

Post_title: 14: Deeping St Nicholas

ID1: 1466

comment_author: Nick Grace

comment_content:

The principal purpose of these representations are to confirm that our client's Caulton Field, Littleworth Drove, Deeping St Nicholas - Site Ref: Dsn007 - is suitable, available and deliverable for residential development. We SUPPORT its allocation as a housing site to meet the housing needs of South Holland & SE Lincs now and during the lifetime of this emerging Local Plan. Furthermore that the land should be identified as a preferred option for housing in the forthcoming Publication Draft Local Plan (anticipated in June July 2016) on the basis that its current identification is an option for housing in Deeping St Nicholas. There is current developer interest in the site and a noise assessment has been undertaken. We consider that by the end of March 2016 we will be able to submit an outline planning application for an 'up to' level of dwellings on this site. At this stage the figure has not been fixed.

Officer Comment:

The site scores exactly the same as Dsn005 in the Sustainability Appraisal and has the same issues in the SHLAA, such as the impact of the railway, which is experiencing a growth in traffic. It also has the same flood risk. The only difference is this site does not have a public objector and a planning application has been submitted upon it.

Officer Recommendation:

Conclusions on site Dsn007 – It is considered that site Dsn007 is not a suitable Potential Housing Site in Deeping St Nicholas, and should not be taken forward as a Preferred Housing Site because:

- Although a planning application has been submitted on the site, it is affected by the railway line, which is likely to experience increased traffic in light of the recent upgrade to the line and potential future Rail Freight Interchange at Deeping Fen and consequently is likely to affect the site's amenity.

ID1: 1467 comment_author: Longstaffs

comment content:

we very much support the proposal to include site Dsn 005. It is close to the village centre, and its development for housing will be able to support local services, whilst the village also links very well with transport services and the road networks in the district. However, we note that the sites Dsn 004 and Dsn 006, have not been selected as Potential Housing sites. For both sites, reference is made to their being out of scale, and larger than the settlement requirements for housing for the plan period. Having reviewed the comments in the SHLAA, we put forward a site area alteration for site Dsn 004, and attach a revised site plan, showing a smaller area off Littleworth Drove/Harrow Road, and three smaller areas off Campains Lane, with road frontage, and would respectively request that these revised frontage sites, replace the previously made site Dsn 004, and might be sensible additional Potential Housing site areas to add to the settlement Proposals Map for Deeping St Nicholas. The proposed site areas are approximately 2.5 Hectares (east area), and 0.2 Ha, 0.2 Ha, and 0.3Ha respectively for the three areas off Campains Lane.

Officer Comment:

Dsn005
The site scores exactly the same as Dsn007 in the Sustainability Appraisal and has the same issues in the SHLAA, such as the impact of the railway, which is experiencing a growth in traffic. It also has the same flood risk. The only difference is this site has a public objector and a planning application has been submitted on Dsn007.

The new sites have been registered as Dsn011 & Dsn012 in the Strategic Housing Land Availability Assessment (SHLAA).
1. Dsn011-, Deeping St Nicholas. The Strategic Housing Land Availability Assessment identifies this site as developable because it has the same issues as Dsn005 and Dsn007. It also has a better flood risk than Dsn007, Flood Zone2 instead of 3a. However, it is affected by the railway line, which is likely to experience increased traffic in light of the recent upgrade to the line and potential future Rail Freight Interchange at Deeping Fen.
2. Dsn012-, Deeping St Nicholas. The SHLAA identifies this site as undevelopable. This is because it would create ribbon development which would (in relation to the number of dwellings it would deliver) significantly increase the visual impact and perceived extent of the village's built-up area.

Officer Recommendation:

Dsn005
Conclusions on site Dsn005 – It is considered that site Dsn005 is not a suitable Potential Housing Site in Deeping St Nicholas, and that it should not be taken forward as a Preferred Housing Site because:
• There is one objector and it is affected by the railway line, which is likely to experience increased traffic in light of the recent upgrade to the line and potential future Rail Freight Interchange at Deeping Fen and consequently is likely to affect the site's amenity.

The sites should not be taken forward as a Preferred Housing Sites.

ID1:

1468

comment_author:

Mr Anthony and Mrs Susan Titco

comment content:

Dsn005 - Land to the west of Littleworth Drove, Deeping St Nicholas We have the following objections to the inclusion of this site:-

1. The road next to this proposed site is already extremely busy particularly with school, college and local buses stopping on both sides of the road plus rush hour and farm traffic. The Harrow Road bus stop would be sandwiched between the proposed junction and the Harrow Road junction thus making this part of the highway even more dangerous. There is already too much traffic noise here and the new speed limit of 40 mph is ignored on too many occasions. When the A16 has a problem traffic is diverted along this road making matters even worse. Getting safely in and out of our drives is already difficult and another junction in close proximity would make us extremely fearful and would make our properties difficult to sell.
2. The proposed site is too near to the railway and with the increase in trains, particularly goods trains, already using this line with more to follow over the years this would be a very unpleasant place to live. Currently the goods trains using the line in the early hours wake us up several times a night and we are on the other side of the road.
3. More house may be needed in the South Holland Area but in this part of Deeping St Nicholas selling a house can take months or in the case of several house nearby more than a year to sell. Often there are failed sales before a successful sale is achieved so more houses would not help as the village is not that popular with the noisy road and lack of facilities etc.
4. There has already been a case of an objection to the wind turbines due to noise levels and though not

Officer Comment:

The site scores exactly the same as Dsn007 in the Sustainability Appraisal and has the same issues in the SHLAA, such as the impact of the railway, which is experiencing a growth in traffic. It also has the same flood risk. The only difference is this site has a public objector and a planning application has been submitted on Dsn007.

Officer Recommendation:

Conclusions on site Dsn005 – It is considered that site Dsn005 is not a suitable Potential Housing Site in Deeping St Nicholas, and that it should not be taken forward as a Preferred Housing Site because:

- There is one objector and it is affected by the railway line, which is likely to experience increased traffic in light of the recent upgrade to the line and potential future Rail Freight Interchange at Deeping Fen and consequently is likely to affect the site's amenity.

publicly noted as a successful claim it is known that they succeeded in getting compensation. This site would put the new houses even closer to the turbines and they would have all eight them on their horizon.

5. This village does not have any main drainage and though some of the Council built houses from the 1940's and 1950's have their own foul sewage pumping stations they are often in trouble with backing up etc. as does the one serving the St Nicholas Park houses. The rest of the village and particularly those on the main road have their own individual systems and on occasions the high water table and excessive rain means they struggle to work effectively. There have been two occasions of flooding causing raw sewage to end up on gardens which we have experienced in the last ten years. More houses in this part of the village would cause problems for those of us who are already here.

6. This village has lost all six of its Public Houses, its Post Office and some small shops over the last few decades. The only Village Hall which was situated in Hop Pole at the other end of the village has also now closed. There are no other facilities to speak of other than the very good Primary School, the Vine House Farm Shop, the Methodist Church and the Parish Church. Not many of the residents of the St Nicholas Park Estate get involved with village life - just a handful taking an interest in the village. There are no GP's here and it is a minimum of a 10 mile round trip for all health and welfare needs, pharmacies, dentists etc. We have lost the wardens at the so called sheltered bungalows. There are no buses on Sundays or evenings. Buses for the school children here have been cut. Dumping more residents in this village is not an answer if we have no facilities for them and it is not a suitable area for this sort of expansion particularly as this is primarily an agricultural area.

7. The Plough Public House nearby was refused Planning Permission for retail outlets with flats above and 30+ car parking spaces because of concerns from Highways and the style of the planned buildings. This new site is opposite the Plough site so the same restrictions must surely apply.

Dsn007 - Caulton's Field, Littleworth Drove, Deeping St Nicholas - the above objections are submitted for this site as well.

Dsn006- Land to the East of Littleworth Drove, Deeping St Nicholas - though this is deemed unsuitable at the present time we would like to point out that this site would leave the Parish Church with no off road parking. Currently and for decades the land at the beginning of the field have been used by the Church for parking for Weddings, Funerals and other events. The entrance to the site is also used by plant etc. As a right of way exercised for many years by the church for grave digging, tree maintenance and general maintenance of the churchyard. It forms the only vehicular access to the churchyard and the building itself and to the fields for the local farmer. There have been gates installed with a tumble lock to prevent theft from the church of lead and oil and to stop Hare Coursing which have been recent problems. Using this site for houses would not be at all suitable as it would leave the church in a totally isolated position as a village hub and cause the farmer problems as well.

South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1:

1469

comment_author:

Robert Doughty Consultancy Ltd

comment content:

Our client's site has not been promoted through the SHLAA as it is a working farmstead, however, with the change in working practices and the location of the farm in the middle of the village, largely surrounded by residential development, the potential consideration of the site and land to the rear to be redeveloped for housing as part of the new Local Plan would seem appropriate as part of the reasonable assessment of all sites adjacent to the village. The farm is identified under Policy 8 however this is not correct and should be amended having regard to the reasons we set out above under Policy 8.

Dsn005: We object to the suitability of this site for development. The land has a constrained by the railway line to the north west, requires hedge removal to achieve suitable access and lies within Flood Zone 3a. In addition, the site lies on the wrong side of Littleworth Drove in the relation to the majority of the built form of the settlement.

Dsn007: We object to the suitability of this site for development. The land has a constrained by the railway line to the north west, requires hedge removal to achieve suitable access and lies within Flood Zone 3a. In addition, the site lies on the wrong side of Littleworth Drove in the relation to the majority of the built form of the settlement.

Officer Comment:

This has been registered as Dsn013 in the Strategic Housing Land Availability Assessment (SHLAA). The SHLAA identifies this site as undevelopable. This is because it is too large and provides more dwellings than is sort in Deeping St Nicholas. The Sustainability Appraisal scores this site very similarly to Dsn005 and Dsn007 with one positive and four negative impacts. However, it has two neutral impacts instead of one for the other two sites. It benefits from being partly previously developed land and, although there are some trees on the road frontage, it is free of environmental constraints. It is also not adjacent the railway line which is likely to experience increased traffic in light of the recent upgrade to the line and potential future Rail Freight Interchange at Deeping Fen. It is considered the site should be reduced in size to provide the residual requirement.

It is accepted that the exiting operation is agricultural use and not B Use development. It cannot be classified as employment generating use either. Therefore the site cannot be classified as suitable, available or deliverable for employment purposes in the Local Plan.

Officer Recommendation:

The site should be taken forward as a Preferred Housing Site in a slightly reduced form.

DE004 Home Farm is not one of the more suitable Potential Employment Sites in South Holland and it should not be taken forward as a preferred Option Employment Allocation.

South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1470 comment_author: Historic England

comment content:

In relation to the proposed specific occupier site and safeguarded zone to the south and east of Scheduled monuments Settlement south west of the Parks (1004981) and Settlement north of the Parks (1004980), there is a clear need to assess non designated archaeological remains guided by the advice of the County Archaeological Advisor, immediately to the north and north west of the site which contribute to the Scheduled Monument.

Officer Comment:

The the detailed evidence required to demonstrate suitability, availability and deliverability of the site has not been submitted, therefore the site is no longer able to be promoted for a rail freight interchange and related employment use in the Local Plan.

Officer Recommendation:

DE002 Spalding Rail Freight Interchange is not one of the more suitable Preferred Employment Sites in South Holland and it should not be taken forward as a Preferred Option Employment Site.

South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1471 comment_author: Mouchel Consulting

comment content:

Our client Lincolnshire County Council supports the general principles of the emerging South East Lincolnshire Local Plan (the Local Plan). However, we consider that the sites listed below and, detailed on the attached location plans, should be considered appropriate for inclusion as sites for residential development.

These sites are:

Holding 141 C: East Reach and Chapel Farms (Deeping St Nicholas)

In relation to any of the sites which are within Flood Zone 2 or 3. National Planning Policy Framework and its associated Planning Practice guidance, along with proposed Policies 4 Strategic Approach to Flood Risk and proposed Policy 28 Climate Change and Renewable and Low Carbon Energy, of the Local Plan, address development in flood zones. These policies allows for residential development to take place in Flood Zone 3, subject to its compliance with the required Sequential and Exception Tests. All of the sites are in the single ownership of Lincolnshire County Council, which makes them more attractive to potential developers, thereby improving their deliverability status. The development of these sites could also provide a significant provision of affordable homes in accordance with the requirements of proposed Policy 15: Affordable Housing and developer contribution in accordance with proposed Policy 6: Developer Contributions.

Officer Comment:

This has been registered as Dsn015 & Dsn016 in the SHLAA.

They are considered unsuitable due to adverse environmental impacts, poor location, and transport issues.

Officer Recommendation:

The site should not be taken forward as a Preferred Housing Site.

South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1472 comment_author: Mouchel Consulting

comment content:

Our client, Lincolnshire County Council supports the general principles of the emerging South East Lincolnshire Local Plan (the Local Plan). However, we consider that the site, detailed in the attached location plan, which forms a 0.61 hectare (1.5 acre) site in the small rural hamlet of Hop Pole, should be considered appropriate for residential development. While the site is not allocated in the emerging Local Plan or within a proposed settlement it is considered to be in a sustainable location. The existing site forms a number of substantial farm buildings. Accordingly, residential development on the site of an appropriate scale and design would not appear overly incongruous in the landscape within a site with a largely built character. We consider the sites location in Flood Zone 3 can be resolved. National Planning Policy Framework and its associated Planning Practice Guidance, along with proposed Policy 4: Strategic Approach to Flood Risk and proposed Policy 28: Climate Change and Renewable and Low Carbon Energy, of the Local Plan, address development in flood zones. These policies allow for residential development to take place in Flood Zone 3, subject to its compliance with the required Sequential and Exception Tests. The Sequential Test in essence, requires evidence that there are no other sustainable locations outside the flood zone. We would comment, as detailed on the Environment Agency's Flood Maps For Planning (Rivers and Sea), that the majority of the surrounding land lies within Flood Zone 3. With regard to the Exception Test, this requires that in essence the flood risk can be managed for the lifetime of the development. The site would suffer from tidal inundation flooding therefore, the principle issues are

Officer Comment:

This has been registered as Dsn014 in the SHLAA

Officer Recommendation:

The site should not be taken forward as a Preferred Housing Site.

to design the site and houses to incorporate flood prevention measures. This can be achieved by methods such as raising the ground levels so that the floor levels of the houses are above anticipated flood levels and ensuring adequate flood evacuation measures are in place. The site would support a modest development that nonetheless would still make a valuable contribution to meeting local housing need in the area. The development of the site could also provide a provision of affordable homes in accordance with the requirements of the NPPF and proposed Policy 15: Affordable Housing and developer contributions in accordance with proposed Policy 6: Developer Contributions. There are no access issues with the site. Discussions have been held with the highway authority at Lincolnshire County Council, who consider there would be no highway constraints to a modest development. In conclusion we consider that the site is compliant with the National Planning Policy Framework and the aims of the emerging Draft Local Plan. It is highly deliverable with no ownership issues, financially viable, in a sustainable location and would have clear social and economic benefits to the village.

South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1:

1473

comment_author:

Deeping St Nicholas Parish Council

comment content:

The Parish Council in consultation with the local residents are developing a Parish Plan from which early indications support the above opinion. The members of the Parish Council would also like to bring to your attention the lack of insight in continuing to disregard attempts to re-open talks with regard to the opening of Littleworth station. The Local Plan draft document talks of reducing car travel and placing more dependence on Public Transport whilst at the same time taking pressure off congested road networks in and around Spalding, surely one solution to the problem would be to re-open Littleworth station enabling people to park and travel without having to enter Spalding Town Centre.

Officer Comment:

The reopening of Littleworth Station cannot be placed in the Local Plan owing to uncertainty on its implementation. In addition if the scheme is advanced it can be suitably considered against national policy and the policies contained in the Local Plan.

Officer Recommendation:

No change to the approach is required.

ID1:

1474

comment_author:

Lincolnshire Wildlife Trust

comment content:

There is an error on this map as part of South Drove Drain Local Wildlife Site is missing.

Officer Comment:

It is shown on the Spalding and Pinchbeck map and does not need to be shown on this map because it is outside the shaded area

Officer Recommendation:

No change to the approach is required.

South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1:

1475

comment_author:

Greater Lincolnshire Nature Partn

comment content:

One LWS is incorrectly mapped on this map. South Drove Drain LWS needs extending across the map to the north east.

Officer Comment:

It is shown on the Spalding and Pinchbeck map and does not need to be shown on this map because it is outside the shaded area

Officer Recommendation:

No change to the approach is required.
