



**Town Planning / Long
Bennington Parish Council**

Submitted to
Long Bennington Parish Council

Submitted by
AECOM
6-8 Greencoat Place
Victoria, London
SW1P 1PL

Long Bennington Neighbourhood Development Plan 2016-2026



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Executive Summary

The right for communities to prepare Neighbourhood Plans was established through the Localism Act (2011) and the rules governing their preparation were published in 2012. This has given us, the communities, the right to shape how future development in our area is managed and delivered.

In November 2012, Long Bennington Parish Council was successful with its application to become a Neighbourhood Plan Area. This Neighbourhood Plan (the 'Plan') reflects community-wide comments, observations and concerns about its future, bringing them together with census information, strategic and statistical evidence to produce policies that reflect the need to make Long Bennington a better place to live, work and visit, now and for future generations.

Long Bennington is a large village and, as a designated Local Service Centre has a range of challenging issues-certain of which have changed rapidly even over the preparation of this plan including:

- Traffic-volume- Both speed and type of vehicle, with associated parking and road safety problems
- Development- A substantial amount of current and proposed development of residential and commercial premises, together with new convenience store
- Local Infrastructure - Connected with as a result of new developments there will be an inevitable increased usage of drains, highways, medical and school facilities

The Plan has been produced by a Neighbourhood Planning Steering Group comprising members of the Parish Council, informed by extensive community feedback from residents and organisations. Once the Plan has been made, following a favourable local referendum, the Long Bennington Neighbourhood Plan will form part of the statutory development plan of South Kesteven and will be used to determine planning applications for new developments in the local area.

- This Plan takes into account extensive local engagement including both an initial form of survey sent to all households, businesses and other organisations located and active within the parish at the outset, followed by a further questionnaire once draft policies had been prepared.
- An initial draft of this plan was subject to extensive comments (all of which have been taken due account of) in May 2015.
- In accordance with the appended Technical Review, this document takes into account relevant documents referred to therein including:
 - South Kesteven Employment Land Capacity Study
 - Fuel Depot 2016
 - South Kesteven Landscape Character Assessment
 - Openspace Study



1 Why we need a Neighbourhood Plan

1.1 What is a Neighbourhood Plan?

A Neighbourhood Plan is an opportunity for Long Bennington to create a local blueprint for delivering a sustainable future for the benefit of all who live, work or visit our area.

The Government's National Planning Policy Framework (NPPF) states that a Neighbourhood Plan gives the community "direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need" (NPPF para.183). It enables us to ensure we get the right types of development in the right locations, and set neighbourhood policies that will go towards the decision making process when determining planning applications.

A Neighbourhood Plan, once voted on and 'made', becomes part of the statutory Development Plan for the local area and this statutory status means the Neighbourhood Plan is more powerful than other local documents, such as Parish Plans or Village Design Statements. The Plan must comply with European and national legislation and be in conformity with existing strategic planning policy while not repeating what is already stated in South Kesteven's Local Plan.

Robust evidence is the foundation on which every local planning policy document has to be based, including this Neighbourhood Plan. This includes community engagement through consultations and surveys, to establish our community's views, aspirations and needs of our local area. South Kesteven's existing evidence base has been used to inform the policies of this Neighbourhood Plan.

1.2 Why we need a Neighbourhood Plan for Long Bennington

The village of Long Bennington has distinctive and diverse characteristics, highly valued by our residents. As the village evolves, the process of change needs to be positively managed so that the unique qualities that contribute to the village's individual identity can be protected and enhanced, whilst managing future growth and new development.

There is recognition that sustainable development is necessary and inevitable, as without it villages could stagnate or grow in an unsustainable way negatively affecting our economy, society and environment. According to the 2011 Census data, population change in Long Bennington has been 8.67% over a 10 year period, compared to the national figure of 7.9% and the District figure of 6.72%. This shows that our area has been growing at a greater rate compared to the wider surrounding area, and therefore there is more of a need for sustainable, community led policies to help direct and manage new growth within our local area.

However, this growth has not been all positive, as feedback from the local community shows. The Long Bennington Parish Council and population are concerned about inappropriate and over-intensive development, green spaces being lost (including one where attempts are being made to protect it as a Village Green), expansion of the existing built boundaries of the village, traditional cottages being demolished and the character of historic buildings being affected by changes affecting their setting and therefore, not keeping with the characteristics of the area.

Greater traffic, caused in particular by Commercial Developments in and around the village is creating pressure on the roads, together with excessive speeding (see summary of traffic survey annexed).

There are concerns about the lack of safety with HGV vehicles using the village roads. This is creating social concerns, along with environmental worries. A Neighbourhood Plan cannot be used to stop this kind of change, but it gives us the opportunity to identify the best ways to manage change, identify appropriate highway and safety improvements, directing development towards what the local community wants, while protecting the natural environment and cultural assets and ensuring a more sustainable future for us and future generations.

This Neighbourhood Development Plan has been prepared by members of the Parish with the NPPF's core principles in mind, namely "a presumption in favour of sustainable development", so the Plan can assist in the development of Long Bennington to ensure a healthy society, thriving economy and protected environment.

2 How the Neighbourhood Plan was prepared

The Neighbourhood Plan has been prepared by a group of members from Long Bennington Parish Council, informed by local community members and the District/County Councillor that make up the Neighbourhood Plan Steering Group. Its mandate is to drive the process, consult with the local community and deliver the Plan. The Neighbourhood Area was designated by South Kesteven on 6th November 2012, and SKDC have provided valuable background data such as demographic information used in the preparation of this document. We have been advised in the latter stages of our programme by URS/AECOM, a nationally respected planning and environment consultancy. Planning Aid England have provided invaluable support and assistance, and we have benefitted from a generous grant from DCLG which has assisted us in the preparation of our village questionnaire and other documents.

A Parish Plan for Long Bennington was produced in 2005. The Parish Plan was in many ways an exemplary piece of work but unfortunately had no formal status. The Long Bennington Neighbourhood Plan has been introduced following an extensive consultation exercise with local residents, community organisations and businesses and comes at a time when there are a number of challenges. These include the status of the village as a Local Service Centre in South Kesteven and the granting of a number of planning permissions for residential and commercial developments, some of which have been objected to by the Parish Council

The consultation process, which lasted for over a year, involved working with the local community through the creation and circulation of a:

- Village Questionnaire -Which had over 370 responses, constituting an unusually high response rate of c 40% of eligible households)
- Business and Community Group Survey;
- School Survey ; and
- An “Open Q&A” session was held as part of the Annual Parish Meeting in Spring 2014.
- A further consultation exercise on an earlier version of the plan at the 2015 Annual Parish Meeting. This featured a short list of questions and asked residents to prioritise their view of key issues affecting the village. It resulted in a number of oral and written comments, including;
 - The need for highway and road safety improvements
 - control of housing development-generally incorporating such comments as “object to large scale development-infill sites only”
 - Street lighting issues
 - Supporting increased community / parish involvement within the planning process.

A draft Neighbourhood Plan was developed from these consultations and from research and evidence collected. Throughout the Plan’s development we also liaised very closely with South Kesteven District Council to ensure not only that our policies are in general conformity with the existing Local Plan Development Framework, but also, that they are not in conflict with the policies of the adopted Core Strategy (2006-2026), the saved policies in the South Kesteven Local Plan 1995, and the principles of the National Planning Policy Framework, and we are very grateful for the assistance provided by Rachel Armstrong of SKDC in particular. The next step of the process is to put this draft Neighbourhood Plan forward to local residents, businesses and statutory bodies for a six-week consultation period. Based on the feedback from this consultation, amendments will be made resulting in a Final Neighbourhood Plan which will be formally submitted to South Kesteven District Council, who will publicise it for six weeks and then forward it with accompanying documents and all representations made during the publicity period to an Independent Examiner. The Examiner will examine the Plan to make sure it meets the ‘basic

conditions' including all requirements under EU and National legislation, who will then submit a report to the District Council confirming whether the Plan is approved or rejected. The Plan will then be put forward for a public referendum.

Assuming it is approved for recommendation, the referendum question will be a straight "yes" or "no" on the Neighbourhood Plan, as set out in the Neighbourhood Planning Regulations. If 50% or more of those voting vote "yes" for the Plan, it will be adopted and become part of the planning policy for the local area. If fewer than 50% vote "yes" for the Plan, then it fails and there will be no adopted Neighbourhood Plan in the area.

The Plan period will run for 15 years from the time it is passed at referendum. We recognise that the Plan will be delivered and implemented by differed stakeholders and partners and that it is not a rigid blueprint, but instead provides a framework for change through its vision, strategy and policies.

3 Background to the Neighbourhood Plan

3.1 National Planning Policy Framework (2012)

Neighbourhood Plans must be line with policy established in the National Planning Policy Framework (NPPF) and the South Kesteven District Council Local Plan. The NPPF emphasises the “presumption in favour of sustainable development” through three critical roles; (1) an economic role by contributing to building a strong, responsive and competitive economy; (2) a social role through supporting strong, vibrant and healthy communities; and (3) an environmental role by contributing to protecting and enhancing our natural, built and historic environment.

The NPPF sets out to achieve sustainable development in 13 core planning principles. In short they are: (1) building a strong, competitive economy; (2) ensuring the vitality of town centres; (3) supporting a prosperous rural economy; (4) promoting sustainable transport; (5) supporting high quality communications infrastructure; (6) delivering a wide choice of high quality homes; (7) requiring good design; (8) promoting healthy communities; (9) protecting Green Belt land; (10) meeting the challenge of climate change, flooding and coastal change; (11) conserving and enhancing the natural environment; (12) conserving and enhancing the historic environment; and (13) facilitating the sustainable use of minerals.

The Long Bennington Neighbourhood Development Plan is designed to embrace these principles and roles of sustainable development, to ensure development in the parish grows in a sustainable way.

3.2 Basic Conditions

Planning Policy Guidance (PPG) (2014) identifies a set of ‘basic conditions’ that a draft Neighbourhood Plan must meet to proceed to referendum. These are:

- a. Have regard to national policies and advice contained in guidance issued by the Secretary of State;
- b. The making of the Neighbourhood Plan contributes to the achievement of sustainable development;
- c. The making of the Neighbourhood Plan is in general conformity with the strategic policies contained in the development plan for the area of authority (or any part of that area);
- d. The making of the Neighbourhood Plan does not breach, and is otherwise compatible with, EU obligations; and
- e. Prescribed conditions are met in relation to the Neighbourhood Plan and prescribed matters have been complied with in connection with the proposal for the Neighbourhood Plan.

3.3 South Kesteven District Council Local Plan

The Plan is written in conjunction with, and in conformity with the South Kesteven Local Plan. The Local Plan contains a number of adopted and emerging plans. The adopted plans include the Core Strategy (2010) and the Site Allocations and Policies Development Plan Document (2014). A new local plan is being prepared to cover the whole district for the period 2011-2036, which will update saved policies in the South Kesteven Local Plan 1995 and include new policies arising from the NPPF and National Planning Practice Guidance. The Core Strategy contains a range of policies relevant to the Plan, including: Policy H1 – Residential Development; Policy H3 – Affordable Housing; Policy E1 – Employment Development; Policy SP3 – Sustainable Integrated Transport; Policy EN1 – Protection and Enhancement of the Character of the District; and Policy EN4 – Sustainable Construction and Design. As it can be seen from figure 3-1, there are no relevant policy designations from South Kesteven’s Local Plan affecting Long Bennington.

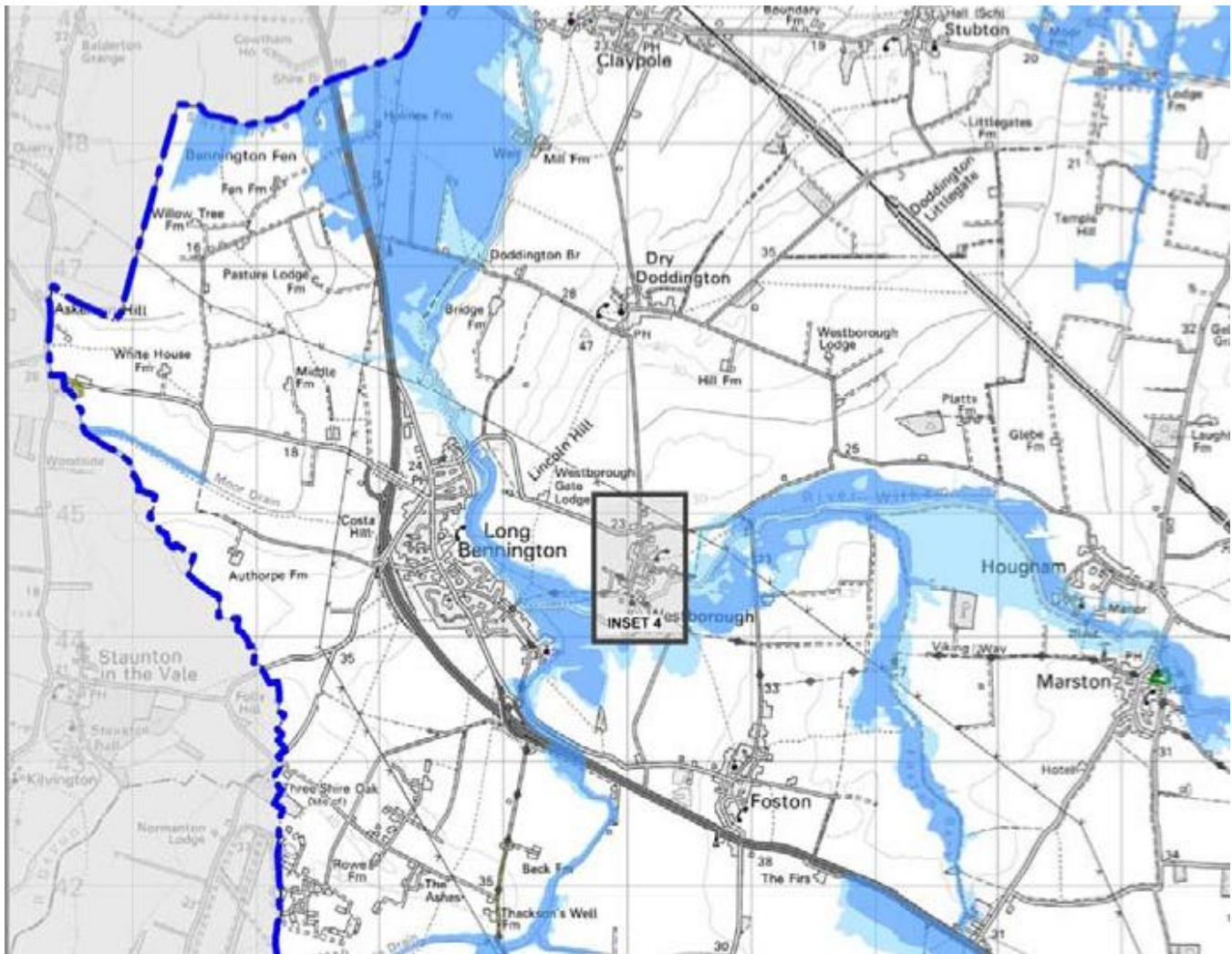


Figure 3-1: Proposals Map of Long Bennington, South Kesteven District Council

The Site Allocations and Policies Development Plan Document show an existing employment site (ExE LSC3) Local Service Centre (existing equipment site) which has now been developed out and a new housing allocation (LSC1e) (for which planning permission for 37 properties has been granted) within the parish of Long Bennington, as seen in Figure 3-2. The Locally Important Existing Employment Site, as Policy SAP5 in the Site Allocations Plan, restricts proposals for development, reuses and/or redevelopment of land or premises within the area for employment-generating uses. The housing allocation, as Policy LSC1 in the Site Allocations Plan, allocates around 35 houses with 12 of these defined as affordable and being built between

2011 and 2016. Affordable housing, open space and play facilities will be required as part of each development (in accordance with Policies H3 of the Core Strategy and SAP10 of the Site Allocations Plan).

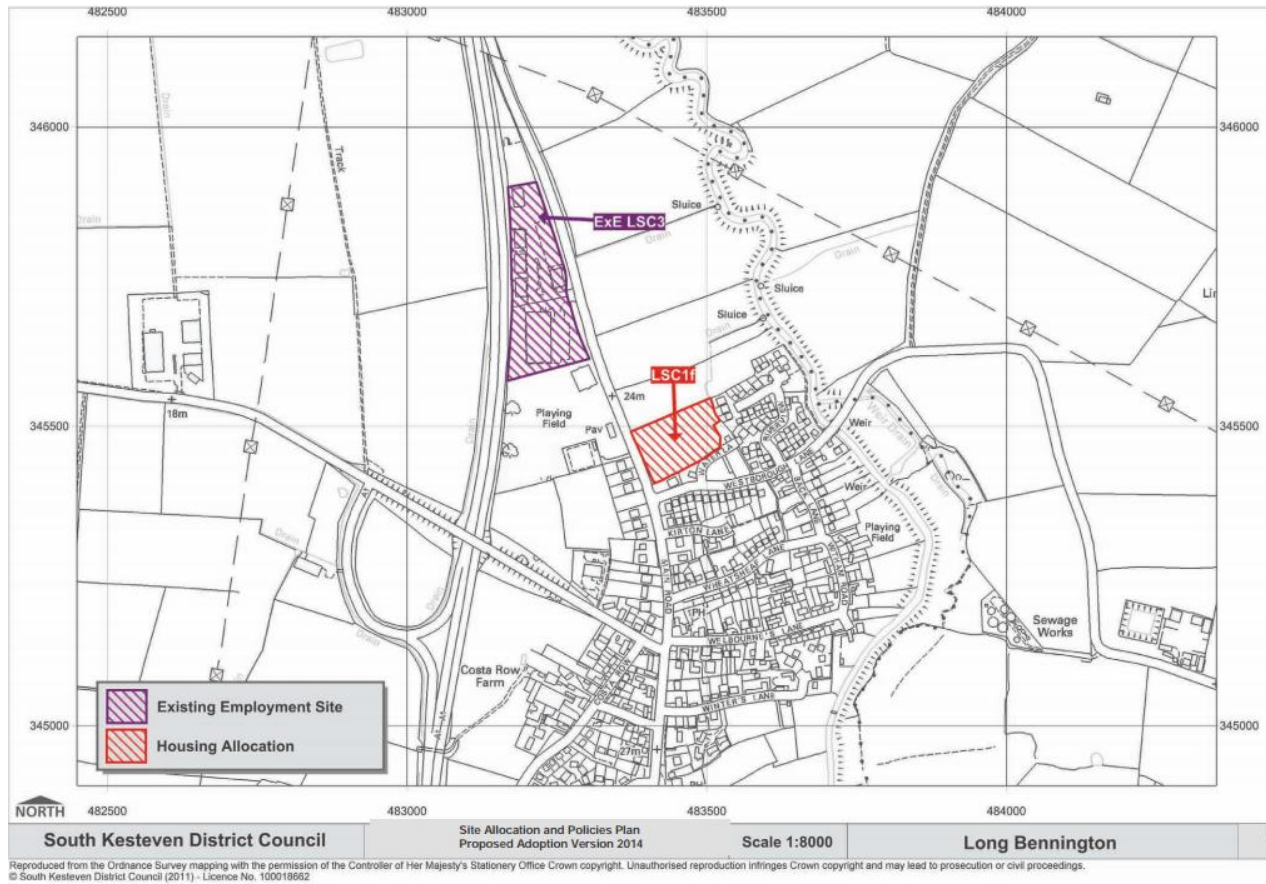


Figure 3-2: Site Allocations in Long Bennington, South Kesteven District Council

3.4 Long Bennington Parish Plan 2005

In 2005 a Parish Plan group of the Parish Council produced a Parish Plan for Long Bennington, which included a Village Design Statement. The Parish asked residents what they like and enjoy about the village, what they would like to change, what they would like to keep and how they would like to see the village develop. Two major surveys were distributed, workshops and debates hosted as part of three working groups at an Open Day in July 2004, a traffic survey was conducted in November 2004 and consultation with local authorities, local businesses, landowners and service providers took place. A draft Parish Plan was discussed with South Kesteven District Council and our own Parish Council, and the resulting revised draft was then presented to a second Parish Open Day in the Village Hall in February 2005. From this, village development needs were identified as follows:

- Affordable housing;
- The need for a nursing home;
- Sheltered accommodation;
- Residential homes suitable for retirement;
- Larger Doctor's Surgery;
- Development for employment; and
- Amenity development for leisure.

Unfortunately the Parish Plan had no formal status. However, some of the issues mentioned in the Parish Plan are still relevant today whilst others have been addressed (for example a larger GP surgery, which has been designed to have the capacity to be extended, has been built). Whilst a retirement or nursing home facility would have been welcome there is acceptance that this would be dictated by a suitable site being available and market conditions. The Neighbourhood Plan includes planning policy to guide and steer development in relation to these issues.

3.5 Long Bennington Boundary

This Plan relates to the Parish of Long Bennington and the Qualifying Body empowered to create the Plan is Long Bennington Parish Council. The Plan Area was formally designated by South Kesteven District Council on 6th November 2012, as seen in Figure 3-3. The majority of the evidence and policies in the Plan concern the village of Long Bennington, but there is a significant area of agricultural land uses and dispersed individual dwellings outside the village.

3.6 Long Bennington Parish Profile

Long Bennington is a large village with a population of c2000, spread out along a 1.5 mile length of the Old Great North Road, which was by-passed by the A1 in 1967. The Main Road and Church Street are characterised in particular by large red-brick properties with chiefly pan-tiled roofs, set well back from the Highway behind broad, tree-lined verges. To the East and the West are a range of both old ex-agricultural properties and small-medium developments from 1970s to the present day, with a preponderance of 4-6 bedroom detached houses, typically of lower density that would be seen in towns or cities. The History of the village means that it has a good range of facilities including a large village hall facility with 2 large rooms used for large events, 3 licensed premises, a café and local shops. There is a large primary school and medical centre, also a large sports field/pavilion and bowls club. There are 2 churches, Methodist and Church of England, the latter being at the very South of the Village and grade 1 listed.

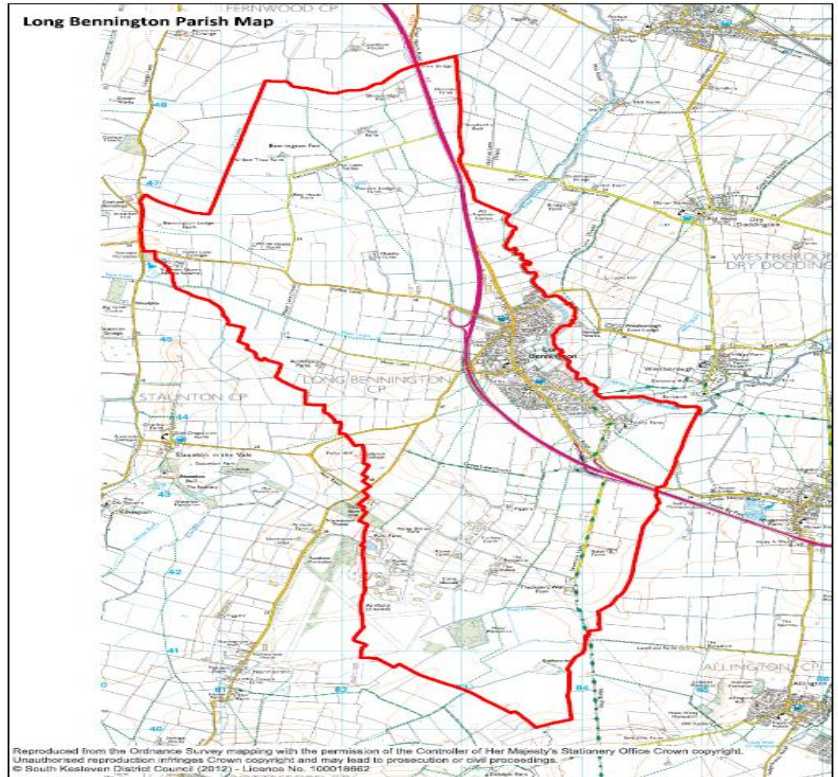


Figure 3-3: Location Map showing Neighbourhood Plan Area Designation, South Kesteven District Council

Long Bennington

Long Bennington is a large village which gains much of its intrinsic character from its layout being, as the name would suggest, a long settlement. The village grew as a stopping off point on the Great North Road.

In the Lincolnshire edition of his celebrated series 'The Buildings of England' Sir Nikolaus Pevsner (written in 1964 and revised in 1989) describes Long Bennington as being one 'straggling village street, perhaps the longest in the county, with half a mile of Georgian House disposed behind strips of green'. Whilst even when the book was first published the village was more than just the one street, it is the length of the main street with smaller streets branching off to left and right along its lengths, with the shorter Costa Row and Church Street running to the south west and south east respectively for parts of its long journey.

The strips of green behind which many of the villages finest houses sit still remains one of the defining characteristics of the Main Road and one that both the Parish Council and the population of the village are keen to maintain. In recent years, the Parish Council has sought to enhance the attractiveness of the verges with selective planting of bulbs, especially at the south end of the village.

Pevsner also observed that the houses were predominantly of brick but some were of 'coursed rubble, a grey lias which can be seen in many villages along the Trent from Newark to Gainsborough.

The village contains 24 Listed Buildings, most notably the Grade One listed St Swithin's Church, located at the south end of Church Street within a generously sized church yard, in part given over to a 'wild' meadow. To the south of the village are the earthworks to Bennington Grange, a scheduled ancient monument, the remains of a Cistercian monastic farm attached to Long Bennington Priory, itself a cell of the Abbey of Savigny, itself suppressed in 2014 as an alien possession during the Hundred Years War.

The Listed Buildings in the Parish are:-

2 Back Lane

10 Back Lane

Bryn, Main Road

Ayrshire House, Main Road

30 Main Road

32 Main Road

54 Main Road

56 Main Road

58 Main Road

64 Main Road

Jasmine House, Main Road

Lilac Cottage, Main Road

Peacock Farm Barn, Main Road

Peacock Farm



Alma Farm House, 1 Church Street

46 Church Street

48 Church Street

77 Church Street

Priory House, 69 Church Street

Priory House Outbuilding, 69 Church Street

Priory Farmhouse & Outbuildings, 77 Church Street

St Swithin's Church, Church Street, 77 Church Street

Cross 5m to South of St Swithin's Church

22 Lilley Street

Witham Bank, Sparrow Lane

Mount Pleasant Cottage, Westborough Lane



Mount Pleasant Cottage

Main Road

As described above, the principal road of the village and until 196?, the route of the A1 Great North Road, it stretches for 1.7 miles from the south to the north boundaries of the village. The principle feature of the road, in the main middle section of the road, is its width and the wide green verges.

As one enters the village, through open farm land, the housing is in the main modern detached buildings in style with newer developments branching off the main road - the long snaking Pastures to the left and the more linear Elm Close to the right (east). Beyond this, on the left (west) side of the road is the Long Bennington Church of England Academy erected in 1984 to a design by the County Architects Office, in traditional scale and materials, with various extensions having been added since to cope with increased demand. Almost opposite to the school on the junction that forms the start of Church Street (see below) is the memorial garden, which is a simple square garden built around the memorial, which has been refurbished in recent years. The Parish Council is seeking to enhance this open space with selective planting.

From the school onwards is the middle section of Main Road, which stretches until Wheatsheaf Lane (see below). This section of the road is defined by the above mentioned tree lined wide verges with predominantly detached housing from a wide variety of architectural periods. The majority of the former farm houses and villages houses, dating in the main from the Georgian and Victorian periods, are located in generous sized gardens behind the wide verges. Notable examples include Ayrshire House and Crosburn House (which is a fine example of a Georgian house built from the grey lias rubble stone, a material distinctive to the area).



Crosburn House

Whilst the former farmhouses that line this section of the road remain, with the exception of Alma Farm (opposite to the school), have lost their farm buildings, being replaced by small developments such as Dysart Close, named after the farm yard upon which it now sits.

The centre of what is, as the name suggests a very linear settlement, can probably be best defined as around the village Post Office Potts Stores, which sits at the end of a row of probably early Victorian cottages. Almost diagonally to the northwest of Potts Stores, Bennington Gearchange, a old clad structure formerly serving the A1 has been demolished and is in the process of being replaced by a new single-storey Co-op which has been built in brick under an orange pan-tiled roof, traditional to the village and to be found on both older village houses and on modern developments such as The Pastures and Manor Drive (built on the site of the former Manor House).



Main Road

Just to the north of the new Co-op sits St James Village Hall, erected in 1989, single storey and built using traditional materials. Opposite to the Village Hall is the Royal Oak, the largest of the village's three pubs all located on the east side of Main Road, formerly a coaching inn serving the Old Great North Road.

Beyond the junction with Valley Lane going north the properties are largely detached and to the west side of the road are mainly bungalows. At the northern most end of Main Road is the village playing field with four football pitches for differing ages groups, a pavilion, county bowls green, tennis court and MUGA. To the north of this is the Bennington Business Park, developed within the last ten years to provide a mix of light industrial, warehouse and office space.

Church Street

The second longest street in the village, the main part of the road begins at the junction with The Meadows, before arcing gently south-east to St Swithin's Church. The street has traditionally been characterised by detached housing set in generous grounds in many cases stretching down to the River Witham, with those buildings dating from the 18th & 19th centuries in traditional brick under pantile roofs.

In more recent times, there has been a trend towards demolishing single dwellings and replacing them with an increased number of houses, or the development of single units to the front or rear in larger gardens. The Parish Council remains keen to

resist further back land development and retain the existing traditional pattern of housing and the setting of the various Listed Buildings in the road.

Towards the south of Church Street, on the west side of the road is Priory House, the village's largest Georgian dwelling. Pevsner noted the rainwater heads dating from 1789. At the church, the road narrows and becomes Church Lane, which links through to the roundabout to the south of the village.



Priory House

Back Lane

Small link road running parallel to Main Road, a mix of older and newer dwellings, highlighted by two listed buildings, including the traditional cottage 2 Back Lane, at the junction with Westborough Lane (shown directly below).

Costa Row

Costa Row forms the western boundary of the village, running from the junction with Valley Lane and south out of the village over the A1 Great North Road. Despite the introduction of various modern dwellings, not necessarily in the local vernacular, Costa Row retains much of the traditional feel of the village with working farms and former farm cottages still present on the road.

Lilley Street

Typical village street with a mixture of styles and ages of properties including the listed 22 Lilley Street

Sparrow Lane

A small dead end lane one of the smaller lanes that characterized the original character of the village, some older dwellings mixed in with newer smaller infill developments. The lane is a dead end with a path going across fields to the River Witham.

Valley Lane

Only a small section of this road actually lies within the village, at the junction with Main Road is Siena News the village newsagent and prior to that the village butcher. To the right as one leaves the village is Bennington Surgery, a low slung building designed to match in with the village vernacular, set in a large site with an exaggerated roof-line to allow for future development at first floor level.

Westborough Lane

Winding lane leading out of the village towards the neighbouring settlement of Westborough. Towards the bridge over the Witham is the Bellway development, the last larger village to date at 65 homes. The development benefits from a part river side walk, something the Parish Council are keen to extend along the banks of the Witham as it passes through the village.

About 400m along the Lane on the north side, are Mount Pleasant Cottages, at the junction with Water Lane. Originally ? cottages, now converted into a single dwelling but still retaining their original character.

Winters Lane

Small dead end lane, development to the north side of the lane with fields to the south side. A mixture of newer and traditional properties including Amelia Cottage, part brick and part rubble stone. Also includes the only private rental flatted development in the village, on the site of the former surgery.

Wheatsheaf Lane

A mixture of older cottages and modern dwellings, at the end of the Lane, at the junction with Back Lane and Witham Road, is the village Nature Reserve. Formerly the village playing field, the Reserve inclines down to the banks of the River Witham. The area has been left partly wild to encourage flora and fauna. Consideration has been given to devoting part of the Reserve to the creation of allotments,

Remainder of the Parish

The Parish extends well beyond the village itself. The remainder of the Parish is rural in nature, characterised by isolated farmhouses and small terraces of cottages on Valley Lane. In amongst the farms are various isolated business premises such as Direct Gas, also located on Valley Lane.

The countryside is generally flat with some gentle inclines and occasional small wooded plantations, criss-crossed by footpaths and byways.

Towards the south west of the village, on the way towards Bottesford and Leicestershire, is the Roseland Business Park. Formerly RAF Normanton which closed in 1948, having been used by both the RAF and USAF. The former hangers and technical buildings have been handed over to commercial buildings, there has been some new development including a concrete plant and the estate offices were built as a pastiche of the original control tower. The estate is only visible from outside of the village itself.

To the southwest of the village, about 400m past Moor Lane there is, down a short stretch of path, a memorial to a Lancaster Bomber which sadly crashed near to the site in 1943.

History-Long Bennington has a long history, being originally an Anglo-Saxon settlement. Church Street is the site of a priory dating to 1462, [which](#) was an [Alien house](#) granted in 1462 to the priory of [Mount Grace](#).^[2] The village has connections with the Young husband family whose members include the first western man to enter [Lhasa, Long](#) Bennington is supposed to be the last place [King Harold](#) of [Wessex](#) camped before the [Battle of Hastings](#).^[3]

3.6.1 Population

The population of Long Bennington has risen substantially during the last fifty years. The expansion has come once again from the Great North Road which, following the major road improvements of the sixties and the general increase in car ownership and usage, has brought Long Bennington within easy commuting distance of Lincoln, Nottingham, Newark and Grantham, the latter two having good rail links to London and the North. The effect of high house prices in London and the southeast, the choice of good schools in the area, a rural environment, and the growing trend for home working have also contributed to the growing population. According to Census data, between 1971 and 2001, the population of the Parish grew from 947 to 1,843 persons; an increase of almost 95%. Between 2001 and 2011 the population grew to 2,081, an increase of 8.67%. This shows a constant growing population in Long Bennington which should carry into the future and create a greater elderly population.

3.6.2 Housing

National and regional policy now places greater emphasis on development being sustainable. The South Kesteven District Council surveyed all villages in the district to identify those villages which are considered to be sustainable. The assessment for sustainable development requires villages to satisfy at least 8 out of 9 essential criteria of having a: primary school, food shop, village hall, bus service (hourly), church, post office, public house and Doctor's Surgery. Long Bennington meets 8 of

these 9 criteria and is therefore classified as a sustainable village; it fails the bus service criteria since the service is less frequent than hourly and services finish too early in the day to make commuting by bus a practical proposition for most workers. –for example the last regular service bus back from Newark, the nearest large town is at 14.27, and the last service back from Grantham is at 17.20. There are no Sunday services whatsoever.

The Adopted Core Strategy sets the requirement for residential housing within the South Kesteven District area as 13,620 for the 20 year period from 2008 to 2028. This current assessment of housing need for the district identifies alternative scenarios of 636 or 698 new dwellings per annum up until 2036. The situation in Long Bennington is that 104 properties were built between April 2006 and March 2014. There are 57 with planning permissions granted, of which 10 have started, as of March 2012. In particular, with regard to the Housing Site LSC 1 indicated above, planning permission for some 35 properties (including 12 affordable units) was granted during the preparation of this plan. There are a number of applications and recent permissions for smaller developments underway.

3.6.3 Economy

The Parish possesses several long established industrial and commercial undertakings. These include Long Bennington Mill (now relocated to the west of the A1), a financial call centre, vehicle hire firm offices, optical factory and accountancy practice, and an engineering company manufacturing horse drawn carriages and metal furniture (now also relocated to the west of the village in a farm setting with its original site being used for a housing development). Traditional but declining employment is provided by the farm units in the Parish. A number of residents work from home partially or wholly

The development of Roseland Business Park on Normanton Airfield has provided a concentration of industrial premises in the southwest corner of the parish. Some 700 people are employed here. Activities on this site are diverse and include companies manufacturing animal feed, cement products, kapok products, a large vehicle body repair facility and specialist sports cars as well as companies providing vehicle storage and educational art supplies. On the northern extremity of Long Bennington village, the land north of the playing fields between the old Great North Road and the A1, is Long Bennington business park. This has grown substantially over the last few years and now provides employment for some 800 people, leading to localised traffic, parking and congestion issues.

Long Bennington is home to many commuters, travelling as far as Nottingham, Peterborough, Lincoln, Leicester and London. Economic changes in the UK are rapidly changing working patterns and practices, and we now also see a growing number of people working from home or from small offices and workshops classified as micro businesses with less than ten people.

3.6.4 Transport

Since the opening of the A1 by-pass in the late 1960s, Long Bennington has been spared the traffic problems resulting from its locations on one of the nation's most important highways. Due to this, the village possesses a degree of accessibility unrivalled by most other rural settlements. Village residents have been concerned over a number of years, over the volume of heavy goods traffic generated by industrial development at Roseland Business Park on the nearby Normanton Airfield. The absence of slip roads onto the northbound A1 from either the southbound end of Main Road or from Normanton Lane requires northbound traffic to pass directly through Long Bennington, either using Main Road or the shorter but narrower Costa Row. Similarly southbound traffic from the A1 also has to leave the A1 at the north of the village and pass directly through the centre of the village along Main Road.

Residents have also become concerned about high traffic speeds on the village entrances at both ends of Main Road and at the southern entry into Costa Row. The Neighbourhood Plan Steering Committee requested that the Lincolnshire Road Safety Partnership conduct a traffic monitoring exercise on Main Road in late 2014. This survey indicated that traffic entering Long Bennington from the A1 enters the village at high speed of an average of 36.7mph. As there was some doubt over the validity of this data, the Parish Council commissioned its own independent traffic survey which revealed both increasing volume of traffic and that the 85th percentile of traffic was at c 44mph

The village is served by two bus services that travel to both Grantham and Newark. An additional service to Bottesford/Bingham has been cancelled due to support being removed by Lincolnshire County Council. These services are adequate for shopping and school runs but there is limited access for commuters working in Grantham or Newark, non-drivers and young people who would like to travel in the evenings.



St James Hall-a popular venue for a wide range of community events

3.6.5 Environment

Long Bennington is situated in countryside that is ideal for arable crops and is therefore intensively farmed, although there are some grazing meadows adjacent to the River Witham with cattle. There is no access land (as defined in the Countryside and Rights of Way Act 2000) within the Parish. Access to the countryside is therefore limited to the many footpaths, bridleways and green lanes that have a historic public right way and are an integral part of the landscape. There are a number of paths adjacent to and accessing the riverside, but many of these are not public rights of way. An amenity area, which has been used for a range of community events in the past behind the “Royal Oak” pub has been closed off by the site owners and has been the subject of a recent village green application which has been submitted to Lincolnshire County Council

Witham Road (Old Playing Field) Nature Reserve Project was set up as a millennium year project to turn the old village playing field into a nature reserve. It is located adjacent to the River Witham, as seen in Figure 3.4. The land is held in trust by the Parish Council “for the enjoyment of the public”. The field has been cultivated as a traditional hay/cut meadow, with benches, additional wild flower and native shrub plantings and with winding paths. Wild flower seeding has taken place and the Parish Council pay for periodic grass cutting to stimulate growth and allow access. Owl boxes have been placed on the site, but there have been sporadic problems with vandalism, encroachment and fly tipping.

According to the Greater Lincolnshire Nature Partnership there are 3 other non-statutory local wildlife sites in the Village:

- south-to-north stretch of River Witham 1km downstream from northern edge of village and river banks; and
- grassland at Sewstern Lane; and
- grassland at western edge of Parish.

The latter of these sites has been heavily compromised by an equine farm. Nevertheless, appropriate protection should be given concerning these sites in the future.



Fig 3.4-The River Witham is an important landscape feature and amenity and forms the Eastern boundary to the village



Fig 3.5-the Memorial Gardens are an important open space in the village

Wide roadside verges, particularly along the course of the old Great North Road are an important aspect of the landscape and streetscape in Long Bennington. The maintenance of these verges help ensure the safety of road users by providing good visibility at bends and adequate drainage. The maintenance should also ensure that farmland is protected from over-invasion by weeds and that access is available to hedges and ditches. At present, low priority is given to the road verges as important wildlife/natural habitat venues and the 'amenity' consideration of giving the road a pleasant appearance. There is also concern that inappropriate parking has damaged a number of verges, particularly around the centre of the village. Although Highway verges are formally the responsibility of Lincolnshire County Council as Highway Authority, the Parish Council has sought to improve the condition of some verges by works and a programme of bulb planting, particularly entering the village from the South

3.6.6 Community Leisure and Wellbeing

Long Bennington has significant amenities in the provision of a Doctor's Surgery, Village Hall, sports field (with floodlit Multi-use Games Area and new Football pitches supported with a grant from Sport England), pavilion and open spaces(as seen in Figure 3.5). A desire for a Cricket Pitch has been identified. There is little accommodation for visitors and tourists in Long Bennington other than a small number of "Bed and Breakfast" rooms at Priory House, Church Street and development of such accommodation would benefit the economy and community leisure. This is supported in the Local Plan Policy E1 Employment Development, where local service centres are encouraged to develop opportunities to boost their local economy.

A mobile library calls twice a month, stopping at four locations in the village. At present this service seems adequate and meets the needs of the village.

The street lighting in Long Bennington varies depending on the location. In the newer developments the lighting is good and there are no known problems. In older parts of the village and particularly in Main Road and the narrow lanes leading off Main Road, the street lightning is inadequate, with issues associated with older lamp posts without the benefit of newer lower glare lights with cowling to prevent light spill.

Figure 3-4: Open space in Long Bennington

4 Vision and Objectives

4.1 The Vision Statement

The vision for Long Bennington is:

‘A Parish where the quality of life and sustainability is steadily improved over the time-frame of the Plan, so Long Bennington becomes a place where, despite changes, our history and heritage are sustained, and where our rural setting, character and natural environment are preserved and enhanced for both residents and visitors.’

4.2 Objectives

The five objectives below outline what will need to be achieved in order to deliver the vision for Long Bennington. These give direction to the spatial framework outlined in Chapter 5 of this Plan.



Figure 4-1: Neighbourhood Plan Objectives

5 The Plan – Overview

5.1 Sustainable Development and our Neighbourhood Plan

The policies of the Long Bennington Neighbourhood Plan are set within the context of the NPPF and South Kesteven's Local Plan. The scope and content of the Plan has been developed in line with the Parish Council's aspirations and objectives to make Long Bennington a better place to live, work and visit.

5.2 Planning Context

The procedure for the making of a Neighbourhood Plan is prescribed within the Neighbourhood Planning (General) Regulations 2012.

The Regulations have informed the preparation of the Long Bennington Neighbourhood Plan, in particular:

- Ensuring that the Neighbourhood Plan contributes to the achievement of sustainable development; and
- Ensuring that the Neighbourhood Plan is in conformity with the policies and proposals of the South Kesteven Local Plan.

5.3 Neighbourhood Plan Policies

This section of the Neighbourhood Plan includes a set of planning policies that will be applied to all new development within Long Bennington. The community aspirations or intentions of the Parish are also included. The policies are to be read in conjunction with South Kesteven's Local Plan.

5.3.1 Managing Development

The South Kesteven Adopted Core Strategy makes provision for 13,620 new homes across the District (excluding Grantham) up to 2026, of which 761 are to be provided outside the key urban centres, chiefly in Local Service Centres such as Long Bennington. One of the plan's overarching objectives is to identify suitable and deliverable sites for affordable housing schemes to meet local needs within rural villages, and ensure the provision of an appropriate amount of affordable housing on qualifying development sites.

The Plan also promotes sustainable patterns of development through the identification of appropriate housing allocations, promoting sustainable rural employment opportunities, improving access and public transport and by seeking to retain and improve existing facilities. Draft Policy LSC1 (Housing Allocations in the Local Service Centres) allocates land at Main Road, Long Bennington for new housing development during the plan period 2011-2016. Allocation of this site provides the opportunity to deliver benefits to the local community, with a requirement to provide up to 35% affordable housing. Planning Permission has already been granted for this development with 37 houses. The village has recently been expanding quickly via permissions granted for a number of smaller sites, in particular ones granted under SAP H1 of the Site Allocation and Policies DPD. These have had the effect of intensifying the layout of the village and reducing green areas such as old orchards and paddocks. Typically these permissions have been for large 4-6 bedroom properties.

There is the need to avoid the consolidation or extension of isolated, sporadic or linear development within Long Bennington, and for development to be appropriately "mixed", ie to allow for affordable housing. The Plan's aspiration is also to restrict further linear development in a village that is already some 1.2 miles long by excluding new development on land outside the present village envelope.

It is anticipated that future development within the plan period will be small-scale and large-scale residential developments (particularly ones which might extend the village “envelope”) are likely to be unacceptable.

5.3.2 Delivering New Housing to meet the needs of the Community

Taking into account the views of the Parish, the following development criteria are proposed which SKDC should deploy in considering planning applications:

- Affordable housing is important to our future to enable younger people and low income families to stay in Long Bennington. There is little low cost housing available in the village and preference will therefore be given to low cost starter homes for local residents. The Parish will liaise with the Council’s Housing Department on the most appropriate way of achieving this; and
- The provision of retirement homes and sheltered accommodation is important for the ageing population in the village who are seeking to downsize from over-large family houses. Priority will be given (if a suitable site can be identified and viability can be demonstrated) to the development of retirement homes and sheltered accommodation for local residents, .
- Concerns expressed by Anglian Water as to the suitability of drainage systems to take effluent from existing developments and overall capacity issues must be carefully considered (see Anglian Water Study, 2012) and permissions only given where it can be demonstrated that these issues can be resolved
- For a number of reasons, Long Bennington has been subject to a disproportionate number of planning permissions for residential development in comparison with other LSCs and has a high number of extant permissions with a poor variety of house sizes and types, for example a lack of “affordable” housing
- There are a number of Buildings of merit and character, particularly along the old Great North Road-which was, some years ago under consideration for designation as a conservation area and continues to have a number of properties with “grade II” listed status. These should not be subject to their settings being adversely affected by development
- Developments should be required, by such things as established building lines and use of appropriate materials be required to blend in with and be sympathetic to surrounding properties
- Over intensive development in land previously used as back gardens should be discouraged
- Subject to Policy LB1, proposed housing developments will be supported where they include a range of house types, including 2 and 3 bedroom dwellings. Housing developments will also be expected to include an element of single level dwelling and to meet the needs of the elderly and people with disabilities.
- Justification – the Parish population profile shows a higher than average level of older and one / two person households.

LB1: New Housing Development

All new planning applications being considered in Long Bennington should take into account the following:

- i. The impact of the development on the form, character and setting of the settlement and on the community and the local environment;
- ii. The availability of suitable drainage/ utility services taking into account the unsuitability of current “combined” drainage systems currently prevalent in the village;
- iii. Appropriate access to and from the development; and
- iv. The existing pattern of development and the need to restrict further linear development which would have the effect of extending the village boundaries

Extensions and alterations to existing properties should be designed in accordance with the Design Principles set out in Policy LB2 will be supported.

Conformity with NPPF: Section 6 – Delivering a wide choice of high quality homes (paragraph 50, 55). Section 7 – Requiring good design (paragraphs 58, 60).

Conformity with SKDC Planning Policy: EN1 - Protection and Enhancement of the Character of the District. SP2 - Sustainable Communities.

Justification: Evidence Basis - Strong evidence from Parish Consultations: Questionnaire 2013, question 38 on limiting development that expands the village boundaries and question 40 on the negative effects that arise from new housing.

5.3.3 Urban Design Principles

The Site Allocations and Policies DPD document states that where a Village Design Statement or Parish Plan has been prepared by the Parish Council and adopted by the District Council, development should be in accordance with the design principles established. There is not currently an adopted Village Design Statement for Long Bennington, but there is a recognised and harmonious vernacular in the Village which is recognisable, particular on streets such as Main road where there are a large number of Grade II listed buildings whose settings are under pressure. The intention of this policy is to implement some of key design principles so new development in Long Bennington will be subject to these specific requirements. This reflects concerns over a number of recent applications incorporating;

-demolition of current historic buildings

-over-intensive developments

-flooding caused by inappropriate or poorly executed drainage solutions

-"Garden Grabbing", ie building of additional properties within the back garden areas of current properties with accompanying access and overlooking issues

LB2: Design Principles

New development in Long Bennington should take account of relationships between buildings, landscape and open spaces which are characteristic of the immediate area and surrounding buildings. The following requirements should be considered:

- i. The visual impact of the building should respect the local vernacular, particularly in terms of materials ,blend into the existing streetscape and not have a detrimental effect on the form, character and setting of the immediate area and its local environment;
- ii. The bulking, building lines and massing should be in keeping with the adjoining buildings;
- iii. Will not have a detrimental impact upon the quality of life of adjacent residents and properties;
- iv. Materials and boundary treatments should be sympathetic to the character and landscape of the surrounding area;
- v. Infill and backland development should be in line with local plan policies and the NPPF; and
- vi. In appropriate locations where adjacent properties would not be unduly affected, individual applications for buildings of high aesthetic and sustainability merit will be considered

Conformity with NPPF: Section 6 – Delivering a wide choice of high quality homes (paragraph 50, 55). Section 7 – Requiring good design (paragraph 50, 60).

Conformity with SKDC Planning Policy: EN1 - Protection and Enhancement of the Character of the District. SP2 – Sustainable Communities.

Justification: Parish Evidence Consultations: Questionnaire 2013, question 38 on limiting development that expands the village boundaries and question 40 on the negative effects that arise from new housing.

5.3.4 Employment and Office Development

Long Bennington is home to many commuters, travelling as far as Nottingham, Lincoln, Leicester and London. Economic circumstances in the UK are rapidly changing working patterns and practices, and we are now also seeing a growing number of people working from home or from small offices and more flexible workspaces.

The worldwide shift to service-based knowledge working has emphasised this trend, which has then been accelerated by technology in the form of personal computer use and now the availability of broadband in Long Bennington. It is reasonable to assume that this global pattern will continue to affect the distribution of commuters and home-based office and workshop workers in the village.

In line with the adopted South Kesteven Core Strategy (2010), proposals for the expansion of existing businesses and proposals for new employment-generating uses within or on the edge of Local Service Centres will generally be supported, provided that the scale of the proposal is appropriate to its location, and that it will not have a negative impact on the village and neighbouring land uses. For example, the importance of co-locations, clusters and back room services such as printing and PA support will also be encouraged reflecting the changing nature of work habits and the increase in more home and flexible working.

The development of Roseland Business Park on Normanton Airfield has provided a concentration of industrial premises in the southwest corner of the parish. Activities on this site are diverse and include companies manufacturing animal feed, cement products, kapok products, and specialist sports cars as well as companies providing vehicle storage and educational art supplies. Recent permissions have been granted for a large vehicle repair facility and accommodation for a business unit of a large international construction company and there is the potential for a new waste/recycling facility to be constructed on the site as a result of a potential allocation decision of LCC. All of these developments are accompanied by substantial HGV movements with accompanying noise, vibration and road safety issues due to the access from this site from the North being directly along Long Bennington main Road. The long term objective of the Parish Council is, with the involvement of LCC and the Highways agency to improve access to this area from the Southbound A1.

On the northern extremity of Long Bennington village the land north of the playing fields between the old Great North Road and the A1 amounting to 1.75 hectares historically was designated as suitable for new employment development to promote diversification of the rural economy. This has since grown substantially as Long Bennington Business Park, which contains several commercial, multi-use and industrial units providing a range of local employment including a substantial call centre. This is very important for maintaining employment numbers in the village and beyond, although concerns have been expressed over traffic and on-road parking resulting from recent expansion of use of units on the Business Park.

Whilst “green energy” initiatives are generally to be supported, Wind Turbines within sight of the village are regarded with concern, not only due to visual intrusion but the environmental effects of heavy construction traffic, and there are concerns over the loss of “Grade A” agricultural land caused by solar developments (see policy LB8).

Changes in agriculture, especially dairy and smaller scale arable production will continue to affect the landscape and character of the Parish and may result in pressure for larger modern agricultural buildings, the conversion of older agricultural buildings into offices and workshops, farm shops, recreation, tourism and commercial activity as part of diversification.

LB3: Protecting and Enabling Employment

1. Proposals for business development that encourage employment opportunities in the parish will be supported, providing they do not negatively impact on neighbours, in terms of noise, traffic, light and pollution impacts. Such uses include:

- Office development for knowledge workers;
- Flexible workspaces and studio development for light commercial and craft-based businesses;
- Live/work units for home-based work; and
- Backroom facilities such as printing, secretarial, teleconference and meeting space.

2 Existing Industrial Estates

The extension of the existing and committed industrial estates in the Parish (See Proposals Map) into open countryside is not favoured but the development of unused land or the redevelopment of existing buildings/compounds to provide improved business units will be supported providing that the following criteria can be met;

- Any increase in traffic is acceptable to the County Council and Highways England.
- There is no adverse impact on nearby residential properties in terms of noise, light and pollution
- The viability of adjoining or nearby agricultural operations is not compromised.
- The range of uses that are acceptable in these locations will include B1, B2 and B8. Other business classes will be considered according to their environmental impact. Other uses including recreation which require larger building will be considered according to the levels of employment provided. Retail uses will not normally be acceptable in these locations.

3. Farm Diversification

New employment development will be encouraged through farm diversification, subject to traffic, environmental, amenity and landscape considerations and through the conversion of buildings to other uses, especially vacant and under-used agricultural buildings.

Conformity with NPPF: Section 1 – Building a strong, competitive economy (paragraph 21). Section 3 – Supporting a prosperous rural economy (paragraph 28).

Conformity with SKDC Planning Policy: EN2 – Employment and Development.

Justification: Parish Evidence Consultations: Questionnaire 2013, question 5 on where the local residents have to travel to for employment.

Industrial/ Energy Developments

There have been recent concerns over;

Permissions for major developments at Roseland-for example a development of modular units for a national firm of Builders. Whilst the setting for this is appropriate, it is considered that;

-Further applications for development at Roseland should take into account the effect on traffic and the need for long-term improvements to the Access to the Roseland Business Park from the A1

Recently Applications have been submitted for at least three applications for major Wind Farms, at Temple Hill, Marston and Thackstons Well, just within the Parish. These applications are typically controversial both for and against. Accordingly;

-Major applications for Wind Turbines/ Solar Farms should be subject to consideration of LCC policies and avoiding proximity to residential areas where amenity of properties might be affected

5.3.5 Green Spaces

The Long Bennington Neighbourhood Plan supports developments which accord with the South Kesteven Core Strategy, in particular the following elements of both EN1 and the National Planning Policy Framework which seeks to protect the natural environment, the need to conserve, enhance or restore etc and permits new development where it is appropriate to the character and significant natural, historic and cultural attributes and features of the landscape within which it is situated, and contributes to its conservation, enhancement or restoration.

5.3.6 Witham Meadows

Part of the grassland on the west bank of the river Witham between Winters Lane and the Meadows development, historically designated within the local plan as 'E6' and later as 'EN2', has been designated by the Parish Council as a Nature Reserve, and work has been done such as clearing of spoil, planting of wild flower seeds and installation of bird nesting boxes. Because much of the area is under-used, consideration is being given to a part of the area being utilised as allotments.

LB4: Protection of Green Spaces

New development should, wherever possible:

- Maintain existing habitats such as (but not limited to) hedgerows, meadows, grassland, trees and woodland and encourage the planting of new trees and hedgerows;
- Provide biodiversity gains through the creation of new habitats or other features within developments such as bat and bird boxes;
- Where new trees are proposed, these should, wherever possible, be appropriate disease resistant native species; and
- Should not negatively impact on existing neighbouring uses through noise, traffic, light and pollution impacts

Developments which are adjacent to or in the vicinity of recognised open spaces such as the Memorial Gardens, Nature Reserve and Playing Fields should not be supported unless it can be shown that they do not affect the amenity and use of these areas and do not have significant effects on biodiversity.

5.3.7 Improved Access to Footpaths

To improve access for people with mobility problems, all stiles on selected footpaths should be replaced with self-closing and self-latching gates and the footpaths paved to provide access and a firm surface for all, including users of wheelchairs, push-chairs and prams. The selected footpaths are the path from Lilley Street across the Water Meadows to Winters Lane, the path from Sparrow Lane to the Water Meadows footpath and the proposed east bank footpath.

5.3.8 Allotments

Allotments provide valuable cultivation space for residents who have no access to a private back garden, or to residents who require space additional to their back garden space in which to cultivate fruit, vegetables or flowers. They provide a valuable open space experience for local residents acting as a "lung" in a similar way to parkland. Both cultivated and untended plots contribute to maintaining biodiversity. They also provide an opportunity for exercise in the form of cultivating, and they play a very important role in sustainability terms by allowing residents to grow their own produce. Villages which are substantially smaller than Long Bennington have shown themselves able to support allotment garden areas. The Parish Council have identified a suitable site, but the need for a suitable water supply and the ability of landowners to develop sites in more financially lucrative ways has made this more difficult than initially anticipated. From discussions with various residents, it is understood that latent demand exists for this provision and a number of nearby settlements of a similar or smaller size do have allotment provision.

LB5: Allotments

The Parish Council will actively seek the provision of an Allotment site within the village, subject to:

- a suitable site with access to a water supply being located; and
- consideration being given to potential adverse impacts on neighbouring uses.

Conformity with NPPF: Section 11 - Conserving and enhancing the natural environment (paragraph 109, 118).

Conformity with SKDC Planning Policy: EN1 - Protection and Enhancement of the Character of the District.

5.3.9 Community Infrastructure

The NPPF provides a clear framework for the promotion, retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship. South Kesteven's Core Strategy also includes policies to protect and enhance existing facilities and resist any inappropriate loss.

Core Strategy Policy SP2 identifies the 16 settlements which have been identified as Local Service Centres (LSCs). Long Bennington is one of these LSCs (although, as indicated above it fails to meet all relevant criteria). These are villages which offer a range of local services and facilities which are able to meet the day-to-day needs of the local population. These settlements also act as focal points for the rural community and surrounding area.

An increase in community facilities can contribute towards the continuing viability and sustainability of villages. It is important, therefore, that proposals which would result in either an increase in, or improvements to, community assets and facilities are supported, and developers should be encouraged to provide or contribute towards community assets, such as green spaces and pedestrian routes as part of their developments. Such development would be supported by Policies SP1 and SP2 of the adopted Core Strategy.

The Village Hall in Long Bennington provides an invaluable community facility to the Parish and is used for a toddler group, dance sessions, public meetings, WI, flower and produce shows and other community uses. In addition to the main hall, which benefits from a stage and PA system, there is a smaller hall, bar and the Parish Clerks office. Additional capacity in the halls that could accommodate further uses will be strongly encouraged albeit that the current site is already well developed.

The Playing Field area has a popular pavilion, a Multi-Use Games area, two tennis courts (which can also be used for 5 a side football), a well-supported bowling green (which hosts county matches) and new football pitches supported with a grant from Sport England. The field supports a junior football club with over 200 members. Unfortunately the demise of car boot sales on the site has meant that the PC has had to meet an increasing burden of support to the facility. Much of the original development of the facilities on the Playing field was supported by a highly successful programme of car boot sales but the improved nature of the new pitches mean that this is no longer feasible. Construction of a new (co-operative) convenience store is under way in the village.

The Village has 3 popular wine bar/public houses.

LB6: Protection of Community Facilities

Proposal for the development and expansion of new community facilities such as St James Hall and Playing Fields will be supported if:

- i. The facility is appropriate to its location having regard to its size, purpose, use characteristics, and its relationship with adjoining and nearby development;
- ii. The facility will meet a local need; and
- iii. Appropriate account of concerns of adjacent site occupiers will be taken into account

Conformity with NPPF: Section 8 – Promoting healthy communities (paragraph 70).

Conformity with SKDC Planning Policy: SP2 – Sustainable Communities.

Justification: Parish Evidence Consultations: Questionnaire 2013, questions 6, 7, 8, 9 on the use of the Village Hall.

5.3.10 Transport and Traffic (including A1 Traffic Access)

Village residents have become concerned over the amount of heavy goods traffic generated by industrial development at Roseland Business Park on the nearby Normanton Airfield. Roseland have completed the privately funded road, Roseland Way, from the airfield to join the southern end of Main Road allowing northbound traffic from the A1 to gain access to the airfield and for southbound traffic from the site to gain access to the A1 without passing through Long Bennington. A number of planning permissions have been issued for new / enlarged developments on the Roseland Site, permitting substantial expansions over the last few months of industrial/warehousing space. Concerns about increasing heavy goods traffic are now centred on the traffic generated by Roseland Business Park requiring access to and from the north. The absence of slip roads onto the northbound A1 from either the southern end of Main Road or from Normanton Lane requires northbound traffic to pass directly through Long Bennington, either using Main Road or the shorter but narrower Costa Row. Similarly southbound traffic from the A1 also has to pass directly through the centre of the village using Main Road. The initiatives are:

- Construct a new slip road from Roseland Way on the northbound carriageway of the A1; and
- Construct a new slip road from the southbound carriageway of the A1 to intersect Main Road opposite the junction from Foston.

Whilst the community is generally supportive of controlled development at Roseland, further large-scale development would be opposed unless it was accompanied by a clear commitment to fund the construction of a new A1 slip road or other significant highway improvements

The majority of residents in Long Bennington who are in employment, work further than 10 miles from the village (45%). The majority of locals are concerned about the speed in the village (155), size of vehicles (164), volume of traffic (109) and parking on the main road (83). The majority of residents would also like to see further traffic calming measures and a pedestrian crossing in the village. Many people rate the frequency of bus services very poor. **For example, the last regular service from Newark to the village is at 14.27 in the afternoon**

A Road Safety Group has been set up in the village which has identified certain key requirements;

-the need for more active Speed Cameras to supplement the current flashing devices at the Southern and Northern entrances to the village. These will be installed at up to 10 sites across the village on a periodic basis

-the need for pedestrian refuges and safe crossing places at key locations such as Main Road and Valley Lane

LB7: Access and New Development

New development for 'appropriate uses' will be supported where it seeks to maintain or improve access to the countryside, and where it is in accordance with the other policies of the plan. In particular, the following improvements will be actively sought through the use of planning condition, s.106 agreement where appropriate and feasible, or through the neighbourhood element of the Community Infrastructure Levy (CIL) if/when this is adopted by South Kesteven District Council:

- i. Improvements to footpaths, cycle paths and signage to ensure they are easily identified and accessible all year round;
- ii. Traffic calming measures such as interactive speed cameras, pedestrian refuges and improved highway signage and marking
- iii. Wherever possible, new development should ensure that access to existing permissive rights of way is maintained; and
- iv. Wherever viable, provide new permissive paths to enable linkages to existing footpaths and rights of way or create new routes.
- v. In order to protect road safety and amenity of residents, potential development alongside or associated with the A1 should be carefully controlled to deal with potential problems of landscape impact, noise, traffic and access and light pollution and general disturbance, allowing for safe highway and pedestrian connections
- vi. Any improvements to the A1 such as widening, resurfacing, lighting or other improvement proposals should be carefully designed to avoid intrusion into the landscape, noise and light pollution.
- v. In order to deal with excessive heavy vehicle traffic, measures to deal with this, such as waiting prohibitions and vehicle weight restrictions through the village will be investigated in conjunction with all relevant stakeholders
- vi. improvements to access to improve quality of life for local residents including the disabled and elderly

LB8: Renewable Energy

New development for domestic scale energy production from renewable and low carbon sources (where requiring planning permission) will be supported where:

- they relate to an existing proposed residential property in the village;
- they are residential / domestic in scale;
- they would serve only as a local / domestic need for energy generation;
- they are in accordance with the design / environment and transport policies of the Neighbourhood Plan;
- community-led initiatives for renewable and low carbon energy will be supported where they are in accordance with the policies of the Neighbourhood Plan;
- Initiatives which would support local businesses and industry to develop renewal and low carbon energy where the primary function is to support their operations will be supported, providing that they also accord with other policies in the Neighbourhood Plan.

Conformity with NPPF: Section 4 – Promoting sustainable transport (paragraph 35). Section 8 – Promoting healthy communities (paragraph 75).

Conformity with SKDC Planning Policy: SP3 – Sustainable Integrated Transport. SP4 – Developers Contributions.

Justification: Parish Evidence Consultations: Questionnaire 2013, question 23 on the local residents concern over various traffic issues, questions 24 and 25 on the need for further traffic calming and questions 26 and 27 on the need for a pedestrian crossing).

Conformity with NPPF: Section 10 – Meeting the challenge of climate change, flooding and coastal change (in particular, paragraphs 99 to 104). The policy also conforms with the 2012 Technical Guidance to the National Planning Policy Framework.

Conformity with SKDC Planning Policy: Core Strategy (2012) EN2: Reducing the risk of flooding.

Justification: There are known problems of surface water flooding in Long Bennington, resulting in damage to homes and businesses. Consequently, there is a reasonable desire that future development is located and designed to achieve contemporary sustainable development standards.

6 Delivery and Implementation

LB9: Flood Risk and Drainage

Development must be designed to avoid increasing the risk of flooding elsewhere. Where relevant, the sequential test and, the exception test will be applied when considering new development in Long Bennington. Minor developments and changes of use* should follow the Environment Agency Standing Advice. Where relevant, new development in Long Bennington should take account of Environment Agency standing advice.

Where flooding and/or drainage is an issue for a site (in particular on sites where a Flood Risk Assessment is required, i.e. for proposals of 1 hectare or greater in Flood Zone 1; all proposals for new development (including minor development and change of use) in Flood Zones 2 and 3, or in an area within Flood Zone 1 which has critical drainage problems (as notified to the local planning authority by the Environment Agency); and where proposed development or a change of use to a more vulnerable class may be subject to other sources of flooding)) development must be designed to avoid increasing the risk of flooding both on and off site, in accordance with the following requirements:

- In all cases, the constraints identified within the most up to date guidance available with regard to foul and surface water drainage should be taken into account.
- That any flood mitigation measures to be adopted should seek to follow current Sustainable Urban Drainage Systems (SUDS) best practice
- To prevent run off beyond the relevant Greenfield rate, the drainage system and any attenuated storage should be designed to cover a range of rainfall and storm events, with a minimum provision to cope with the 1 in 100 year 6 hour duration event and a 30% allowance or more current amount to accommodate climate change with the maximum provision indicated, to demonstrate the level of safety included in the design, unless it is not technically feasible or viable to do so
- That the design of buildings and any hard standing areas have been considered carefully to reduce the risk of flooding and increased run off.

*except change of use to a caravan, camping or chalet site, or to a mobile home or park home site, where the sequential and exception tests should be applied as appropriate.

Conformity with NPPF: Section 10 – Meeting the challenge of climate change, flooding and coastal change (in particular, paragraphs 99 to 104). . National Planning Practice Guidance

Conformity with SKDC Planning Policy: **Core Strategy (2012) EN2: Reducing the risk of flooding**

Justification: There are known problems of surface water flooding in Long Bennington, resulting in damage to homes and businesses. Consequently, there is a reasonable desire that future development is located and designed to achieve contemporary sustainable development stand

6.1 Development Management

Development Management is the principal tool through which South Kesteven will implement the Long Bennington Neighbourhood Plan, enabling it to reshape the area according to the plan's policies and principles.

Alongside this document, development management decisions will be made in line with South Kesteven's Core Strategy, Site Allocation and Development Policies and the emerging Local Plan

SKDC, LCC and the Parish Council should work together by encouraging maximum practicable pre-application discussions and consultation rather than limiting itself to the bare "statutory minimum". This will help to ensure that community concerns are addressed and benefits for the community maximised.

6.2 Monitoring and Review

South Kesteven has a statutory requirement to prepare a Monitoring Report on the progress of local planning policy documents, the extent to which policies within these documents are being implemented and their effectiveness. Monitoring is needed to establish what is happening now and what may happen in the future. By monitoring and studying trends it is possible to identify key challenges and opportunities for the future and enable policy to be adjusted or revised where necessary. Monitoring is also important to ensure that the aim of sustainable development is being achieved.

The Parish Council will undertake a review of the Neighbourhood Plan every 3 years to ensure it remains compliant with both national and local planning policy, and that it is up-to-date and relevant to changing circumstances. This review will involve monitoring unimplemented planning permissions relevant to the plan area as well as monitoring the progress of relevant community infrastructure projects. This review will feed into South Kesteven's Councils own monitoring reports.

6.3 Projects and Prioritisation

The Plan sets out a number of projects and initiatives that the Parish have identified as being a priority for them to ensure delivery and implementation of the Plan. It is important to note that these are not 'land-use' planning issues, rather they are the community's aspiration to deliver these and are considered as being very important to the Parish. These concerns lie outside the remit of 'town planning' and therefore, require other actions to take them forward. The table below sets out suggestions for taking forward these wider issues.

Table 6-1: Community Aspirations

Community Aspiration	Action
<p>A1 Junction Given the number of planning permission that have been issued for new/enlarged developments on the Roseland Site, there are serious and valid concerns about increasing heavy goods traffic centred on the traffic generated by Roseland Business Park requiring access to and from the north.</p>	<p>The initiatives are:</p> <ul style="list-style-type: none"> • Construct a new slip road from Roseland Way on the northbound carriageway of the A1; • Construct a new slip road from the southbound carriageway of the A1 to the intersect Main Road opposite the junction from Foston. <ul style="list-style-type: none"> • The Parish will seek the advice of LCCs transport planner. It may well be the case that the Neighbourhood Plan safeguards land where the junction will go to incentivise the Highways Agency.
<p>Traffic Refuges / Speed Reduction Cameras</p>	<p>LBPC is considering the installation (using funding from LCC/s106 contributions when available) of central refuges to</p>

	<p>be built on Main Road at two locations:</p> <ul style="list-style-type: none"> • Near the Post Office (Main Road North); and • Adjacent to the Primary School (Main Road South). <ul style="list-style-type: none"> • Movable Speed reduction cameras at up to 10 locations around the village • Obstacles to reduce overnight HGV parking by Playing fields/Pavilion <p>The Parish Council will continue to work with Lincolnshire County Council Highways Department to improve the safety and condition of the roads within the parish.</p>
<p>New Walks</p>	<p>The initiatives are:</p> <ul style="list-style-type: none"> • New footpath from the Viking Way Bridge off Church Street on the east bank of the River Witham to join Westborough Lane, constructing a new bridge over the old mill spillway. • New footpath from the end of Winters Lane to the river. • New footpath to link the extended footpaths from Winters Lane and Lilley Street. • Extension of the Sparrow Lane footpath down to the west bank of the river. • Complete the roadside footpath from Costa Row to Vicarage Lane • Enhancing riverside paths where appropriate
<p>Improved Access to Footpaths</p>	<p>The initiatives are:</p> <ul style="list-style-type: none"> • Introduction of self-closing /self-latching gates. • On selected routes paved footpaths.
<p>Maintenance of Rights of Way</p>	<p>The Parish Council will seek to protect and improve rights of way, supporting appropriate applications to formalise informal paths where appropriate</p>
<p>Construction Management/Code of Practice Where developments do occur there have been problems with what might be called "inconsiderate contractors"-mud on roads, working late and at weekends, leaving pavements in a dangerous state etc.</p>	<p>LBPC to work with the District and/or County Council on ensuring an up-to-date Code of Conduct for construction is in place for all contractors to adhere to.</p>

Consultation Survey Results

We undertook an extensive 6 week consultation, ending on 13 November 2015. All households in the village were delivered a questionnaire, together with local businesses and organisations and other affected bodies such as:

- South Kesteven District Council
- Natural England
- Lincolnshire Wildlife Trust
- Upper Witham Internal Drainage Board
- Lincolnshire Co-operative Society

A summary of the results including comments from our 50 local residents is as set out below, together with a list of additional comments.

Questionnaire Responses

Vision and Objectives

The Vision	Support 58	Neutral 2	Disagree 0
<ul style="list-style-type: none"> • Special attention to traffic/parking and water drainage • Should include tackling flooding issues • Add “improve general infrastructure” • No adverse comment but very broad and all embracing vision • Anglian Water and Severn Trent must improve current drainage as currently inadequate • Essential that it is still a “village” - continuing development beginning to destroy the character and feel. Inadequate infrastructure • Due to level and type of development already allowed, much of its attractiveness has been lost so vitally important that what remains is protected 			
Objective 1	Support 58	Neutral 2	Disagree 0
<ul style="list-style-type: none"> • Speeding traffic • Suggest “live” requires greater emphasis than “work” or “visit” • Whilst maintaining inherent visual and other aspects commensurate with a village namely peaceful, enjoyable and attractive on the eye 			
Objective 2	Support 58	Neutral 2	Disagree 0
<ul style="list-style-type: none"> • Supportive of the idea of school crossing • Particularly speeding • Area of concern should include drainage insufficiency • Provide more constructive feedback where the PC has concerns • And flooding • Road safety. Weight limit 			

Objective 3	Support 56	Neutral 3	Disagree 1
<ul style="list-style-type: none"> • Priority for affordable housing so that youngsters can stay in the village if they wish • No more development necessary • No development until drainage problems are solved • Restrictions should be more to lorries and overnight parking • Restrict lengthening of the village • The Co-op wasn't 			
Objective 4	Support 54	Neutral 6	Disagree 0
<ul style="list-style-type: none"> • Tree planting, flower planters and more spring bulb planting • Approaches to village need looking at and tidying to stop dumping and litter • A park in the centre of the village • A playground for little ones at the south end of the village • Facility adjacent to east of the river 			
Objective 5	Support 57	Neutral 3	Disagree 0
<ul style="list-style-type: none"> • Provided there is no negative impact 			

Policies

LB1	Support 56	Neutral 2	Disagree 2
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<ul style="list-style-type: none"> • Several either applied for or approved plans will surely prevent this? • Every plot of land seems to be given building approval - surely not helped recent flooding situation • Drainage must be adequate • Future development to be limited • Most developments are 4/5 bed housing - any scope for retirement housing, single people, young family homes (2 beds)? • No additional leisure facilities • Could impact on LB4 if not monitored closely • Food risk must be managed • More affordable housing in keeping with the village • If lengthening of village is to be restricted, where will future development take place? • Sewage and drainage already inadequate for existing properties • Sewage and drainage not fit for purpose and already stretched • No more houses in the village as large enough and already spoilt by industrial estate • Disagree with any new developments currently • Ensure builders deliver what agreed • Replace “need” with “must” • A variety of house types and houses has always been encouraged but tends to be ignored by builders • New housing should be limited as village grown enormously • Upgrade of drainage and sewerage infrastructure • Agree with restricting length. Not just executive houses. New development should be limited 			
LB2	Support 57	Neutral 2	Disagree 1
<ul style="list-style-type: none"> • Urgent zebra crossing • Policies largely irrelevant as dictated by Central Gov’ t and District Councils • Backland development should be allowed. Too much emphasis has been given to “key” landowners where others have been rejected unfairly • Our fields should remain unbuilt on, left to look idyllic and keep a village environment • Disagree with any new developments currently • Replace “should” with “must” • Builders must include adequate drainage to prevent future flooding. Upgrade to current systems required • Strongly support as PC needs a voice that SKDC listen to 			
LB3	Support 42	Neutral 15	Disagree 3

<ul style="list-style-type: none"> • Increased business means increased traffic through village - especially HGVs • No more commercial development without solving the HGV problems and proper access to the A1 • Employment areas in village impact negatively through HGV traffic reaching them (and cars) • Too many businesses using Main Road as thoroughfare and lorries should be restricted • Time for other local villages adjacent to the A1 to provide this requirement • How many people from the village actually work at the north end of the village • Not at detriment to village and not where increases in traffic are likely as majority of employees are likely to be from outside the village 			
LB4	Support 59	Neutral 1	Disagree 0
<ul style="list-style-type: none"> • More planting in streetscape • Support if “enhance” means no further building on public spaces • Green spaces are accessible and inviting • “should” to be replaced with “must” • Very important. These areas need maintaining as not currently happening 			
LB 5	Support 35	Neutral 24	Disagree 1
<ul style="list-style-type: none"> • Should be encouraged • Is there a real need? • Concern regarding traffic • Concern regarding traffic • Provided land is properly maintained by allotment users • Allotments visually unattractive so need to be tucked away • Use of Witham Meadow 			
LB6	Support 56	Neutral 4	Disagree 0
<ul style="list-style-type: none"> • St James’ s Hall protect but avoid extension causing noise at unsociable hours • How is this to be achieved 			
LB7	Support 52	Neutral 5	Disagree 3

<ul style="list-style-type: none"> • Traffic calming and parking restrictions need to be considered. No pedestrian facilities. • Existing development needs additional access to the A1 to reduce HGV movements • Restriction for HGVs in village. Pedestrian crossing needed urgently • Noise from A1 an issue - increase in earthbank at south end of village/erect wooden fencing • Street lighting should be included. Traffic calming. Large lorries should be prohibited • Dog poo bins on footpaths • Noise barriers • Traffic calming • Traffic calming on Main Road • Madness to have business parks at both ends of the village without proper A1 access • Village cant support new development. HGVs make the house shake and cause cracks. Access on and off the A1 for Roseland should be constructed. Co-op already having detrimental affect by attracting lorry drivers • Consider joining footpath of Costa Row and Vicarage Lane to protect pedestrians • No development necessary • Disagree with any new developments currently • Drainage improvement to local roads • Statement needs to be more focused and specific • And avoidance of flooding of neighbouring land and properties • Do not agree with any new major developments in villages • No point in improving footpaths if vehicles are parking on them. Speeding needs to be addressed 			
LB8	Support 48	Neutral 8	Disagree 3
<ul style="list-style-type: none"> • Wind/solar scheme should not be allowed • Consideration of hydroelectricity generation • Supportive of wind/solar schemes • No wind/solar schemes • Yes to domestic schemes and no to wind turbines 			
LB9	Support 57	Neutral 2	Disagree 0

- Drainage system need review - too old to cope with a village doubled in size
- Drains. Dredging of the river
- Drainage should be a priority before further development
- Problem with additional tarmac leading to flooding
- Improvements to infrastructure needed before further developments allowed
- Drainage major requirement to enable infrastructure - development
- Drainage in the village is a joke
- Drainage infrastructure is a concern
- Anglian Water and severn trent need to solve drainage problems before any further development
- No wind or solar schemes, no more large housing schemes and no road humps
- Existing flooding needs to be addressed for entire village
- This policy should be higher on the agenda - acted upon as a priority
- Flood risk to include local sewage network
- Extremely important

****LB9 and LB8 each have one comment missing as not completed on questionnaire***

Other comments

- Heavy traffic along Main Road could be reduced/new access road to A1/weight restriction. Road safety in area of shops and school would be subsequently improved.
- Speed enforcement is poor. Road narrowing and chicanes like at Great Casterton would be cheap and effective. Flood control woeful considering proximity to major water course
- More done with Witham Meadow?
- No more “sheds” as at business park
- As a LSC a post office is essential. The development of the Co-op means we may lose Post Office
- Footpaths/pavements need to be better maintained to allow for pushchairs and wheelchairs
- Something more positive should be done about excessive speeding, especially Costa Row
- Speeding on Costa Row a problem, more HGVs from Roseland using Costa Row (Parish Council should inform Roseland). Time for better access to and from the A1 to Roseland
- Address sewerage problem. Zebra crossings needed
- Traffic calming and zebra crossings
- Get rid of police station - unnecessary cost. Spend money on playground. Teenagers have nothing in the village.
- Pity joint Lincs/Leics scheme for weight limit turned down by Lincs. With new Co-op and possible expansion of chip shop, the village is in danger of becoming A1 truck stop adding to problem of overnight parking. Proposed development at south of village not viable with current infrastructure. Something more than traffic calming is needed.
- Overhanging trees/shrubs should be cut to protect pedestrians. Car parking on verges cause hazards and cause verges to look unsightly
- Better speed restrictions. School patrol crossing. Surface water drainage.
- Space behind Royal Oak has never been public space and an application to try to use as village green is diabolical and should not be proceeded with.
- Constant lorries - need weight limit restriction and also need to stop overnight lorry parking with early morning starts and speeding. Proper speed indicator at entry from south end of the village - not half way into the village
- More traffic calming schemes. Lorries driving in the early hours is continuous. Priority to be given to drainage
- The PC should make the general infrastructure the prime objective
- Need to acknowledge many of the objectives could involve a significant spend by the PC and possible increase in the precept. All nine policies are open to interpretation

- Restrict overnight lorry parking
- Road safety a concern. Chicane style traffic calming required. Stop HGVs in the village
- Long Bennington become longest lay-by on A1. Eyesore coming into the village from north with pavement abused and closeness to play areas
- Amount of litter needs addressing

Additional Comments

South Kesteven District Council – largely detailed comments, which have been incorporated within this document.

Upper Withan Internal Drainage Board – stressed inability of water courses to accept increase in rates of discharge. No new development should take place on the flood plain. Emphasised need for appropriate consents to be obtained independently of the planning process.

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Address: 6-8 Greencoat Place , London SW1P 1PL
Phone number +44 (0)20 7798 5000