

Post_title: 15: Deeping St Nicholas

ID1: 248

comment_author: Deeping St Nicholas Parish Council

comment_content:

At a meeting of Deeping St Nicholas Parish Council on Monday 25th July 2016 it was decided to approach SHDC to propose that Deeping St Nicholas should be downgraded in the emerging Local Plan from Category B Minor Service Centre to Category C Other Service Centre, for the following reasons:

The Local Plan documentation appears to pay little or no regard to the needs of the current residents. The plan states that the village could expand to the degree of 80 new households but does not address the fact that local infrastructure is either stressed or non-existent.

There are currently no amenities in the village and there is no planned provision for such, making further development unattractive to prospective purchasers.

The conclusion of the Parish Council is that the village would be more suited to high quality infill development and this is supported by information gained from residents in compiling its Parish Plan.

However, if it is thought that Deeping St Nicholas should remain with its current designation then measures should be taken to ensure that further amenities are provided in any future proposed development negotiations.

Officer Comment:

In proposing additional development in the context of Deeping St. Nicholas being a Minor Service Centre it is intended to improve and extend existing infrastructure provision.

Officer Recommendation:

It is considered that Deeping St Nicholas should remain as a 'Minor Service Centre'.

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

ID1:

249

comment_author:

Robert Doughty Consultancy

comment_content:

Dsn013:

We would reiterate our comments made in the February submission and support the inclusion of Dsn013. The site forms a logical extension to development on the south eastern side of Littleworth Drove where the majority of existing residential development is concentrated.

The site is partly developed with large agricultural buildings and concrete hardstanding, the redevelopment of which will have little effect on the character of the settlement.

Redevelopment of the site would enable the site owner to rationalise the site and move the agricultural yard out of the middle of the settlement.

The majority of the site is in Flood Zone 2 making it sequentially preferable in Flood Risk terms to other sites put forward for development.

There are no impacts on the development from the railway line to the north west of Littleworth Drove.

Officer Comment:

The support for the site is noted.

The site is in a suitable location being adjacent existing development and being partly previously developed land. However, the Draft SFRA shows the site has a small area of Low Hazard or Danger for Some for fluvial and tidal risk and a small part may be flooded to a depth of 0.25m. The two Potential Housing sites that were shown in the January consultation have No Hazard and No Depth although they are more affected by the railway line and are 100% agricultural land. One of those sites now has planning permission and so it is considered that site should be allocated instead of Dsn013.

Officer Recommendation:

It is considered that site Dsn013 is not a suitable Housing Allocation owing to being slightly worse sequentially for flood hazard and flood depth than the site with planning permission.

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ID1: 250 comment_author: Environment Agency

comment_content:

Dsn013
We note that the housing site now being promoted for allocation came forward during the previous public consultation.
The site is shown to be predominantly within Flood Zone 2 on the Environment Agency's flood map, with the south eastern edge in Flood Zone 3. The whole site lies within an area at risk of reservoir flooding (risk from the Cowbit and Crowland washes and Rutland Water). If this site is to be allocated it will need to be demonstrated that it can pass the flood risk Sequential Test and that it can be made safe from all sources of flooding for its lifetime.

Officer Comment:

1. The site is in a suitable location being adjacent existing development and being partly previously developed land. The reference to Rutland water has been checked and is correct, although the more prominent risk is from the nearby Cowbit and Crowland Washes but this is not a significant risk. However, the Draft SFRA shows the site has a small area of Low Hazard or Danger for Some for fluvial and tidal risk and a small part may be flooded to a depth of 0.25m. The two Potential Housing sites that were shown in the January consultation have No Hazard and No Depth. They are more affected by the railway line and are 100% agricultural land. One of those sites now has planning permission and so it is considered that site should be allocated instead of Dsn013.

Officer Recommendation:

It is considered that site Dsn013 is not a suitable Housing Allocation owing to being slightly worse sequentially for flood hazard and flood depth than the site with planning permission.

ID1: 251 comment_author: Anglian Water

comment_content:

The proposed housing allocation in this area is expected to require improvements to the existing water supply and foul sewerage networks to enable development to come forward on these sites. Please refer to the enclosed spreadsheet for detailed comments relating to these sites.

Officer Comment:

The comments are noted and have been placed in the Housing Paper so developers and residents are aware of the issues.

Officer Recommendation:

No change to the approach is required.

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ID1: 252 comment_author: Longstaffs

comment content:

Sites Dsn 004/005/006/011/012, Land at Deeping St Nicholas

1. We have studied the South East Lincolnshire Local Plan - Public Consultation and note from the Housing Paper that sites Dsn004/005/006/011/012 have not been selected as a 'Preferred housing sites', primarily on locational grounds, and that an alternative site has now been selected as a Preferred site.

We have studied the Housing Paper and note that the proposed 'Preferred site' appears to be Backland development and without road frontage access. It also appears not to be adjacent to land to use the access and roads of the nearby development 'HayBarn Road'. Is the proposed site therefore constrained by 3rd parties?

2. Comment is also made about the proximity of the sites Dsn 005 and Dsn 011, and their being close to the railway line, and this being a 'bad neighbour'. Comments are also made about expected 'intensification of use' of the railway line. However, we note that the proposed Rail Freight Interchange at Deeping Fen is now deleted from the Draft Local Plan, and therefore there is likely to be less Rail Freight than expected. Additionally, we would comment that the use of the Railways can increase as well as decrease, and there is no Statutory control for this. Careful design of any proposed development on sites Dsn 005/011 would be inevitably expected as part of the planning application process, and should allay any possible concerns on this aspect.

Officer Comment:

1. The site Dsn013 has not been put forward as the Housing Allocation.
2. Dsn004 was not put forward as a Potential Housing Site in the January 2016 consultation, nor a Preferred Housing Site in the July Consultation, owing to it being too large for the amount of development being sort in the village. In addition it is not as suitable as the site with planning permission because it has a small area of Low Hazard and 0-0.25m depth and could adversely impact on the setting of the listed church.
3. Dsn005 has No Hazard and No Depth, like the site with planning permission, but in addition to the planning permission would provide more development than is being sort in the village.
4. Dsn006 was not put forward as a Potential Housing Site in the January 2016 consultation, nor a Preferred Housing Site in the July Consultation, owing to it being too large for the amount of development being sort in the village, as well as having potential access issues. In addition it has an area of Low Hazard and Danger to Some and up to 0.5m depth and could adversely impact on the setting of the listed church
5. Dsn011 has No Hazard and No Depth, like the site with planning permission, but in addition to the planning permission would provide more development than is being sort in the village.
6. Dsn012 is three small sites on Campains Lane. Two sites are Low Hazard and 0-0.25m depth. The third has No Hazard and No Depth but is at the end of the lane which is a narrow single track carriageway and not considered a suitable access.

Officer Recommendation:

It is therefore considered that these sites should not be allocated for housing in Deeping St Nicholas owing to access, flooding and listed building setting issues.

3. Lastly, we note that a planning application has been submitted on site Dsn 007, and with consent granted on that site, it would support/favour the development of land adjacent to the Railway, and therefore sets a precedent that land on the west side of Littleworth Drove is sustainable. We consider that the site Dsn 005 or Dsn 011 should be included in the Local Plan as a 'Preferred site', and site Dsn 012 should be included as a 'Preferred site', to allow for 'small developer' type developments to be carried out.

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ID1: 253 comment_author: Louise McGuinness

comment content:

Spalding Rail Freight Interchange as follows:
Employment growth for the area

The principle of a rail hub is a good one if in the right location as it reduces long distance road traffic overall, and thus air pollution and carbon dioxide emissions. Projects on a smaller scale have proven to be of benefit, based on evidence both nationally and internationally hubs have been oversized and under used.

The area identified as the current preferred site cannot sustain this size of development. The land selected for all four possible sites by SHDC three of which are in Deeping St Nicholas and one Gosberton Cheal are grade 1 and 2 agricultural land which under the RSS 8 Regional spatial strategy should be protected where possible. Farmland accounts for over 50% of veg salad bulbs and flowers with an estimated value of £470 M (2010) and should be protected wherever possible. The A16 A1175 A17 A52 roads serving Peterborough Lincoln Boston Kings Lynn are all single carriage way not designed for the amount of expected HGV traffic into the area. The new bypass announcement Feb 2016 would make Donington now a more viable option if were to go ahead in this area. However I would challenge this needs to be in the SELP due to no investor has come forward in the last ten years. HGV from Felixstowe to this area is a cheaper option for businesses. The bridge across the river Nene has problems with the foundations (not in place correctly when first constructed) and already carries maintenance costs for existing traffic. The proposed increased HGV movement will increase these costs. LCC

Officer Comment:

The Spalding Rail freight Interchange was removed from the mapping for the July consultation, owing to a lack of evidence to support its allocation.

AD plants can be appropriate where there is suitable feed from operations on the site, such as agricultural processing plants, or where there is suitable access for fuel to be brought to the site.

FRAs are considered by the EA and Local Authorities consider their advice in making their decisions on planning applications.

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.

Increasing rail passenger services is not a matter for the Local Plan but the train operator and the rail regulator. Similarly bus services are matters for the bus companies and Lincolnshire County Council.

The detailed evidence required to demonstrate suitability, availability and deliverability of the site has not been submitted. Therefore, it is considered that Spalding Rail Freight Interchange is not a suitable Employment Site, and that it should not be taken forward in the Local Plan for employment purposes the site was not identified as a preferred employment site in this Local Plan.

Officer Recommendation:

No change to the approach is required.

cannot meet the demand of keeping the roads in the area in good repair. Deeping St Nicholas is a village which joins two bypasses and could have been considered for a bypass over 10 years ago where suggestions were made by locals which would have reduced the travelling on the route by a third for the new A16 road users formally the A1073. To support an international interchange , consideration for a hub would be more viable if a more appropriate site in Spalding or surrounding area could be found and were proposed on a smaller scale should an investor come forward before close of the SELP. Location I.e nearer Boston and not on the scale proposed by SHDC and Not on Graded agricultural land. Peterborough is the most sensible option for a development this size with the infrastructure in place with 4 lane carriageways to the A1. Peterborough also houses the two largest warehouses in Europe on the Magna Park site. Boston is a port and already serves the East Midlands well within two hours and has planned improvements to the infrastructure which have been announced Feb 2016 to go ahead. Boston has been highlighted in the state of freight strategy as one of the preferred locations to host a rail hub.

With reference to AD plants for the area we would suggest the recommended farming locations and would prefer to see more use of solar farms in the area. Ask that flood risk assessments are fully investigated before any more are passed in our area.

With full approval of the environment agency and drainage boards. The Lincolnshire gateway site and Spalding 2nd power station can provide sufficient employment for local area.

The new Lincolnshire gateway will create the employment needed for the area which is already

saturated with HMO for workers in the area. Improving transport links will bridge the gaps for employers to allow workers to commute from Peterborough Spalding Boston Bourne Stamford Lincoln Wisbech and Kings Lynn hubs to source enough local labour within required travelling distances for claiming seeking in work benefits,.

Delivering a More Sustainable Transport Network as follows:

We would strongly recommend the re opening of Littleworth to be included in the plan to make this a reality for the future to reduce the current statistic of 81.5% projected to rise to 90.4% of people reliant on the car. HGV movement is due to increase at a rate of 3% per year for this area also. We would support increased passenger services to provide earlier and later trains daily as well as a Sunday service to utilise the recent £280 million spend on the upgrade of the line in our area. Investment into the existing railway network would be more viable with intergrated shuttle buses from the sub regional to the rural areas reducing the need to travel by car to get to work and to attract workers into our area as well as promoting schools, leisure facilities. Increased population which has already been identified with current house building, there now more than ever is a real need for improvements on passenger services in the area as people are having no alternative to travel to work by car which is not sustainable. 41% of residents alone in DSN work in Peterborough or travel into London from Peterborough station. Transport systems need to be balanced in favour of sustainable transport systems. We would like to see guarantees of improvements as well as new stations to support and encourage

sustainable passenger travel. We would like to see section 106 monies from Lincolnshire Gateway project and house building programmes used to provide these services and aspirations of the re opening of Littleworth. I can see no commitment in the current proposed plan for reduction of the need to travel by car. We support the encouragement of using the cycle around town and cycle path proposals and recognition this is not viable option for rural areas.

We strongly recommend the committee take into account the projected growth of 49% more people using or reliant on public transport over the next 50 years in planning for the future and additional available funding pots such as development for Heathrow and Gatwick run ways for example today for this plan. More investments to bus services via funding pots and LEP partnering to deliver better transport infrastructure for all. Including input from local businesses and LA's working together.

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ID1:

254

comment_author:

Mr Nick Grace (Grace Machin Plan

comment_content:

Introduction

We have been instructed by The Trustees of the D W Dennis Settlement to submit representations on their behalf in relation to the above 'consultation exercise'. Accompanying this letter is an official 'comment form' which confirms contact information for Nick Grace (Partner) at GraceMachin Planning 8- Property. The principal purpose of this representation is to justify that 'Land at Caulton's Field, Littleworth Drove, Deeping St Nicholas' - Site Ref: Dsn007 - is 'suitable, available and deliverable for residential development' and should be an allocated housing site in the emerging Local Plan for SE Lincs.

We SUPPORT its allocation as a housing site to meet the housing needs of SE Lincs now and during the lifetime of this emerging Local Plan and OBJECT to its omission from this 'Preferred Sites' consultation simply on the basis that along one boundary runs a railway line. In April this year we submitted a fully justified outline planning application (LPA Rel: H03-0331) for up to 66 houses with a full noise assessment. The report prepared by BSP Consulting concluded that: "In conclusion, the site is not considered to be blighted by any specific noise issues, and has noise levels typical to most developments of this type with easily applied design solutions to mitigate any minor noise issues. It is considered that under the present noise climate and with existing mitigation in place, the site is suitable for the residential use and there is no acoustic reason why the site could be developed accordingly" (my emphasis). The full report is sent with these representations and we would highlight that as a result of the application illustrative masterplan showing no

Officer Comment:

The support for a minimum of 80 dwellings is welcomed.

The site was not put forward as an allocation because of concerns about noise from the railway line. Since the representation was made planning permission has been granted for 66 dwellings. A Noise Assessment indicates that noise is capable of being mitigated. All the other sites have been discounted for the reasons set out above. Owing to the position of the settlement boundary some of site Dsn013 could be developed and so there is some opportunity for further development.

Officer Recommendation:

It is considered that the Local Plan should continue to seek to identify housing allocations to provide 80 dwellings between April 2011 and 31st March 2036.

It is considered that the site should be allocated as a housing site because it has planning permission, the best flood risk and does not affect the setting of the church.

new houses set close to the railway line no objections have been raised to the application on noise grounds. In light of the need to significantly boost the number and supply of new homes both across the country and specifically in locations where there is no 5 year housing supply we anticipate that this site will soon be granted planning permission.

No technical reasons why it should not be granted planning permission have been raised and we are hopeful that that the application will be recommended for approval by Planning Officers at South Holland and subsequently approved by Councillors at Planning Committee.

However, if this was not the case the land will continue to be promoted for housing in future consultations and we would like to reserve our right to appear in front of an independently appointed Planning Inspector to support why we consider this to be a 'sustainable site' for new housing development in Deeping St Nicholas.

We consider it to be the most sustainable and suitable site for housing in Deeping St Nicholas. Its development will go a long way in achieving the target of a MINIMUM of 80 new homes in Deeping St Nicholas.

Perhaps most importantly, Site Dsn007 is the ONLY site which has been technically assessed and its sustainability credentials considered in detail.

We have been in consultation with the Environment Agency, Lincolnshire County Council and Network Rail (plus others).

All have no objections to the development of this site for up to 66 houses. Furthermore. We consider that sites on the West side of Littleworth Drove are the best sites to be developed for housing.

Following detailed and pro-active discussions we consider that site Dsn007 is sequentially the best site of 'any site' identified in the SHLAA process. We would

highlight to the Policy Officers at SE Lincolnshire the following which is an extract from our Flood Risk I Drainage Strategy Assessment Report by BSP Consulting:

'The Year 2115 1% Fluvial/ 0.5% Tidal Event Probability flood mapping that was produced for the SFRA gives more detail with regard to flood risk at the site. The EA have agreed that this mapping should be used to assess potential flood depth at the site. As per the title this mapping takes into account both fluvial and tidal sources of flood risk. This mapping is reproduced below as Figure 3.3 and in Appendix D. The mapping indicates (see next page) flooding generally to the south east of Deeping St Nicholas with flooding emanating from the River Witham. This flood depth mapping indicates a zero depth of flooding at the site (i.e. Flood Zone 1) as a result of breaching or overtopping of the flood defences.'

Conclusions

Deeping St Nicholas is classified as a 'Minor Service Centre' and as a sustainable settlement identified for future growth. We support a MINIMUM of 80 houses being identified for Deeping St Nicholas.

Site Dsn007 has been subject of a detailed assessment which resulted in an application for up to 66 dwellings being submitted in April 2016.

The site is located on the West side of Littleworth Drove which is at least risk from flooding in the local area and so considered to be 'sequentially preferential' to site Dsn013 which has now been favoured as the only housing allocation in Deeping St Nicholas.

We would support more than a single site being allocated for housing in Deeping St Nicholas to maximise the potential of housing delivery.

We consider that a single housing allocation is not a

balanced approach.

The Parish Council local community are supportive of more housing development than the LPA are seeking to allocate.

On behalf of my client who is the freehold landowner of Site Dsn001 we trust that this representation letter very clearly supports the allocation of this land for housing within the emerging Local Plan for South East Lincolnshire I South Holland.

My client is seeking to dispose of the site when permission is granted or an 'allocation' achieved which will assist in the essential need to deliver and 'boost housing delivery' both nationally and at the local level.
