l'Eclairage (C.I.E.).
- ☆ The Institution of Lighting Engineers (I.L.E.).
- ☆ The Institution of Environmental Health Officers
- ☆ The Chartered Institution of Building Services Engineers (C.I.B.S.E.).
- ☆ The Department of the Environment.
- ☆ The Department of Transport.
- ☆ J. Sainsbury plc.
- ☆ Safeway Stores plc.
- ☆ The British Parliamentary Lighting Group.
- ☆ The Council for the Protection of Rural England. (C.P.R.E.).
- ☆ The Civil Aviation Authority (C.A.A.).

.... and many others.

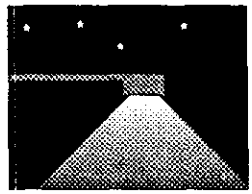
The Campaign for Dark Skies believes that the control of light pollution is an idea whose time has come. In an era when the environment, energy considerations and the surge in discoveries about the Universe are matters of everyday discussion, it makes sense to reclaim our heritage above.

The twice-yearly CfDS newsletter is available, price £2 for four issues, from:

The British Astronomical Association
Burlington House
Piccadilly
London W1V 9AG

For further information on CfDS, write to:

Bob Mizon
38 The Vineries
Colehill
Wimborne
Dorset BH21 2PX



OBJECTION

Christina Turnell
38 Fen End Lane
Spalding
Lincs
PE12 6AD

7th June 1995

Dear Mrs Waltham,

I am writing with reference to planning application number H/16/0457/95.

In the past the above applicant has carried out work and changed the usuage of the farm buildings, before permission had been given. I do hope this will not be the case with the above application.

The area in question was once a quiet rural farming location, with trees and hedgerow along the roadside. There was a pathway - for pleasant walks, which was a public right of way.

We now have fences, lorries using the site at all hours, weekends and bank holidays. The pathway has been fenced off at one point, which is probably in order. Many of the trees planted have died, and the

hedgerow completely removed.

The area's natural beauty has nearly gone, and this will befurther destroyed by building a lorry park and restuarant. which I'm sure will only be the start! I was under the impression that this was outside the development area, but may be wrong.

I do hope that an inspection of the site and careful consideration is given, when reviewing this application.

Yours Sincerely

Christina Turnell.

OBJECTION

62 Fen End Lane,
Cowbit Road,
Spalding, Lincs.
PE12 6AD

6th June 1995

✓ PL

DSR / KW ✓

Mrs. S. A. Waltham,
Director of Housing/Planning Services,
Council Offices,
Priory Road,
SPALDING,
Lincs.

Dear Madam,

Planning Application No. H/16/0457/95

As the longest resident of the area which has been affected by the above application, may I be allowed to make the following observations.

After a long debate and several refusals, the applicant was granted planning permission for a change of use to what is known as Brookes Farm, although all building works and alterations had already been completed before permission had been granted. Having attended all the planning meetings myself I was most surprised to learn that on no occasion was a letter of objection read out to the Committee and the Ward Councillor, who was supposed to be our representative, left the meeting every time these items were discussed.

According to the correspondence in my possession, permission was granted subject to certain conditions which in my opinion have not been fully met. As far as one can see no one has monitored this site to inspect completion.

The original application was based on 8 - 10 vehicles per day, with restrictions placed on hours as well as working days. We now have foreign lorries arriving at all hours, refrigeration motors running and drivers sleeping on site. The right of way which was supposed to be maintained has been closed. It is stated that this proposed development is outside the development area, but that did not carry much weight in the past.

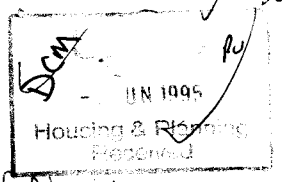
This applicant has already demolished 200 yards of hedgerow and made a pretty, small farm into an unsightly mess. Please take the trouble to see for yourself before you decide to allow the applicant to decimate it further.

Yours sincerely,

G. P. Penfold

Most of points relate to previous application.
Comments in relation to this application covered by other objector.
Passed to K.W. to check comments re previous application PDM 19-6

Support



48 Fen End Lane
Spalding
Lincs PE12 6AD

Ref No H16/0457/95

Dear Mrs Waltham,

As a resident of Fen End Lane I would like to say Mr. Turners plans for a Truck Stop wouldn't affect us and I think it would be an asset for the the lorries and drivers. If only a few new jobs are created it will still help Spalding. so I sincerely hope his venture is given the go ahead

Yours Sincerely
M. Coddington
P. Shorthand

LATE OBS: Offr. PJA. Date 17-7
Salient points highlighted

To: Development Control Manager [SHDC]
From: Economic Development Officer [South Holland]
Date: 12th. July, 1995.

Subject: App. H16/0457/95: Observations on the Proposed Truck Stop, Barrier Bank, Spalding.

Whilst appreciating the planning and environmental issues connected with the development and operation of the applicant's adjoining site - a saga if ever there was - nevertheless the current proposal, albeit a departure in planning terms, reflects potentially at any rate a significant capital investment, if added to that which is currently being made in providing an enhanced right turning facility off the A1073. It certainly needs to be developed well,since it is after all not only environmentally sensitive, but visually it is also at an important gateway and entrance into Spalding, where the promotion and image of the town is an important consideration.

Although there may be other alternative locations for such a facility, I do not believe that they can offer a better opportunity than the current proposal which would provide, certainly in terms of a lorry park, a much needed facility in the Spalding area. In my view the initiative now proposed is one which is consistent with the Council's economic development strategy in terms of enhancing the facilities to serve the needs of the haulage and distribution industry coupled with the relatively signifiant job creation which could prove to be convenient to people living within the local area in terms of journey to work.

Brian Smith [EDO, South Holland].

DCM ✓ Pl
HP

LINCOLNSHIRE COUNTY COUNCIL
DEPARTMENT OF HIGHWAYS AND PLANNING

FORM NO: H/A/3B

To: South Holland District Council

Application Reference H/6457/95

Form of notification by the County Director of Highways and Planning for DEVELOPMENT AFFECTING HIGHWAYS

With reference to the application dated
relating to the following proposed development:

1. National Grid Reference of a central point on site

horizontal				vertical		

2. Address or location

Barrier Bank, Spalding

3. Name, classification and number of road

I (A1073)

4. Date application referred 6-6-95.

5. State whether outline, detailed application etc.

OL

6. Description of proposed development/change of use including access details

Truck stop with overnight parking, fuel sales & restaurant facilities

7. Delete as appropriate

Notice is hereby given under the provisions of article 15 of the Town and Country Planning General Development Order, 1988, that the County Council as local highway authority:—

~~a. Does not wish to restrict the grant of permission.~~

b. Requests that any permission given by the local planning authority shall include the conditions shown overleaf.

~~c. Requests that the local planning authority refuse the application (reason overleaf).~~

~~d. Requests the local planning authority to complete Form T.R. 108 para 10b as shown overleaf.~~

Date: 16-6-95 Signed: Director of Highways and Planning

CONDITIONS:—

Delete as appropriate

(i) For applications where items are to be reserved for subsequent ap[illegible]al in consultation with the Director of Highways and Planning

(ii) For other applications

(1) There shall be no petrol sales on the site at any time

(2) The proposed use shall not commence until an approved system of street lighting has been installed on the site's frontage with the A1073 from the new Trunk Road.

(3) B2

Spoke to CB on 22-6

Delete as appropriate

(i) REASONS FOR a, b, or c overleaf

(ii) COMMENTS FOR FORM T.R. 108 para 10b

(1) The access is considered unsuitable to serve the level of traffic which would be generated by petrol sales on top of the truckstop traffic

(2) In the interests of the safety of traffic entering and leaving this site in the hours of darkness

(3) B1

Note:— use continuation sheet(s) as necessary.

of nearby residents or constitute an unnecessary intrusion of built development into the open countryside. Where market demand exists for such facilities planning permission will be given bject to satisfying highway and environmental considerations.

POLICY T4

ON TRUNK ROADS, PROPOSALS FOR THE PROVISION OF ROADSIDE SERVICES FOR PASSING MOTORISTS WILL ONLY BE PERMITTED ON THE SOUTHWEST AND NORTHWEST QUADRANTS OF THE NEW A16(T) AND A151 ROUNDABOUT IN SPALDING, PROVIDED THAT ACCESS ARRANGEMENTS ARE SATISFACTORY.

ON OTHER NON TRUNK ROADS, PROPOSALS FOR ROADSIDE SERVICES WILL BE PERMITTED WHERE ACCESS AND OTHER HIGHWAY CONSIDERATIONS CAN BE SATISFIED AND WHERE THE IMPACT ON THE LOCAL ENVIRONMENT, THE AMENITY OF NEARBY RESIDENTS AND INTRUSION INTO THE OPEN COUNTRYSIDE ARE ACCEPTABLE.

Implementation

The District Council will implement this policy through its formal planning procedures.

The implementation of this policy is principally concerned with achieving the following aims:-

(13) To maximise locational advantages.

CYCLING, CYCLE WAYS

South Holland has a high proportion of all journeys being undertaken by cycling and on some roads in urban areas cyclists comprise between 4% and 7% of all traffic flow. The area has a flat terrain and cycling is a convenient round-the-clock, door-to-door means of transport for a wide range of people where distances to be travelled are not great and where the availability of public transport is generally low. Cycles are extensively used for journeys to work, to school and to the shops. A questionnaire carried out in Spalding town centre in November/December 1989, for example, revealed that 17% of all respondents arrived by cycle.

As well as being a means of daily transport, cycling is also a popular leisure activity, particularly in the countryside. It is an active pastime that can be enjoyed by persons of any age and is increasingly becoming a tourist activity in the area.

Cycling is environmentally friendly being quiet, non-polluting, using little space, and causing negligible damage to roads, tracks or paths, or any other aspect of the fabric of town or country. However, one of the real deterrents to cycling arises where cyclists mix with large volumes of motor traffic on roads, without special provision being made for them. They are vulnerable to conflict with motor vehicles no matter who is at fault. Making cycling more attractive by the provision and improvement of facilities to meet their specific needs would encourage their greater use in preference to other modes of transport.

In recent years, the District Council has taken the needs of cyclists into account by requiring the provision of cycleways in new developments, for example in the Woolram Wygate residential development area and in the Holland Market retail development and by its own direct action. In conjunction with the Lincolnshire County Council a network of urban cycling routes in Spalding and Pinchbeck have been identified and sections provided in an ongoing programme of implementation. In other areas rural cycle trails have been identified as part of a tourism initiative.

Many of the existing and proposed cycle routes are associated with existing rights of way, riverbanks or disused railway. These areas are often valuable areas for nature conservation and other recreational uses such as walking.

POLICY T5

NEW DEVELOPMENT. FACILITIES FOR ROADUSERS, PEDESTRIANS AND CYCLISTS.

The layout of roads and footpaths within a new development, and the means of access onto the road and footpath network must meet safety and functional requirements. The District Council will be advised by the County Council as to whether proposals are satisfactory, and the County Council's document "Development Road Layout Guide 1990" will be used as a guide to appropriate standards. Regard shall be had to the requirements of cyclists and pedestrians, and to the needs of disabled people with a child in a pram or pushchair.

The design of roads and footpaths shall be complementary to the design of the buildings and landscape features of a development, and shall not detract from the established character of the wider area.

POLICY T3

PROPOSALS FOR DEVELOPMENT SHALL INCLUDE ADEQUATE PROVISION OF NEW AND IMPROVED ROADS AND FOOTPATHS TO ACCOMMODATE ANTICIPATED FUTURE TRAFFIC LEVELS AND TO CATER SATISFACTORILY FOR THE NEEDS OF PEDESTRIANS, CYCLISTS AND PERSONS OF RESTRICTED MOBILITY. NEW AND IMPROVED ROADS AND FOOTPATHS SHALL REFLECT THROUGH LAYOUT AND DESIGN THE ANTICIPATED NATURE OF FUTURE TRAFFIC AND THE CHARACTER OF AREAS TO BE SERVED.

Implementation

The District Council will implement this policy through its formal planning procedures.

The implementation of this policy is principally concerned with achieving the following aims:-

(1) To safeguard and enhance the quality of the built environment.

ROADSIDE SERVICES, PETROL FILLING STATIONS

It would normally be reasonable to expect a driver to travel at least 12 miles along a trunk road route before finding a petrol filling station and related facilities. A distance of 25 miles would normally represent the maximum interval which is acceptable between petrol filling stations on the same side of a primary route. The opening of the Spalding by-pass will result in a loss in the number of road side services available to motorists travelling along the new A16 trunk road, but the opportunity will be available for the development of new service areas.

The District Council, as the Local Planning Authority, have received a number of enquiries for the provision of petrol filling stations and related facilities along the new trunk road. From developers' own assessments of demand these enquiries have been centred on the junction of the new A16 (T) and A151. The Department of Transport is keen to encourage the development of individual key sites to become the focus for a range of facilities for motorists, including lorry drivers, in order to reduce the number of individual sites and accesses to them, and for greater convenience of road users. The District Council also consider these sites to be suitable for roadside services, benefiting both travellers and the local economy.

The A17 trunk road has, and is being, considerably improved by the Department of Transport, and an adequate level of key roadside services provided in response to market demands and considerations of highway safety. No additional locations have therefore been identified.

Elsewhere, the District Council is concerned that there should not be a proliferation of road side services (including places of refreshment, overnight accommodation, parking as well as petrol filling stations) which could be detrimental to considerations of highway safety, to the amenity

Policy:

Outside bandary for flooding
No specific policy for Transport stops.
In line of 93

TC9 - SH2000

LCC SEP 97

Alternative sites

1) Clay lake. Not a roundabout junction, high speed & dangerous turning manoeuvres
vehicles —

2) Low Rd - Roundabout junction but can be remodelled
properties

3 A) Adams - Site between Adams + new alignment of A151 too small to cope with lanes. Also used for some Statoils too small for both DoT advise accumulation of Statoil users + would send North bound traffic back.

B) Opposite Quadrant next to Salt Road to reduce turning around roundabout

4) Fund Task Force Close to bypass used for high quality Industry

Anglian Water

Anglian Water
Services Limited

P.O. Box 46
Spalding
Lincs. PE11 1DB

Telephone (LOCAL RATE) 0345 145 145
Facsimile 01522 557922

Our ref

Your ref SH/950094

H16/0457/95

15th June 1995

District Planning Officer
South Holland District Council
Council Offices
Priory Road
SPALDING Lincs
PE11 2XE

Dear Sir,

Proposal : Truckstop/overnight parking/fuel sales/restaurant facilities
Location : Barrier Bank, Spalding, Lincs
Applicant: R Turner

With regard to the above-mentioned Application, I would inform you that Anglian Water has no objections to raise to the proposals from the planning aspect and has no comment to make thereon.

If any further information is required concerning the above please contact Lucille Hagues in our Site Services Team on Lincoln (01522) 557859.

Yours faithfully,

Hagues

David Potter
Site Services Manager

Registered in England No 2366656
Registered Office:
Anglian House Ambury Road
Huntingdon Cambridgeshire PE18 6NZ

cc Director of Highways & Planning, Lincs CC
cc File Copy

Department of Transport

Form of Notification by the Secretary of State for Transport Relating to an Application for Permission For

Development Affecting Trunk (including Special) Roads

TR 110
(Revised April 1991)

DCM PV

To the ~~Clerk~~ Director of Housing & Planning Services
South Holland District Council

Council's Reference H16/0457/95

Department of Transport Reference EMCM F242195

With reference to the notification of an application on Form TR 108 dated 15 May 1995 relating to the following proposed development:

1 a National Grid Reference of a central point on site

	Horizontal			Vertical		
TF	2	4	2	1	9	5

b Address or location Land at north east sector of new A16/A1073 junction, Barrier Bank, Spalding

2 Name and classification number of affected road(s) A16 Spalding - Sutterton Improvement

3 Applicant's or agent's name and address R Turner
Barrier Bank, Spalding

4 Date of receipt of application 3 May 1995

5 Particulars of development and/or change of use as shown on plan number: RT 1
dated: March 1995

Delete any which do not apply

i Building operation
~~ii Engineering operation (which includes a means of access)~~
~~iii Mining operation~~
~~iv Other operation~~
~~v Material change in the use of any building or other land~~

Truckstop with overnight parking, fuel sales and restaurant facilities.

6 State whether outline or detailed application outline

Notice is hereby given under Article 14 of The Town and Country Planning General Development Order 1988 (SI 1988/1813) that the Secretary of State for Transport

~~*a does not propose to give a direction restricting the grant of permission~~

~~*b directs that permission be refused (see overleaf for reasons)~~

*c directs that any permission which the Planning Authority may give shall include the conditions shown overleaf, for the reasons shown.

Signed by authority of the Secretary of State

Date 14 June 19 95

(Signature)

A. C. ODEY (Name)

SPTO (Position)

MIDLAND NMD (Region)

Department of Transport

* Delete as necessary

CONDITION(S) to be attached to any permission the Council may give

Outline application

The development shall not be commenced unless and until the existing access between the land to which the application relates and the trunk road currently under construction is permanently closed to the satisfaction of the Secretary of State for Transport.

REASON(S) for the direction at b or c overleaf

To ensure that the A16 Spalding-Sutterton Improvement continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10 of the Highways Act 1980 and satisfy the reasonable requirements of road safety on that road.

H o P

SOUTH HOLLAND
Internal Drainage Board

Marsh Reeves,
Foxes Lowe Road,
Holbeach,
Spalding, Lincs.
PE12 7PA.

Please contact: Mr. Staines

Tel: (01406) 424933
Fax: (01406) 426501

Our Ref. RS/PAA/457/95/FES Your Ref.

Date 7 June 1995

Dear Sir,

OUTLINE PLANNING APPLICATION - R TURNER ESQ
TRUCKSTOP ETC, BARRIER BANK, SPALDING.

Thank you for the site plan of your above clients proposed development regarding which I have the following observations that should be brought to your clients and prospective purchasers attention.

No Board's watercourse adjoins the site which drains via the bordering privately owned and maintained dyke along the Northern boundary to my Board's Clowacre Drain situated some 650 metres to the East. The dyke along the South Eastern side of the site is under the jurisdiction of the Department of Transport.

The riparian owners consent must be obtained prior to any filling being undertaken or extra storm water run-off discharged to the private dyke. Prior to such works being undertaken however full details must be provided for my Board's approval in order I can ensure existing drainage interests will not be affected. Should improvements be required to privately owned dykes to cater for increased flows from the development such works must be carried out at the applicants expense following my Board's approval of details.

The applicant should be advised that should a direct surface water outfall be constructed to either a Board's or private watercourse, the Board will seek a single once and for all time contribution towards future improvements of their system to ensure adequate capacity for increasing flows from continuing developments unless on-site storage facilities are provided.

The contribution rate is currently £7,400 per acre of new impermeable surface drained via a direct outfall and subject to engineering and administration fees, as set out in the scale below, and V.A.T., although these figures are subject to periodic review.

The Engineering & Administration Fees are:-

Contribution		Percentage Fee
up to	£25,000	15%
£25,000 to	£100,000	12.5%
over	£100,000	10%

MINIMUM CHARGE £35

Our Ref: RS/PAA/457/95/FES 7 June 1995

Should your clients planning application receive a favourable determination I shall be pleased to meet you to discuss site drainage.

A copy of this letter is being forwarded to the Head of Planning.

Yours faithfully,

ENGINEER TO THE BOARD

G R Merchant Esq
Unit 3 Wrights Mews
12A Park Road
Holbeach
Spalding
Lincs

ACTION
Attention of
Discuss with
Copy to
File No
Comments

SOUTH HOLLAND DISTRICT COUNCIL

MEMORANDUM

FROM :	DIRECTOR OF ENVIRONMENT AND LEISURE SERVICES	DATE :	26.5.95
		OUR REF :	JC/SS/PC
TO :	DIRECTOR OF HOUSING AND PLANNING SERVICES	YOUR REF :	

Planning Application H16/0457/95
Truckstop, Barrier Bank, Spalding

The site is relatively isolated but the access road is closest to the dwellings in Fen End Lane and elevated.

The need for acoustic screening of the site should, therefore, be assessed (BS4142:1990) in relation to the opening of the Spalding Bypass.

Activities on site are likely to include refrigerated vehicles and electric hook-up points should be provided. Emergency repair of vehicles i.e., tyre changing may at times also be necessary and the design and layout of the site should be such as to afford adequate protection of the dwellings.

In view of the imminent opening of the Bypass I would suggest that the nature of site operations are confirmed prior to the noise assessments being carried out.

Director of Environment & Leisure Services

PLANNING APPLICATION

Notice is hereby given that application has been made to the Council in respect of the following:

DEPARTURE FROM DEVELOPMENT PLAN

The proposed development does not accord with the provisions of a development plan.

Reference No: H16/0457/95
Description: Truckstop with overnight parking, fuel sales and restaurant facilities

Location: Barrier Bank
Spalding
Lincs

Applications and plans showing the proposal(s) may be seen during office hours at Planning reception, Council Offices, Priory Road, Spalding. Any observations should be sent to me by 13-JUN-95 quoting the above reference number.

Mrs S A Waltham
Director of Housing and Planning Services

23-MAY-95



SOUTH HOLLAND DISTRICT COUNCIL

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

Housing & Planning Services Department
Council Offices,
Priory Road, Spalding,
Lincolnshire. PE11 2XE

Telephone: (01775) 761161
Fax: (01775) 710772

SOUTH HOLLAND DISTRICT COUNCIL
HOUSING & PLANNING SERVICES DEPARTMENT

Application no: H16/0457/95

Applicant: R Turner
Barrier Bank
Spalding
Lincs

Agent: G R Merchant
Unit 3, Wrights Mews
12A Park Road
Holbeach
Spalding, Lincs

Description: Truckstop with overnight parking, fuel sales and restaurant facilities

Location: Barrier Bank Spalding
Lincs

Type: OUTLINE

Date received: 03-MAY-95

15-MAY-95

Dear Cllr M C White

NOTIFICATION TO WARD MEMBER

I have received an application for the above proposal in your ward. The officer dealing with this application is P J UDY

As applications can be determined under delegated powers in many cases, please let me know by 22-MAY-95 if you feel that this proposal should be brought to the attention of the Planning Committee for any reason.

Yours faithfully
Mrs S A Waltham
Director of Housing and Planning Services

Cllr M C White
Glocca Morra
60 Fen End Lane
Spalding Lincs
PE12 6AD

I request that this application be considered by Planning Committee, because THE IMPLICATIONS OF THE GENERATION OF ADDITIONAL HEAVY GOODS VEHICLE TRAFFIC ON THE A1073, TOGETHER WITH THE IMPACT SUCH A DEVELOPMENT WOULD HAVE ON THE LOCAL ENVIRONMENT.

Signed: Michael C White

18/5/95

MRS SALLY WALTHAM BA (Hons) FCIH. Director of Housing & Planning Services

Housing & Planning Services Department
Council Offices,
Priory Road, Spalding,
Lincolnshire. PE11 2XE

Telephone: (01775) 761161
Fax: (01775) 710772

SOUTH HOLLAND DISTRICT COUNCIL
HOUSING & PLANNING SERVICES DEPARTMENT

VAT Reg No 121 5277 01

OFFICIAL RECEIPT - APPLICATION FEES

Receipt No : P5853
Date received : 03-MAY-95

Received from

Mr R Turner

Address

Barrier Bank
Spalding

Fee paid £ 4000.00
VAT £ 0.00

Total received £ 4000.00

Cash/Cheque : Cheque

Signed.....K.E. LOWE....
(Authorised Collector)

FILE COPY

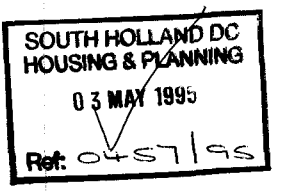
REF:RT

TRUCKSTOP WITH OVERNIGHT PARKING,

FUEL SALES AND RESTAURANT

FACILITIES.

FOR



R. TURNER,

BARRIER BANK, A1073,

SPALDING,

LINCS.

G.R. MERCHANT I.Eng. AMICE.FIWO,
Unit 3, Wrights Mews,
12A Park Road,
Holbeach,
Spalding,
Lincs.
PE12 7EE.

TEL: 01406 490800

REF:RT

TRUCKSTOP WITH OVERNIGHT PARKING,
FUEL SALES AND RESTAURANT
FACILITIES.

The application is to create a truckstop for Spalding which will be situated on the new Spalding Bypass at the junction with the A1073.

LOCATION

The site comprises 4.32 hectares (10.67 acres) and is situated 2 miles directly South of Spalding Town Centre and is located at the junction of the A1073, Barrier Bank, which links Spalding with Peterborough and the proposed Spalding Bypass; this bypass scheme being programmed for completion in Summer 1995. The applicant owns all the land surrounding the application site, therefore future expansion is possible, if necessary.

ACCESS

Access is to be provided to the site via the A1073, immediately to the North of the Barrier Bank, Spalding Bypass roundabout, which is presently under construction. This site access is being improved by Lincolnshire County Council on behalf of the applicant to facilitate his existing storage business at Fen End Lane, the design of this scheme has given consideration to these future plans.

TRAFFIC GENERATION

The average daily traffic (ADT) count carried out by Lincolnshire County Council identified 7000 vehicles using the A1073, 13% of which were commercial vehicles, this figure is expected to increase to 9000 by the year 2000.

Generation of traffic at the application site roundabout is expected to be as follows;

A1073 from Cowbit 9000 ADT
BYPASS-A16 from Market Deeping 2000 ADT

A1073 to Spalding 4000 ADT
BYPASS-A16 to Boston 11000 ADT.

Total ADT at the junction being 15000 of which 1950 vehicles are commercial (13%).

The applicants existing store at Fen End Lane has traffic movements of in the region of 15 vehicles per day and it is anticipated that the application site could provide parking facilities for 100 trucks with approximately 40 spaces with secure compound for vehicles staying overnight. The whole site to be monitored by security cameras. Areas are to be provided for hazardous and extraordinary loads, refrigerated units and provisions for 'change-over' of trailer units.

FUEL SALES

Consultations have taken place with a large fuel company who are interested in providing 'bunkered' fuel distribution and the layout and design of the pumps and canopy to be agreed, which will be specifically designed for commercial vehicles.

TRAFFIC FLOW TO SITE

Truck Stop	say 150 trucks per day with up to 100 staying overnight.
Fuel Sales	say 300 trucks per day.
Applicants Storage Business	15 trucks per day.

The expected peak period for the truckstop is 2000 hours, which is after any exodus of vehicles from Spalding between 1700 & 1800.

The above estimated figures are based on a 24 hour period, as trucks and truck drivers do not operate a normal 0900 to 1700 (9 to 5) day.

LANDSCAPING AND NOISE ATTENTUATION

Heavy landscaping of the site will be carried out to make the development pleasing to the eye and avoid the appearance of encroachment into the open countryside. The site is large enough to provide noise attentuation measures, if found necessary.

FOUL AND SURFACE WATER DISPOSAL

It is proposed to dispose of foul water from the site by the installation of an on-site package treatment plant. Surface water will be disposed of by a surface water system, which will discharge into a lagoon, then discharged into the adjacent ditch with controlled flows to the requirements of the South Holland Internal Drainage Board.

EMPLOYMENT

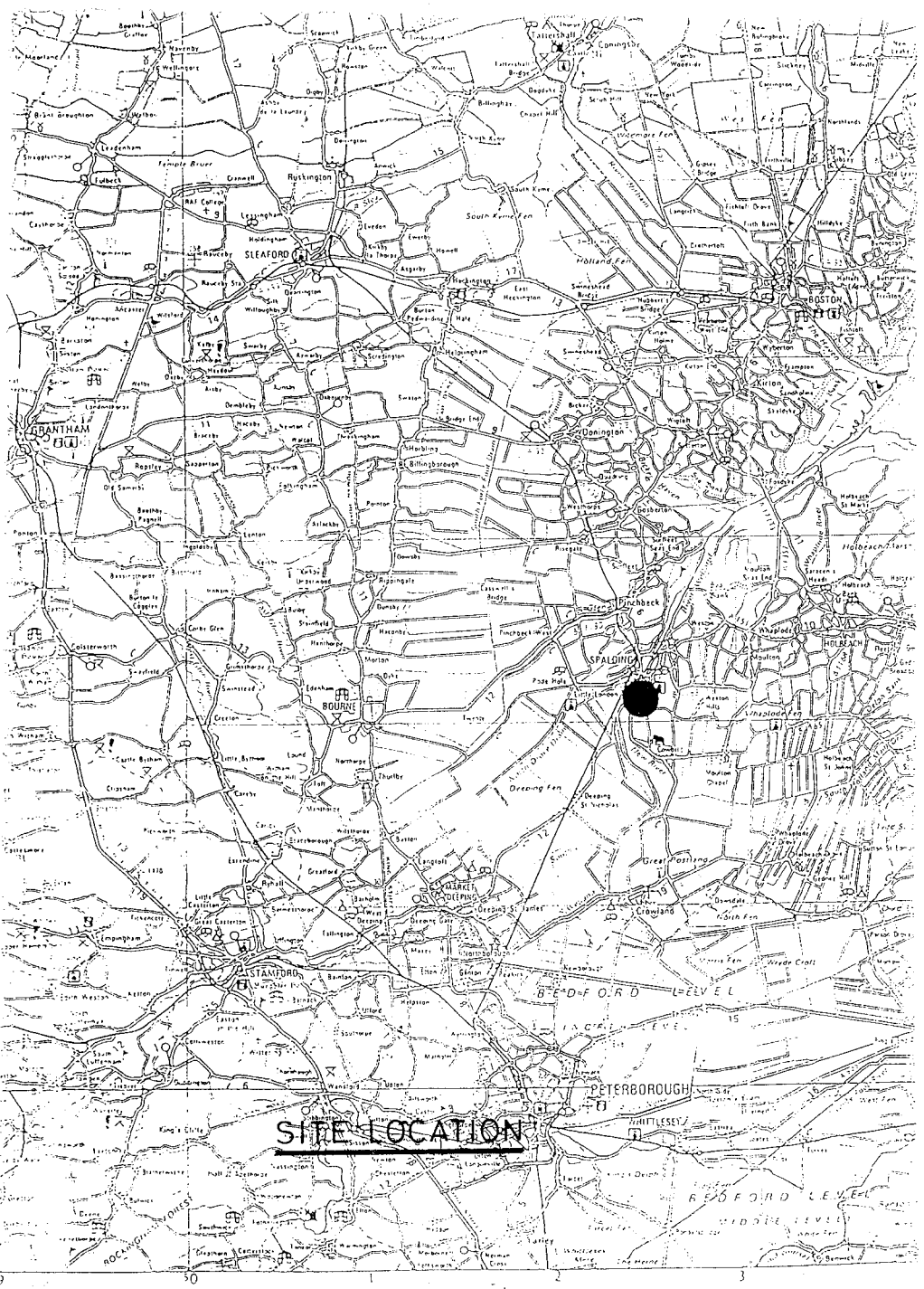
Staffing of the whole complex is expected to be in the region of 26, made up of the following:

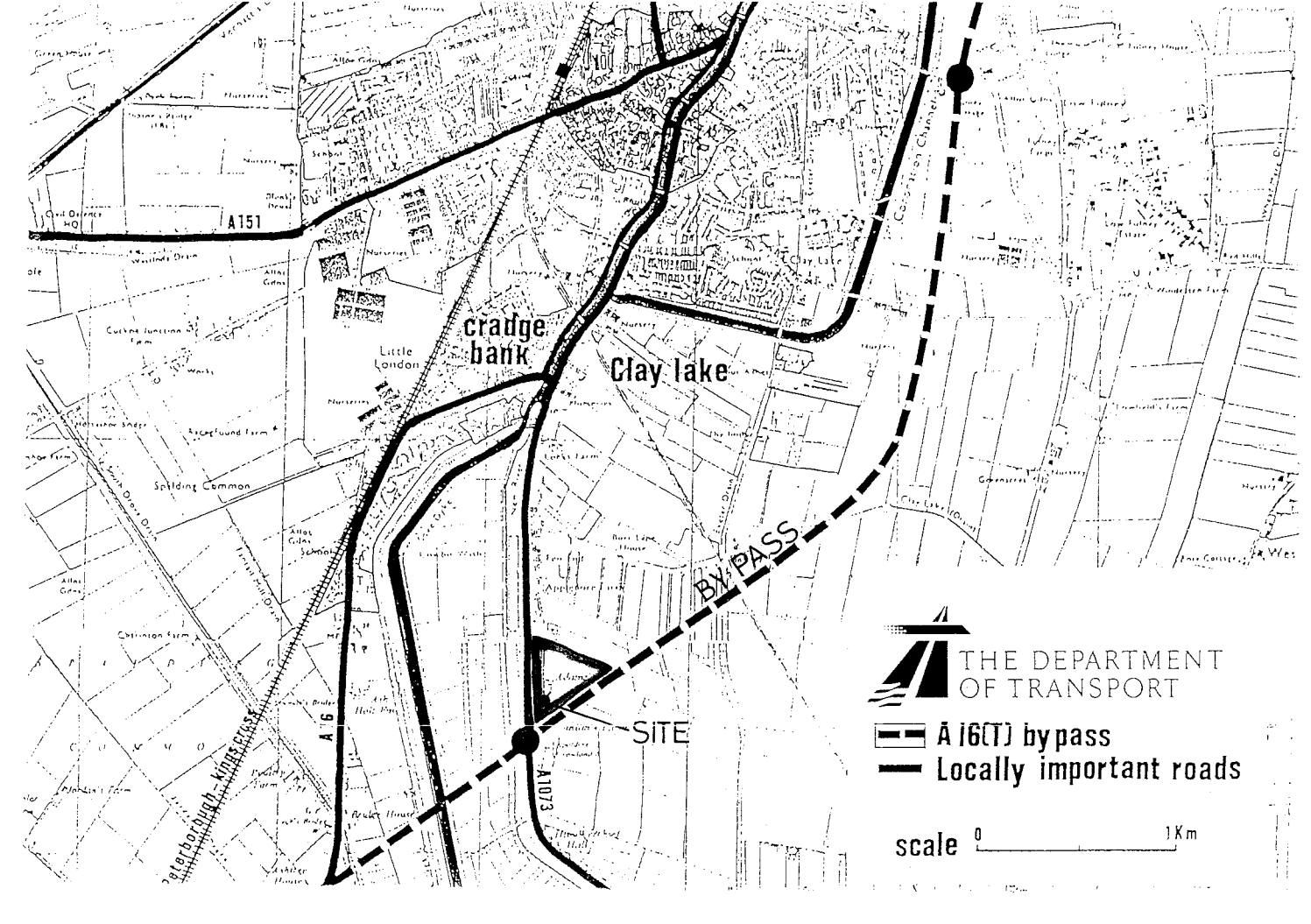
Restaurant and shop	16 people
Fuel sales	6 people
Security	4 people

SUMMARY

The application is to create an enterprise that will provide a purpose built truck stop which will relieve congestion of trunk road lay-by's over the night time period, provide parking for local hauliers with the demise of the Winfrey Avenue overnight parking in Spalding and create employment for local people.

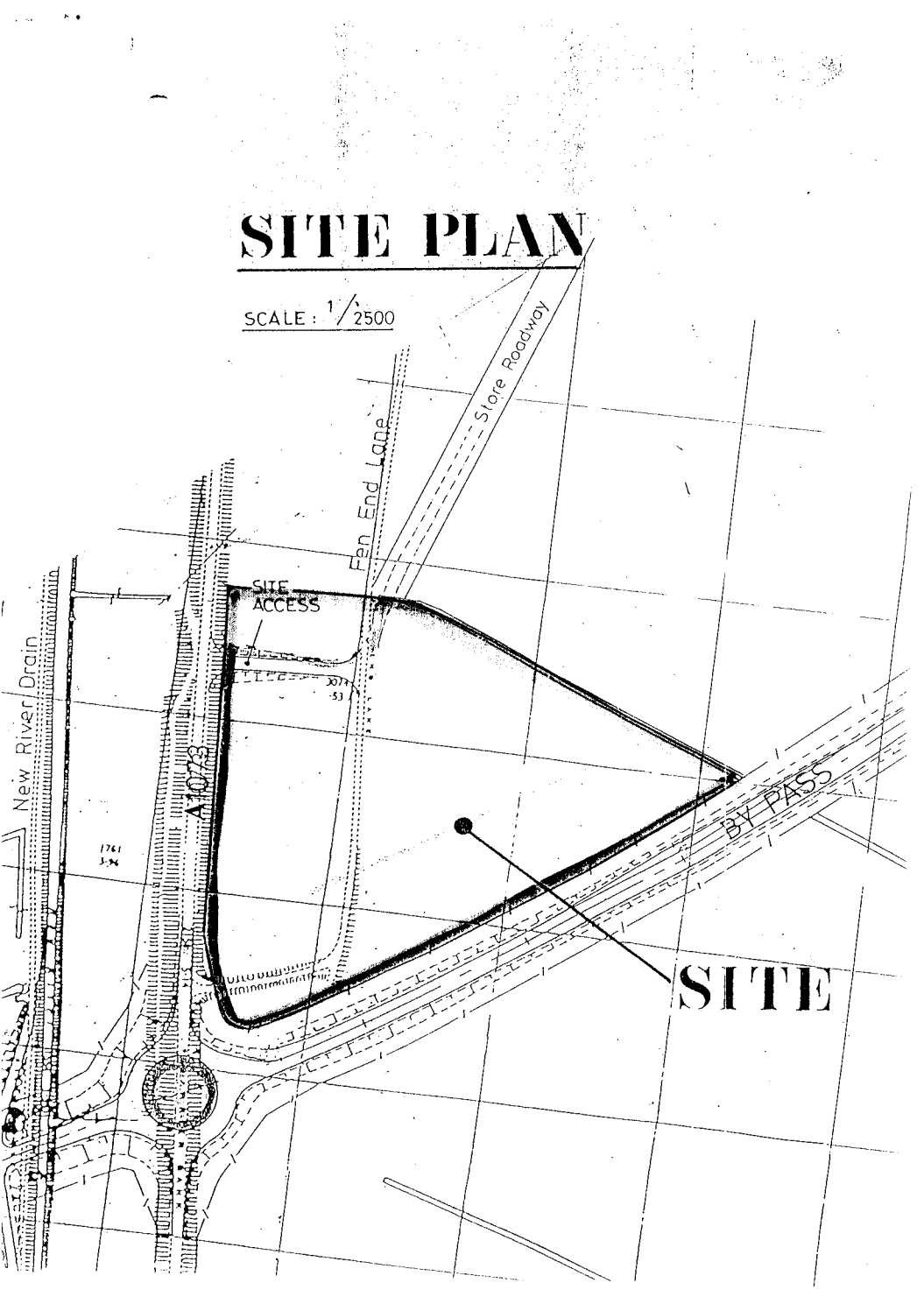
G.R. Merchant I.Eng. AMICE. FIWO.
12th April, 1995.


SLEAFORD
BOSTON
GRANTHAM
SPALDING
BOURNE
STAMFORD
PETERBOROUGH
SITE LOCATION


A151
cradge bank
Little London
Clay lake
Spalding Common
BY PASS
SITE
A16
A1073
Peterborough - Kings Cross
THE DEPARTMENT OF TRANSPORT
A16(T) bypass
Locally important roads
scale 0 1Km

SITE PLAN

SCALE : 1/2500



MESSAGE

FOR: RA.

FROM: Mr. Steele

ORGANISATION:

TEL. NO. 01756 795 78. **EXT NO.**

DATE: 3/12 **TIME:** 9.15

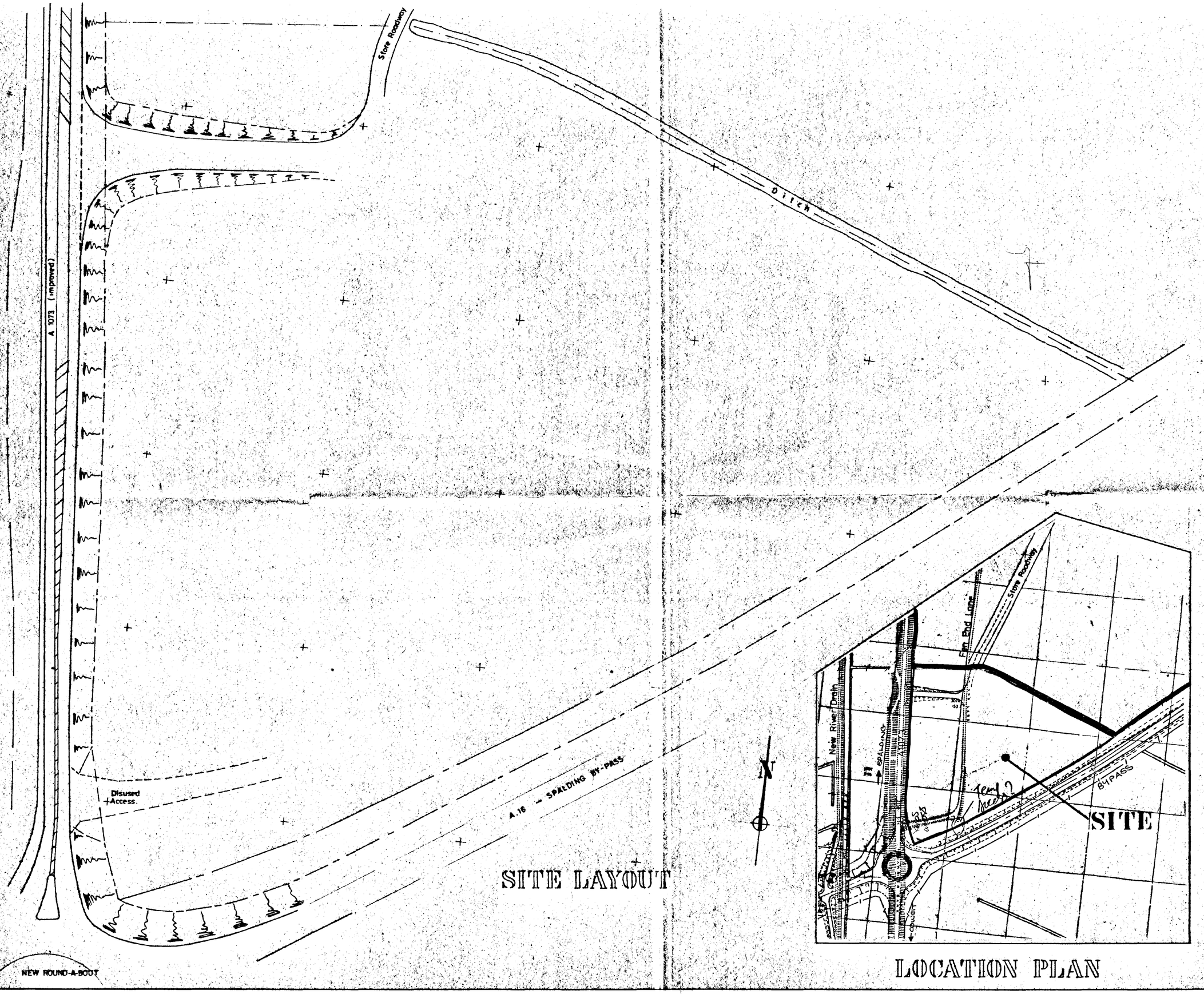
TELEPHONE		VISITS	
Telephoned	✓	Visit Required	Date:
Returned your call			Time:
Please call	✓	Will Visit You	Date:
Will call again			Time:
Needs to see you		Visited your office	

(Please tick where applicable)

MESSAGE: re: Turners lorry Park

Back dust re conditions & description
Is Truck Stop - not general roadside
Services. no approval overnight
Accommodation facilities provided in
description

Taken By: [illegible] **Dept./Section:**



SITE LAYOUT

LOCATION PLAN

DETERMINED PLAN

SOUTH HOLLAND DC
HOUSING & PLANNING
03 MAY 1995
Ref: 0457/95

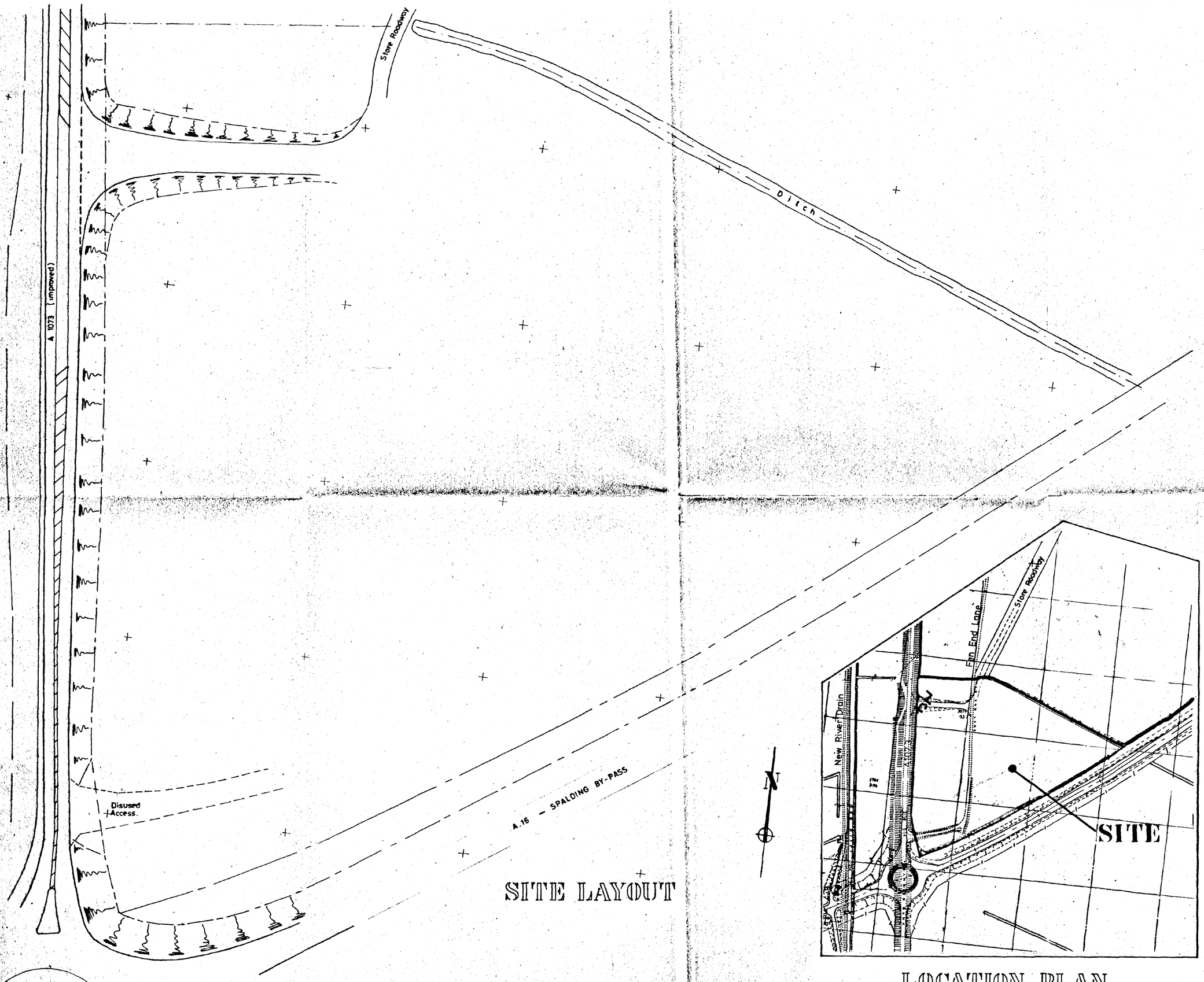
G. R. MERCHANT
LENG AMICE, FIWO,
ARCHITECTURAL, STRUCTURAL
& LAND DRAINAGE CONSULTANT
TEL: HOLBEACH (01406) 490800

PROJECT:
PROPOSED TRUCKSTOP.
BARRIER BANK - A 1073.
SPALDING.

CLIENT:
R. TURNER.

SCALES:	DATE:
1/2500 1/500	MARCH 1995.
G.R.MERCHANT.	DRAWING No.: RT.1

REVISIONS:



SITE LAYOUT

LOCATION PLAN

SOUTH HOLLAND DC
HOUSING & PLANNING
13 MAR 1998
Ref: 0290/98

G. R. MERCHANT
I.ENG AMICE, FIWO,
ARCHITECTURAL, STRUCTURAL
& LAND DRAINAGE CONSULTANT
TEL: HOLBEACH (01406) 490800

PROJECT:
PROPOSED TRUCKSTOP.
BARRIER BANK - A1073.
SPALDING.

CLIENT:
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SCALES:	DATE:
1/2500 1/500	MARCH 1995.
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REVISIONS: