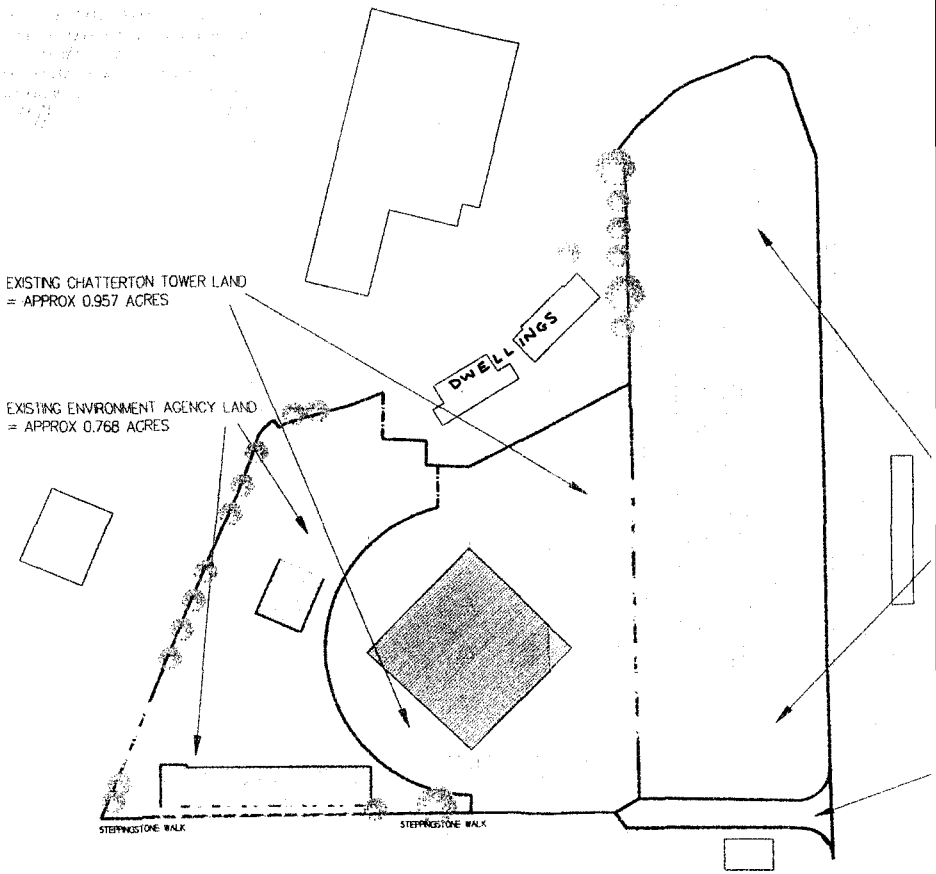



**FIGURE 1. PLAN OF THE EXISTING SITE**

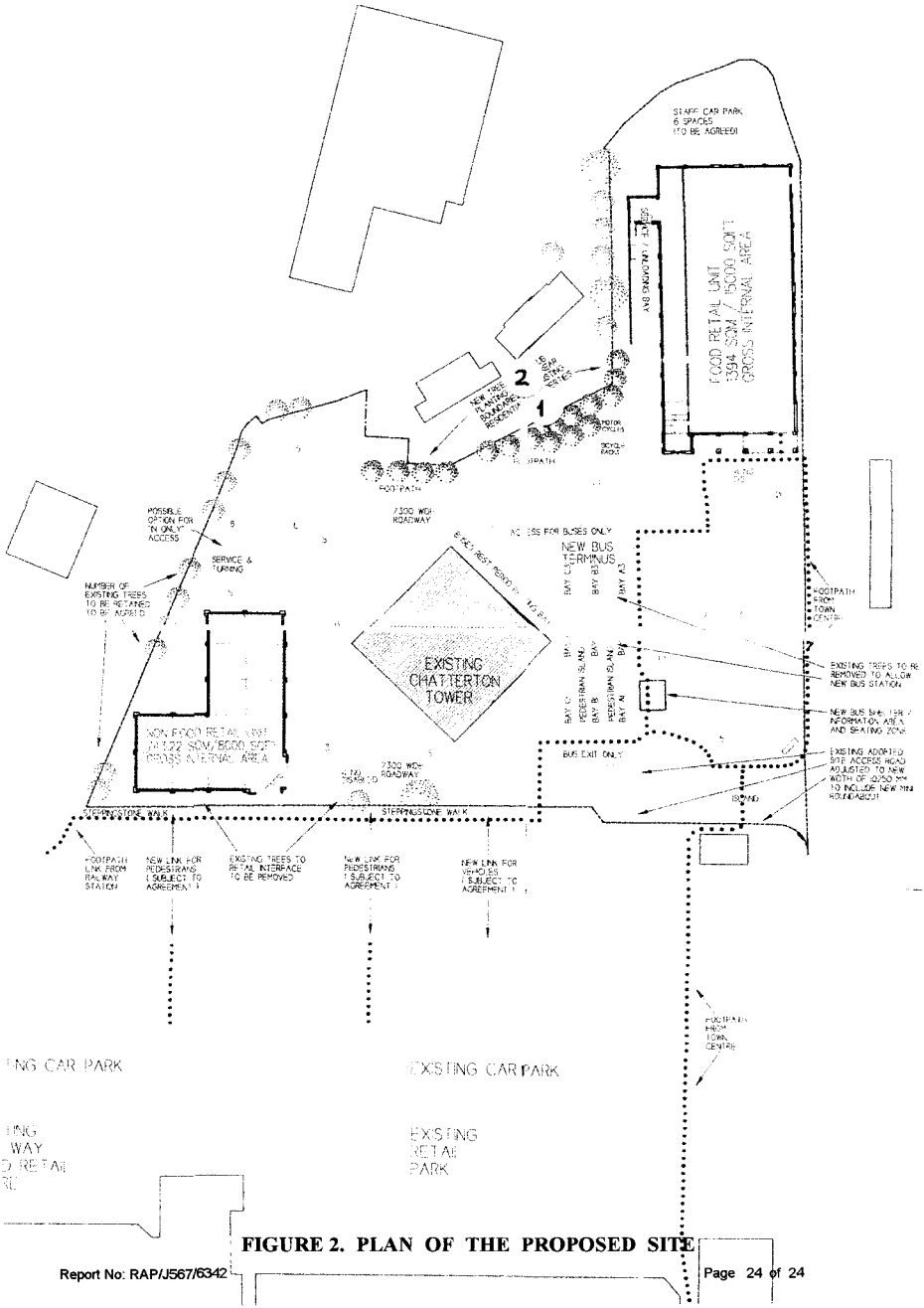



**FIGURE 2. PLAN OF THE PROPOSED SITE**

| HOURS | MINUTES | BAY A1 | BAY A2 | BAY A3 | BAY B1 | BAY B2 | BAY B3 | BAY C1 | BAY C2 | BAY C3 |
|---|---|---|---|---|---|---|---|---|---|---|
| SEVEN TO EIGHT | 01-05 | | | | | | | | | |
| | 06-10 | | | | | | 10 | | | |
| | 11-15 | 15 | | | | | | | | |
| | 16-20 | | | | | | | 20 | | |
| | 21-25 | | | | 25 | 25 | | 25 | | |
| | 26-30 | | | | 30 | | | | 28 | |
| | 31-35 | 35 | | | | | | | | |
| | 36-40 | | | | 40 | | 38 | 40 | | |
| | 41-45 | | | | | 45 | | | | |
| | 46-50 | | 50 | | 49 | 50 | | | | |
| | 51-55 | 55 | 55 | | 55 | 55 | | | | |
| | 56-00 | | 00 | | | | | | | |
| EIGHT TO NINE | 01-05 | 02 | | | 05 | | | | | |
| | 06-10 | | | | | | | | | |
| | 11-15 | 15 | | | | | | | | |
| | 16-20 | | | | | | | | | |
| | 21-25 | | | | 25 | | | 25 | 24 | |
| | 26-30 | | 30 | | | 30 | | | | |
| | 31-35 | 35 | | | | | 35 | | | |
| | 36-40 | 40 | | | 40 | | | | | |
| | 41-45 | | | | | | | 45 | | |
| | 46-50 | | 50 | | | 50 | | | | |
| | 51-55 | 55 | | | | | | 55 | | |
| | 56-00 | | | | | | | | | |
| NINE TO TEN | 01-05 | | | | | 05 | 05 | | | |
| | 06-10 | | 10 | | | 10 | | | | |
| | 11-15 | | | | | | | | | |
| | 16-20 | | | | | | | | | |
| | 21-25 | | | | | | | | | |
| | 26-30 | 30 | 30 | 30 | | | | | | |
| | 31-35 | | | | | | | | | |
| | 36-40 | | | | | | | 40 | | |
| | 41-45 | | | | | | | 45 | 45 | |
| | 46-50 | | 47 | | | 47 | | | | |
| | 51-55 | 51 | | | | | | | | |
| | 56-00 | 57 | | | 00 | | | | | |
| TEN TO ELEVEN | 01-05 | 02 | | | | 05 | 05 | | | |
| | 06-10 | | | | 00 | | | | | |
| | 11-15 | 35 | | | 15 | | | | | |
| | 16-20 | | | | | | | | | |
| | 21-25 | 25 | | | | | 25 | | | |
| | 26-30 | | | | | 30 | | 30 | | |
| | 31-35 | 36 | | | | | | | | |
| | 36-40 | | | | | | | | | |
| | 41-45 | | | | | | | 45 | | |
| | 46-50 | | | | 50 | | | | | |
| | 51-55 | | | | | | | 55 | 53 | |
| | 56-00 | | | 00 | 00 | 00 | | 00 | | |
| ELEVEN TO NOON | 01-05 | | | | | 05 | | 05 | | |
| | 06-10 | | 09 | | | 10 | | | | |
| | 11-15 | | | | | | | | | |
| | 16-20 | | | | 20 | | | 20 | | |
| | 21-25 | | | | | | | 30 | | |
| | 26-30 | | | | | | | | | |
| | 31-35 | | | | | | | | | |
| | 36-40 | 36 | 36 | | | | | | | |
| | 41-45 | | | | | | | 45 | | |
| | 46-50 | | | | | 47 | | | | |
| | 51-55 | | | | | | | 55 | 53 | |
| | 56-00 | 57 | | | 00 | 00 | | | | |
| NOON TO ONE | 01-05 | 05 | | | 05 | 05 | 05 | | | |
| | 06-10 | | | | | 10 | | | | |
| | 11-15 | 35 | | | | | | | | |
| | 16-20 | | | | | | | | | |
| | 21-25 | | | | 21 | 25 | | | | |
| | 26-30 | | | 30 | | | | 30 | | |
| | 31-35 | | | | | | | | | |
| | 36-40 | | | | | | | | | |
| | 41-45 | | | | | | | 45 | | |
| | 46-50 | | | | | 47 | | | | |
| | 51-55 | | | | | | | 55 | 53 | |
| | 56-00 | | 00 | | | | 00 | 00 | | |

| HOURS | MINUTES | BAY A1 | BAY A2 | BAY A3 | BAY B1 | BAY B2 | BAY B3 | BAY C1 | BAY C2 | BAY C3 |
|---|---|---|---|---|---|---|---|---|---|---|
| ONE TO TWO | 01-05 | | | | | 05 | | 05 | | |
| | 06-10 | | | | | 10 | | | | |
| | 11-15 | | | | 15 | | | | | |
| | 16-20 | | | | | | | | | |
| | 21-25 | 25 | | | | | | | | |
| | 26-30 | 30 | 30 | 30 | 30 | | | 30 | | |
| | 31-35 | | | | | | | | | |
| | 36-40 | | | | | | | | | |
| | 41-45 | | | | | | | 45 | | |
| | 46-50 | | | | | 47 | | | | |
| | 51-55 | | 55 | | | | | 55 | | |
| | 56-00 | | | | 00 | 00 | | | | |
| TWO TO THREE | 01-05 | | | | | 05 | 05 | | | |
| | 06-10 | | | | | | | | | |
| | 11-15 | | | | | | | | | |
| | 16-20 | | | | 20 | | | | | |
| | 21-25 | | | | | | | | | |
| | 26-30 | | | | | 30 | | | | |
| | 31-35 | | | | | | | | | |
| | 36-40 | 40 | | | 40 | | | | | |
| | 41-45 | | | | | | | | | |
| | 46-50 | | | | | | | | | |
| | 51-55 | | | | | | | 55 | 53 | 53 |
| | 56-00 | | | | 00 | 00 | | 00 | | |
| THREE TO FOUR | 01-05 | | | | 05 | 05 | | 05 | | |
| | 06-10 | 08 | | | 10 | 10 | | | | |
| | 11-15 | | | | | | | | | |
| | 16-20 | | | | | | | | | |
| | 21-25 | | | | | | | 25 | | |
| | 26-30 | | | 30 | | | | | | |
| | 31-35 | | | | | | | | | |
| | 36-40 | | | | | | | | | |
| | 41-45 | | | | | | | 45 | | |
| | 46-50 | | | | 46 | 47 | | | 48 | |
| | 51-55 | | | | | | | 55 | | |
| | 56-00 | | | | 00 | 00 | 00 | | | |
| FOUR TO FIVE | 01-05 | | | | | 05 | 05 | | | |
| | 06-10 | | | | | 10 | 00 | | | |
| | 11-15 | 12 | | | | | | | | |
| | 16-20 | | | | | | | | | |
| | 21-25 | | | | | | | | | |
| | 26-30 | | | 30 | | | | 30 | | |
| | 31-35 | | | | | | | | | |
| | 36-40 | | | | | | | | | |
| | 41-45 | | | | | | | | | |
| | 46-50 | | | | | 47 | | 50 | | |
| | 51-55 | | | | | | | 55 | 53 | |
| | 56-00 | 00 | | | 00 | 00 | | 00 | | |
| FIVE TO SIX | 01-05 | | | | | 05 | | 05 | | |
| | 06-10 | 10 | 30 | | | | | | | |
| | 11-15 | | | | 15 | | | 15 | | |
| | 16-20 | | | | | | | | | |
| | 21-25 | | | | 25 | | | | | |
| | 26-30 | | | | | | | | | |
| | 31-35 | | | | 35 | | 35 | | | |
| | 36-40 | | | | 40 | | | 40 | | |
| | 41-45 | | | | | | | 45 | | |
| | 46-50 | | | | | 50 | | | | |
| | 51-55 | | 55 | | | | | 55 | 53 | |
| | 56-00 | | 00 | 00 | 00 | | | | | |
| SIX TO SEVEN | 01-05 | | | | | | 05 | | | |
| | 06-10 | 30 | | | | | | | | |
| | 11-15 | | | | | | | | | |
| | 16-20 | 20 | | | | 16 | 16 | | | |
| | 21-25 | | | | | | | | | |
| | 26-30 | | | | | | | | | |
| | 31-35 | | | | | | | | | |
| | 36-40 | | | | | | | | | |
| | 41-45 | | | | | | | | | |
| | 46-50 | | | | | | | | | |
| | 51-55 | | | | | | | | | |
| | 56-00 | | 00 | 00 | | | | | | |

| HOURS | MINUTES | BAY A1 | BAY A2 | BAY A3 | BAY B1 | BAY B2 | BAY B3 | BAY C1 | BAY C2 | BAY C3 |
|---|---|---|---|---|---|---|---|---|---|---|
| SEVEN TO EIGHT | 01-05 | | | | | | 05 | | | |
| | 06-10 | | | | | | | | | |
| | 11-15 | | | 15 | | | | | | |
| | 16-20 | 20 | | | | | | | | |
| | 21-25 | | | | | | | | | |
| | 26-30 | | | | | | | | | |
| | 31-35 | | | | | | | | | |
| | 36-40 | | | | | | | | | |
| | 41-45 | | | | | | | | | |
| | 46-50 | | | | | | | | | |
| | 51-55 | | | | | | | | | |
| | 56-00 | 00 | 00 | | | | | 00 | | |
| EIGHT TO NINE | 01-05 | | | | | | | 05 | | |
| | 06-10 | | | | | | | | | |
| | 11-15 | | | | | | | | | |
| | 16-20 | | | | | | | | | |
| | 21-25 | | | | | | | | | |
| | 26-30 | 30 | | 30 | | | | | | |
| | 31-35 | | | | | | | | | |
| | 36-40 | | | | | | | | | |
| | 41-45 | | | | | | | | | |
| | 46-50 | | | | | | | | | |
| | 51-55 | | | | | | | | | |
| | 56-00 | 00 | | | | | | | | |
| NINE TO TEN | 01-05 | | | 05 | | | 05 | | | |
| | 06-10 | 30 | | | | | | | | |
| | 11-15 | | 15 | | | | | | | |
| | 16-20 | | | | | | | | | |
| | 21-25 | | | | | | | | | |
| | 26-30 | 30 | | | | | | | | |
| | 31-35 | | | | | | | | | |
| | 36-40 | | | | | | | | | |
| | 41-45 | | | | | | | | | |
| | 46-50 | | | | | | | | | |
| | 51-55 | | | | | | | | | |
| | 56-00 | | | | | | | | | |
| TEN TO ELEVEN | 01-05 | | | | | | | | | |
| | 06-10 | | 30 | | | | | | | |
| | 11-15 | | | | | | | | | |
| | 16-20 | | | | | | | | | |
| | 21-25 | | | | | | 26 | | | |
| | 26-30 | | | 30 | | 30 | | | | |
| | 31-35 | 35 | | | | | | | | |
| | 36-40 | | | | | | | | | |
| | 41-45 | | | | | | | | | |
| | 46-50 | | | | | | | | | |
| | 51-55 | | | | | | | | | |
| | 56-00 | | | | | | | | | |
| ELEVEN TO TWELVE | 01-05 | | | | | | | | | |
| | 06-10 | | | | | | | | | |
| | 11-15 | | 35 | | | | | | | |
| | 16-20 | | | | | | | | | |
| | 21-25 | | | | | | | | | |
| | 26-30 | | | | | | | | | |
| | 31-35 | | | | | | | | | |
| | 36-40 | | | | | | | | | |
| | 41-45 | | | | | | | | | |
| | 46-50 | | | | | | | | | |
| | 51-55 | 55 | | | | | | | | |
| | 56-00 | | | | | | | | | |

LANE A KEY
- CAVALIER SMALL PARTY TRAVEL
- CARNELL COACHES

LANE B KEY
- FOWLER TRAVEL / STAGECOACH
- ELSLEY'S COACHES
- TRANSLINC
- SHAWS COACHES

LANE C KEY
- KIMES COACHES
- BRYLANE COACHES
- ROADCAR (LRC)

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INFORMATION SHOWN ON THIS DRAWING IS BASED UPON BUS TIMETABLES DATED NOVEMBER 1999 AND IS SUBJECT TO REVIEW AS TIMETABLES ARE AMENDED

THE TABLES SHOWN INDICATE EACH BUS LANE (E.G. A1, A2 AND A3) DIVIDED INTO 5 MINUTE INTERVALS THROUGH THE DAY WITH ALL BUS SERVICES INCLUDED AND THE DEPARTURE TIME SHOWN AS THE MINUTE WITHIN THE HOUR

EACH BUS OPERATOR HAS BEEN ALLOCATED SPECIFIC LANES (A, B OR C) AS SHOWN ON THE KEY TABLE BELOW

FOR THE PURPOSE OF IDENTIFYING CAPACITY FOR USE AND EXPANSION ANY BUS LANE WHICH IS NOT USED WITHIN ANY FIVE MINUTE PERIOD IS IDENTIFIED WITH YELLOW HATCHING

INDICATIVE PLAN CONFIGURATION OF BUS LANES SHOWN BELOW:-

IN

| | | |
|---|---|---|
| C3 | B3 | A3 |
| C2 | B2 | A2 |
| C1 | B1 | A1 |

OUT

Ref: 1107/99

| rev | date | note |
|---|---|---|

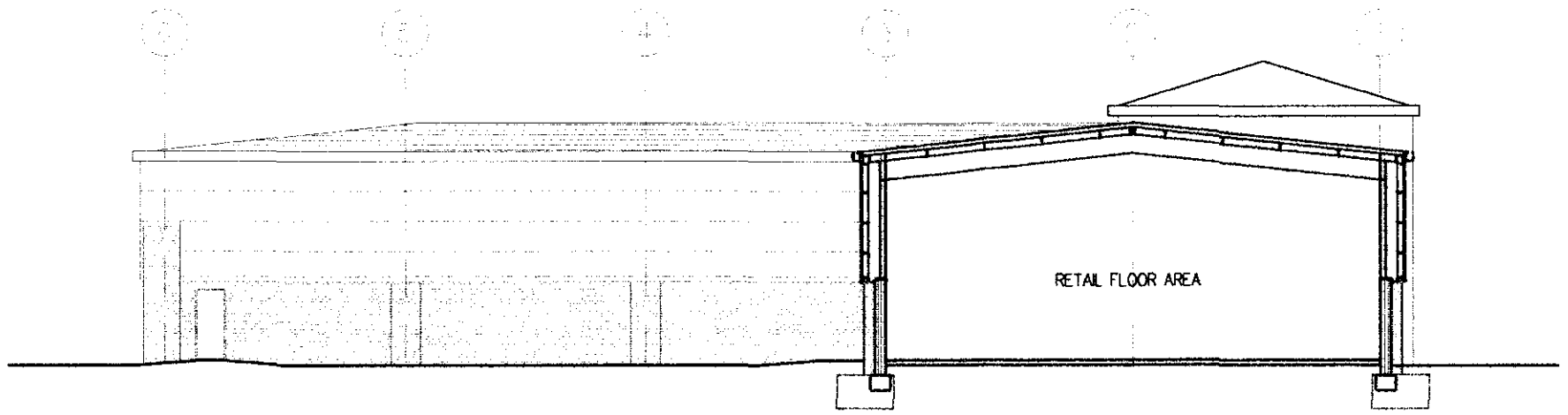

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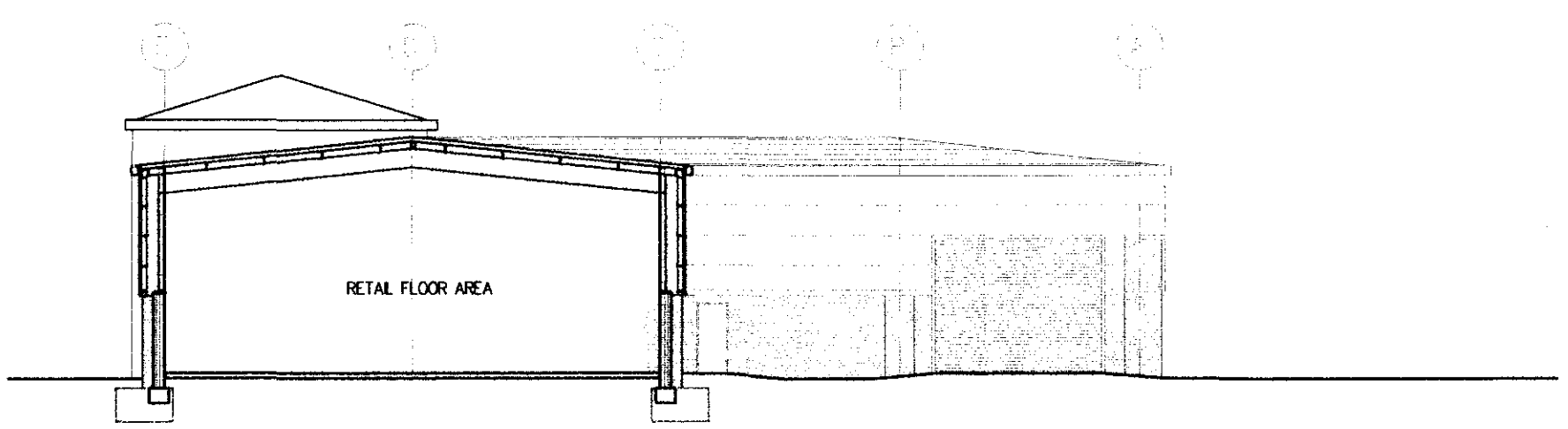
drawing
BUS STATION OPERATIONAL USE AND ALLOCATIONS

| drawn | scale | check |
|---|---|---|
| | NTS | |
| date | drawing number | rev |
| SEPT 99 | 2159-SK-014 | |

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SECTION AA




SECTION BB

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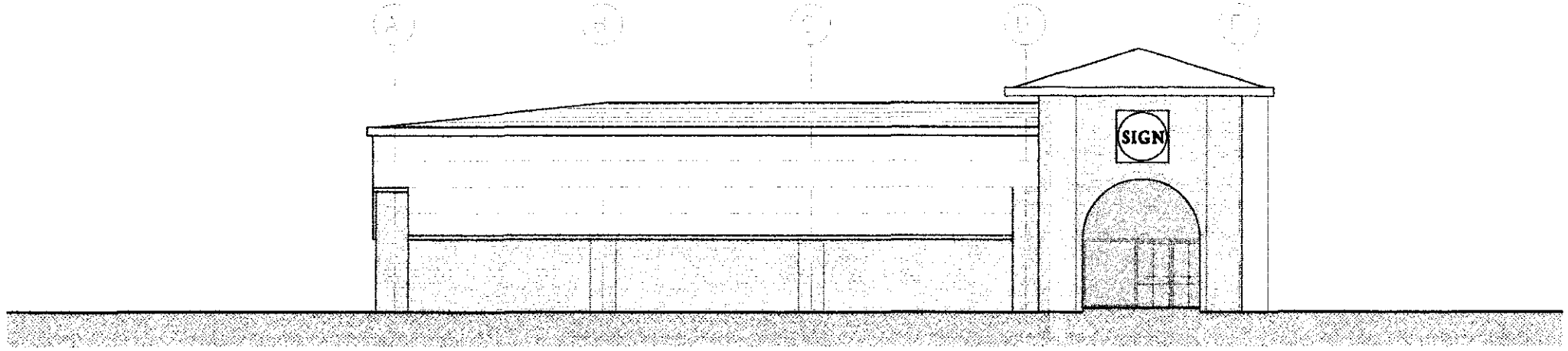
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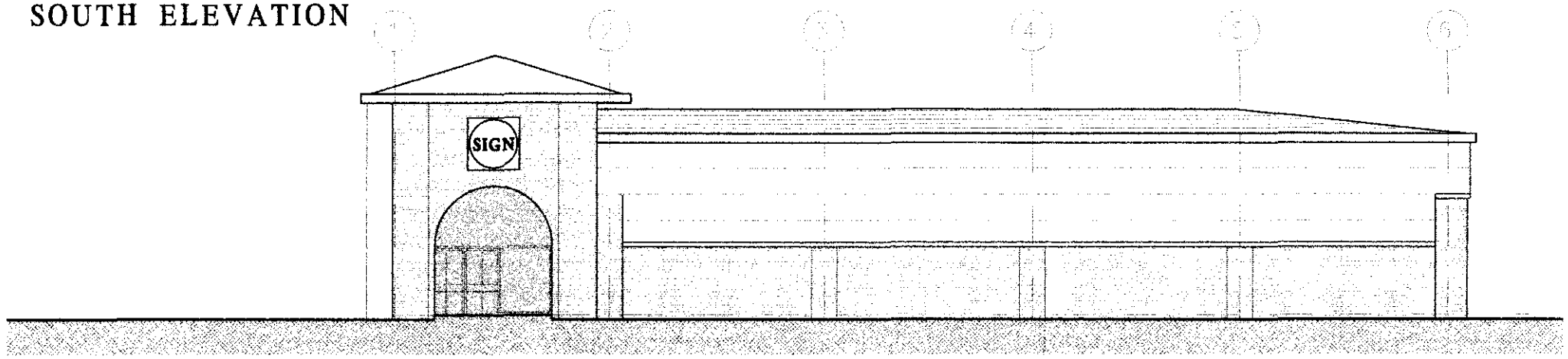
drawing
NON FOOD RETAL STORE SECTIONS

| drawn | scale | check |
|---|---|---|
| | 1:200 at A3 1:100 at A1 | |
| date | drawing number | rev |
| OCT 99 | 2159-SK-033 | |

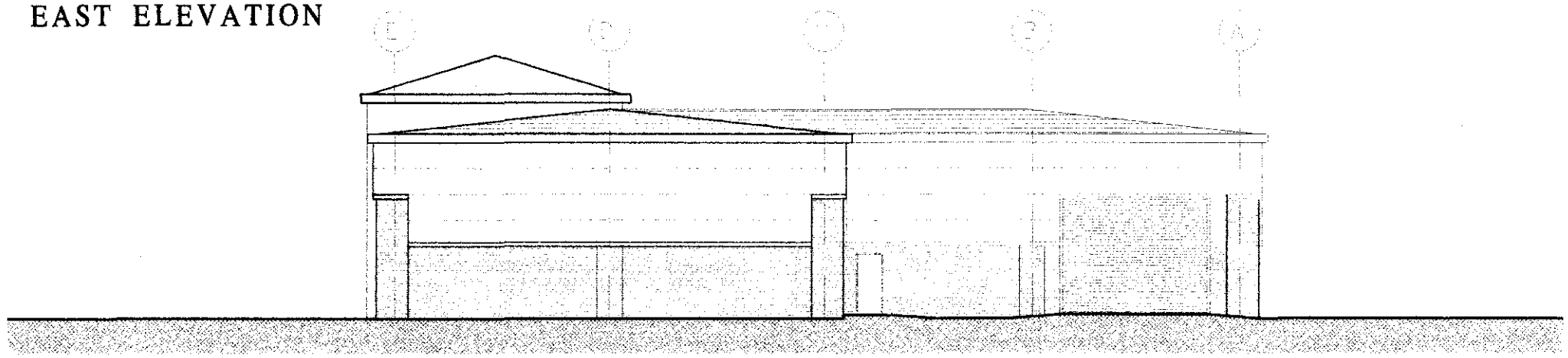
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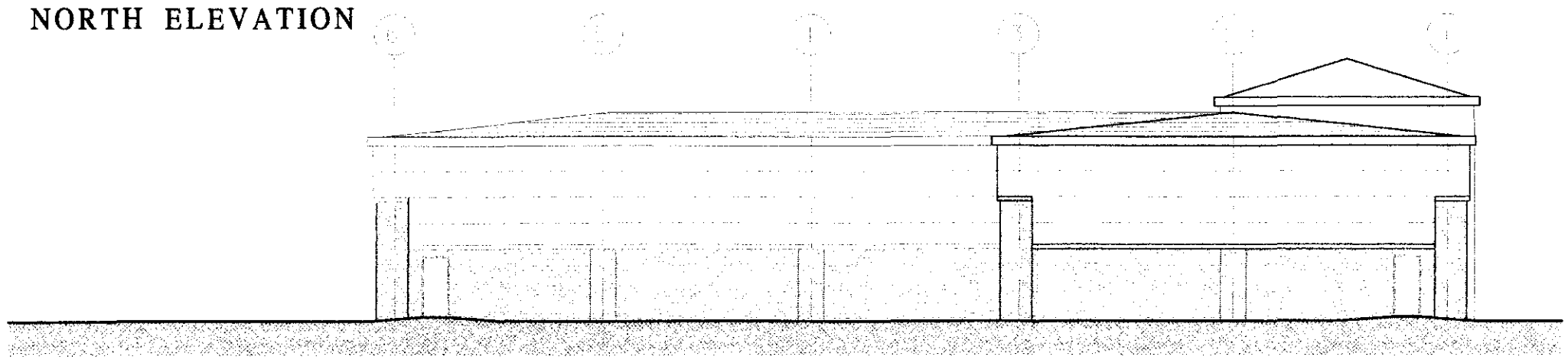

SOUTH ELEVATION




EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION

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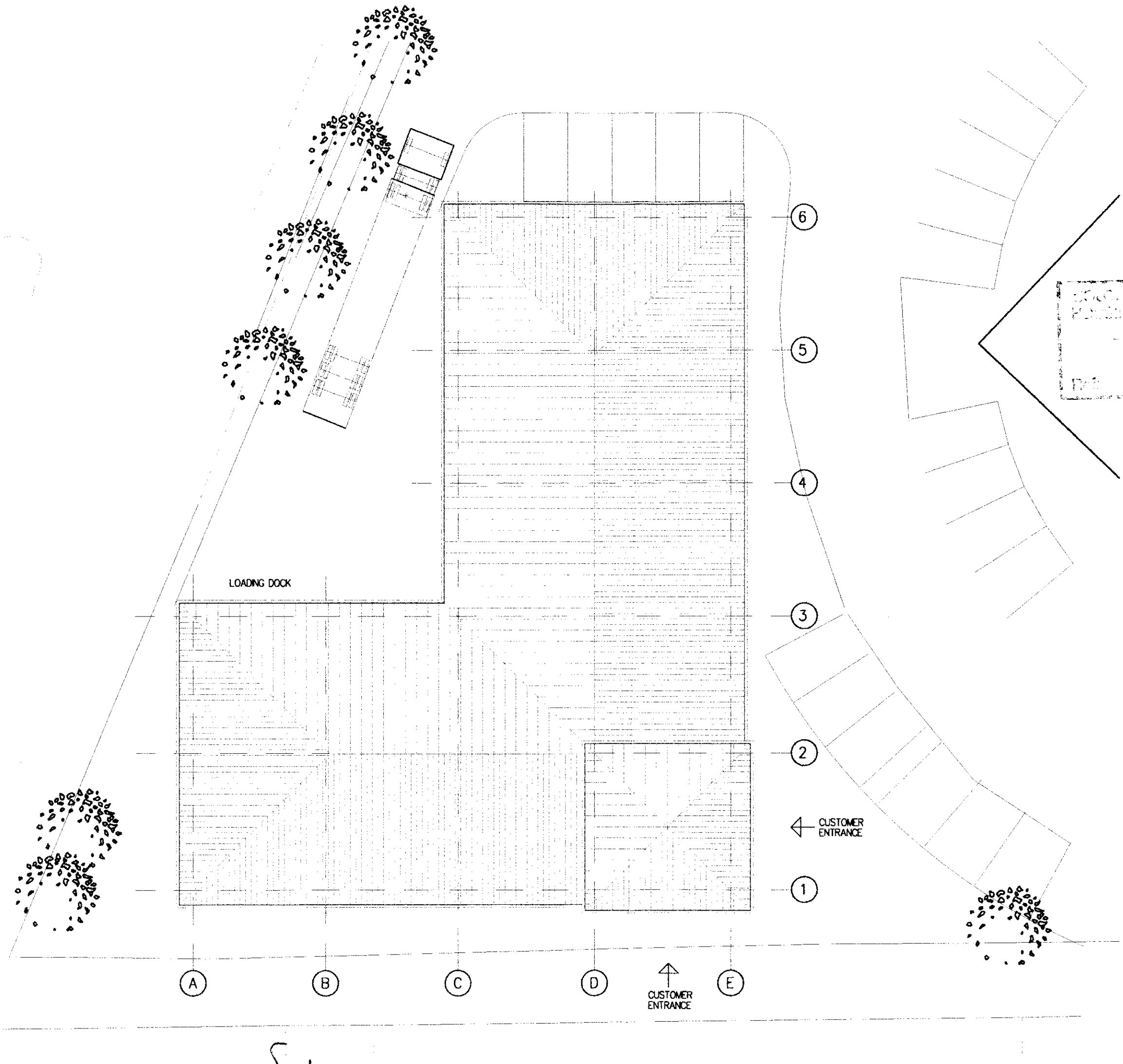
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REDEVELOPMENT OF SITE AT WINFREY AVENUE SPALDING LINCS.

drawing
NON FOOD RETAIL STORE ELEVATIONS

drawn | scale 1:200 at A3 1:100 at A1 | check
date OCT 99 | drawing number 2159-SK-032 | rev

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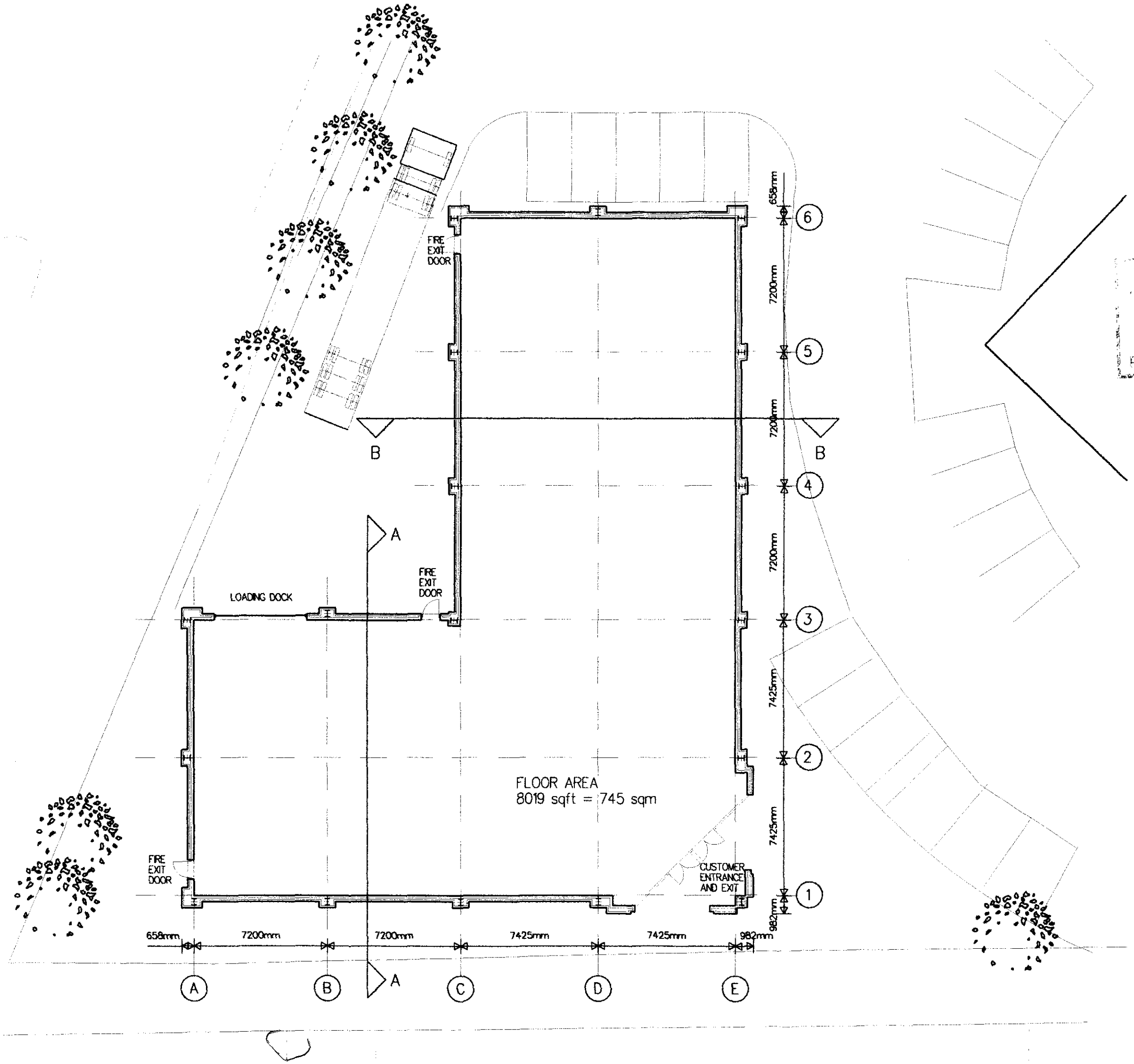
REDEVELOPMENT OF SITE AT WINFREY AVENUE SPALDING LINCS.

drawing

NON FOOD RETAIL STORE ROOF PLAN

| drawn | scale | check |
|---|---|---|
| | 1:200 at A3 1:100 at A1 | |
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REDEVELOPMENT OF SITE AT WINFREY AVENUE SPALDING LINCS.

drawing

NON FOOD RETAIL STORE FLOOR PLAN

| drawn | scale | check |
|---|---|---|
| | 1:200 at A3 1:100 at A1 | |
| date | drawing number | rev |
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EXISTING CHATTERTON TOWER

PEDESTRIAN ISLAND

PEDESTRIAN ISLAND

NEW CAR PARK TO FOOD RETAIL STORE

7200

APPROX 14850

BUS EXIT ONLY

13750

2000

8000

7300

LINE OF EXISTING ROADWAY TO BE REMOVED

4000

10250

2250

ISLAND

4000

1200

LINE OF NEW KERB

EXISTING ADOPTED SITE ACCESS ROAD ADJUSTED TO NEW WIDTH OF 10250 MM TO INCLUDE NEW MINI ROUNDABOUT

EXISTING 7.0M

NEW ROADWAY AROUND WATER TOWER

NEW LINK FOR VEHICLES ( SUBJECT TO AGREEMENT )

REFER TO SEPARATE PROPOSAL DWG 2159-SK-016 FOR DETAILS OF PROPOSED LINK

FOOTPATH FROM TOWN CENTRE

EXISTING CAR PARK

WINFREY AVENUE

SUBJECT TO SITE SURVEY AND PLANNING / BUILDING REGULATIONS APPROVALS

EXISTING SITE WORKS ETC SHOWN IN BLUE

PROPOSED SITE WORKS ETC SHOWN IN RED

EXISTING HIGHWAYS OWNED ACCESS ROAD SHOWN THUS:-

EXTENDED AREA OF NEW ACCESS ROAD FOR ADOPTION AS HIGHWAY LAND SHOWN THUS:-

EXTENT OF PRIVATE LAND ADJACENT TO BE AMENDED TO ALLOW FOR THE SCHEME PROPOSALS SHOWN THUS:-

rev date note


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REDEVELOPMENT OF SITE AT WINFREY AVENUE SPALDING LINCS.

drawing

SITE ENTRANCE AREA AMENDED ACCESS PROPOSALS (REF A)

drawn | scale 1:250 @ A3 1:125 @ A1 | check

date AUG 99 | drawing number 2159-SK-015 | rev

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Serial number: 06208085

EXISTING CHATTERTON TOWER LAND
= APPROX 0.957 ACRES

EXISTING ENVIRONMENT AGENCY LAND
= APPROX 0.768 ACRES

EXISTING BUS STATION AND CAR PARK LAND
= APPROX 1.325 ACRES

EXISTING SITE ACCESS ROAD LAND
= APPROX 0.058 ACRES

EXISTING CAR PARK

EXISTING CAR PARK

EXISTING SAFEWAY FOOD RETAIL STORE

EXISTING RETAIL PARK

FOOTPATH FROM TOWN CENTRE

STEPPINGSTONE WALK

STEPPINGSTONE WALK

Depot

Car Park

Bus Station

Shelters

Bus Station

Chatterton Tower

Sir Halley Stewart Playing Field

KING'S ROAD

WINFREY AVENUE

BRITANNIA GARDENS

JUBILEE CLOSE

Spalding Town

BM 4.73m

3.4m

3.4m

4.3m

231

229

323000m

EXISTING SITE BOUNDARIES SHOWN THUS :-

EXISTING ENVIRONMENT AGENCY LAND
= APPROX 0.768 ACRES

EXISTING CHATTERTON TOWER LAND
= APPROX 0.957 ACRES

EXISTING BUS STATION AND CAR PARK LAND
= APPROX 1.325 ACRES

EXISTING SITE ACCESS ROAD LAND
= APPROX 0.058 ACRES

TOTAL SITE AREA
= APPROX 3.108 ACRES

EXISTING BUILDING TO BE DEMOLISHED SHOWN THUS :-

EXTENT OF EXISTING TREES TO BE RETAINED SHOWN THUS:-

EXTENT OF EXISTING TREES TO BE REMOVED SHOWN THUS:-

NOTE: "EXTENT" DOES NOT IDENTIFY EACH INDIVIDUAL TREE

11/07/99

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REDEVELOPMENT OF SITE AT WINFREY AVENUE SPALDING LINCS.

drawing
SITE LAYOUT PLAN AS EXISTING

drawn | scale 1:1000 @ A3 1:500 @ A1 | check
date SEPT 99 | drawing number 2159-SK-002 | rev .

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58152mm OVERALL BRICKWORK

57318mm OVERALL GRID DIMENSION

3600mm

3600mm

FIRE EXIT DOOR

DOCK LEVELLER

1790mm 2710mm 1790mm 4510mm 890mm 890mm 4060mm 890mm 4060mm 890mm

418mm 5428mm 5400mm 4950mm 4978mm 417mm

F E D C B A

OVERALL GRID CENTRES = 26155mm

OVERALL BRICKWORK = 26990mm

53438 CLEAR

21000mm CLEAR

25875mm OVERALL CLEAR

TROLLEY PARK

CUSTOMER ENTRANCE AND EXIT

GROSS INTERNAL
FLOOR AREA
1339.45 SQM
15064 SQFT

FIRE EXIT DOORS

890mm 2710mm 418mm

417mm 3600mm 5990mm 5963mm 5963mm 5962mm 5963mm 5962mm 5963mm 5962mm 5990mm 418mm

53718 OVERALL GRID DIMENSION

58153 OVERALL BRICKWORK

1 2 3 4 5 6 7 8 9 10 11

1107/99

rev date note

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project

REDEVELOPMENT OF SITE AT WINFREY AVENUE SPALDING LINCS.

drawing

FOOD RETAIL STORE BUILDING LAYOUT GROUND FLOOR PLAN

| drawn | scale | check |
|---|---|---|
| | 1:200 at A3 1:100 at A1 | |
| date | drawing number | rev |
| AUG 99 | 2159-SK-020 | |

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58152mm OVERALL BRICKWORK

57318mm OVERALL GRID DIMENSION

DOCK LEVELLER

MONOPITCH SLATE ROOF

FALL

FALL

PROFILED METAL DECKING SYSTEM ON PURLINS ON STEEL TRUSSES

FALL

FALL

ENTRANCE AND COVERED CANOPY AREA BELOW

1790mm 2710mm 1790mm 4510mm 890mm 4510mm 890mm 4060mm 890mm 4060mm 890mm

418mm 5428mm 5400mm 5400mm 4950mm 4978mm 417mm

OVERALL GRID CENTRES = 26155mm

OVERALL BRICKWORK = 26990mm

F E D C B A

417mm 3600mm 5990mm 5963mm 5963mm 5962mm 5963mm 5962mm 5963mm 5962mm 5990mm 418mm

53718 OVERALL GRID DIMENSION

1 2 3 4 5 6 7 8 9 10 11

rev date note

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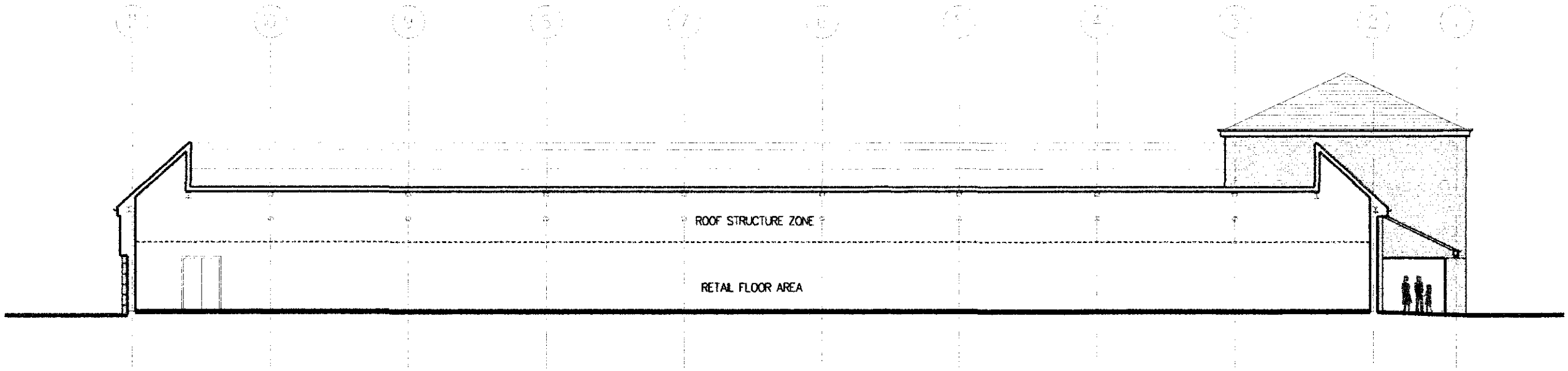
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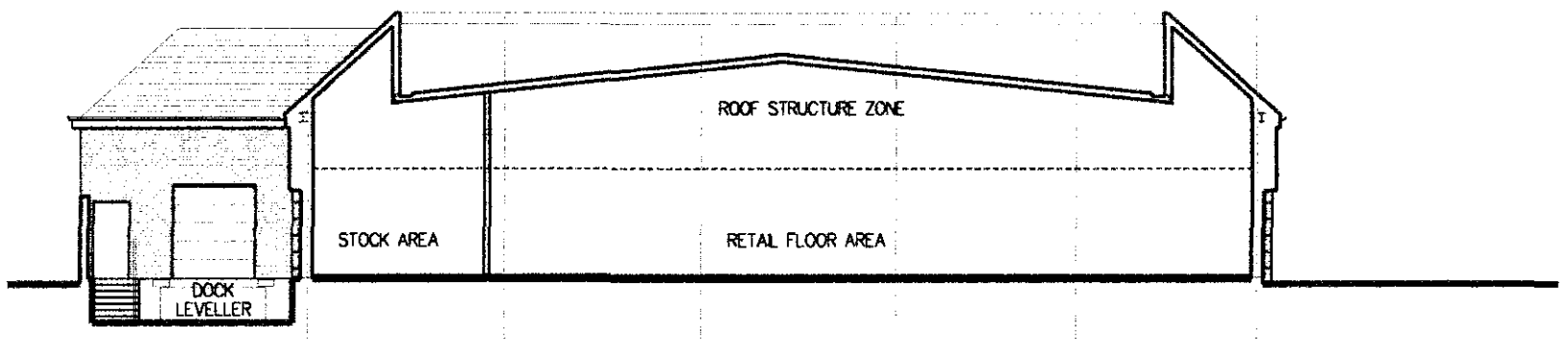
drawing
FOOD RETAIL STORE BUILDING ROOF PLAN

drawn | scale 1:200 at A3 1:100 at A1 | check
date AUG 99 | drawing number 2159-SK-021 | rev

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LONG SECTION




CROSS SECTION

11/07/99

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rev date : note

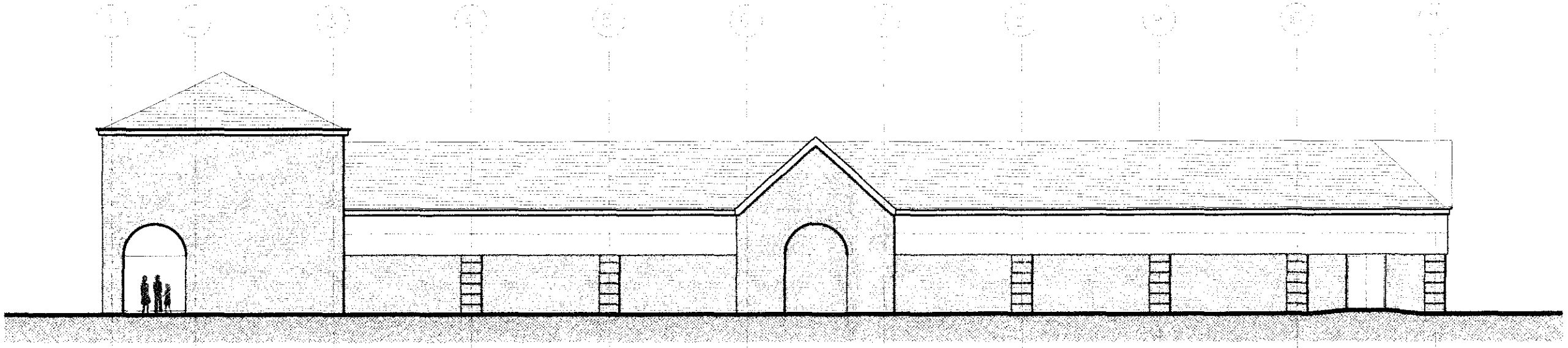
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project
REDEVELOPMENT OF SITE AT WINFREY AVENUE SPALDING LINCS.

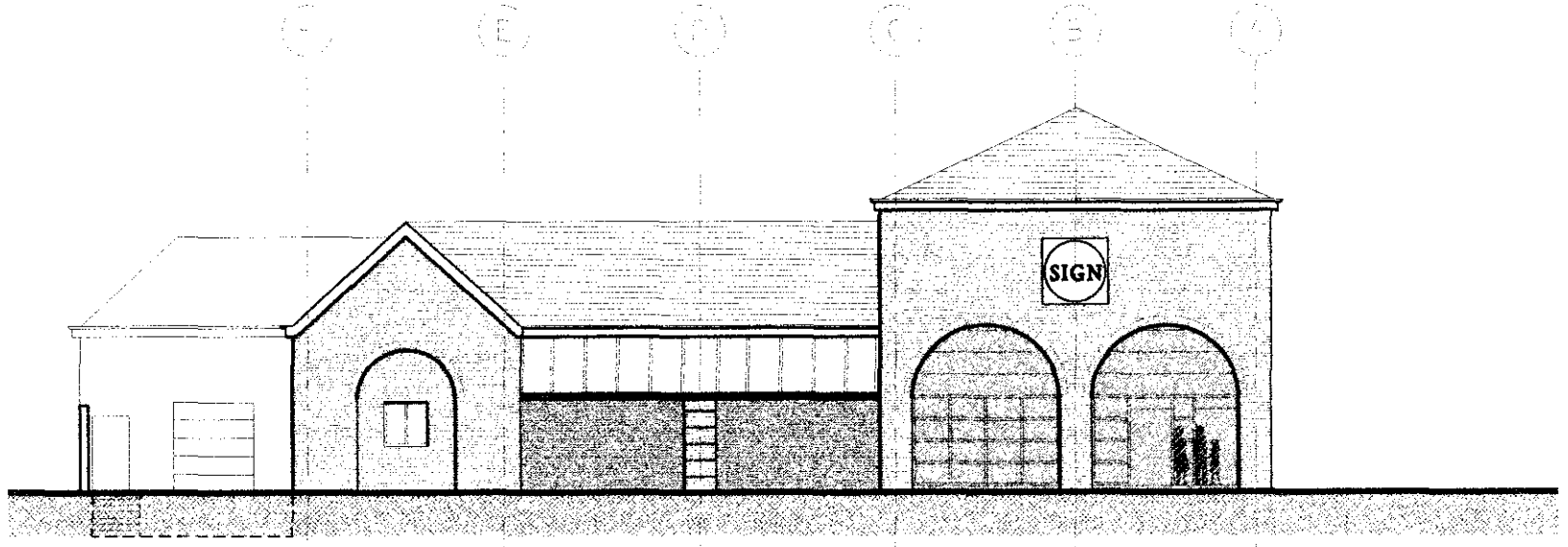
drawing
FOOD RETAIL STORE BUILDING SECTIONS

drawn | scale 1:200 at A3 1:100 at A1 | check
date AUG 99 | drawing number 2159-SK-023 | rev

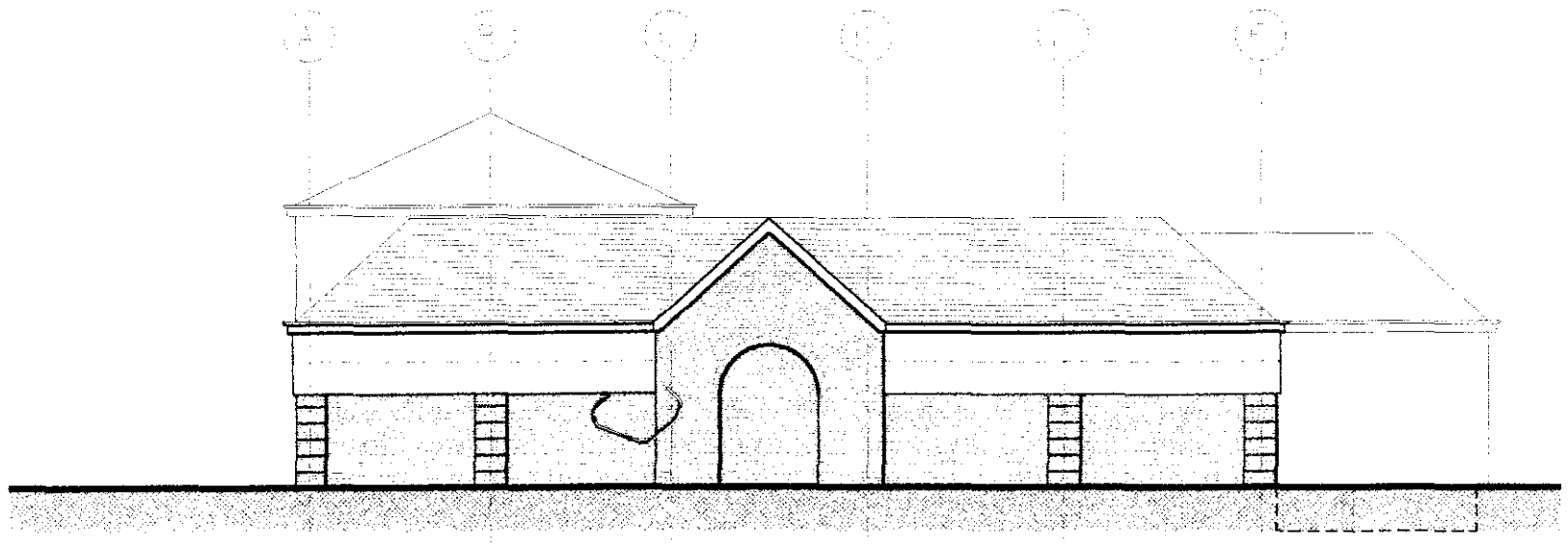
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SIDE ELEVATION




ENTRANCE ELEVATION



REAR ELEVATION

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Date 11/07/99

rev date note

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project
REDEVELOPMENT
OF SITE AT
WINFREY AVENUE
SPALDING
LINCS.

drawing
FOOD RETAIL STORE
BUILDING
ELEVATIONS

drawn | scale 1:200 at A3 1:100 at A1 | check
date AUG 99 | drawing number 2159-SK-022 | rev

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Serial number: 06208085

BRITANNIA GARDENS
JUBILEE CLOSE
Depot
KING'S ROAD
WINFREY AVENUE
Sir Halley Stewart Playing Field
Spalding Town
STAFF CAR PARK 6 SPACES (TO BE AGREED)
SERVICE / UNLOADING BAY
FOOD RETAIL UNIT 1394 SQM / 15000 SQFT GROSS INTERNAL AREA
NEW TREE AND SHRUB PLANTING ALONG REAR BOUNDARIES OF EXISTING RESIDENTIAL PROPERTIES
MOTOR CYCLES
BICYCLE RACKS
FOOTPATH
4 NO DIS
POSSIBLE OPTION FOR "IN ONLY" ACCESS
SERVICE & TURNING
NUMBER OF EXISTING TREES TO BE RETAINED TO BE AGREED
7300 WIDE ROADWAY
ACCESS FOR BUSES ONLY
NEW BUS TERMINUS
BUSES REST PERIOD PARKING BAY
EXISTING CHATTERTON TOWER
BAY C3
BAY B3
BAY A3
BAY C2
BAY B2
BAY A2
BAY C1
BAY B1
BAY A1
PEDESTRIAN ISLAND
BUS EXIT ONLY
FOOTPATH FROM TOWN CENTRE
EXISTING TREES TO BE REMOVED TO ALLOW NEW BUS STATION
NEW BUS SHELTER / INFORMATION AREA AND SEATING ZONE
EXISTING ADOPTED SITE ACCESS ROAD ADJUSTED TO NEW WIDTH OF 10250 MM TO INCLUDE NEW MINI ROUNDABOUT
ISLAND
NON FOOD RETAIL UNIT 743.22 SQM/8000 SQFT GROSS INTERNAL AREA
4 NO DISABLED
7300 WIDE ROADWAY
STEPPINGSTONE WALK
STEPPINGSTONE WALK
FOOTPATH LINK FROM RAILWAY STATION
NEW LINK FOR PEDESTRIANS ( SUBJECT TO AGREEMENT )
EXISTING TREES TO RETAIL INTERFACE TO BE REMOVED
NEW LINK FOR PEDESTRIANS ( SUBJECT TO AGREEMENT )
NEW LINK FOR VEHICLES ( SUBJECT TO AGREEMENT )
FOOTPATH FROM TOWN CENTRE
EXISTING CAR PARK
EXISTING CAR PARK
EXISTING SAFEWAY FOOD RETAIL STORE
EXISTING RETAIL PARK
3.4m
4.3m

SUBJECT TO SITE SURVEY AND PLANNING / BUILDING REGULATIONS APPROVALS

CAR PARKING PROVISIONS
TOTAL = 140 SPACES

CAR PARKING FOR NEW FOOD RETAIL STORE:
TOTAL 75 CUSTOMER SPACES SHOWN WITH 6 STAFF PARKING SPACES AT REAR (SUBJECT TO ACCESS)

CAR PARKING FOR NEW NON FOOD RETAIL STORE:
TOTAL 32 SPACES SHOWN

CAR PARKING FOR EXISTING CHATTERTON TOWER:
TOTAL 27 SPACES SHOWN

EXISTING SITE BOUNDARIES SHOWN THUS:–

TOTAL SITE AREA = APPROX 3.108 ACRES

EXTENT OF NEW TREE PLANTING SHOWN THUS:–

EXTENT OF EXISTING TREES TO BE RETAINED SHOWN THUS:–

NOTE: "EXTENT" DOES NOT IDENTIFY EACH INDIVIDUAL TREE

SOUTH KESTEVEN DC
HOUSING & PLANNING
-3 NOV 1999
Ref: 1107/99

| rev | date | note |
|---|---|---|


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BODEN PROJECTS LIMITED

project
REDEVELOPMENT OF SITE AT WINFREY AVENUE SPALDING LINCS.

drawing
SITE LAYOUT PLAN AS PROPOSED

| scale | |
|---|---|
| 1:1000 @ A3 1:500 @ A1 | |
| date | drawing number / rev |
| SEPT 99 | 2159–SK–010 . |

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