APPLICATION NO. : ....4.18.0969/91.....

CONTENTS PAGE (30 PAGES and OVER)

	PAGE
CONTENTS PAGE	..1..
DECISION NOTICE	..2..
LOCATION PLAN	..5..
APPLICATION FORM	..6..
CHECK SHEETS AND FRONT FILE SHEET	..14.
ALL OTHER CORRESPONDENCE	.15..
ALL OTHER DRAWINGS	.114.
POST DECISION AMENDMENTS (FORMS, CORRESPONDENCE, PLANS, ETC)	.....

FILE COPY

SOUTH HOLLAND DISTRICT COUNCIL

Town and Country Planning Act 1990

Planning Permission

Reference: H18/0968/91 Received:15-NOV-91 Type:FULL

Name: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Lincs PE12 9AP

Agent: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Lincs PE12 9AP

Description: Change of use of land to Rally Carting Centre

Location : Grove Farm Bridge Road
Long Sutton Spalding Lincs

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

1 The development must be begun not later than the expiration of five years beginning with the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990.

2 Before any development is commenced, a scheme of landscaping and tree planting for the site, including details of positions, heights on planting and species of trees and shrubs, shall be submitted to and approved by the Local Planning Authority.

Reason: In the interests of visual amenity.

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.

4 The vehicular access shall incorporate 7.5 metres radii tangential to the nearest edge of the carriageway of Bridge Road; and the effective width of the access of the inner tangential points shall be 6 metres.

Reason: To reduce to a minimum the effect of the development on the safety and freedom of flow of traffic using this stretch of Class III road.

5 The access shall be widened to 6 metres for the first 30 metres from Bridge

Road and shall be suitably surfaced for the first 15 metres in accordance with details to be approved.

Reason: To ensure the provision of adequate facilities for safe ingress and egress of vehicles calling at the site in the interests of road safety.

6 An adequate number of car parking spaces shall be provided at all times whilst the site is in use.

Reason: In the interests of the safety and convenience of traffic using the adjacent road.

7 Before the development is brought into use, adequate motor vehicle turning space shall be provided on the site to the satisfaction of the Local Planning Authority.

Reason: To enable vehicles to enter and leave the highway in forward gear in the interests of road safety.

8 The position of the circuit shall be in accordance with figure 1 in the noise consultant's report, dated 14 February, 1992.

Reason: In the interest of the amenities of the locality.

9 The period of operation shall be a maximum of 6 days per week.

Reason: In the interest of the amenities of the locality.

10 The rally carting centre shall only be used between 10.00 a.m. and 8.00p.m. Monday to Friday, and between 10.00 a.m. and 6.00 p.m. on Saturdays, Sundays and Bank Holidays.

Reason: In the interest of the amenities of the locality.

11 Maintenance and testing of the carts shall only be carried out within the days/hours of operation.

Reason: In the interest of the amenities of the locality.

12 The development shall not be brought into use until there has been submitted to and approved in writing by the District Council a scheme in respect of circuit screening and dust supression.

Reason: In the interest of the amenities of the locality.

13 The rally carts shall at all times be fitted with an effective propriety exhaust silencer.

Reason: In the interest of the amenities of the locality.

14 The development shall not be brought into use until there has been submitted to and approved in writing by the Local Planning Authority details of the layout of the site, including the circuit, starting line,

paddock area and car parking provision.

Reason: In the interest of the amenities of the locality.

15 There shall be no sound amplification system operated on the site, other than for public safety purposes.

Reason: In the interest of the amenities of the locality.

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

Reason: In the interests of the visual amenities of the locality and also road safety.

Notes to Applicant:

Your attention is drawn to the existence of a Section 106 agreement regulating the development hereby permitted.

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 Planning and Building Control Services
27-NOV-92 H18/0968/91

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.

PLANNING APPLICATION

For office use only

Application No.

Date Registered

1. Please complete in block letters

NAME AND ADDRESS OF APPLICANT

J.T.W. STACEY,
GROVE FARM,
BRIDGE ROAD,
LONG SUTTON,
SPALDING, LINCS PE 12, 9AP.

Tel. No. 0406-350279.

NAME AND ADDRESS OF AGENT
(if form completed by agent)

Tel. No.
(Personal contact name)

Please complete in block letters

FULL POSTAL ADDRESS OF THE APPLICATION SITE

GROVE FARM, BRIDGE ROAD, LONG SUTTON, SPALDING, LINCS PE12, 9AP.

Please complete in block letters

DESCRIPTION OF PROPOSED DEVELOPMENT

Change of use of land to RALLY KARTING CENTRE, with outdoor/indoor facilities, car parking provision, toilets and leisure facilities for youngsters

Please complete

I attach * Four copies of all plans
*an ownership certificate (see back page)
*a fee of £92-00. If you consider no fee is payable include a written explanation instead.

Signed..... Date 16.9.91

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 Certificate

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

Please state Site Area c 2-6. (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 previous permission
B. Please state Condition Number referred to
C. Please state variation required

Now complete an Ownership Certificate

TYPE OF DEVELOPMENT

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

(i) New building(s) — ✓ (at full stage)

(ii) Alterations or extension — ✓ (at full stage)

(iii) Change of use - ✓

B. If new dwellings are proposed, please state how many: No new dwellings.

4. A. If building works are proposed, other than residential, please state extra floorspace to be created: This will be dealt with at detailed stage sq. metres

B. Please state size of any new structure:- (a) max. height: metres

(b) max. length: metres

(c) max. width: metres

C. Please state type and colour of materials for facing external walls:

D. Please state type and colour of roofing materials.

E. Has a survey of the site been undertaken? State Yes or No — No

5. GENERAL INFORMATION Please complete each section

EXISTING USES
Please state existing or, if vacant, the last use(s) of site. — Agricultural land and buildings.

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 — * EXISTING ACCESS TO BE USED, BUT SURFACING TO BE IMPROVED.

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? — HARD STANDING AT THIS STAGE

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 of more trees — → If so, please show details on plans

DRAINAGE Please complete

A. Please state how surface water will be disposed of — AS NOW - SOAKAWAYS.

B. For estate developments, please state how highway surface water will be disposed of — NOT APPLICABLE

C. Please state whether a land drain will be affected — NO.

D. Foul sewerage will be disposed of to:

Mains sewer [ ] Cesspool [ ] Septic tank [✓] (when applicable)

OTHER MATTERS Please complete

	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 footpath	No	
The proposal is known to affect contaminated or filled land	No	
The proposal is for industrial, warehousing, offices or shopping purposes	No	→ 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.	N/A	→ Date: / Consultees:
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.

PLEASE SEE ACCOMPANYING LETTER, PETITION AND INFORMATION.

7. INDUSTRIAL, WAREHOUSING, OFFICES OR SHOPS Please complete

Please ✓ **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 floorspace ____ sq. m.

This new total includes the following net floorspace:

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?			
If you propose to transfer staff from other premises please give details of the numbers involved and of the premises affected.			
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			
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			
Is the proposal related to an existing use on or near the site?	State Yes or 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 ☐		
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)			
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)			
What is the nature, volume and proposed means of disposal of any trade effluents or trade refuse?			
Will the proposed use involve the use of storage of any hazardous materials?	State Yes or No ☐		
What provision is being made for access to the premises for the disabled?			

OWNERSHIP CERTIFICATES

PLEASE COMPLETE ALL THREE SECTIONS.

Use the notice at the bottom of the page only when necessary.

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).

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.** You can use the notice at the bottom of the form to send to the owner. (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 .....

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.

State Name and address of owner: 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 there is no agricultural tenant, complete Certificate 1.
If the site does relate to an agricultural holding, you must give notice to any tenant, and complete Certificate 2. (You can use the notice at the bottom of the form to send to the tenant). 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 .....

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.

State Name and address of tenant: State Date notice served:

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

NOTICE UNDER SECTION 27 OF TOWN AND COUNTRY PLANNING ACT 1971

TO BE COMPLETED BY APPLICANT OR HIS AGENT

Proposed development at

Take notice that application is being made to South Holland District Council by

for planning permission for

If you should wish to make representations about the application, you should make them in writing within 21 days from the date of service of this notice, to Chief Executive, South Holland District Council, Priory Road, Spalding, Lincolnshire.

Signed ..... Date .....

PLANNING APPLICATION

For office use only

Application No. H8/0968/91

Date Registered 16 OCT 1991

1. Please complete in block letters

NAME AND ADDRESS OF APPLICANT

J.T.W. STACEY,
GROVE FARM,
BRIDGE ROAD,
LONG SUTTON,
SPALDING, Lincs PE12 9AP

Tel. No. 0406 350279

NAME AND ADDRESS OF AGENT

(if form completed by agent)

OFFICE COPY

Tel. No.
(Personal contact name)

Please complete in block letters

FULL POSTAL ADDRESS OF THE APPLICATION SITE

GROVE FARM, BRIDGE ROAD, LONG SUTTON, SPALDING, LINCS PE12 9AP

Please complete in block letters

DESCRIPTION OF PROPOSED DEVELOPMENT

CHANGE OF USE OF LAND TO RALLY KARTING CENTRE

Please complete

I attach * Four copies of all plans *ALREADY SENT.
*an ownership certificate (see back page)
a fee of £92-00. If you consider no fee is payable include a written explanation instead.

Signed J.T.W. Stacey Date 7.10.91 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 Certificate

or This is an **outline** application

Please state Site Area c 2.6 (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 (see note) ✓ 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 previous permission
B. Please state Condition Number referred to
C. Please state variation required
Now complete an Ownership Certificate

TYPE OF DEVELOPMENT

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

(i) New building(s) [ ]
(ii) Alterations or extension [ ]
(iii) Change of use [✓]

AT FULL STAGE

B. If new dwellings are proposed, please state how many: NONE

4. A. If building works are proposed, other than residential, please state extra floorspace to be created: To be dealt with at detailed stage sq. metres

B. Please state size of any new structure:- (a) max. height: metres
(b) max. length: metres
(c) max. width: metres

C. Please state type and colour of materials for facing external walls:

D. Please state type and colour of roofing materials.

E. Has a survey of the site been undertaken? State Yes or No [NO]

5. GENERAL INFORMATION Please complete each section

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

ACCESS TO ROADS (VEHICULAR AND PEDESTRIAN) Please tick **one** box EXISTING ACCESS TO BE USED BUT SURFACE TO BE IMPROVED

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? HARD STANDING.

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 of more trees [ ] → If so, please show details on plans

DRAINAGE Please complete

A. Please state how surface water will be disposed of As now - Soakaways
B. For estate developments, please state how highway surface water will be disposed of - N/A.
C. Please state whether a land drain will be affected - No
D. Foul sewerage will be disposed of to:

Mains sewer [ ] Cesspool [ ] Septic tank [ ] AT FULL STAGE

OTHER MATTERS Please complete

	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 footpath	No	
The proposal is known to affect contaminated or filled land	No	
The proposal is for industrial, warehousing, offices or shopping purposes	No	→ 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.	N/A	→ Date: Consultees':
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.

Please see accompanying letter, petition and information

7. INDUSTRIAL, WAREHOUSING, OFFICES OR SHOPS Please complete

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 floorspace ____ sq. m.

This new total includes the following net floorspace:

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?			
If you propose to transfer staff from other premises please give details of the numbers involved and of the premises affected.			
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			
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			
Is the proposal related to an existing use on or near the site?	State Yes or 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 ☐		
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)			
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)			
What is the nature, volume and proposed means of disposal of any trade effluents or trade refuse?			
Will the proposed use involve the use of storage of any hazardous materials?	State Yes or No ☐		
What provision is being made for access to the premises for the disabled?			

OWNERSHIP CERTIFICATES

PLEASE COMPLETE ALL THREE SECTIONS.

Use the notice at the bottom of the page only when necessary.

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.**
You can use the notice at the bottom of the form to send to the owner. (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: G.J.W. Mace (Applicant/~~Agent~~) Date 7.10.91

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.

State Name and address of owner: 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 there is no agricultural tenant, complete Certificate 1.
If the site does relate to an agricultural holding, you must give notice to any tenant, and complete Certificate 2. (You can use the notice at the bottom of the form to send to the tenant). 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: G.J.W. Mace ~~(Applicant/Agent)~~ Date 7.10.91

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.

State Name and address of tenant: State Date notice served:

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

NOTICE UNDER SECTION 27 OF TOWN AND COUNTRY PLANNING ACT 1971

TO BE COMPLETED BY APPLICANT OR HIS AGENT

Proposed development at

Take notice that application is being made to South Holland District Council by

for planning permission for

If you should wish to make representations about the application, you should make them in writing within 21 days from the date of service of this notice, to Chief Executive, South Holland District Council, Priory Road, Spalding, Lincolnshire.

Signed ..... Date .....

ADMIN RECORD SHEET

INITIALS/DATE

REFERENCE : HB/0968/91 BC ref : N/A

Type : OUTLINE

First received : 27 SEP 91

VALID : .....

VALIDATION

Submission incomplete: Forms ☐ Requested.....
Certificate ☐
Site plans ☐ INVALID REF: 1/10
Fees ☐
Section 26 ☐
Other ☐

Financial: CORRECT FEE £
Submitted fee £192 Receipt no.10139
Additional fee £ Receipt no....
Refund needed £ Month.....

Non-fee earning – type ☐
previous app ☐ ref:
other ☐

INFORMATION

Site area H
Floorspace M —
No of dwellings —

Plotted 15:10

Location –

Index sheet no 211

Grid ref 544730.182000

Ward V

Parish SARRATT

Local Plan area YES

IBD Inside/Outside

Constraints –

TR ☐
Rural(108) ☐
Bypass ☐
Level Cross ☐

CA ☐
LB ☐
TPO ☐

Other ☐

Applications –

Last application

61/90

Other applications on site

Other relevant apps

0358559

Data input.....

Kang "Driving Ambition" 26/11. They will be forwarding the information in due course, as requested by Health.

APPLICATION ASSESSMENT

Notes for Case Officer

Site Notes: Accuracy ✓

Boundaries

Neighbours

Site Features

Other

Currently agricultural land / farm buildings. Grass strip to W. Hedge to E. Existing concrete access way. W & E hedges. trees along side's footage with main road.

Inspected by: DMG
date: 13/11

Residents notified on site visit: By Land 18/11/91

Case Officer Conclusions (issues)

144, Halfway Hse, The Cottage, Hse to east, The Beeches, 307, 309 Hse to SW, R Hanson & Son Grove Farm - Bridge Road

Case Officer Recommendations (summary) (details overleaf)

DMG 5/5. DPO authorised consent.

Delegation
Recommended approvals –

Confirmed by Case Officer:

Departure from policy — Yes .... / No ....

Ward member request — Yes .... / No ....

Recommend approval against material objection — Yes ....

Any objection received? No
If yes, is any obj. material? Yes / No

No ....

Other circumstances needing Committee decision — Yes ....

Flagged by Senior Officer
Signed .....

No ....

[Reason:

[Reason:

ALL OF ABOVE

Recommended refusals –

Refusal on adopted policy grounds on first Applic. — No ....

Nil fees (not first Submission)

Yes ....

ANY ONE OF ABOVE

Other info. viz:
Signed .....

Committee report
Sub-Committee:
SV recommended .....
Est/Ind. recommended.....

Delegation confirmed by Senior Officer
.....

Recommendation/draft report produced..... Amended/confirmed.....

LINCOLNSHIRE COUNTY COUNCIL
DEPARTMENT OF HIGHWAYS AND PLANNING

FORM NO: H/A/3B

To: SOUTH HOLLAND District Council

Application Reference H 11/0968/91.

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

GROVE FARM, BRIDGE ROAD, LONG SUTTON.

3. Name, classification and number of road

III

4. Date application referred 23-10-91

5. State whether outline, detailed application etc.

OL.

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

CHANGE OF USE OF LAND TO RALLY CARTING CENTRE.

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: 23-10-91 Signed: [signature]
Director of Highways and Planning

CONDITIONS:—

Delete as appropriate

(i) For applications where items are to be reserved for subsequent approval in consultation with the Director of Highways and Planning

(ii) For other applications

3 (1) B11 - - - 7.5m - - - Bridge Road
- - - 6m.

4 (2) The access shall be widened to 6.m for the first 30m from Bridge road and shall be suitably surfaced for the first 15m in accordance with details to be approved.

5 (3) ~~A~~ minimum of 30 car parking spaces shall be provided within the site

6 (4) F5

Delete as appropriate

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

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

(1) B8 - - - Class II

(2) B6

(3) F4

(4) F5

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

282. PLANNING APPLICATIONS (Continued)

(d) **Applications Director of Planning and Building Control Services Authorised to App.** (Continued)

Plan No. and Applicant	Proposal
H16/0845/91 Spalding Grammar School	Sports hall and ancillary accommodation at Priory Road, Spalding.

(It was also agreed that the Director of Planning and Building Control Services seek confirmation from the Lincolnshire County Council tree specialist that the proposed building will not detrimentally affect the nearby tree, the subject of a Tree Preservation Order.)

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

(e) **Non Determination**

The undermentioned applications be not determined, and the applications be filed away:-

Plan No. and Applicant	Proposal
H08/0880/90 M A C Wilson	Retention of existing dwelling without complying with agricultural occupancy condition at Oak Lodge, Cheal Road, Gosberton Risegate.
H08/1004/90 M A C Wilson	Use of land for breeding and schooling of horses at Oak Lodge, Cheal Road, Gosberton Risegate.
H23/1092/90 Mr & Mrs F W Wheatland	Siting of three mobile homes at Monckton Cottage, Chapel Hill, Whaplode Drove.

(f) **Application Approved Subject to Planning Obligation**

Subject to the applicant first entering into a Planning Obligation in accordance with the provisions of Section 106 of the Town and Country Planning Act 1990 to ensure that the existing dwelling on the site is occupied only by the owner, manager or an employee of the proposed rally carting centre, the Director of Planning and Building Control Services be authorised to grant planning permission for the undermentioned development for a temporary period of two years only in the first instance:-

Plan No. and Applicant	Proposal
H18/0968/91 J T W Stacey	Change of use of land to rally carting centre at Grove Farm, Bridge Road, Long Sutton.

(Subject to (i) condition 5 being amended to require adequate car parking spaces to be provided for the services proposed on the site; (ii) the deletion of condition 12; (iii) condition 14 being amended to include reference to car parking provision; and (iv) an additional condition to ensure that no advertisement is displayed on the site without the prior written consent of the local planning authority.)

APPLICATION REFERENCE: H18/0968/91 DATE RECEIVED: 15 November 1991

APPLICANT: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Spalding
Lincolnshire

AGENT:

TYPE: Full

DESCRIPTION: Change of use of land to Rally Carting Centre

LOCATION: Grove Farm, Bridge Road, Long Sutton

Parish Council: Should any parking problem be envisaged would request a new planning application.

Ward Member 1: Give this application my strongest support. A very worthwhile suggestion.

Ward Member 2: Request that be considered by Planning Committee because of change of use from agriculture and its relationship to the main gas terminal at the west end of the site not shown on the plan.

County Highways: Request conditions.

Environmental Health: (summarised)

- Noise from the carts is likely to be audible within 500 metres of the site. Distance will fluctuate depending upon the specific time of day and prevailing climatic conditions.
- If substantial screening were to be provided around the track it should in theory be possible to reduce its impact to a reasonable level for all properties other than the immediate neighbours, but this would be dependant upon:

  1) position and size of track.
  2) position, height and construction of screening (re. frequency spectrum of cart noise input).
  3) hours and periods of operation.

- Notwithstanding above, in relation to house adjacent, I am of the opinion that there will remain a likelihood of complaints in respect of noise and dust. Noisy activities include cart racing, vehicle repairs, vehicle testing, traffic movement, and possible future tannoy system. The grass track would undoubtedly create dust and a solid surface would be essential.
- Cart suppliers have indicated that they may be prepared to organise a demonstration should you feel it to be appropriate.

Again, suggest that any further proposals in respect of this application should be supported with a detailed noise assessment and up-to-date site plan giving construction details and proposed use of buildings.

Public Support: Petition of support received containing approximately 253 signatures, including residents from both Sutton Bridge and Long Sutton.

Public Objections: Letter received from owner/occupier of Tower House, Hospital Drove - summarised:
- Object on grounds of noise and pollution.
- Plans for riding school less than 100 yards away have been refused because of the entrance/exit onto the A17. As entrance to centre is opening out onto same road, we visualise far more traffic (including cars with trailers).
- Ask that application be refused on highway grounds.
- Do not believe applicant has support of his neighbour. Owner of the house does not live anywhere near the proposed centre.

Information from Applicant: (summarised)
- Already established that there is a great need for the facility.
- Willing to do any screening and other environmental works which Local Planning Authority feels necessary.
- Have written support of my neighbour who is the only property near the site.
- Facility would be properly managed at all times.
- Would be happy that our existing bungalow be tied to the proposed development.

PLANNING POLICIES/DOE ADVICE
Structure Plan Policies 67 and 97.
Planning Policy Guidance Note 7, 1992 (The Countryside and the Rural Economy).
Planning Policy Guidance Note 1, 1992 (General Policy and Principles).
Planning Policy Guidance Note 17, 1991 (Sport and Recreation).
Circular 10/73 - Planning and Noise.
Planning Policy Guidance Consultation Draft, 1992 - "Planning and Noise".

PREVIOUS DECISIONS
H18/0061/90 - Change of use from agricultural storage to workshop/storage under B1 Class, Grove Farm, Bridge Road - Refused.

PLANNING ISSUES
1 The determining issue in this particular case is whether the proposal is acceptable on environmental, amenity, traffic and agricultural grounds.
2 The site is located on the south side of the former A17 within Sutton Bridge parish and close to its boundary with Little Sutton. It comprises of approximately 6 acres of land together with some farm buildings and a dwelling occupied by the applicant and his family.

3 The site is in open countryside. However, a dwelling is located immediately to the north east, a gas terminal to the north west and further dwellings approximately 200 metres to the east and west.

4 Application at this stage is purely for a change of use of agricultural land to a rally carting centre. An indicative plan has been submitted with the application showing possible layout of the site, including two grass tracks and associated pits, plus car parking. The carts to be used would be "Pacer" rally carts fitted with Honda 8 hp OHV 4-stroke engines using unleaded fuel. They would be fitted with the standard Honda silencer and engine speed would be governed to 3,000 rpm (maximum speed approx. 30 mph). The firm providing the vehicles have stated that "the four Pacer carts when in operation together register on a noise metre 75 decibels, which is very low, and not even the noise of a domestic lawn mower.

5 The applicant has stated that the site would be operated possibly 7 days a week from approximately 10am until dusk. Approximately 8 vehicles would be used on grass tracks and the site could be landscaped if so required.

6 Planning Policy Guidance Note No. 17, 1991 (Sport and Recreation) states that it is the policy of the Government to promote the development of sport and recreation in the widest sense and to encourage the provision of a wide range of opportunities for recreation. However, it goes on to stress that sport and recreation activities in the countryside should be appropriate and in harmony with it and that it is important for Planning Authorities to identify sites which will minimise conflicts with other uses. Criteria for the selection of sites for regular use must include the potential impact of the activity on the site and on adjacent land use and nearby residents.

CONCLUSIONS

1 Structure Plan Policy 67 states that "provision will be made for countryside recreational facilities" and that "planning permission will normally be forthcoming for such provision subject to environmental, amenity, traffic, and agricultural considerations." It is considered that the proposal falls within this category since it is a type of development that would usually be unsuitable within built up areas.

2 The proposal may be acceptable on visual amenity grounds. However, the site would need to be landscaped and any screens required in association with the proposal would need to be such as not to adversely affect the existing character of the countryside (which may be difficult to achieve).

3 From a highways point of view, the County Highways Authority have raised no objections to the proposed development subject to conditions. These would include the widening and improvement of the existing access, the provision of a minimum of 30 car parking spaces within the site and also satisfactory turning facilities.

4 Advice relating to the safeguarding of agricultural land is contained within Planning Policy Guidance Note 7 (The Countryside and the Rural Economy). This states that "the priority now is to promote diversification of the rural economy."

5 The main point of concern in respect of the application, however, is the likely effect the development would have upon the amenity of neighbouring residential property. Environmental Health have stated that noise from the carts is

likely to be audible within 500 metres of the site and that this distance would fluctuate depending upon the specific time of day and prevailing climatic conditions.

6 Pursuant to the above, therefore, neither myself or Environmental Health are satisfied that the amenity of adjacent residential property would not be adversely affected in terms of noise and general disturbance. Noisy activities would include cart racing, vehicle repairs, vehicle testing, traffic movements and a possible future tannoy system and the grass track would undoubtedly create dust.

7 DOE Circular 10/73 states that, "where by the standards established in BS 4142, the noise from the proposed development is likely to give rise to complaints,...it will hardly ever be right to give permission", and it goes on to advise that where such situations are found, "the applicant should be required to provide predictions of correct noise levels at the boundaries of the site.

8 It may be possible, with suitable screening, to reduce the noise levels at the boundary to an acceptable level, but this needs to be demonstrated, in accordance with Circular 10/73, by the applicant.

PLANNING OFFICER'S RECOMMENDATION -

A Refuse Permission

1 In the opinion of the Local Planning Authority, the development as proposed would adversely affect the amenity of nearby residential property in terms of noise and general disturbance. As such, the proposal is considered to be contrary to approved Structure Plan Policy 67 and also Department of the Environment advice contained within Circular 10/73 (Planning and Noise), Planning Policy Guidance Note No. 1, 1992 (General Policy and Principles) and Planning Policy Guidance Note No. 17, 1991 (Sport and Recreation).

B Advise the applicant that for the Committee to be able favourably to consider the proposal, they will need a noise assessment to be submitted to demonstrate that proposed noise ameliorating measures will prevent detriment to residential amenity

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ADDENDUM

At the Plans Sub-Committee Meeting held on the 13 January 1992, it was resolved that consideration of the application be deferred to enable the applicant to supply a noise assessment to demonstrate that the proposed noise amelioration measures will prevent detriment to residential amenity.

A noise survey has now been received, and this has been carefully assessed by Environmental Health. Their response is, therefore, summarised below:

There are four residential properties outside the curtilage of the site which are likely to be affected by the proposal to varying degrees, depending upon the level of activity and particularly the hours of operation. Grove Farm Cottage (immediately to the northeast and outside the ownership of the applicant) is likely to be affected the most.

Ambient background noise levels in the area are significantly influenced by road traffic, both by the new and old A17. Climatic conditions will also have a bearing.

Whilst I accept the conclusions of the assessment in that the activities are unlikely to give rise to noise nuisance, there will undoubtedly be a degree of amenity loss for these properties, depending upon the intensity of use during certain periods.

The hours of operation are, therefore, seen as being critical and whilst the impact could be mitigated by appropriate screening, activities between 10.00 am to dusk on a 7 day per week basis are unreasonable and, therefore, will need to be restricted.

The applicant has indicated that he will operate on a grass track which over a period of time is likely to give rise to dust, and unless appropriate measures (ie, surfacing/dust suppression) are included in the scheme there is a foreseeable risk of complaint. This also applies to the access road car parking area, particularly in relation to Grove Farm Cottage.

In the circumstances, should the Committee be mindful to grant, then this should be subject to conditions relating to (a) position of the circuit, (b) periods of operation, (c) circuit screening and dust suppression, (d) restriction of number and type of vehicles to four "Pacer" rally carts, (e) rally carts being fitted with an effective exhaust silencer, (f) details of the layout of the circuit including the start line paddock area to be submitted before development commences, (g) no sound amplification system to be operated, other than for public safety purposes.

Therefore, and after a further discussion with Environmental Services, it is my opinion that permission should be granted (subject to conditions) for a temporary period of one year to enable the Local Planning Authority to reassess the application after that period.

PLANNING OFFICER'S RECOMMENDATION - That the Director of Planning and Building Control Services be authorised to grant permission subject to:-

A. The applicant entering into a Section 106 planning obligation tying the existing dwelling on Grove Farm to the rally carting centre.

B. The following conditions:-

1 SC21 - (landscaping scheme).
2 SC27 - (implementation of planting).
3 The vehicular access shall incorporate 7.5 metres radii tangential to the nearest edge of the carriageway of Bridge Road; and the effective width of the access of the inner tangential points shall be 6 metres.
4 The access shall be widened to 6 metres for the first 30 metres from Bridge Road and shall be suitably surfaced for the first 15 metres in accordance with details to be approved.
5 A minimum of 30 car parking spaces shall be provided within the site.
6 Before the development is brought into use adequate motor vehicle turning space shall be provided on the site to the satisfaction of the Local Planning Authority.
7 The position of the circuit shall be in accordance with figure 1 in the noise consultant's report, dated 14 February

1992.

8 The period of operation shall be a maximum of 6 days per week.

9 The rally carting centre shall only be used between 10.00 am and 8.00 pm Monday to Friday, and between 10.00 am and 6.00 pm on Saturdays, Sundays and Bank Holidays.

10 Maintenance and testing of the carts shall only be carried out within the days/hours of operation.

11 The development shall not be brought into use until there has been submitted to and approved in writing by the District Council a scheme in respect of circuit screening and dust suppression.

~~12 The number and type of vehicles shall be restricted to four pacer rally carts or their equivalent (as approved by the Local Planning Authority).~~

13 The rally carts shall at all times be fitted with an effective propriety exhaust silencer.

14 The development shall not be brought into use until there has been submitted to and approved in writing by the Local Planning Authority details of the layout of the circuit, including the start line and paddock area.

15 There shall be no sound amplification system operated on the site, other than for public safety purposes.

Reasons

1 Standard.

2 Standard.

3 B8 (Gate setback)...Class III.

4 B6 (Splaying of access).

5 F4 (Parking).

6 F5 (Turning space).

7-15 In the interest of the amenities of the locality.

SCR

Town and Country Planning Act etc

DRAFT DECISION

Reference: H18/0968/91 Received:15-NOV-91 Type:FULL

Name: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Lincs PE12 9AP

Agent: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Lincs PE12 9AP

Description: Change of use of land to Rally Carting Centre

Location : Grove Farm Bridge Road
Long Sutton Spalding Lincs

South Holland District Council hereby give notice
that permission has been granted/refused etc
on the following conditions/reasons:

1 The development must be begun not later than the expiration of five years beginning with the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990.

2 Before any development is commenced, a scheme of landscaping and tree planting for the site, including details of positions, heights on planting and species of trees and shrubs, shall be submitted to and approved by the Local Planning Authority.

Reason: In the interests of visual amenity.

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.

4 The vehicular access shall incorporate 7.5 metres radii tangential to the nearest edge of the carriageway of Bridge Road; and the effective width of the access of the inner tangential points shall be 6 metres.

Reason: To reduce to a minimum the effect of the development on the safety and freedom of flow of traffic using this stretch of Class III road.

5 The access shall be widened to 6 metres for the first 30 metres from Bridge

Road and shall be suitably surfaced for the first 15 metres in accordance with details to be approved.

Reason: To ensure the provision of adequate facilities for safe ingress and egress of vehicles calling at the site in the interests of road safety.

6 An adequate number of car parking spaces shall be provided at all times whilst the site is in use.

Reason: In the interests of the safety and convenience of traffic using the adjacent road.

7 Before the development is brought into use, adequate motor vehicle turning space shall be provided on the site to the satisfaction of the Local Planning Authority.

Reason: To enable vehicles to enter and leave the highway in forward gear in the interests of road safety.

8 The position of the circuit shall be in accordance with figure 1 in the noise consultant's report, dated 14 February, 1992.

Reason: In the interest of the amenities of the locality.

9 The period of operation shall be a maximum of 6 days per week.

Reason: In the interest of the amenities of the locality.

10 The rally carting centre shall only be used between 10.00 a.m. and 8.00p.m. Monday to Friday, and between 10.00 a.m. and 6.00 p.m. on Saturdays, Sundays and Bank Holidays.

Reason: In the interest of the amenities of the locality.

11 Maintenance and testing of the carts shall only be carried out within the days/hours of operation.

Reason: In the interest of the amenities of the locality.

12 The development shall not be brought into use until there has been submitted to and approved in writing by the District Council a scheme in respect of circuit screening and dust supression.

Reason: In the interest of the amenities of the locality.

13 The rally carts shall at all times be fitted with an effective propriety exhaust silencer.

Reason: In the interest of the amenities of the locality.

14 15 There shall be no sound amplification system operated on the site, other than for public safety purposes.

BRIAN SMITH DipTP MRTPI District Planning Officer

Planning Department
Council Offices,
Priory Road, Spalding,
Lincolnshire. PE11 2XE
Telephone: (0775) 761161

COM

SOUTH HOLLAND DISTRICT COUNCIL

H18 FULL

Application no: ~~H~~1/0968/91 Type: ~~OUTLINE~~

Applicant: J T W Stacey
Tel: 0406 350279

Agent: J T W Stacey
0406 350279

Description: Change of use of land to Rally Carting Centre ~~with outdoor/indoor facilities car parking, toilets etc~~

Location: Grove Farm
Bridge Road
Long Sutton
Spalding Lincs

Valid date: ~~10-OCT-91~~ 15 JAN 92 Terminal date: ~~05-DEC-91~~
Target dates: 15 Nov 91 Target Committee: 20-NOV-91
To case officer 15-OCT-91 Report deadline: 06-NOV-91
Inspected by 20-OCT-91
Extra contacts 25-OCT-91 Case Officer:
Report if not clear by 14-NOV-91 D M GEDNEY

DEVELOPMENT/CONSTRAINTS

Size:
Category: Change of use only
Listed building:
Conservation Area:

CONSULTATIONS CARRIED OUT

		Sent	Expiry	
Clerk to Sutton Brid		21-OCT-91	04-NOV-91	Comments
Cllr C J T H Brewis	0406 350818	21-OCT-91	04-NOV-91	Reported orally by 4/11
Cllr D Dewsberry	0406 350947 (Of	21-OCT-91	04-NOV-91	

L C C. Obs attached 23/10/91 JE CB

Residents 18 NOV 91 2 DEC 91

Driving Ambitions Ltd
Unit 6, Pilot Trading Estate,
West Wycombe Road,
High Wycombe,
Bucks HP12 3AB.
Tel. 0494 450502
Fax. 0494 451552

Mr.Tom Stacey.
Grove Farm
Long Sutton
Spalding
Lincs PE12 9 AP.

27th August 1991.

Dear Mr.Stacey,

Thank you for calling to see us recently to inspect our Rally Karting, and we are glad you liked what you saw. When we spoke the other day on the telephone you asked about the registered noise of the four karts operating together.

The four PACER karts when in operation together register on a noise meter 75 decibels, which is very low, and not even the noise of a domestic lawnmower. I expect you will remember that we could stand by the trackside and hold a normal conversation when the four karts were going round the track.

Noise polution is certainly not applicable to our machines, and out of interest they also run on "green" petrol.

If we can be of further assistance to you please let us know.

Yours sincerely,

A.Hazlewood (Mrs).
Director.

11 OCT 1991
C965/91

Messrs Savills.
Spring Hill House,
Spring Hill,
Lincoln.
LN1 1HB.

Mr J Blacklock

JB/JJ H18/0968/91

KSJ/BS/4757c/6

15 Sep 1994

Dear Sir,

INDEPENDENT POWER GENERATORS

Thank you for your letter dated 24th August 1994 relating to the above.

Having considered the matter further, I remain of the view that the reduction in area of land available to the approved Rally Karting Centre will prejudice the full implementation of the relevant permission.

I would advise further that if as a consequence of Independant Power Generators acquiring the land shown in red on your enclosed plan, a further area of land has to be provided for Mr Stacey's approved Rally Carting Centre, a fresh planning application will be required for the said development including the additional land as part of that development: the change in the layout, which would entail a revision of the sites boundaries, is too extensive to accept as an amendment to the existing permission. Such an application, if approved, would also involve a fresh Section 106 Obligation being entered into.

I would add that I consider favourable consideration would be given to such an application although, obviously, I cannot bind the Council.

Yours faithfully

N Midlen
Principal Planning Officer
Development Control

Messrs Hix and Son
28 Church Street
Holbeach
Spalding
Lincs
PE12 7LL

Mr J Blacklock

JB/LAB
H18/0968/91
RHF/6137/SEC

5 July 1993

Dear Sir

Rally Carting Centre, Grove Farm, Bridge Road, Long Sutton - Mr J T W Stacey.

Thank you for your letter dated 9 June 1993 in connection with the above.

With regard to your specific enquiries I would comment as follows:-

(a) I have some doubts as to whether the existing planning permission could be satisfactorily implemented in full on the reduced amount of land available bearing in mind, in particular, the landscaping requirement.

(b) I also consider the Section 106 Obligation will need to be amended as otherwise development will be taking place on land the subject of a contractual obligation to which that development does not relate.

I trust these comments will be of assistance to you.

Yours faithfully

N R Midlen
Principal Planning Officer
Development Control

SOUTH HOLLAND DISTRICT COUNCIL

PLANNING DEPARTMENT

B. SMITH, M.R.T.P.I., DISTRICT PLANNING OFFICER
COUNCIL OFFICES, CHATTERTON TOWER, WINFREY AVENUE, SPALDING, LINCS. PE11 1DB. Tel. SPALDING 761161

APPLICATION REFERENCE: Invalid 1710

DATE RECEIVED: 2nd September 1991

APPLICANT: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Spalding
Lincolnshire
PE12 9AP

AGENT:

SOUTH HOLLAND D.C.
PLAN DEPT
10 OCT 1991
REF.....

DESCRIPTION OF DEVELOPMENT: Change of use of land to Rally Karting Centre with outdoor/indoor facilities, car parking provision, toilets and leisure facilities for youngsters

LOCATION: Grove Farm, Bridge Road, Long Sutton, Spalding, Lincolnshire

1 October 1991

Dear Sir or Madam

TOWN AND COUNTRY PLANNING ACT 1990
NOTICE THAT APPLICATION IS INVALID

I have to inform you that your planning application is invalid and requires amendment before I am able to deal with it.

The requirements are as follows:

✓ Four copies of a 1:2500 site location plan are required, showing the site clearly outlined in red, and any other land in the applicants ownership outlined in blue. (Copies returned for your use).

✓ The enclosed certificate relating to ownership needs to be completed, where marked (applicant's interest).

✓ The enclosed form needs to be signed where marked.

A fee is payable of £92 per 0.1 hectare (only £92 submitted). £92 change of use ✓

If I do not hear from you within the next 14 days it will be assumed that you have no wish to continue with the application. It will then be filed away and any fee received will be reimbursed.

Yours faithfully

A Maxwell

A C Pickering
Principal Administrative Officer

Please return the copy of this letter with your reply. If you need to write separately, please quote the above application number. If telephoning, please ask for Mrs Maxwell.

SOUTH HOLLAND DISTRICT COUNCIL

PLANNING DEPARTMENT

B. SMITH, M.R.T.P.I., DISTRICT PLANNING OFFICER
COUNCIL OFFICES, CHATTERTON TOWER, WINFREY AVENUE, SPALDING, LINCS. PE11 1DB. Tel. SPALDING 761161

APPLICATION REFERENCE: Invalid 1Y 8

DATE RECEIVED: 2nd September 1991

APPLICANT: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Spalding
Lincolnshire
PE12 9AP

AGENT:

SOUTH HOLLAND D.C.
PLAN DEPT
10 OCT 1991
REF.....

DESCRIPTION OF DEVELOPMENT: Change of use of land to Riding Centre with outdoor/indoor facilities, car parking provision, toilets and leisure facilities for youngsters

LOCATION: Grove Farm, Bridge Road, Long Sutton, Spalding, Lincolnshire

1 October 1991

Dear Sir or Madam

TOWN AND COUNTRY PLANNING ACT 1990
REQUEST FOR ADVERTISEMENT OF PROPOSAL BY APPLICANT

The proposed development is of a kind which must be advertised by the applicant before it can be entertained by the Local Planning Authority (Section 65 of the Town and Country Planning Act 1990).

I therefore enclose copies of Notices which should be completed and advertised, one to be published in the Statutory Notices section of a local paper, and one to be posted on the land.

Please return to me the third copy of the completed Notice, marked with the date of press publication, the name of the newspaper, and signed to certify that this notice was published as stated.

Also return the Certificate completed and signed to confirm that notice was posted on the land.

Yours faithfully

A G Pickering
Principal Administrative Officer

Not necessary at this stage.

Encs. Notice under Section 65 (3 copies)
Certificate under Section 65 (1 copy)

J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Spalding
Lincs PE12 9AP

Mr D M Gedney

DMG/JP/H18/0968/91

2 December, 1991

Dear Sir

Planning Application H18/0968/91 - Change of use of land to rally carting centre, Grove Farm, Bridge Road, Long Sutton

I refer to the above planning submitted by yourself.

Further to my letter dated the 5 November, 1991, I have still not yet received the information required from "Driving Ambitions". I will be pleased if you could submit the same as soon as possible, therefore, so that I am in a position to proceed with the application.

Yours faithfully

N R MIDLEN
PRINCIPAL PLANNING OFFICER
DEVELOPMENT CONTROL

J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Spalding
Lincs

Mr D M Gedney

DMG/JP/H18/0968/91

20 January, 1992

Dear Sir

Planning Application H18/0968/91 - Change of use of land to rally carting centre, Grove Farm, Bridge Road, Long Sutton

I refer to the above planning application submitted by yourself.

I would like to inform you that at the Plans Sub-Committee Meeting held on the 13 January, 1992, it was resolved after a site visit that the application be deferred to enable yourself to submit a noise assessment to demonstrate that proposed noise ameliorating measures will prevent detriment to neighbouring residential amenity.

I look forward to the receipt of such information in due course, therefore, so that I am in a position to proceed with the application.

Yours faithfully

N R MIDLEN
PRINCIPAL PLANNING OFFICER

Mr J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Spalding
Lincs
PE12 9AP

Mr D M Gedney

DMG/LAB
H18/0968/91

5 May 1992

Dear Sir

Planning Application H18/0968/91 - Change Of Use Of Land To Rally Karting Centre, Grove Farm, Bridge Road, Long Sutton.

I refer to the above planning application submitted by yourself.

It has now been resolved by Planning Committee that the application be approved subject to yourself first entering into a Planning Obligation, in accordance with the provisions of Section 106 of the Town and Country Planning Act 1990, to ensure that the existing dwelling on the site is occupied only by the owner, manager, or an employee of the proposed rally karting centre.

If you are agreeable to the above, therefore, I will be pleased to receive confirmation in writing as soon as possible, so that the Planning Obligation can be prepared.

Yours faithfully

N R Midlen
Principal Planning Officer
Development Control

SOUTH HOLLAND DISTRICT COUNCIL

MEMORANDUM

From: Principal Planning Officer (DC)
Planning and Building
Control Services

To: Director of Administration

Our Ref: GS/JJ H18/0968/91

Your Ref: JMB

Date: 5th May 1992

J T W STACEY H18/0968/91
CHANGE OF USE OF LAND TO RALLY CARTING CENTRE,
GROVE FARM, BRIDGE ROAD, LONG SUTTON.

With reference to the above, it was resolved at the Planning Committee of 14th April 1992, that the above be authorised subject to the applicant first entering into a Section 106.

In order that you may prepare the necessary documentation, please find enclosed

i) 6 1:2500 site location plans with the curtilage of the site, the subject of the Agreement, edged red.

ii) A copy of the planning application form.

Confirmation that the applicant is willing to enter into such an Agreement will be forwarded when received.

G. Smith

N Midlen
Principal Planning Officer
Development Control

Enc.

"GROVE FARM",
BRIDGE ROAD,
LONG SUTTON,
SPALDING,
LINCS.

16TH September 1991.

ear Sirs,

Application for change of use to Rally Karting Centre.

I am writing this letter to accompany the application for outline anning permission for change of use of land to a Rally Karting Centre at ir above address.

I have already established that there is a great need for the cility, and have enclosed copies of a petition which has been raised by iends and supporters.

I have also enclosed information from the manufacturers of the Karts, ncerning the Db output of the motors, and would be willing to do any reening our other environmental works which the Local Planning Authority y feel necessary.

I have the written support of my neighbour, who is the only properly ywhere near the site.

We are actually being pestered on all sides to allow the facility to artnow, but believe very strongly in doing everything fully legally and ove board, and are not prepared to start prior to receiving consent.

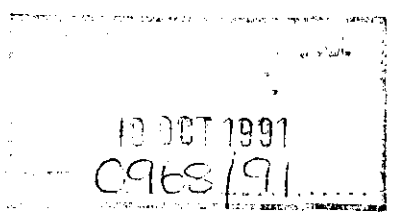
The facility would be properly managed at all times, and we look rward to the members considering our application favourably.

If the Environmental Health officers wish to inspect the machines ich we should be using, we can easily make the necessary arrangements.

We would be quite happy that our existing bungalow be tied to the oposed development, and would, if it is felt necesssary, happily enter to a voluntary agreement to this effect.

Please do not hesitate to get in touch with us if you require any rther information.

Yours sincerely.



NOW THIS DEED made in pursuance of section 106 of the Town and Country Planning Act 1990 WITNESSETH as follows

1. The Owner hereby agrees to enter into the planning obligation specified in the Second Schedule hereto

2. This planning obligation is a local land charge and shall be registered as such

3. The expressions "the Council" and "the Owner" shall include their successors in title

IN WITNESS whereof the parties hereto have executed this Deed the day and year first before written

FIRST SCHEDULE

(Details of "the Land")

The land situate at Grove Farm Bridge Road Long Sutton shown edged red on the plan attached hereto

SECOND SCHEDULE

(The Planning Obligation)

The owner hereby covenants with the Council that the existing dwelling situated on the land shall not be occupied except by the owner, manager or an employee of the rally carting centre the subject of the Development

Conditions/Reasons DPs authorised. Consent. Draft 13)11

1 SC21 - (landscaping scheme).
2 SC27 - (implementation of planting).
3 The vehicular access shall incorporate 7.5 metres radii tangential to the nearest edge of the carriageway of Bridge Road; and the effective width of the access of the inner tangential points shall be 6 metres.
4 The access shall be widened to 6 metres for the first 30 metres from Bridge Road and shall be suitably surfaced for the first 15 metres in accordance with details to be approved.
5 An adequate number of car parking spaces shall be provided at all times whilst the site is in use.
6 Before the development is brought into use adequate motor vehicle turning space shall be provided on the site to the satisfaction of the Local Planning Authority.
7 The position of the circuit shall be in accordance with figure 1 in the noise consultant's report, dated 14 February 1992.
8 The period of operation shall be a maximum of 6 days per week.
9 The rally carting centre shall only be used between 10.00 am and 8.00 pm Monday to Friday, and between 10.00 am and 6.00 pm on Saturdays, Sundays and Bank Holidays.
10 Maintenance and testing of the carts shall only be carried out within the days/hours of operation.
11 The development shall not be brought into use until there has been submitted to and approved in writing by the District Council a scheme in respect of circuit screening and dust suppression.
~~12 The number and type of vehicles shall be restricted to four pacer rally carts or their equivalent (as approved by the Local Planning Authority).~~
13 The rally carts shall at all times be fitted with an effective propriety exhaust silencer.
14 The development shall not be brought into use until there has been submitted to and approved in writing by the Local Planning Authority details of the layout of the ~~circuit~~ site including the circuit, starting line, ~~[illegible]~~ paddock area and car parking provision.
15 There shall be no sound amplification system operated on the site, other than for public safety purposes.
16 Notwithstanding the provisions of the Town & Country Planning (General Development) Order 1988, no advertisements shall be displayed on the premises without express consent.

Reasons
1 Standard.
2 Standard.
3 B8 (Gate setback)...Class III.
4 B6 (Splaying of access).
5 F4 (Parking).
6 F5 (Turning space).
7-15 In the interest of the amenities of the locality.
16 In the interests of the visual amenities of the locality and in the interests of public safety.

~~Outstanding RM~~ .....

~~Amended plans~~ ..... ~~viz~~

~~Other~~

Note to applicant

(1) Sing.

THIS DEED is made the 9th day of November One thousand nine hundred and ninety-two BETWEEN THE SOUTH HOLLAND DISTRICT COUNCIL of Council Offices Priory Road Spalding in the County of Lincolnshire (hereinafter called "the Council") of the one part and JOHN THOMAS WILLIAM STACEY of Grove Farm Bridge Road Long Sutton Spalding in the County of Lincoln (hereinafter called "the Owner") of the second part

RECITALS

(1) The Council is the local planning authority for the area within which the land described in the First Schedule ("the Land") is situated

(2) The Owner is the owner in fee simple in possession (free from incumbrances) of the Land

(3) The Owner has by application dated the seventh day of October one thousand nine hundred and ninety-one applied to the Council for planning permission for change of use of the land to a Rally Carting Centre in accordance with the plans and particulars supplied therewith under planning reference H18/0968/91 ("the Development")

(4) The obligation created by this Deed is a planning obligation for the purposes of section 106 of the Town and Country Planning Act 1990

(5) The Council has decided to grant conditional planning permission for the Development subject to the creation of this obligation without which planning permission for the Development would not have been granted

(6) The Council is the local planning authority by whom the planning obligation is enforceable

SOUTH HOLLAND DISTRICT COUNCIL

MEMORANDUM

From: Director of Administration

To: Director of Planning and Building Control Services

Our ref: PC/MJP/PL.587

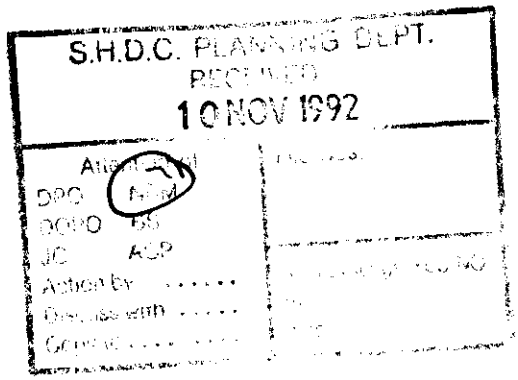
Your ref: GS/JJ

Date: 9th November 1992

SUBJECT: PLANNING APPLICATION NO. H18/0968/91: RALLY CARTING CENTRE, GROVE FARM, BRIDGE ROAD, LONG SUTTON (STACEY)

Would you please note that the planning obligation has now been completed and a copy is enclosed for your records. Would you please arrange to release the planning permission as soon as possible.

Director of Administration



APPLICATION REFERENCE: H18/0968/91 DATE RECEIVED: 15.11.91

APPLICANT: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Spalding
Lincs PE12 9AP

AGENT:

TYPE: Full

DESCRIPTION: Change of use of land to Rally Carting Centre

LOCATION: Grove Farm, Bridge Road, Long Sutton

Parish Council: Should any parking problem be envisaged would request a new planning application.

Ward Member 1: Give this application my strongest support. A very worthwhile suggestion.

Ward Member 2: Request that be considered by Planning Committee because of change of use from agriculture and its relationship to the main gas terminal at the west end of the site not shown on the plan.

County Highways: Request conditions.

Environmental Health: (summarised)

- Noise from the karts is likely to be audible within 500 metres of the site. Distance will fluctuate depending upon the specific time of day and prevailing climatic conditions.
- If substantial screening were to be provided around the track it should in theory be possible to reduce its impact to a reasonable level for all properties other than the immediate neighbours, but this would be dependant upon:

  1) position and size of track.
  2) position, height and construction of screening (re. frequency spectrum of kart noise input).
  3) hours and periods of operation.

- Notwithstanding above, in relation to house adjacent, I am of the opinion that there will remain a likelihood of complaints in respect of noise and dust. Noisy activities include kart racing, vehicle repairs, vehicle testing, traffic movement, and possible future tannoy system. The grass track would undoubtedly create dust and a solid surface would be

essential.

- Kart suppliers have indicated that they may be prepared to organise a demonstration should you feel it to be appropriate. Again, suggest that any further proposals in respect of this application should be supported with a detailed noise assessment and up-to-date site plan giving construction details and proposed use of buildings.

Public Support: Petition of support received containing approximately 253 signatures, including residents from both Sutton Bridge and Long Sutton.

Public Objections: Letter received from Owner/Occupier of Tower House, Hospital Drove, (summarised):

- Object on grounds of noise and pollution.
- Plans for riding school less than 100 yards away have been refused because of the entrance/exit onto the A17. As entrance to centre is opening out onto same road, we visualise far more traffic (including cars with trailers).
- Ask that application be refused on highway grounds.
- Do not believe applicant has support of his neighbour. Owner of the house does not live anywhere near the proposed centre.

Information from Applicant: (summarised)

- Already established that there is a great need for the facility.
- Willing to do any screening and other environmental works which Local Planning Authority feels necessary.
- Have written support of my neighbour who is the only property near the site.
- Facility would be properly managed at all times.
- Would be happy that our existing bungalow be tied to the proposed development.

PLANNING POLICIES/DOE ADVICE

Structure Plan Policies 67 and 97.
Circular 16/87 - Development involving Agricultural Land.
PPG7, 1988 (Rural Enterprise and Development).
PPG1, 1988 (General Policy and Principles).
PPG17, 1991 (Sport and Recreation).
Circular 10/73 - Planning and Noise.

PREVIOUS DECISIONS

H18/0061/90 - Change of use from agricultural storage to workshop/storage under B1 Class, Grove Farm, Bridge Road - Refused.

PLANNING ISSUES

1 The determining issue in this particular case is whether the proposal is acceptable on environmental, amenity, traffic and agricultural grounds.

2 The site is located on the south side of the former A17 within Sutton Bridge parish and close to its boundary with Little Sutton. It comprises of approximately 6 acres of land together with some farm buildings and a dwelling occupied by

the applicant and his family.

3 The site is in open countryside. However, a dwelling is located immediately to the north east, a gas terminal to the north west and further dwellings approximately 200 metres to the east and west.

4 Application at this stage is purely for a change of use of agricultural land to a rally karting centre. An indicative plan has been submitted with the application showing possible layout of the site, including two grass tracks and associated pits, plus car parking. The karts to be used would be "Pacer" rally karts fitted with Honda 8 hp OHV 4-stroke engines using unleaded fuel. They would be fitted with the standard Honda silencer and engine speed would be governed to 3,000 rpm (maximum speed approx. 30 mph). The firm providing the vehicles have stated that "the four Pacer karts when in operation together register on a noise metre 75 decibels, which is very low, and not even the noise of a domestic lawn mower.

5 The applicant has stated that the site would be operated possibly 7 days a week from approximately 10am until dusk. Approximately 8 vehicles would be used on grass tracks and the site could be landscaped if so required.

6 Planning Policy Guidance Note No. 17, 1991 (Sport and Recreation) states that it is the policy of the Government to promote the development of sport and recreation in the widest sense and to encourage the provision of a wide range of opportunities for recreation. However, it goes on to stress that sport and recreation activities in the countryside should be appropriate and in harmony with it and that it is important for Planning Authorities to identify sites which will minimise conflicts with other uses. Criteria for the selection of sites for regular use must include the potential impact of the activity on the site and on adjacent land use and nearby residents.

CONCLUSIONS

1 Structure Plan Policy 67 states that "provision will be made for countryside recreational facilities" and that "planning permission will normally be forthcoming for such provision subject to environmental, amenity, traffic, and agricultural considerations." It is considered that the proposal falls within this category since it is a type of development that would usually be unsuitable within built up areas.

2 The proposal may be acceptable on visual amenity grounds. However, the site would need to be landscaped and any screens required in association with the proposal would need to be such as not to adversely affect the existing character of the countryside (which may be difficult to achieve).

3 From a highways point of view, the County Highways Authority have raised no objections to the proposed development subject to conditions. These would include the widening and improvement of the existing access, the provision of a minimum of 30 car parking spaces within the site and also satisfactory turning facilities.

4 Advice relating to the safeguarding of agricultural land is contained within Circular 16/87 and reiterated in PPG7 (Rural Enterprise and Development). The main thrust of this Circular is that MAFF consultation is only necessary in cases where the land is Grade 3A or higher and the area concerned is greater than 20 hectares. Emphasis is also put on the diversification of the rural economy.

5 The main point of concern in respect of the application, however, is the likely effect the development would have upon

the amenity of neighbouring residential property. Environmental Health have stated that noise from the karts is likely to be audible within 500 metres of the site and that this distance would fluctuate depending upon the specific time of day and prevailing climatic conditions.

6 Pursuant to the above, therefore, neither myself or Environmental Health are satisfied that the amenity of adjacent residential property would not be adversely affected in terms of noise and general disturbance. Noisy activities would include kart racing, vehicle repairs, vehicle testing, traffic movements and a possible future tannoy system and the grass track would undoubtedly create dust.

7 DOE Circular 10/73 states that, "where by the standards established in BS4142, the noise from the proposed development is likely to give rise to complaints,...it will hardly ever be right to give permission", and it goes on to advise that where such situations are found, "the applicant should be required to provide predictions of correct noise levels at the boundaries of the site.
It may be possible, with suitable screening, to reduce the noise levels at the boundary to an acceptable level, but this needs to be demonstrated, in accordance with Circular 10/73, by the applicant.

PLANNING OFFICER'S RECOMMENDATION -

A. Refuse permission

1 In the opinion of the Local Planning Authority, the development as proposed would adversely affect the amenity of nearby residential property in terms of noise and general disturbance. As such, the proposal is considered to be contrary to approved Structure Plan Policy 67 and also Department of the Environment advice contained within Circular 10/73 (Planning and Noise), Planning Policy Guidance Note No. 1, 1988 (General Policy and Principles) and Planning Policy Guidance Note No. 17, 1991 (Sport and Recreation).

B. Advise the applicant that for the Committee to be able favourably to consider the proposals, they will need a noise assessment to be submitted to demonstrate that proposed noise ameliorating measures will prevent detriment to residential amenity.

S O U T H



H O L L A N D

DEED

Creating Planning Obligation

under Section 106 of the

Town and Country Planning Act 1990

between

SOUTH HOLLAND DISTRICT COUNCIL

and

JOHN THOMAS WILLIAM STACEY

re

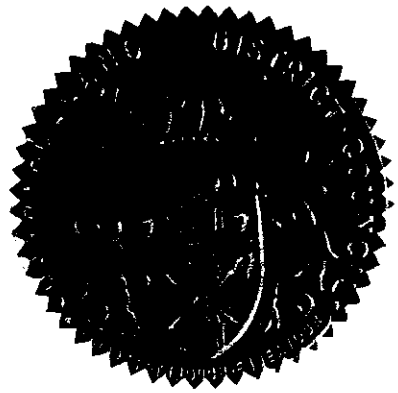
change of use to Rally Carting Centre,
land at Grove Farm, Bridge Road, Long Sutton

I hereby certify that this is a true copy
of the Planning Obligation relating to land at
Grove Farm, Bridge Road, Long Sutton

R. Gee

.....
Director of Administration

THE COMMON SEAL of THE SOUTH)
HOLLAND DISTRICT COUNCIL was)
hereunto affixed in the presence of)



Chairman of the Council

Director of Administration

SIGNED AS A DEED by the said
JOHN THOMAS WILLIAM STACEY
in the presence of:-

J. T. W. Stacey

Witness L H Doyle

Address 22 St Matthews Road
Sutton Bridge
nr Spalding
Lincs. PE12 9R

Occupation Market Gardener

SOUTH HOLLAND DISTRICT COUNCIL

M E M O R A N D U M

FROM: DIRECTOR OF ENVIRONMENTAL SERVICES DATE: 26.3.92

OUR REF: JC/JMC/PC

TO: DIRECTOR OF PLANNING SERVICES YOUR REF:

Planning Application H18/0968/91
Rally Karting Centre, Bridge Road, Long Sutton

I write further to my memorandum of 24th instant and would suggest that the following additional conditions should be included :

1. Rally karts shall at all times be fitted with an effective exhaust silencer.

2. The development shall not take place until there has been submitted to and approved in writing by the District Council details of the layout of the circuit including the start line and paddock area.

3. There shall be no sound amplification system operated on the site, other than for public safety purposes.

pp Director of Environmental Services

S.H.D.C. PLANNING DEPT.
RECEIVED
27 MAR 1992

Attention of
DPO NRM
DOPO BS
JC ACP
Action by .....
Discuss with .....
Copy to .....

File Nos.

Acknowledge YES/NO
by
date

Control practice 18.23

Ministerial policy towards sports uses in the countryside can be derived from several sources. In D.C.P.N. 4 *Development in Rural Areas* recreation structures are stated to be one of the possible exceptions to restrictions on building development in the green belt, a sentiment that is restated in PPG 2 *Green Belts*. The latter advises in para. 12, *"Inside a Green Belt, approval should not be given except in very special circumstances, for the construction of new buildings or for the changes of use of existing buildings for purposes other than agriculture and forestry, outdoor sport, cemeteries, institutions standing in extensive grounds, or other uses appropriate to a rural area."*

Advice relating to the safeguarding of agricultural land is contained in Circular 16/87 and reiterated in PPG 7 *Rural Enterprise and Development*.The main thrust of this Circular is that M.A.F.F. consultation is only necessary in cases where the land is Grade 3a or higher and the area concerned is greater than 20 hectares. Emphasis is also put on the diversification of the rural economy. No specific mention is made in the Circular of sports facilities and the emphasis given to golf courses as an acceptable alternative use of agricultural land is not repeated from earlier ministerial statements. In the publication *Rural enterprise and development* HMSO 10/3/87 there is mention of recreation as a *"highly promising growth area in the rural economy"*.

Structure and local plan policies normally take the line that whilst all development in the open countryside is subject to policy restriction, demonstrable recreation needs which cannot be accommodated in an urban area may justify exceptions.

In practice, as demonstrated by the appeal cases mentioned in the previous section (18.132), the acceptability of sports uses in green field situations has a lot to do with the size of any buildings proposed and the extent to which they are functionally ancillary to the open ground use. The type of sports use is also important as will be shown in the detailed sub-sections to follow.

From a strategic point of view open recreational uses can be a valuable means of achieving a buffer between town and country in situations where agriculture may be under threat. This type of situation was shown in the appeal case (Cleethorpes B.C. 11/10/85) relating to a golf course.

A general problem endemic to all rural recreation uses is the impact of the use on highway safety. Access direct from a busy A class road or from a narrow C class lane, may, as with most other traffic generating rural uses, draw a highways authority objection which must be obviated before planning permission can be obtained.

Playing fields 18.231

Playing field uses have in the past raised issues relating to: a) whether any loss of agricultural land should be resisted, and b) whether the change in the physical appearance of the land and the ancillary buildings and activity associated with the use would detract from rural protection policies and other amenity/traffic considerations.

As has been noted the first consideration has been diminished in importance by ministerial policy (Circular 16/87), particularly as outdoor sports uses while taking land out of production do not theoretically inhibit its reversion at a later date if food supply conditions alter. In the past many appeals have failed on the agricultural land loss issue, but it is becoming significantly less easy for local authorities to sustain this ground for refusal without M.A.F.F. support, which is unlikely to be forthcoming unless the land is designated as of Grade 1, 2 or 3a and is over 20 hectares (nearly 50 acres). Planning control, in the majority of cases put before it, is therefore concerned with the impact of a proposal on its immediate environment and, as Circular 16/87 puts it, *"the continuing need to protect the countryside for its own sake rather than primarily for the productive value of land"*. The decision making process involves the setting off of any adverse effects identified against the need for the use. In cases where playing fields are to be provided as a planning gain related to, say, a green field site housing development, the debate may be more complex and the control aspects of this type of application are be considered in more detail at (7.134).

The proposition that the granting of permission for playing fields would not affect the openness or greenness of a site is one that can succeed, especially if there are no buildings involved (Woodspring B.C. 12/7/84), or if no extensive parking areas are required. A site may, however, have special characteristics of its own that render it particularly sensitive to any change. For instance the land may be open common or moorland, or the loss of trees may be entailed, and both situations have resulted in successes for local authorities at appeal (Swansea City Council 29/1/85 and Horsham D.C. 5/12/83). The assertion by a local authority that the character of the land would be changed simply because there would be pitch markings, goal posts, regular mowing and possibly some levelling is less likely to be a reasonable ground for refusal on its own, although a National Park or A.O.N.B. designation may be of some assistance. Green belt designation may provide a special context for the consideration of playing field proposals in that policy may permit small scale leisure and recreational uses as contributing to the fulfilment of demands from a nearby conurbation, which cannot be satisfied within the built up area (see 18.27/3).

Green belt designation may provide a special context for the consideration of playing field proposals in that policy may permit small scale leisure and recreational uses as contributing to the fulfilment of demands from a nearby conurbation, which cannot be satisfied within the built up area. In (N.E. Derbyshire D.C. 20/3/89), however, a proposal for 2 football pitches was dismissed, an inspector noting the paradox that the reason for his decision was the obtrusive nature of the screen fencing and landscaping, being the measures necessary to contain the proposed activity (also see 18.27/3).

Residential amenity and traffic considerations can be a potent objection to a playing field use. In one case (Woodspring B.C. 24/11/87) a school playing field in the green belt was considered satisfactory from the policy point of view, but the inspector was not satisfied that an every day of the week use would not result in "unacceptable impairment" of amenity for adjacent houses. Intensive sporting activities and the escalation of the use of the access road were cited.

Golf courses 18.232

Golf courses are coming before the planning system with increasing frequency. Ministerial policy related to decreased emphasis to be put on conserving agricultural land and the need to diversify farming incomes has caused landowners to look at the viability of golf courses for which there is considerable pent demand and possible economic spin off benefits both locally and from a regional viewpoint.

The use exhibits special characteristics that make control by local authorities a little different to that of playing fields. Golf courses have a greater propensity to fit into an existing landscape pattern due to their use of undulating ground, water and trees. However, artificial appearance of features such as bunkers and flat greens can inhibit their unobtrusive insertion into an agricultural landscape, particularly an open one such as downland. In (West Oxfordshire D.C. 1/6/89) an 18 hole Golf course was refused on farmland which boarded an A.O.N.B. An inspector considered the pattern of long verdant stretches bordered by areas of rough ground would be alien to the remainder of the surrounding agricultural land, with its regular field boundaries and relatively sparse planting.

Golf driving ranges are often considered more obtrusive in the landscape than golf courses. In (Wokingham D.C. 6/4/89) a range was considered to have a quasi-industrial character, and visible over a considerable distance, thus prejudicing the function of the green belt. In (Tunbridge Wells B.C. 8/4/89) a golf driving range was found to be damaging to the special character of a valley site in the green belt. However a green belt location (Midlothian D.C. 20/12/88) was found to be acceptable as it had a positive recreational role for the near by urban area subject to suitable location and design. This proposal included additional landscaping and mounding and camouflaged driving booths which were to be built into the hillside and were to have grassed roofs.

FILE NOTE

Copy to NRM for information

F. 1870/18

RE: PROPOSED DEVELOPMENT AT GROVE FARM, SUTTON BRIDGE.

BETWEEN COUNCILLOR C. BREWIS, MR. STACEY OF GROVE FARM AND RJS ON THURSDAY 22ND AUGUST 1991.

1. The meeting was held at Councillor Brewis's request to discuss proposals for a children's recreation development at Grove Farm including the use of junior go-kart type vehicles.

2. Grove Farm is located on the south side of the former A17 within Sutton Bridge Parish and close to its boundary with Little Sutton. It comprises approximately 6 acres of land together with some farm buildings and a dwelling occupied by Mr. Stacey and his family. There is one other dwelling close to Grove Farm.

3. Mr. Stacey proposes to purchase a number of low powered go-kart type vehicles and to provide grass tracks on which young people of various age groups can drive these vehicles under supervision. Opportunities also exist for other recreation uses within the site, e.g. children's playground and picnic area.

4. RJS identified the principal issues as being

   a) The suitability of road access to serve the development

   b) The question of environmental impact especially as a result of engine noise.

5. On the point of road access I have undertaken to ask Chris Briggs to make a preliminary investigation of the site following which we can offer Mr. Stacey some more advice. **(His phone number is Holbeach 350279).**

6. On the question of noise, Mr. Stacey indicated that he has already visited a development of this type and has discovered that the type of engines used on these vehicles do not create high noise levels. RJS has asked that any application which may be submitted should be accompanied by technical details of the vehicles to be used since it will be necessary to include on any planning permission conditions which limit noise levels to prevent any adverse impact arising from any subsequent changes in the character of use of the site.

7. Councillor Brewis indicated that Sutton Bridge Parish Council supports this type of development for young people and he feels that this site could be developed satisfactorily for the purpose.

RJS/JH
23.8.91

Mr. Stacey,
Grove Farm,
Bridge Road,
SUTTON BRIDGE,
Spalding,
Lincs.

Mr. R. J. Smith

RJS/JH F. 1870.18

11th September 1991

Dear Sir,

RE: PROPOSED DEVELOPMENT FOR KARTING AND RECREATION ACTIVITIES AT GROVE FARM.

Following your meeting with Councillor Brewis and myself on 22nd August, I have obtained the preliminary observations of Lincolnshire County Council as highways authority. They have no objection in principle to obtaining access to this type of development direct from Bridge Road. The question of detailed changes being required to the existing access will be considered when your formal application for planning permission is assessed.

Yours faithfully,

R. J. Smith

R. J. SMITH
DEPUTY DISTRICT PLANNING OFFICER

c.c. Mr. C. Briggs,
Lincolnshire County Council

I THE UNDERSIGNED WOULD LIKE TO SUPPORT Mr. J. T. W. STACEY, IN HIS RALLY KARTING CENTRE, AT GROVE FARM, BRIDGE ROAD, SUTTON BRIDGE.

INCORPORATING A LEISURE PARK, AND AREA FOR YOUNG RIDERS TO USE THEIR OWN MACHINES.

....

SIGNED.	ADDRESS.
C J Wilkinson	196 Bridge Rd.
B[illegible]	63 Princes St.
M Wilkinson	196 Bridge Rd.
B. Garner.	Middle Crown Farm. Wingland.
N. H. Garner	Grange Farm Wingland
J Barton	2 Peacock Court Sutton Bridge
N Garner	middle Crown Fm Wingland
STAN SNELL	Rookery Farm. Sutton Bridge
Maureen Snell.	Rookery Farm Sutton Bridge
T. Garner	187 Bridge Rd. Sutton Brdg
G F Garner	137 Bridge Rd Sutton Bridge
R S Garner	13 Wisbech St Sutton Bridge
B. G Minns	Sutton Bridge
J. P. Minns	Chestnut Terrace S. Bridge
J. STANCER	7, LITTLE LONDON LONG SUTTON
LT. Bycznick	7 Little London Long Sutton
	M Jackson
	335 Bridge Rd Sutton Bridge

D.C.
18 OCT 1991
0968/91

I THE UNDERSIGNED WOULD LIKE TO SUPPORT Mr. J. T. W. STACEY, IN HIS RALLY KARTING CENTRE, AT GROVE FARM, BRIDGE ROAD, SUTTON BRIDGE.

INCORPORATING A LEISURE PARK, AND AREA FOR YOUNG RIDERS TO USE THEIR OWN MACHINES.

....

SIGNED.	ADDRESS.
F. J. Richardson	'THE HOMESTEAD', WASHWAY RD, HOLBEACH, LINCS. PE12 7PP.

I THE UNDERSIGNED WOULD LIKE TO SUPPORT Mr. J. T. W. STACEY, IN HIS RALLY KARTING CENTRE, AT GROVE FARM, BRIDGE ROAD, SUTTON BRIDGE.

INCORPORATING A LEISURE PARK, AND AREA FOR YOUNG RIDERS TO USE THEIR OWN MACHINES.

....

SIGNED.	ADDRESS.
G H Diggle	22 St Matthews Drive Sutton Bridge
J A Newland.	Long Sutton Motors Ltd.
[signature]	"
P D Muncy	21 STATION RD N/SUTTON.
mwatts	Bull Lane Long Sutton.
CONFECTION	Cornegate Rd, L/S
E. Adcock	Seagate Terrace. L/S
D. J. Hill	92 GEDNEY RD, L/S.
J. Hill	92 Gedney Rd L/S.
S. E Palmer	The Grove, Bridge Rd, Long Sutton.
R Tear	The Holmes Bridge Rd Sutton B.
A Hallam.	10, Hospital Grove.
P J Wilkinson	Paper Shop Sutton Bridge,
P Cole	4 Gore Lane Sorefield
M Townsend	MAXEY.
C Dixon.	'The Cedars', Elm Low Rd, Wisbech,
M Cook.	Main Rd. Friday Bridge.
P. Barnes.	35 [illegible] Rd
S whitehead	[illegible]
V. Plume	BUSTARDS LANE, WALPOLE ST PETER.
[signature]	[signature]
Mr Mrs T Disdel	46 THE GROVE [illegible]
	Bridge Rd Long Sutton

I THE UNDERSIGNED WOULD LIKE TO SUPPORT Mr. J. T. W. STACEY, IN HIS RALLY KARTING CENTRE, AT GROVE FARM, BRIDGE ROAD, SUTTON BRIDGE.

INCORPORATING A LEISURE PARK, AND AREA FOR YOUNG RIDERS TO USE THEIR OWN MACHINES.

....

SIGNED.	ADDRESS.
A M Brown	Riverside Lodge, Wingland.
J. A. Board	Long Sutton
R J Brown	Wingland
M. Kilbon	Wingland
R. Mabey	S. Bridge
B. Butler.	L. Sutton
O. Ebbett.	'ae. Bedford Long Sutton.
G. D. Reay	Sutton Bridge PE12 9SZ
K L. Brown. (JNR)	Wingland Sutton Bridge
K J Board (JNR)	" "
[illegible]	Tilney all Saints King Lynn
Lucy Harrison	Sutton Bridge.
J H Hart	
M Shearing.	Holbeach.

I THE UNDERSIGNED WOULD LIKE TO SUPPORT Mr. J. T. W. STACEY, IN HIS RALLY KARTING CENTRE, AT GROVE FARM, BRIDGE ROAD, SUTTON BRIDGE.

INCORPORATING A LEISURE PARK, AND AREA FOR YOUNG RIDERS TO USE THEIR OWN MACHINES.

....

SIGNED.	ADDRESS.
P. Hubbard.	NINE MEADOWS SUTTON BRIDGE
J. A. Hubbard.	66 Nine Meadows Sutton Bridge
R A Lard	132 Bridge Road
B Barrett	71 Bridge Rd Long Sutton
[illegible]	67 Roman Bank Long Sutton
Gary Barrett.	71, BRIDGE ROAD LONG SUTTON. LINCS.

I THE UNDERSIGNED WOULD LIKE TO SUPPORT Mr. J. T. W. STACEY, IN HIS RALLY KARTING CENTRE, AT GROVE FARM, BRIDGE ROAD, SUTTON BRIDGE.

INCORPORATING A LEISURE PARK, AND AREA FOR YOUNG RIDERS TO USE THEIR OWN MACHINES.

....

SIGNED.	ADDRESS.
J R BAKER	DAWSMERE BANK TYDD GOTE
D Thorpe	SUTTON BRIDGE
R. Wilks	11 Victoria Rd. Wisbech
Fred Barrett	0945 - 64990
C. Payne	Chapel Rd. Wisbech.
David Rolph	Gilletts, Old Mkt Wisbech.
K.V Cox	29 WISTARIA Rd
J Dearman	25 Queens Drive Friday Bridge
Mrs Thompson	Tyddgate
Mrs Horsepole	Tyddgate
Jan Wicks	Etcetera Wisbech
Rachel Farrow.	
L. Cooper.	c/o Etcetera.
R.S Brown	Tyrell St Mary. Wisbech.
	32, Hill St
S Barrett	Grove Farm
S Neve	17 Hospital
L Hammond	17 West Drive North Walpole St Peter.
B Stevenson	5 Mill [illegible]
A Large,	Long Sutton
K. Hill	[illegible]
N Loader	L/Sutton.
	LINCOLN

I THE UNDERSIGNED WOULD LIKE TO SUPPORT Mr. J. T. W. STACEY, IN HIS RALLY KARTING CENTRE, AT GROVE FARM, BRIDGE ROAD, SUTTON BRIDGE.

INCORPORATING A LEISURE PARK, AND AREA FOR YOUNG RIDERS TO USE THEIR OWN MACHINES.

....

SIGNED.	ADDRESS.
R. Russell	9 Woodlock Garden Featherstone. SUTTON BRIDGE
A. Wellings	Kings Lynn
C. Bacling	
S. Gray.	75 MARSH Rd TERRINGTON ST CLEMENTS KINGS LYNN NORFOLK.
R FARR	SUTTON BRIDGE
M Betts	Long Sutton.
J Mason.	Little Sutton.
L M Mason	Little Sutton
D A. Mason	Little Sutton Sedney
J. Bennett	
J. Mayna	Long Sutton.
[illegible]	Long Sutton
[illegible]	Long Sutton.
L. V. Fox	LONG SUTTON
R Gallay	Long Sutton

I THE UNDERSIGNED WOULD LIKE TO SUPPORT Mr. J. T. W. STACEY, IN HIS RALLY KARTING CENTRE, AT GROVE FARM, BRIDGE ROAD, SUTTON BRIDGE.

INCORPORATING A LEISURE PARK, AND AREA FOR YOUNG RIDERS TO USE THEIR OWN MACHINES.

....

SIGNED.	ADDRESS.
R Cook	c/Sutton
B Jagger	Lutton.
	S. Bridge
	HOLBEACH
S R Abrams	Long Sutton
	Tackwoods
N JACKSON	HILLSDOWN
S. Crouch.	SUTTON BRIDGE.
R. WEST	ROMAN BANK L. SUTTON.
M. BARBER	Long Sutton
C R Bright	Long Sutton.
	Marbel
	S/ BRIDGE.
M. Tyler	Sutton Bridge
P R Ball	S/BRIDGE
P. Seaber	S/BRIDGE
S. Savage	S/Bridge.
P Bates	S/Bridge
	GEONEY
	S/BRIDGE
M Ball	S/Bridge
A. Whisler.	S/Bridge.

I THE UNDERSIGNED WOULD LIKE TO SUPPORT Mr. J. T. W. STACEY, IN HIS RALLY KARTING CENTRE, AT GROVE FARM, BRIDGE ROAD, SUTTON BRIDGE.

INCORPORATING A LEISURE PARK, AND AREA FOR YOUNG RIDERS TO USE THEIR OWN MACHINES.

....

SIGNED.	ADDRESS.
R. Hopcroft	Godney Dyke
D Mumford	Godney Dykes
[illegible]	Long Sutton
[illegible]	Long Sutton
[illegible]	Long Sutton
J. WAYMAN.	SUTTON BRIDGE.
[illegible]	Long Sutton
[illegible]	LONG SUTTON
[illegible]	" "
[illegible]	Long Sutton
[illegible]	Long Sutton

I THE UNDERSIGNED WOULD LIKE TO SUPPORT Mr. J. T. W. STACEY, IN HIS RALLY KARTING CENTRE, AT GROVE FARM, BRIDGE ROAD, SUTTON BRIDGE.

INCORPORATING A LEISURE PARK, AND AREA FOR YOUNG RIDERS TO USE THEIR OWN MACHINES.

....

SIGNED.	ADDRESS.
[illegible]	Tydd St Mary
Mark Tibbitt	Long Sutton
T Andrews	Sutton Bridge
D Temperton	Holbeach.
J Balls	Tydd Gote.
J Baker	Long Sutton
C Burrage	Sutton Bridge
[illegible]	Long Sutton
[illegible]	[illegible]
[illegible]	[illegible]
D Pittaway	Holbeach.
[illegible]	Holbeach
J Bayliss	Sutton Bridge.
[illegible]	Sutton Bridge
C. [illegible]	Sutton St James
[illegible]	Holbeach
[illegible]	Sutton Bridge
D C Lilley	L/Sutton
A Bobbing	L/Sutton
[illegible]	Sutton Bridge.
L. Sucklin	Holbeach.
[illegible]	[illegible]
[illegible]	Outwell.
Rosalette McEwan	King's Lynn.
[illegible]	[illegible]
[illegible]	[illegible]
[illegible] Wall	K/Lynn.
H. Hassen	King's Lynn
C Howell	S/Bridge

I THE UNDERSIGNED WOULD LIKE TO SUPPORT Mr. J. T. W. STACEY, IN HIS RALLY KARTING CENTRE, AT GROVE FARM, BRIDGE ROAD, SUTTON BRIDGE.

INCORPORATING A LEISURE PARK, AND AREA FOR YOUNG RIDERS TO USE THEIR OWN MACHINES.

SIGNED.	ADDRESS.
Z. WELCH.	30 STANLEY DR. SUTTON BR.
D J Welch D J Welch.	" " "
R Smith	9 CRESSWOOD CLOSE
P. KIRTLEY.	7 ORCHARD CLOSE. MOULTON,
S.E. BOOTHMAN SEB	TURNERS TURKEYS.
A Hopkins	" "
Paul SMITH	" "
P WALLS.	95 WOODLAND LONG SUTTON
JM SWANN	76 RAILWAY LANE SUTTON BRIDGE
S. NEAVE	MAYCROFT, MAIN RD, TYDD
S. Addinger	GOTE, NR WISBECHCAMBS
D Seimens	191 MAZE Farm LONG SUTTON
D Wood	1 BLACK DRAIN, GEDNEY DROVE, END
R Beckett	113 HIGH RD ISLINGTON
Stefan Smith	ST GERMANS
[illegible]	T T
SNELL	22 Fairfield Mouth Lea End.
R. Crofts	BRIDGE HOTEL 20 Carlomane Road
D. Trigg	T T
P Musson	T T
R Wade	T T
T. Whitton	" "

T.M B. JENSCH c/o TURNERS.
Chris 28. 1 Frost Lincs

P. HUNNETT TURNERS.
L Zuccoli
Barker 98 Roman BANK L/S
T. ST C: KING'S LYNN.
G E Cole
JAMES LEDDIE TURNERS TURKEYS.
[illegible] LINCOLN.
Peter Newton WISBECH
S. Nicholl
[illegible] LINCOLN
[illegible] Holbeach
S Fryer LINCOLN.
J. cat. 5, Railway lane Sutton Bridge.
P/Lady Eye Long Sutton
[illegible] 13 Tower St. Boston.
[illegible] c/o TURNERS TURKEY
S Stevenson. Sutton Bridge
R. Edwards. c/o T/Turkeys S/Bridge
R Reeves c/o TURNERS TURKEYS
D CLARKE c/o Turners Turkeys.
C FERRY SUTTON BRIDGE

I THE UNDERSIGNED WOULD LIKE TO SUPPORT Mr. J. T. W. STACEY, IN HIS RALLY KARTING CENTRE, AT GROVE FARM, BRIDGE ROAD, SUTTON BRIDGE.

INCORPORATING A LEISURE PARK, AND AREA FOR YOUNG RIDERS TO USE THEIR OWN MACHINES.

....

SIGNED.	ADDRESS.
[signature]	'Bridgehouse West' Sutton Bridge
Tom Rowe.	" " "
Margaret Gowar	75 Railway Lane, Sutton Bridge
Angela Jackson	16 Nurelands Sutton Bridge
[signature]	14 CHARLES RD SUTTON BRIDGE.
C. G. Dowers.	14. CHARLES RD, SUTTON BRIDGE
James Jackson (Jnr)	16 Nurelands suttonBridge
Tony Rowe (Jnr)	2 Bridge road Sutton Bridge
Shirley Barton	King John Bank Walpole St. Andrew
Stuart Dowers	14, Charles Rd, Sutton Bridge
David Dowers (Jnr)	14, Charles Road, Sutton Bridge.
Peter J & Jay	King St. Sutton Bridge
Jay	" "
Mr J.R Barker.	4 Wrights Lane, Sutton Bridge
Michael Peace (Jnr)	33 Sutton house Street Sutton Bridge
Sophie Rowe (Jnr)	Bridge House West' Sutton Bridge
[illegible]	114 Railway Lane S B
S R [illegible]	110 NEW ROAD S. Bridge

I THE UNDERSIGNED WOULD LIKE TO SUPPORT Mr. J. T. W. STACEY, IN HIS RALLY KARTING CENTRE, AT GROVE FARM, BRIDGE ROAD, SUTTON BRIDGE.

INCORPORATING A LEISURE PARK, AND AREA FOR YOUNG RIDERS TO USE THEIR OWN MACHINES.

....

SIGNED.	ADDRESS.
[signature]	95 WOODLAND LONG SUTTON
S. Thompson	83. PETERS POINT SUTTON BRIDGE
J. page	C/O Turners Turkeys.
J. G. Bygan	1 Chalk Lane Sutton Bridge
[signature]	C/O Turners Turkeys West Drove North Walton Highway Wisbech
[signature]	65 PRINCESS ST SUTTON BRIDGE
E. A. Brown.	59. PRINCES ST. SUTTON BRIDGE.
[signature]	172 ROOTHERN FARM SUTTON BRIDGE,
RICHARD COE	10 SUTTON ROAD TERRINGTON ST CLEMENT
A J GOSLING	WEST DROVE NORTH
[signature]	WALPOLE ST PETER WEST STREET LONG SUTTON
L PHILLIPS	21 Nerelands, Sutton Bridge
MRS. J. M COCLE	~~FLAT~~ GROUND FLOOR FLAT D AND H. LIME WALK. LONG SUTTON
MRS C. BOWEN	4 ROMAN WAY GEDNEY DYKE
[illegible]	5 Roman Way. Gedney Dyke.

CC Dean. Plot 3, Chalk Lane Sutton Bridge
M Wolff. 14 Horseshoe Terrace Wisbech.
D Doughty T L S.
S/S
S/B
W/W.
D Banks KINGSLYNN
KING'S LYNN NORFOLK
B Stell Walpole St Peter
Colin Cross TURNERS TURKEYS
FROM MURPHY. TURNERS - TURKEYS
Carl Griggs Turners Turkeys
S.A. WARD TURNER TURKEYS.

SOUTH HOLLAND DISTRICT COUNCIL

M E M O R A N D U M

FROM: DIRECTOR OF ENVIRONMENTAL SERVICES DATE: 4.12.91 DG

OUR REF: JC/SS/PC

TO: DIRECTOR OF PLANNING AND BUILDING CONTROL YOUR REF:

S.H.D.C. PLANNING DEPT.
RECEIVED
- 5 DEC 1991

Planning Application H18/0968/91
Rally Karting Centre, Bridge Road, Long Sutton

I write with reference to the outline application and based upon the information provided I would offer the following advice:-

Noise from the Karts is likely to be audible within 500 metres of the site. This distance will fluctuate depending upon the specific time of day and prevailing climatic conditions.

If substantial screening were to be provided around the track it should in theory be possible to reduce its impact to a reasonable level for all properties other than the immediate neighbours but this would be dependant upon:-

1. position and size of track,

2. position, height and construction of screening (re frequency spectrum of Kart noise output),

3. hours and periods of operation.

Notwithstanding these considerations, in relation to the house adjacent to the site I am of the opinion that there will remain a likelihood of complaints in respect of noise and dust. Noisy activities include kart racing, vehicle repairs, vehicle testing, traffic movements and a possible future tannoy system.

The grass track would undoubtedly create dust and a solid surface would be essential.

The Kart suppliers have indicated that they may be prepared to organise a demonstration should you feel it appropriate to the determination of the application.

In the circumstances I would again suggest that any further proposals in respect of this application should be supported with a detailed noise assessment and up-to-date site plan giving construction details and proposed use of buildings.

I trust this information is of assistance to you.

Chapman

pp Director of Environmental Services

B Smith Esq
District Planning Officer
South Holland District Council
Council Offices
Priory Road
Spalding
PE11 2XE

S.H.D.C. PLANNING DEPT.
RECEIVED
21 NOV 1991 DG
DPO
SDPO
JO
Actioned .....
Discuss with .....
Copy to .....

NRA

National Rivers Authority
Anglian Region

18 November 1991

Our Ref: GT/91/1/SH/0206

Dear Sir

PLANNING APPLICATION NO. H11/0968/91
PROPOSED CHANGE OF USE OF LAND TO RALLY KARTING CENTRE
FOR J T W STACEY AT GROVE FARM, BRIDGE ROAD, LONG SUTTON

With regard to the above-mentioned application received on 24 October 1991, I would inform you that the NRA Anglian Region has the following observations to make on the proposal:

We have no objection to the use of a septic tank(s) at this location provided that:

a) The area of land required for the soakaway has been established by means of a percolation test carried out in accordance with B.S.6297.

b) The plot size is adequate to provide the area of land required for the soakaway system as identified by the percolation test.

c) The soakaway system is not constructed within 10m of a watercourse or within 50m of a borehole or well.

d) The soakaway system is constructed as shallow as possible and will not be affected by general groundwater in the area.

Facilities should be provided to ensure that waste oil is stored and disposed of in a manner that will not lead to pollution.

Site operators should ensure there is no possibility of contaminated water entering and polluting surfaces or underground waters.

All drums and small containers used for oils and other chemicals should be stored in bunded areas which do not drain to any watercourse, surface water sewer or soakaway. These areas should preferably be under cover.

Yours faithfully

R F MORGAN
Planning Engineer

c.c. J T W Stacey, Grove Farm, Bridge Road,
Long Sutton, Spalding, Lincs PE12 9AP.

SW

DR. KEVIN BOND
Regional General Manager

Aqua House
Harvey Street
Lincoln
LN1 1TF
Tel: 0522 513100
Fax: 0522 512927

For NOV 11 Plus Date

B .N SMITH Dip TP MRTPI District Planning Officer

Planning Department
Council Offices,
Priory Road, Spalding,
Lincolnshire. PE11 2XE
Telephone: (0775) 761161

SOUTH HOLLAND DISTRICT COUNCIL

Application no: H11/0968/91

Applicant: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Lincs PE12 9AP

Agent: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Lincs PE12 9AP

Description: Change of use of land to Rally Carting Centre ~~with~~ outdoor/indoor facilities car parking, ~~toilets etc~~

Location: Grove Farm Bridge Road
Long Sutton Spalding Lincs

Type: OUTLINE

Date received: 10-OCT-91

21-OCT-91

Dear Sir/Madam

CONSULTATION WITH PARISH COUNCIL

I have received an application for the above proposal and enclose a copy for your information. Any observations which the Parish Council wish to make should be set out below and returned to me by 05-NOV-91. If no observations have been received by that date, it will be assumed that the Parish Council have no comments to make. The officer dealing with this application is D M GEDNEY

Yours faithfully
B SMITH
District Planning Officer

Clerk to Sutton Bridge PC
64 Lowgate
Lutton
Spalding, Lincs

FOR PARISH COUNCIL USE ONLY

Comments:

PC Have no any parking problem to envisage PC wish request a full planning application

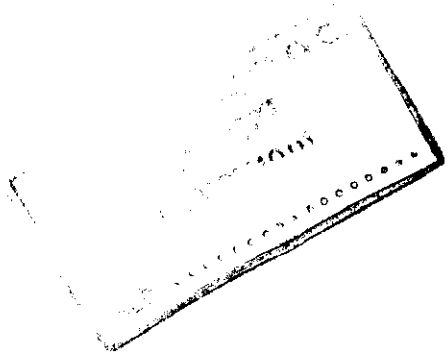
Signed: [illegible] 17/11/91

S.H.D.C. PLANNING DEPT.
RECEIVED
21 NOV 1991
File Nos.
Acknowledge YES/NO
By
Date

BRIAN SMITH Dip TP MRTPI District Planning Officer

Planning Department
Council Offices,
Priory Road, Spalding,
Lincolnshire. PE11 2XE
Telephone: (0775) 761161

SOUTH HOLLAND DISTRICT COUNCIL



J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Spalding
Lincolnshire

D M Gedney

DMG/SJS H18/0968/91

5 November 1991

Dear Sir

Planning Application H18/0968/91 - Change of use of land to Rally Carting Centre - Grove Farm, Bridge Road, Long Sutton

I refer to the above planning application submitted by yourself.

In order for the proposal to be properly assessed, further information is required and this is outlined below;

1 Hours/days of operation. Possibly 7 days per week from 10 am until dusk.

2 Likely construction of the track, car parking, roadways etc. Grass As existing

3 Any proposals for screening on the boundaries/track etc. Trees to be planted if permission granted

4 A plan showing the possible siting of the track, and also pit/maintenance areas (if applicable). See Plan 15/11/91

5 The number and type of equipment to be used. Will equipment be restricted. 8 (4 little larger than shown but still 75cc.

6 Detailed breakdown of the use of the circuit and the site. See Plan 15/11/91

7 A noise assessment of all activities to be undertaken as in 6. 75dec

If you have any queries in relation to the above, you are advised to contact either Mr J Chapman of Environmental Health or Mr D Gedney of my department.

I await your response in due course, therefore, so that I am in a position to proceed with the application.

Yours faithfully

N R Midlen
Principal Planning Officer
(Development Control)

J T W Stacey

SOUTH HOLLAND DISTRICT COUNCIL

M E M O R A N D U M

FROM: DIRECTOR OF ENVIRONMENTAL SERVICES DATE: 30.10.91

OUR REF: JC/SS.

TO: DIRECTOR OF PLANNING & BUILDING CONTROL YOUR REF:

Planning Application H18/0968/91
Rally Karting Centre, Bridge Road, Long Sutton

I write with reference to the above and would confirm that without detailed information and a noise assessment of all the activities to be undertaken on the site I am unable to comment further.

For your information I enclose an abstract of the Noise Advisory Council's report "Noise in Public Places" which highlights the problem of noise from such activities.

This Department's experience of similar events is that the potential for widespread noise nuisance exists. It is therefore for the applicant to provide information proving otherwise if at all possible.

I would suggest that full details of the proposals are an essential requisite of such an application.

I trust this information is of assistance to you.

Director of Environmental Services

DG

S.H.D.C. PLANNING DEPT.
RECEIVED
31 OCT 1991

Attention of
DPO NJM
DCPO BS
JC AC
Action by .....
Discuss with .....
Copy to .....

File Nos.

Acknowledge YES/NO

CHAPTER SEVEN

MOTOR SPORTS

7.1 The noisiest of all sporting activities is probably motor sport. Whether in rallies, scrambling, grass track racing or stock car racing, on roads, on special circuits or on privately owned land, motor sport, because of the type of machines used and the feats they are required to perform, is inevitably noisy.

7.2 This fact has been recognised for some time and regulations to control rallies on public roads were first made in 1965. We discussed the control of noise from motor sports generally with the Royal Automobile Club and the Autocycle Union, the main governing bodies of organised motor sports, and are grateful for the extremely clear explanation they gave to us of the different types of sport and the problems associated with them.

7.3 Motor sports fall mainly into two categories. Participant sports and spectator sports. Participant sports include the main rallies and trials. On public roads these are controlled by the Motor Vehicles (Competition and Trials) Regulations 1969. These specify that the Royal Automobile Club must authorize most rallies which take place on public roads and such rallies must comply with standard conditions laid down in the Regulations. These are designed to ensure rallies are safe and cause the minimum nuisance. Particular conditions include the requirement that all vehicles must pass any point on the route within a limited period of 2 hours during the night or 3 hours during the day. Rallies which involve not more than 12 vehicles are granted a general authorisation and need not comply with the standard conditions. The Royal Automobile Club may grant or withhold authorisation for any particular event and operates a rationing system restricting the number of rallies authorised to one night rally and two day time rallies per month in any area.

7.4 The Royal Automobile Club accepts that vehicles used in rallies should be subject to the same noise requirements as ordinary vehicles used on the public highway. Rally organisers therefore stipulate noise limits for vehicles 3 dB(A) below the statutory requirements and provide 'judges of fact' to determine whether or not a car is being driven quietly in a quiet zone.

7.5 We understand that both the Royal Automobile Club and the Autocycle Union wish to encourage noisy motor sports to leave public roads. The number of rallies held per year is decreasing and amounts at present to about 400 to 500 each year. This decrease is due partly to limitations imposed on repeated use of certain routes and to black-lists of routes which have produced large numbers of complaints. Very few rallies are organised outside the control of the Royal Automobile Club both because of insurance difficulties and because Royal Automobile Club members are not permitted to take part in events organised by other bodies.

7.6 The Regulations are clearly the right way to control this sort of sport and work well in practice.

7.7 Spectator sports however pose a more difficult problem. This category includes racing, hill climbs and special events. We are told that noise is an inherent part of the spectacle and one which attracts the spectators needed to ensure the financial viability of the private circuits and tracks on which such events are often staged. It has been suggested to us as a result of experience with vehicles which are quieter than average, such as turbine cars, that a considerable reduction in the general level of noise leads to spectator disinterest.

7.8 This kind of event usually takes place on permanent, purpose-built tracks. There is scope therefore when planning permission is sought for local planning authorities to ensure that such developments are not allowed in the vicinity of quiet residential areas and that appropriate conditions are imposed about permitted hours of use. In addition events at such establishments could be subject to nuisance action under the Noise Abatement Act 1960 but it is probable that the defence of "best practicable means" would be available to the organisers. The Royal Automobile Club and the Autocycle Union expressed to us the concern of the 15 or so existing establishments in Great Britain about the possibility of action under the Act because their investment in the establishments might be in danger. We appreciate their concern but it is one which might be said to be equally applicable to the owners of industrial concerns and we do not consider that they should be given any special privileges under the law.

7.9 The cause of the annoyance is the high noise levels of individual vehicles. Vehicles not being driven on public roads need not comply with the statutory limitations on vehicle noise. We believe the proper body to encourage a reduction of the noise of individual racing cars would be the International Sporting Commission. We hope that the British representatives on the Commission will encourage a move in that direction. **We also believe that there should be some statutory limitations on the noise from racing cars.** We do not suggest that the permitted levels should be as low as those in operation for vehicles using public roads, but that there should be similar construction and use regulations at suitably higher limits for racing cars wherever they are used.

7.10 Between participant and spectator motor sports there is a category of events consisting of grass-track racing, autoraces, minor hillclimbs and special events. The events normally take place on temporary sites and are therefore subject to the new restrictions under the General Development Order 1973 which grants planning permission for temporary use for 14 days per year only for motor sports (see Chapter 4 above). The Autocycle Union are the regulating body for these events. There are rules designed to reduce noise nuisance. For example a noise limit of 100 dB(A) at 10 feet is in operation and spot checks are carried out to ensure it is observed. Four offences result in the suspension of a rider. No running of machines between races is allowed. In addition if any club or group seek the Autocycle Union's permission to hold an event then they are asked to first of all seek the approval of the local planning authority.

7.11 Although we were impressed by the concern of the organising bodies to keep the disturbance from the events down to a minimum, motor sports can be

excruciatingly noisy and quite unbearable for those not involved. **We recommend therefore that there should be a further reduction in the number of days permitted for motor sports under the General Development Order. We recognise that this might appear very stringent but we believe it would still be sufficient to enable the occasional charity event to be arranged. It would exclude many commercial ventures but we consider that it is right that these should be subject to normal planning procedures.**

7.12 There are two further areas where we consider steps could be taken to help reduce disturbance. We consider that people who are likely to be affected by noise from any of the kinds of events described in this Chapter should be told in advance when an event is likely to take place and how long it will last. We believe many people will be marginally less disturbed if they are prepared for the intrusion or can arrange activities which take them away for the day if they feel sufficiently strongly about it. **We recommend therefore that the organisers of all motor sporting events should be required to put a public notice in the local press stating not only the date and times of the event itself but also of any prior practising or testing of vehicles.**

7.13 We also believe that, given the inherently noisy nature of the sport itself, the organisers must be extremely careful about other noisy activities associated with the event. In particular organisers should take extra care with the use of loudspeakers and try not to use them when the vehicles themselves are in use. We consider this is an area where the Royal Automobile Club and Autocycle Union might themselves usefully introduce further rules.

BRI. SMITH Dip TP MRTPI District Planning Officer

Planning Department
Council Offices,
Priory Road, Spalding,
Lincolnshire. PE11 2XE
Telephone: (0775) 761161

SOUTH HOLLAND DISTRICT COUNCIL

Com

Application no: H18/0968/91

Applicant: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Lincs PE12 9AP

Agent: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Lincs PE12 9AP

Description: Change of use of land to Rally Carting Centre

Location: Grove Farm
Bridge Road
Long Sutton
Spalding Lincs

Type: OUTLINE

Date received: 10-OCT-91

28-OCT-91

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990
REQUIREMENT FOR ADVERTISEMENT OF THE PROPOSAL BY THE APPLICANT

Your submission for the above has been received, but I regret that it cannot be dealt with yet as the development includes work which must be advertised by the applicant before it can be entertained by the Authority.

I therefore enclose notices and certificates for your use. Please arrange for one notice to be posted on the site and for the other to be published in the Statutory Notices section of a local newspaper. Please arrange for the completed certificates to be returned to me once the advertisements have been left on the land for 7 days and have appeared in the press.

If you wish to contact the department at any time, the officer dealing with the application at present is D M GEDNEY

Yours faithfully

Principal Administrative Officer

RIAN SMITH Dip TP MRTPI District Planning Officer

Planning Department
Council Offices,
Priory Road, Spalding,
Lincolnshire. PE11 2XE
Telephone: (0775) 761161

S.H.D.C. PLANNING DEPT.
RECEIVED
24 OCT 1991 DG

Attention of	File Nos.
DPO NRM DOPO BS JC ACP	
Action by ..... Discuss with ..... Copy to	Acknowledge YES/NO by date

SOUTH HOLLAND DISTRICT COUNCIL

Application no: H11/0968/91

Applicant: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Lincs PE12 9AP

Agent: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Lincs PE12 9AP

Description: Change of use of land to Rally Carting Centre with outdoor/indoor facilities car parking, toilets etc

Location: Grove Farm Bridge Road
Long Sutton Spalding Lincs

Type: OUTLINE

Date received: 10-OCT-91

21-OCT-91

Dear Cllr C J T H Brewis

NOTIFICATION TO WARD MEMBER

I have received an application for the above proposal in your ward. The officer dealing with this application is D M GEDNEY

As applications can be determined under delegated powers in many cases, please let me know by 31-OCT-91 if you feel that this proposal should be brought to the attention of the Planning Committee for any reason.

Yours faithfully
B SMITH
District Planning Officer

Cllr C J T H Brewis
194 Bridge Road
Sutton Bridge
Spalding Lincs
PE12 9SF

I request that this application be considered by Planning Committee, because

Signed: Chris Brewis

I give this application my strongest support. A very worthwhile suggestion

IAN SMITH Dip TP MRTPI District Planning Officer

Planning Department
Council Offices,
Priory Road, Spalding,
Lincolnshire. PE11 2XE
Telephone: (0775) 761161

S.H.D.C. PLANNING DEPT.
RECEIVED
25 OCT 1991
Attention of
DPO NRM
DOPO BS
JC ACP
Action by .....
Discuss with .....
Copy to .....
File Nos.
Acknowledge YES/NO
by
date

SOUTH HOLLAND DISTRICT COUNCIL

Application no: H11/0968/91

Applicant: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Lincs PE12 9AP

Agent: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Lincs PE12 9AP

Description: Change of use of land to Rally Carting Centre with outdoor/indoor facilities car parking, toilets etc

Location: Grove Farm Bridge Road
Long Sutton Spalding Lincs

Type: OUTLINE

Date received: 10-OCT-91

21-OCT-91

Dear Cllr D Dewsberry

NOTIFICATION TO WARD MEMBER

I have received an application for the above proposal in your ward. The officer dealing with this application is D M GEDNEY

As applications can be determined under delegated powers in many cases, please let me know by 31-OCT-91 if you feel that this proposal should be brought to the attention of the Planning Committee for any reason.

Yours faithfully
B SMITH
District Planning Officer

Cllr D Dewsberry
248 Bridge Road
Sutton Bridge
Spalding Lincs
PE12 9SH

I request that this application be considered by Planning Committee, because of change of use from agriculture & its nearness to the main gas terminal at the west end of the site not shown on the plan.

Signed: D Dewsberry

SOUTH HOLLAND
Internal Drainage Board

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

S.H.D.C. PLANNING DEPT.
RECEIVED
- 8 NOV 1991 DG

Attention of | File Nos.
DPO NRM
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JC ACP
Action by .....
Discuss with .....
Copy to.....
Your Ref.
Acknowledge YES/NO
by
date

Please contact: Mr. Staines

Tel. Holbeach (0406) 24933
Fax: (0406) 26501

Our Ref. RS/PA-H/968/91/TB

Date 31 October 1991

Dear Sir,

OUTLINE PLANNING APPLICATION - BRIDGE ROAD LONG SUTTON
PROPOSED RALLY & CARTING CENTRE

The District Planning Officer has informed me that you have submitted an application seeking permission for development at the above location. The submitted details have been inspected and whilst my Board's interests would not seem to be directly affected I set out below general advice for your consideration and attention.

Prior to the installation of septic tank and roof water soakaway systems for which the consent of the National Rivers Authority may be required, I would suggest that appropriate tests are undertaken to ensure the subsoil conditions are suitable and that such systems will function adequately. Also that steps are taken where necessary to prevent highway surface water run-off from creating embarrassment.

Any watercourses adjoining the site are maintained by the riparian owners whose consent must be obtained prior to any filling being undertaken or extra storm water run-off discharged. 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. You are advised at this stage that should a direct storm water outfall be intended, my Board reserve the right to seek a single once and for all time contribution towards future improvements of the Board's system to ensure adequate capacity for increasing flows from continuing developments.

The contribution rate is currently £6,600 per acre of new impermeable surface drained via a direct outfall and subject to 10% engineering fees and V.A.T. although this figure is subject to periodic review.

In this eventuality, full details of the route and quantity of run-off for the surface water disposal will be required for my prior approval.

Should your project involve the filling of a dyke alongside a highway, the prior approval and specification of the South Holland District Council's Technical Services Department must be obtained.

A copy of this letter is being forwarded to the District Planning Officer in order he is aware of my observations.

Yours faithfully,

J.T.W. Stacey Esq.,
Grove Farm,
Bridge Road,
Long Sutton,
Spalding,
Lincs. PE12 9AP

ENGINEER TO THE BOARD

HIX & SON

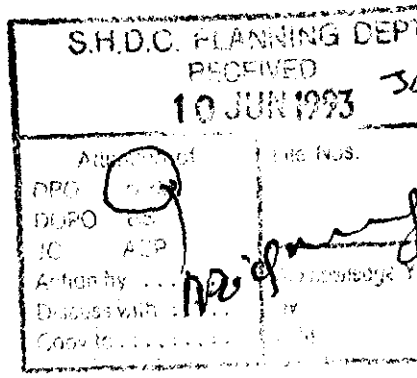
Chartered Surveyors,
Auctioneers, Valuers and Estate Agents.

Richard H. Frisby, F.R.I.C.S., F.A.A.V.
Christopher Shallice, F.R.I.C.S., F.A.A.V.
Gordon A. Mills, A.R.I.C.S., I.R.R.V., F.A.A.V.
CONSULTANT
V.S. Mills, F.R.I.C.S., F.A.A.V.

28 CHURCH STREET, HOLBEACH,
Lincolnshire, PE12 7LL

Established 1897
TEL. HOLBEACH (0406) 22777
FAX. HOLBEACH (0406) 26142

Our Ref: RHF/6137/SEC Date 9th June 1993 Your Ref: H18/0968/91



B. Smith Esq
The District Planning Officer
The South Holland District Council
Council Offices
Priory Road
SPALDING
Lincolnshire, PE11 2XE

Dear Mr. Smith

Rally Carting Centre
Grove Farm Bridge Road, LONG SUTTON, Nr. Spalding
J.T.W. Stacey

Further to our Mr. Frisby's telephone discussion with your office earlier this year you will remember that, on the 27th November 1992, your Council granted planning permission to our above client under Reference No. H18/0968/91 for the Change of Use of land at the above holding to a Rally Carting Centre. This permission was granted further to a Deed between Mr. Stacey and your Council dated the 9th November 1992 (Reference No. 5706) creating a Planning Obligation under Section 106 of the Town and Country Planning Act 1990.

Mr. Stacey is in the process of implementing the development authorised by the planning permission but, in the meantime, he has been approached by the Company, I.P.G. Limited of Emperor's Gate, No. 114a, Cromwell Road, LONDON, SW7 4ES, who are promoting the proposed new Power Station at Sutton Bridge and they wish to acquire the Freehold of part of his holding adjacent to British Gas's Bridge Road Compressor Station as part of the arrangements for supplying the mains gas to the new Power Station. Mr. Stacey has instructed us to act on his behalf but, before entering into any negotiations, we wish to establish whether or not the loss of this land will have any effect upon the Rally Carting Centre Planning Permission that he has already been granted. Accordingly we enclose herewith a copy of a plan, Reference No. 45112 dated March 1993, showing edged in red, the areas of land I.P.G. Limited wish to acquire and we should be grateful if you could confirm :-

a) Whether or not the existing Planning Permission can remain in force on the reduced amount of land available.

b) Whether or not the Section 106 Agreement under the Town and Country Planning Act 1990 can stand unaltered.

We look forward to hearing from you.

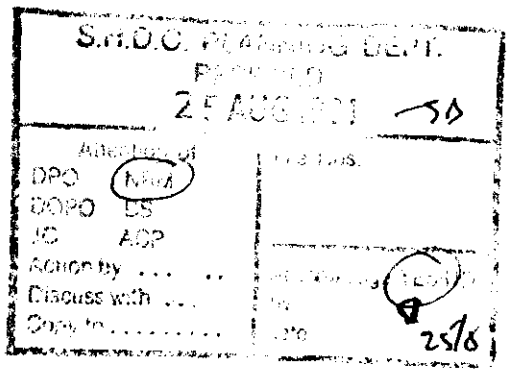
Yours sincerely

SAVILLS

Chartered Surveyors
INTERNATIONAL PROPERTY CONSULTANTS
Spring Hill House, Spring Hill, Lincoln LN1 1HB
Telephone: (0522) 534691
Fax: (0522) 510017

Our Ref: KSJ/BS/4757C/6

24 August 1994



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

Dear Roger

INDEPENDENT POWER GENERATORS

Independent Power Generators have for some time now been negotiating with a Mr Stacey of Grove Farm, Bridge Road, Long Sutton, about the acquisition of a small area of land which is currently part of the site which has planning consent for use as a rally karting centre. For your information the planning consent was granted in November 1991 under reference H18.0968/91.

In July 1993 Mr Stacey's agent, Richard Frisby of Hix & Sons at Holbeach received a response from your Mr Midlen which stated that if part of the land was taken by IPG for an extension to a gas take off point, the site would not be of sufficient size to adequately house the rally karting centre.

My reason in writing to you is two fold. Firstly I should be grateful if your Council could perhaps reconsider this point and to help with this I enclose a plan showing edged blue the land which is the subject of the planning consent, and edged red the land within this area that IPG wish to acquire. The second point I would like you to consider is whether or not your Council would agree to amend the existing planning on a larger area if IPG were to deal with the amendment or re-application on behalf of Mr Stacey. What I have in mind is quite simply replacing the acreage to be lost with an adjacent acreage which would obviously involve a slight revision of the layout.

This is the last piece of land that IPG need to acquire to have a fully secured power station project. By that I mean a package that any alternative developer could purchase in the knowledge that they had sufficient secured rights over land for all purposes, including the supply of gas and the other essential services which will flow to and from the site.

/cont'd

If you would like to telephone me to discuss this further I would be happy to receive your call, but I do hope you will be able to give sympathetic consideration to my client's situation and find a way in which both IPG and Mr Stacey can reach agreement.

Yours sincerely

K S Jones BSc FRICS FAAV

Encl.

c.c. R H Frisby Esq, Messrs Hix & Son

Driving Ambitions Ltd
Unit 6, Pilot Trading Estate,
West Wycombe Road,
High Wycombe,
Bucks HP12 3AB.
Tel. 0494 450502
Fax. 0494 451552

S. H. D. COUNCIL
ENVIRONMENTAL HEALTH DEPT.

PACER RALLY KARTING: NOISE EVALUATION

The purpose of this report is to provide information to interested parties, for the purpose of Planning Applications.

The PACER rally kart is fitted with a Honda 8 h.p. OHV 4-stroke engine, using the standard Honda silencer - Engine speed is governed to 3000 r.p.m. and unleaded petrol is used.

This particular engine model is also used extensively in the building industry, as it meets all relevant EEC regulations on noise control.

The following noise readings have been taken directly from a colation of reports provided by the RAC Motor Sport Association, covering noise evaluations conducted at various circuits in the British Isles.

Equipment Used

C.E.L. 214 impulse sound meter.

Range: 60-90 dba. "A" weighting. Impulse-slow. Hold-max.

C.E.L. 184 calibrator used during tests.

Procedure

The karts were driven to warm the engines, prior to conducting noise tests.

The measuring equipment was set up 7 metres away from the track.

Maximum reading from one kart.	73 dba.
Ambient noise level taken at same time	48 dba.
Maximum from passing vehicles (4)	70 dba.

The measuring equipment was later set up 16 metres away from the track.

Maximum reading from four karts	67 dba.
Ambient level with passing traffic	62 dba.

Driving Ambitions

RALLY KARTING

Rally karting is one of the fastest growing new leisure activities in the Country. Why? Because it is a magical blend of all the best branches of motor-sport. Almost anyone from 12 years old can put on a crash helmet and drive one of our exciting PACER Rally Kart machines. Running on grass, circuits can be created quickly and cheaply in almost any area.

THE PACER RALLY KART

PACER Rally Karts have been designed with the benefit of twenty-five years experience in competitive motor-sport. The result is an extremely strong vehicle which provides unrivalled security and protection for its driver. Low, wide and very stable, the 'PACER' is built to race-car standards incorporating Z.R.S. (zero-roll-suspension) to combine comfort with superb handling.

Specification includes:

* All terrain low pressure tyres
* Gas filled adjustable shock absorbers
* Rally spec' Corbeau seat
* Exceptionally strong chassis
* Replaceable bumpers and side guards
* Rally spec' saftey harness
* Easy chain adjustment
* Hydraulic disc brake
* Full roll cage
* Wrist reatiners
* Adjustable driving position
* All spares available from stock
* High quality bearings
* Automatic clutch

The PACER is powered by the proven Honda 8 h.p. engine. Running on unleaded fuel the engine meets all E.E.C. silencing regulations.

S.H.D.C. PLANNING DEPT.
RECEIVED
26 FEB 1992
DG

MR. TOM STACEY

GROVE FARM, LONG SUTTON

ASSESSMENT OF NOISE EMISSION

FROM

PROPOSED RALLY KART CIRCUIT

14th February, 1992

Report prepared by:

R.S.Allsopp B.Sc., M.I.O.A.

R.S.Allsopp & Associates,
Wymondham,
Melton Mowbray,
Leicestershire.

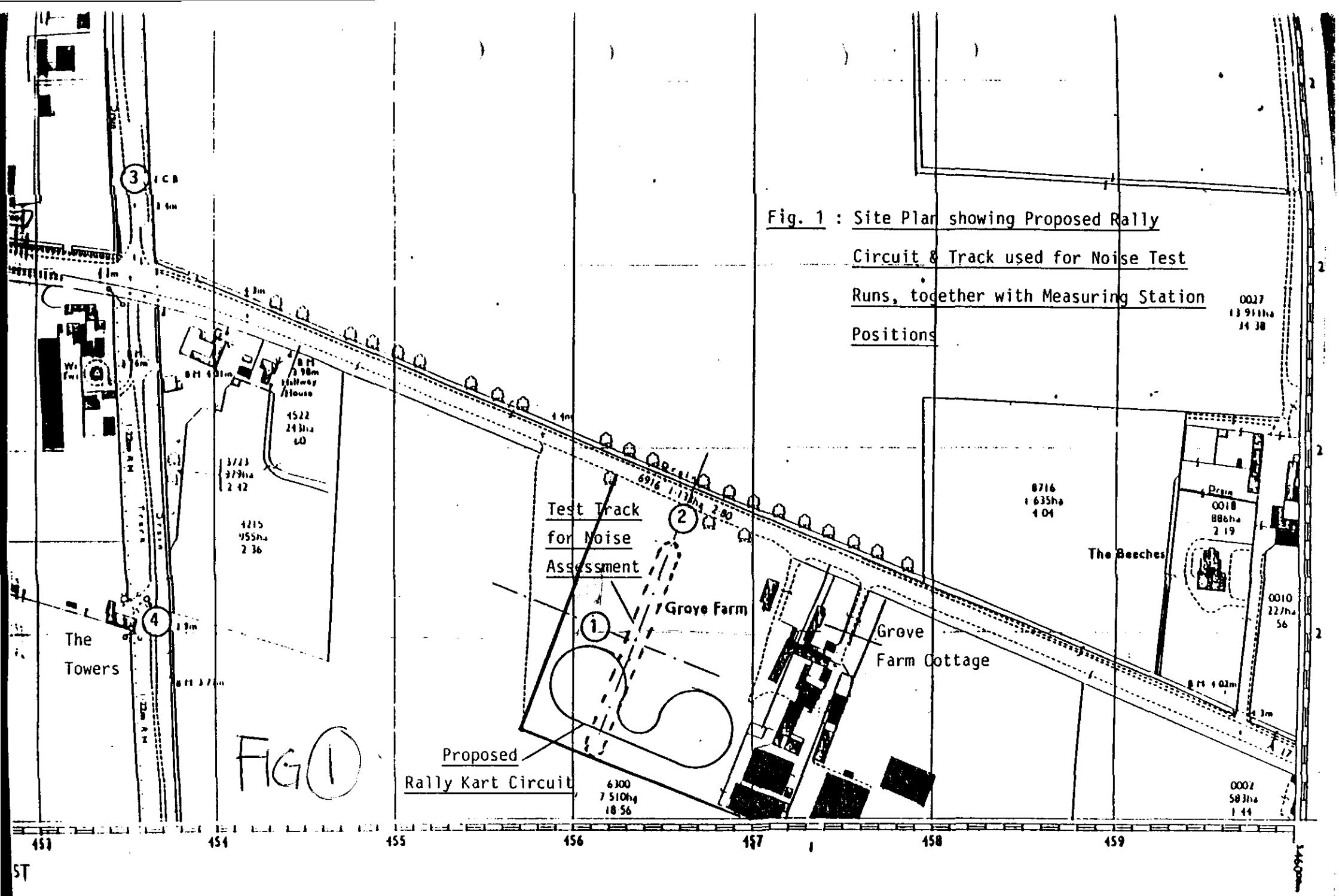


Fig. 1 : Site Plan showing Proposed Rally Circuit & Track used for Noise Test Runs, together with Measuring Station Positions

Made and published by the Director General of the Ordnance Survey, Southampton

SUMMARY

1. The test data obtained jointly with the South Holland District Council's Environmental Health Officer has been used as a basis for assessment of the potential noise emission from the proposed Rally Kart Circuit when four machines are in simultaneous operation.

2. The noise levels reaching the four nearest houses in the area have been evaluated, and are compared with the representative background levels of noise as measured at Friday mid-day, following the accepted procedures of B.S.4142 'Method of Rating Industrial Noise affecting Mixed Residential and Industrial Areas'. Comparitive levels are presented in the table below:

Property	Received Level L_{eq} dB(A)	Measured Background Level L_{90} dB(A)
The Towers	48	47.5
Halfway House (Rear/South West fascia)	48	47.5
The Beeches	47	55.0
Grove Farm Cottage (Front/South East fascia)	51 *	55.0

Assessment of 'Received Levels' External to Nearest Houses with Four Karts in Operation at Proposed Circuit

* Levels evaluated for Grove Farm Cottage include 8 dB(A) adjustment for 'Acoustic Screening' provided by house and existing garden wall

3. Using the B.S.4142 procedure for assessment, it is concluded that - with the four Karts in simultaneous operation - there should be no likelihood of the levels experienced at any of the four nearest houses being high enough to give rise to complaints of noise nuisance. Background noise levels in the area are relatively high at all times of the day consequent to the heavy flow of road traffic; the audible contribution from the operation of the Circuit as proposed should be insignificant in relation to general traffic noise effects.

ASSESSMENT OF NOISE EMISSION

FROM

PROPOSED RALLY KART CIRCUIT

INDEX PAGE

INTRODUCTION 1

OBJECTIVES 2

INSTRUMENTATION 2

TEST PROCEDURE 3

Rally Kart Operation 3

Noise Measurement Procedure 3

Weather Conditions/Timing 4

TEST RESULTS 5

Noise Emission from Kart on Test Track 5

L_{90} Background Noise Level 7

Correction Factor for Multiple Sources 9

Track Positioning 10

CRITERIA 12

Environmental Noise Nuisance 12

ASSESSMENT 13

ASSESSMENT OF NOISE EMISSION

FROM

HONDA PACER MODEL 800 RALLY KART

INTRODUCTION

An application is being made for Planning Approval to operate a small Rally Karting Circuit at Grove Farm, Long Sutton, as an alternative use for a portion of the farmland fronting onto the 'old' A17 Trunk Road.

Information has been requested by the Local Authority - the South Holland District Council - on the levels of noise likely to be created in the area consequent to the operation of the proposed circuit, as an aid to formulating a decision on the application.

A single Rally Kart of the type proposed for use has been made available for test by the equipment suppliers and was operated on a simulated track at the proposed site to allow noise measurements to be made. These tests were carried out in conjunction with Mr. Sean Lawson, Environmental Officer of the Local Authority, and the results and assessment are presented within the report in support of Mr. Stacey's Planning Application.

OBJECTIVES

1. To measure the levels of noise produced by the operation of the single Rally Kart under test at Grove Farm.

2. To predict from the test results the levels of noise likely to be experienced at the nearest residential properties, with the circuit operational and with four Karts in simultaneous use.

3. To assess the levels of received noise on the basis of British Standard 4142 : 'Method of Rating Industrial Noise affecting Mixed Residential & Industrial Areas' as a basis for establishing whether operation of the circuit is likely to give rise to complaints of noise nuisance.

INSTRUMENTATION

(i) Bruel & Kjaer Integrating Sound Level Meter Type 2218, calibrated before and after use with matching Type 4230 Calibrator.

(ii) Castle Statistical Datalogging Sound Level Meter Type GA-108, calibrated before and after use with matching Type GA-601 Calibrator.

(iii) C.E.L. Integrating Sound Level Meter Type 238, with associated C.E.L. Secondary Processor/Recorder, calibrated before and after use with matching Calibrator [property of South Holland District Council and operated by Environmental Health Officer].

TEST PROCEDURE

Rally Kart Operation

It was not possible to run the Kart on the exact line of the Circuit proposed for the planned usage and marked with the full black line in Fig. 1 since the ground is currently in use for vegetables. An alternative test track was selected on a narrow stretch of cleared ground to provide two adjacent parallel 'straights' each of 110 metres length, with a sharp 180° turn at either end; the track is marked in green on the Site Plan of Fig. 1.

It should be noted that the operating conditions for the Kart are more severe in noise emission terms than would occur on the planned circuit since the short-radius turn at either end had to be negotiated at low speed, followed by immediate full-throttle acceleration almost from rest and then the continuous maximum-speed run down the straight.

Noise Measurement Procedure

Preliminary measurements of noise produced by the Kart were made at distance intervals along a central line perpendicular to the track using the Bruel & Kjaer and Castle Integrating Sound Level Meters; the principal parameters monitored during 5 minute sampling periods were the L_{eq} Equivalent Continuous Sound Level and the Maximum Level. Further measurements were also made of the L_{90} Background Noise Level, both in the grounds of Grove Farm and adjacent to the residential properties considered most likely to be affected by noise emission from the site.

Following the arrival of the Environmental Health Officer, initial checks confirmed complete correlation between the two sets of instruments; the Local Authority's CEL Meter and Processor/Recorder were therefore used for the main tests, similarly recording the 'Sampled L_{eq}' and 'Maximum Level' parameters as previously. Test stations were established at a distance of 10 metres from the edge of the track along the central perpendicular line (Position 1 on Site Plan) and at 10 metres from the northern 'turn-round' point (Position 2 on Site Plan). A series of measurements based on 5-minute monitoring periods were made with the Kart circuiting the track continuously at maximum practicable speed.

Measurements of the representative L_{90} Background Noise Levels and of the L_{eq} Sampled Equivalent Sound Levels were made at the two positions marked '3' and '4' on the Site Plan, Location 3 being approximately 40 metres from the road junction and Location 4 external to 'The Towers' - which has a direct line-of-sight to the proposed track and whose occupants have apparently indicated their objection to the proposed development.

Weather Conditions/Timing

The weather was fine during the main period of the tests, with a southerly wind blowing at Force 2 - 3 almost along the length of the test track; the effects of wind on the noise readings obtained at the '10-metre' test points is considered to be insignificant. All measurements were made during the period 10.00 - 12.00 hrs. on the morning of Friday, 14th February, 1992.

TEST RESULTS

As noted, the data obtained using the C.E.L. Test Equipment has been used exclusively within the present results and subsequent assessment.

Measurements of Noise Emission from Kart on Test Track

(i) Whilst a series of '5-minute' monitoring measurements were made at Position '1' at the side of the Test Track, for the purposes of this assessment only the highest of the recorded set of results is reported and used.

(ii) As noted, noise emission levels recorded at Position '2' are more severe than would occur on the proposed B-shaped circuit, where all curves are of 'smooth' form, and there is no requirement for the Kart to be effectively started from rest using full-throttle acceleration.

(iii) The further feature of the typical 'B' circuit is that the greater 'spread' of the path locations would be expected to produce a lower L_{eq} value than recorded during the present tests, since for almost 40% of the circuit time the Kart would be at a greater distance from an equivalent 'side-on' measuring point such as Position '1'. Although such corrections could be as much as -2 dB(A) when compared to the levels occurring during traverse of the 'side-by-side' straights of the track used for the present tests, no adjustment is proposed for the present assessment.

(iv) In consequence of the above approach, it is considered realistic to use the Mean Values of the two sets of results for the purposes of this assessment, also rounding figures to the nearest whole decibel:

Measuring Station	Sampled Leq dB(A)	Maximum Level dB(A)
Pos. 1 10 metres on Perpendicular Centre Line	64.7	75.3
Pos. 2 10 metres from Turn-around Radius	68.9	80.0
Mean Values (to be used for assessment)	66.8 (67)	77.6 (78)

Table 1 : Measurements of Kart Noise Level at 10 metre distance from Test Track, together with Mean Values derived for purposes of assessment

Measurements of L_{90} Background Noise Level [Rally Kart Inoperative]

(i) Noise measurements at Position '3', controlled primarily by traffic movements on the 'old' A17 Road, may be considered as representative of the background noise experienced at 'Halfway House', 'Grove Farm Cottage' and 'The Beeches', all of which lie in the possible area of influence of the proposed Circuit.

(ii) The background noise measured at Position '4' directly quantifies the level experienced external to 'The Towers', and is determined by traffic flow on both the 'old' A17 Road and on the 'new' A17 Long Sutton by-pass road; the measured value may also be considered as representative of the background noise experienced at the rear of Halfway House, where the actual shell of the property provides a measure of acoustic shielding from traffic noise consequent to passing vehicles on the 'old' road.

Measuring Station	Sampled Leq dB(A)	Background Level - L_{90}
Pos. 3 40 metres from 'Old' A17 Road	60.0	55.0
Pos. 4 On track external to 'The Towers'	51.8	47.5

Table 2 : Measurements of Background Noise Level [Kart Inoperative] made at Representative 'Residential' Test Locations

Distance Attenuation

Considering the operation of the track as approximating to a single point source, the reduction in level consequent to distance is given by the formula:

$$L_1 - L_2 = 20 \log \frac{r_2}{r_1} \qquad (1)$$

where L_1 is the sound level measured at distance 'r_1' from the source, and L_2 is the resultant level at the greater distance 'r_2' from the source. In the present tests, where the width of the test track was approximately 5 metres, the effective reference distance for the 'side-on' measurements from the assumed 'point source' is taken to be

$$10 + 2.5 = 12.5 \text{ metres}$$

Adjustment Factors for Nearest Properties (Distance Attenuation)

Scaling-off the distances of the nearest properties and excluding 'Grove Farm' owned and occupied by Mr. Stacey, we can derive the resultant distance attenuation factors from Equation (1) above and hence determine the 'received levels' of sound experienced external to the houses consequent to the operation of a single Kart on the proposed circuit. Distances are measured from the perimeter of the Test Track to the respective property, noting that the base reference readings are assumed to be at 12.5 metres from the source, thus again making the 'most severe' or 'worst case' assessment.

Property	Distance from Track (metres)	Distance Attenuation	Received Leq Level dB(A)	Background L_{90} Level
The Towers	225	25	42	47.5
Halfway House : Front	225	25	42	55.0
Rear	225	25	42	47.5
The Beeches	262	26	41	55.0
Grove Farm Cottage	62	14	53	55.0

Table 3 : Calculated 'Received' L_{eq} Levels at Nearest Houses with Single Kart Operating on Proposed Circuit

Correction Factor for Multiple Sources

Since the B.S. Assessment is primarily based on the L_{eq} Equivalent Continuous Sound Level values, the adjustment approach for further Karts is quite simple and is based on the principle that a doubling of the number of vehicles will double the resultant sound energy - which is equivalent to a 3 dB increase in sound level.

Thus a change to two Karts will produce L_{eq} levels 3 dB(A) up on the reported values whilst four Karts operating will lift levels by a further 3 dB(A) - thus giving a 6 dB(A) increase from the values recorded during the present tests and similarly increasing the evaluated 'Received L_{eq} levels' reported in Table 3 by 6 dB(A).

Property	Received Levels L_{eq} dB(A)			Background
	Single Kart	Two Karts	Four Karts	L_{90} Level dB(A)
The Towers	42	45	48	47.5
Halfway House : Front	42	45	48	55.0
Rear	42	45	48	47.5
The Beeches	41	44	47	55.0
Grove Farm Cottage	53	56	59	55.0

Table 4 : Calculated 'Received' L_{eq} Levels at Nearest Houses with Multiple Kart Operation at Circuit

Track Positioning

It was advised that it is normal practice to 're-position' the actual track to a limited degree during the summer months to minimise any problem of excessive dust from a dry soil surface in constant use. Such overall re-sitings are likely to be not more than 10 - 15 metres in total, thus providing only minor changes in the overall distances of three of the four houses considered - and a consequent change in the received levels of noise of not more than 1 dB(A).

In the case of 'Grove Farm Cottage' a 'forward shift' of the track towards the 'old' A17 could reduce the distance of separation to about 40 metres; this would increase 'received noise' by 4 dB(A) to 57 dB(A) with a single Kart operating, and to 63 dB(A) with the four units in use. However, two significant features of 'Grove Farm Cottage'

are that the West fascia wall - as viewed from the track area - includes only one small window of approximately 300mm width x 200mm height (which is presumed to be a bathroom or staircase), whilst the rear wall line is 'continued' in a south-westerly direction by a brickwork wall of approximately 2.5 metres height, which then joins up to further outbuildings. The result overall is very effective 'acoustic screening' of the amenity area in front of the cottage and of the principal 'window-wall' fascia, with calculations showing reductions of from 8 - 18 dB (dependent on frequency) for a distance of 15 metres out within the 'acoustic shadow' of the wall.

It is proposed that a mean reduction figure of 8 dB(A) be selected for assessment purposes, giving a 'received noise level' value of 49 dB(A) when four Karts are in simultaneous operation.

CRITERIA

Environmental Noise Nuisance

The 'Environmental Protection Act - 1990' came into force on 1st January, 1991 and requires local authorities to take 'such steps as are reasonably practicable' to investigate complaints of alleged or potential noise nuisance. The assessment and validation of a nuisance is based on the procedures set out in British Standard 4142 : 'Method of Rating Industrial Noise Affecting Mixed Residential and Industrial Areas'. The approach is frequently used by Local Authorities - as in the present situation - to provide a base-line for determining particular Planning Requirements where potentially noisy operations or noise-sensitive locations are involved.

B.S.4142 describes methods for measuring and assessing the noise reaching - or expected to reach - the exterior of a house from a neighbouring industrial or commercial source, and effectively rates the 'received levels' in terms of their likelihood to provoke complaints from the occupants of the house. The Standard was first published in 1967 and was revised in 1990; it is accepted and adopted as an authoritative guideline by Local Authorities, Consultants and other workers in the field for the quantified assessment of alleged noise nuisance.

The key features of the procedures set out in the Standard and relevant to the present situation are:

(i) The measurement or prediction of the L_{eq} Equivalent Continuous Sound Level in dB(A) produced by the offending source(s) at the measuring position(s) over a given reference time interval.

(ii) Adjustment of the measured specific levels by a correction factor to take account of the character of the noise where it contains a distinguishable note, or it is irregular enough to attract attention.

(iii) The measurement of the L_{90} background noise level [the dB(A) level exceeded for 90% of the time period] in the absence of the offending noise source - at the time of day or night at which the nuisance is alleged or expected to occur.

(iv) The essence of the rating procedure is simply the comparison of the 'Corrected Noise Level' - derived from adjustment of the measured level as noted in (ii) above - with the prevailing 'Background Noise Level' at the time of the alleged occurrence. A difference of 10 dB(A) or more indicates that complaints are likely - which is essentially the validation of a complaint from an existing source - whilst differences of 'around 5 dB(A)' [normally interpreted as up to 9 dB(A)] are adjudged to be 'of marginal significance'.

ASSESSMENT

1. Following B.S.4142 Procedures for assessment, it is not considered appropriate for any 'correction factor' in respect of 'tonal character' or 'impulsive irregularities' to be introduced, since at even short distances from the Test Track the exhaust and engine noise from the Kart was no more noticeable than the fluctuating emission from passing traffic.

2. For the purposes of the Planning Application, the assessment thus becomes a direct comparison of the predicted 'Four Kart' levels received at the respective properties with the prevailing Background Noise Level measured at each location:

Property	Received Level L_{eq} dB(A)	Measured Background Level L_{90} dB(A)
The Towers	48	47.5
Halfway House (Rear/South West fascia)	48	47.5
The Beeches	47	55.0
Grove Farm Cottage (Front/South East fascia)	51 *	55.0

Table 5 : Assessment of 'Received Levels' External to Nearest Houses with Four Karts in Operation at Proposed Circuit

* Levels evaluated for Grove Farm Cottage include 8 dB(A) adjustment for 'Acoustic Screening' provided by house and existing garden wall

3. It is concluded from the above assessment table that with the four Karts in simultaneous operation on the proposed circuit there should be no likelihood of the levels experienced at any of the four nearest houses being high enough to give rise to complaints of noise nuisance.

4. Any screening of the track or site would be appropriate only for aesthetic or visual amenity requirements, and is not considered necessary from considerations of noise emission.

5. Development of the operation up to the possible simultaneous use of eight Karts - which it is presumed could be the subject of a possible Planning Application at a future time - is not considered likely to create noise nuisance since the increase on the reported four-Kart levels would be only 3 dB(A).

Tower House,
Hospital Drove
Long Sutton
Spalding. Lincs.
PE12 9EG

25.11.91.

App. No. H18/0968/91.

Dear Mr. Smith.

We would like to lodge an objection against the above plans for a "Rally Karting Centre," on the grounds of both noise and pollution. We have read that the stated noise level of four karts together is 75 decibels & that they run on green petrol. At the moment we have no problems regarding the environment but if this plan is accepted & put into practice we shall have an increase in both noise and pollution.

To be democratic, we cannot see how you could possibly consider passing these proposals as a plan for a riding school less than 100 yds away was

refused because of the entrance/exit onto the A17, thus still being classed as a major road.

As the entrance to the Centre is opening onto the same road, and we visualise far more traffic, indeed some cars with trailers bringing their own carts, we are asking you to refuse ~~their~~ planning consent on these grounds plus the added noise & pollution levels, neither of which would have come from the riding school that has been refused.

Although Mr Stacey states he has the support of his neighbours, and this we do not believe, it is a fact that Mr R Teer, like most of the people who signed his petition, does not live any where near the proposed centre. (He owns the house next door) – We live 200 yds. away & we weren't asked to support it, which is self explanatory. Yours faithfully

MR & MRS. E.W. RINGER. E.W.J. Ringer

BRIAN SMITH Dip TP MRTPI
Director of Planning & Building Control Services
Planning & Building Control Department,
Council Offices,
Priory Road, Spalding,
Lincolnshire. PE11 2XE

Telephone: (0775) 761161
Fax: (0775) 710772

SOUTH HOLLAND DISTRICT COUNCIL

Application no: H18/0968/91

Applicant: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Lincs PE12 9AP

Agent: J T W Stacey
Grove Farm
Bridge Road
Long Sutton
Lincs PE12 9AP

Description: Change of use of land to Rally Carting Centre

Location: Grove Farm Bridge Road
Long Sutton Spalding Lincs

Type: FULL

07-DEC-92

Dear Sir/Madam,

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
B SMITH
Director of Planning and Building Control Services

COPY SENT TO: -

Mr & Mrs C W Ringer
Tower House
Hospital Drove
Long Sutton
PE12 9EG

TOWN AND COUNTRY PLANNING ACT 1990

NOTICE UNDER SECTION 65 (2)

*(to be published in a local newspaper)

NOTICE UNDER SECTION 65 (3)

*(to be displayed on site)

Proposed development at *(a)* ..... Grove Farm Long Sutton .....

I give notice that *(b)* ..... F. T. W. Stacey .....

is applying to the South Holland District Council

for planning permission to *(c)* ..... change the use of land to a salty carting centre .....

Members of the public may inspect copies of:

- the application
- the plans
- and other documents submitted with it

at *(d)* ..... the Planning office, Priory Road, Spalding ..... during

all reasonable hours until *(e)* ..... Nov. 26th 1991 .....

Anyone who wishes to make representations about this application should write to the District Planning Officer, South Holland District Council, Priory Road, Spalding, Lincolnshire

by *(e)* ..... Nov. 26th 1991 .....

Signed .....

*On behalf of .....

Date ..... 15.11.91 .....

THIS IS TO CERTIFY THAT THE ABOVE NOTICE WAS PUBLISHED IN

..... SPALDING GUARDIAN ON 30th October 1991 .....

SIGNED ..... DATE ..... 15.11.91 .....

(Sign and date AFTER the date of publication and return to Planning Department)

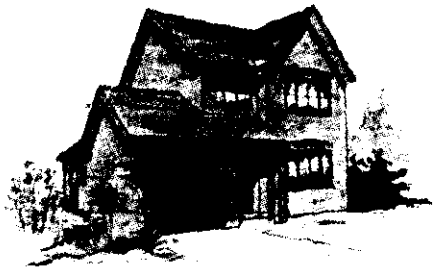
*delete where inappropriate

Insert:

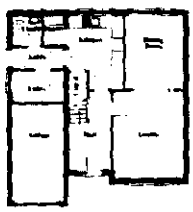
(a) address or location of the proposed development
(b) applicants name
(c) description of the proposed development, including the relevant class designated in article 11 of the General Development Order
(d) address at which the application may be inspected (the applicant is responsible for making the application available at a place within the locality)
(e) date giving a period of not less than 21 days, beginning with the date when the notice is published or first displayed on site (as the case may be).

TAGES, 3 & 4 BEDROOMED DETACHED
DETACHED BUNGALOWS

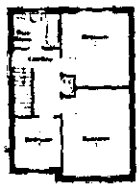
THE BANBURY
£63,950
ST MARY'S LEA WHAPLODE



GROUND FLOOR



FIRST FLOOR



ND OTHER STYLES AVAILABLE, PLEASE CONTACT:

Jest Elloe Avenue, Spalding, Lincolnshire PE11 2BS
4701. Fax: 0775 762153

1h2611a

be abstracted under the provisions of the ... licence.

A copy of the application and of any map, plan or other document submitted with it may be inspected free of charge at Haconby Hall, near Bourne, Lincolnshire PE10 0UY at all reasonable hours during the period beginning on October 30, 1991 and ending on November 30, 1991.

Any person who wishes to make representations about the application should do so in writing to the Regional Manager, Environment & Fisheries, National Rivers Authority, Anglian Region, Kingfisher House, Goldhay Way, Orton Goldhay, Peterborough PE2 0ZR before the end of the said period.

Signed: ROYTHORNE & CO,
Solicitors on behalf of John Frank Atkinson, Florence Lillian Atkinson, Ada Mary Atkinson and Rootridge Limited.

Dated October 23, 1991.

4007 187/607FP5-11

NOTICE OF SUBMISSION OF PROPOSAL FOR STRUCTURE PLAN ALTERATION No 2

TOWN & COUNTRY PLANNING ACT 1990

LINCOLNSHIRE COUNTY STRUCTURE PLAN: ALTERATION No 2

LINCOLNSHIRE COUNTY COUNCIL submitted the above mentioned proposal for a Structure Plan Alteration No 2 to the Secretary of State for the Environment on November 4, 1991 for his approval.

Certified copies of the proposed Alteration No 2, of the Explanatory Memorandum, and of the statement mentioned in Section 33(5) of the Act have been deposited at the undermentioned places where they may be inspected free of charge during normal working hours.

Chief Executive, Lincolnshire County Council, County Offices, Newland, Lincoln LN1 1YL.

Chief Executive, Lincoln City Council, City Hall, Beaumont Fee, Lincoln LN1 1DB.

Chief Executive, South Kesteven District Council, Council Offices, St Peter's Hill, Grantham NG31 6PZ.

Chief Executive, East Lindsey District Council, Tedder Hall, Manby Park, Louth LN11 8UP.

Chief Executive, West Lindsey District Council, The Guildhall, Gainsborough DN21 2DH.

Chief Executive, North Kesteven District Council, Council Offices, Eastgate, Sleaford NG34 7EB.

Chief Executive, South Holland District Council, Council Offices, Priory Road, Spalding PE11 2XE.

Chief Executive, Boston Borough Council, Municipal Buildings, West Street, Boston PE21 8QR.

Copies of the above-mentioned documents are also available for inspection free of charge during normal opening hours at the following Public Libraries: Gainsborough, Lincoln, Market Rasen, Caistor, Louth, Mablethorpe, Alford, Spilsby, Horncastle, Skegness, Boston, Sleaford, Grantham, Stamford, Bourne, Market Deeping, Spalding, Holbeach, Long Sutton, Crowland.

Representations in support of, or objections to, the proposed Alteration No 2 should be sent in writing to: the Regional Director, Department of the Environment and Transport, East Midlands Regional Office, Cranbrook House, Cranbrook Street, Nottingham NG1 1EY, before December 16, 1991. Forms for making representations are obtainable at the places where the documents have been deposited. Representations should state the matters to which they relate and the grounds on which they are made. A person making objections may send a written request (stating the name and address to which notice is to be sent) to be notified of the decision on the Alteration to: Director of Highways and Planning, Lincolnshire County Council, 4th Floor, City Hall, Beaumont Fee, Lincoln LN1 1DN.

3873 187/607LF12-11

GOODS VEHICLE OPERATOR'S LICENCE

...ACK BRYANT and ...INA BRYANT, trading as Gina Bryant Distributors, of Sunnydale, Holbeach Drove, nr ...palding, Lincs PE12 ...PX, is applying for a licence to use Sunnydale, Holbeach Drove, nr Spalding, Lincs PE12 0PX, as an operating centre for one goods vehicle and no trailers.

Owners and occupiers of land (including buildings) in the vicinity of the operating centre or centres, who believe that their use or enjoyment of that land will be prejudicially affected, may make written representations to the Licensing Authority at Eastern Traffic Area, Terrington House, 13-15 Hills Road, Cambridge, CB2 1NP within 21 days following the publication of this notice.

Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice.

4196 187/607LF5-11

GOODS VEHICLE OPERATOR'S LICENCE

THOS PEATLING LTD, of Westgate House, Westgate Street, Bury St Edmunds, Suffolk IP33 1QS, is applying to replace with change a licence to use 37/39 Little London, Long Sutton, Lincs PE12 9LE as an operating centre for one goods vehicle and no trailers.

Owners and occupiers of land (including buildings) in the vicinity of the operating centre or centres, who believe that their use or enjoyment of that land will be prejudicially affected, may make written representations to the Licensing Authority at Eastern Traffic Area, Terrington House, 13-15 Hills Road, Cambridge, CB2 1NP within 21 days following the publication of this notice.

Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice.

2869 187/607LF5-11

TOWN & COUNTRY PLANNING ACT 1990

NOTICE UNDER SECTION 65(2)

PROPOSED DEVELOPMENT AT GROVE FARM, LONG SUTTON, LINCS

I GIVE NOTICE that Mr J. T. W. Stacey is applying to the South Holland District Council for planning permission to change use of land to a rally karting centre.

Members of the public may inspect copies of the application and of the plans and other documents submitted with it at Planning Office, Priory Road, Spalding, during all reasonable hours until November 26, 1991.

Anyone who wishes to make representations about this application should write to the Chief Executive, South Holland District Council, Priory Road, Spalding, Lincolnshire, by November 26, 1991.

Signed
J. T. W. STACEY,
Dated October 30, 1991.

2870 187/607FP5-11

LFP 5/11/91

(Complete and return to Planning Department)

TOWN AND COUNTRY PLANNING ACT 1990

CERTIFICATE UNDER SECTION 65 (2)

Certificate A

I certify that:

- I/ The applicant* posted the notice required by section 26(3) of the Act on the land which is the subject of the accompanying application.
- This notice was left in position for at least seven days in a period of not more than one month immediately before the making of the application.

or

Certificate B

I certify that:

I have/The applicant has* been unable to post the notice required by section 26(3) of the Act on the land which is the subject of the accompanying application because I have/the applicant has* no rights of access or other rights in respect of the land that would enable me/the applicant* to do so.

I have/The applicant has* taken the following steps to acquire those rights but have/has*been unsuccessful.

(a) .....

.....

or

Certificate C

I certify that:

- I/The applicant* posted the notice required by section 26 (3) of the Act on the land which is the subject of the accompanying application.
- It was, however, left in position for less than seven days in a period of not more than one month immediately before the making of the application
- This happened because it was removed/obscured/defaced* before seven days had passed during the period of one month mentioned above. This was not my/the applicant's* fault or intent.
- I/The applicant* took the following steps to protect and replace the notice:

(a) .....

.....

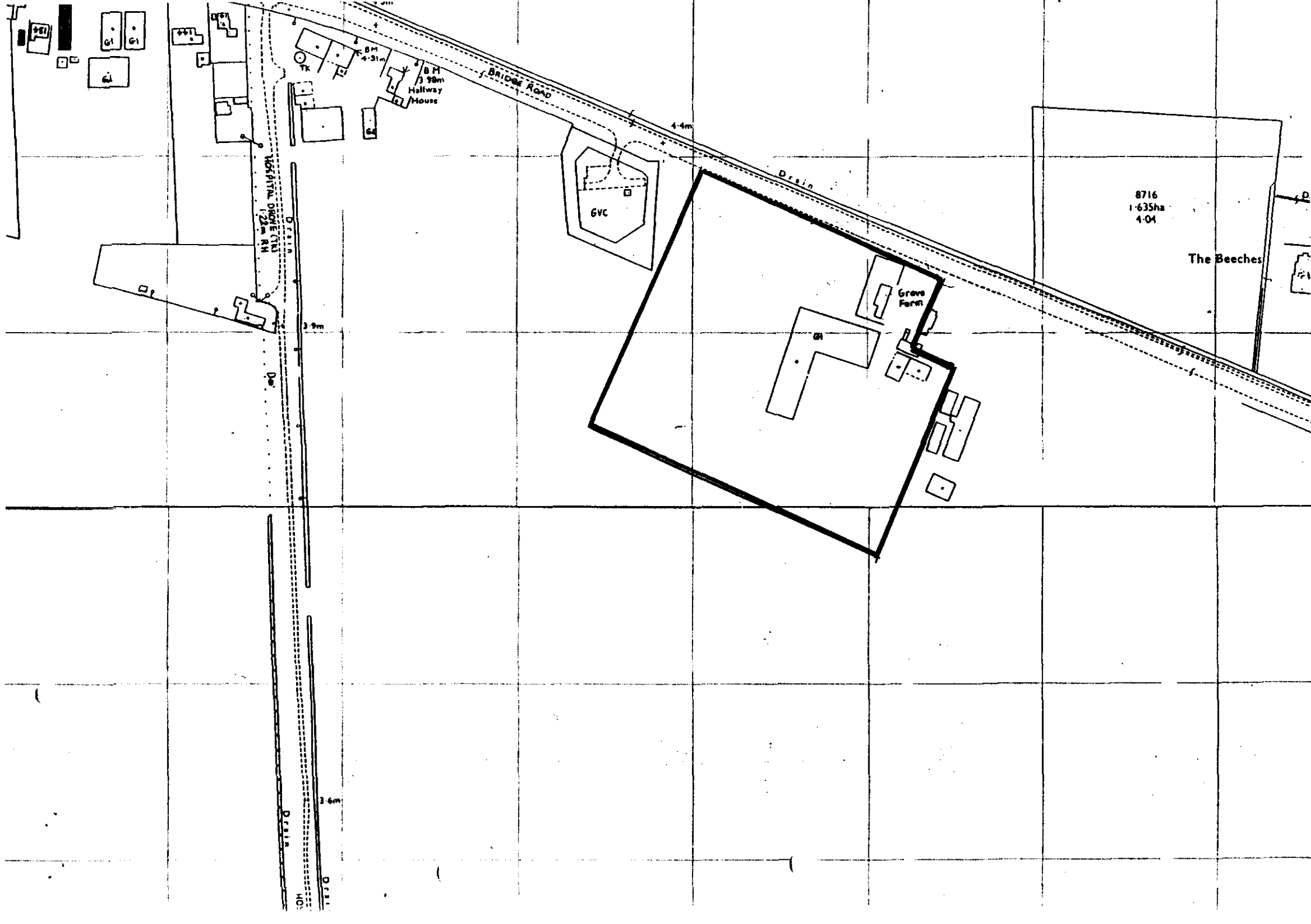
Signed .....

*On behalf of .....

Date 15.11.91

*delete where appropriate

Insert
(a) description of steps taken


BRIDGE ROAD
Drain
8716
1·635ha
4·04
The Beeches
Grove Farm
GVC
Hallway House
HOSPITAL DROKE (TK)
1·23m R.H.
3·9m
3·6m

TREES

PITS

TRACK

GRASS

TRACK

GRASS

PITS

GRASS

A 17

OLD

TREES

FENCING

LAWN

BUNGALOW

LAWNS

LAWNS

FENCING

PLAY AREA

FENCING

LAWN

A1

300 400 500 600 700

4.1m

4.3m

146

144

Tank

BM
4.31m

BM
3.98m

Halfway
House

BRIDGE ROAD

4.4m

BT JOINT BOXES

89mm PVC DUCT (BT)

HOSPITAL DROVE (Track)
1.22m RH

Drain

Drain

GVC

crop boundary

crop boundary

(2)gas marker

crop boundary

Def

Mark	Date	By	Rev.

Job Title

SUTTON BRIDGE
GAS SUPPLY PIPELINE