Dear Sirs,

RE: South Kesteven Site Allocation and Policies – Hearing Session 8 - Omission Site: Land to the rear of The Royal Oak, Long Bennington (LB05)

I write to provide the Inspector with additional detail in relation to the above in order to assist further discussions on the subject matter. The additional detail is considered to go the heart of the sites’ soundness and its proposed inclusion within the site allocation document and thus would respectfully request that it is considered alongside all other submissions and statements.

The Council’s assessment as to the appropriateness of the subject site above defines that the site has been rejected on the grounds that no suitable access exists and the site encroaches onto an area of open land which is considered to be locally important.

With regards to access, as stated previously an existing access remains which could be readily utilized or improved. However, if the highways authorities do not concur with this position then a simple solution exists involving the loss of the unused ancillary buildings. The simple statement and plan attached confirms this position. Thus the initial “show stopper” on highway grounds is considered to be ill conceived and based on an overly simplistic desk top approach and viewpoint.

With regards to the contention that the site forms an important area of open land, our position in this regards has been set out in our previous correspondence. However, to further confirm our position and to assist the inspector in determining whether there are sound reasons for supporting the subject site, we have undertaken a simple photographic analysis, as attached.

The photographs demonstrate that the sites boundaries are defined by existing mature landscaping / trees and the only views into the site are from the adjoining residential
developments to the north and south. The area is not open nor used by the public and there are no viewpoints or vantages into such. Thus the Council's position and assessment in this regards is considered flawed.

As stated previously the subject land offers a sustainable alternative to the sites promoted in Long Bennington and can be developed without detriment or concern.

We trust the above and enclosed will assist the Inspector in his consideration of the relevant matters. Should you require any further information or wish to discuss any details then please do not hesitate in contacting me.

Yours sincerely,

[Signature]

Steven P. Hearn
Concept Town Planning Ltd.

ENC – Photographic Evidence
- Highways Statement & Plan
Views East from Public House denoting extent of mature planting around perimeter of site

Views of northern boundary of Site showing Existing homes on Orchard Park and; northern boundary with open field and housing on Winters Lane beyond
5. View West towards the public house building

6. View of southern boundary with adjoining residential properties beyond.

7. View east showing mature planting and defensible eastern boundary

8. Location Plan
Background and site description
Currently, South Kesteven District Council is studying potential residential sites as part of a region wide strategic housing land availability assessment. The land highlighted opposite provides an opportunity to meet the demands for new housing in Lincolnshire. The land is centrally located within the village of Long Bennington and lies to the rear of the Royal Oak Public House on the east side of Main Road. All roads in the immediate area consist of single carriageways, with street lighting and benefit from a speed limit of 30mph.

This statement refers to the access and transport implications of a development of circa 30 houses on the site.

Traffic generation and distribution
The site provides the opportunity for the construction of new houses in private and non-private ownership. The TRICS database offers a choice of trip rates for residential development depending on a possible mix of apartments or a proportion of non-private housing. Typical trips rates and traffic generation for a development of 30 properties in a suburban residential area are quantified below.

<table>
<thead>
<tr>
<th>Houses Privately Owned</th>
<th>AM peak (0800-0900)</th>
<th>PM peak (1700-1800)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Suburban areas</td>
<td>Arrivals</td>
<td>Departures</td>
</tr>
<tr>
<td>Trip Rate (per property)</td>
<td>0.13</td>
<td>0.42</td>
</tr>
<tr>
<td>Trips for 30 properties</td>
<td>4</td>
<td>13</td>
</tr>
</tbody>
</table>

The evidence above suggests that traffic generation would be of the order of 20 two-way trips in the peak hour. This data provides evidence that traffic generation is substantially less than a common misperception of two cars leaving each house in the morning peak. The village is bypassed by the route of the A1 Trunk Road. Trips would be divided between destinations to the north such as Newark-on-Trent and Grantham to the south.

Access arrangements
The potential residential site lies adjacent to the Royal Oak Public House. An existing access to the development is available that can be readily improved as necessary. Access to the site could be obtained from a new road, constructed to adoptable standards, on the south side of the public house. The rundown and derelict buildings to the south of the public house could be demolished. The Lincolnshire Highways Guide allows flexibility in the design of residential roads. Simple cul-de-sacs of up to 50 units could be constructed with a width of 5.0 metres. In this instance a higher specification road can be achieved if the dilapidated and under-utilised buildings are demolished. Footways of 2 metres in width can be provided to each side of the carriageway. The potential access proposals are illustrated on drawing P882/101. Other key transport planning topics of interest include:

- A private zone, 2 metres wide, could be provided on the south side of the public house to allow for a working area next to the external steps
Dropped crossings could be provided on the access road to provide access to parking areas to the north and south.

Adequate visibility, from a setback of 2.4 metres would be available for vehicle manoeuvring in and out of parking areas.

A wide highway verge is provided on Main Road and therefore adequate visibility is provided to both directions of traffic from the improved junction.

A number of options are available to provide additional parking for the public house. The layout promotes an in and out arrangement which is preferable.

Currently, the footway on the frontage to the public house is poorly defined and can be obstructed by parked cars. The improvements to the access provide the opportunity to improve this pedestrian route by relocating parking. By removing parking on the frontage it is considered that the setting of the public house would be significantly improved.

Information on safety can be viewed at www.crashmap.co.uk. This web site uses data approved by the National Statistics Authority and reported on by the Department for Transport each year. Currently the web site includes all recorded injury accidents to the end of 2011. In this instance, it is noted that no injury accidents at all have occurred at or close to the public house in seven years from 2005 to 2011 inclusive. This includes the nearby junctions on Main Road such as Manor Drive, Winter’s Lane or Sparrow Lane. Therefore, it is reasonable to conclude that there are no safety concerns in promoting the development.

The layout promotes a safe junction spacing of 25 metres to the opposite cul-de-sac of Manor Drive. Manual for Streets permits flexibility in junction spacing depending on the site specific circumstances. In this instance, generous visibility is provided to and from both minor arm connections and there would be no cross-over movements. The junction spacing is safe and would not compromise safety.

The site is located a short walk from the local shop and post office as well as bus services (e.g. route 602) on Main Road through the village.

Summary with reference to NPPF

Planning policy is determined by National Planning Policy Framework (NPPF) and Local Plan Policy. The government recognises that the planning process is instrumental in creating jobs and growth in the economy. The new guidance provides a presumption in favour of sustainable development and an extract from paragraph 32 is repeated below:

“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.

A housing development of potentially 30 properties may create 13 departures in the morning peak with perhaps 4 arrivals. Additional traffic would be distributed across routes to the north and south on Main Road. Although an existing access point serves the site at present, simple improvements can be readily provided as necessary and the likely quantity of traffic cannot be construed to have a “severe” impact. Therefore, a residential development at this location is acceptable.

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Director of Banners Gate Transportation Ltd / 8 November 2012

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