



Claypole Parish Council

Parish Clerk
Mrs Catherine Clarke
16 Tinsley Close
Claypole
Lincolnshire
NG23 5BS

Tel 01636 626663
Email cathy.clarke@claypolepc.org.uk

S19/0951

Larkfleet Homes

The Construction of 78 Dwellings, Access, Allotments and Associated Infrastructure at Land North Of Doddington Lane, Claypole **Representation by Claypole Parish Council**

Claypole Parish Council OBJECT to the above planning application and consider that planning permission should be REFUSED for the reasons set out below.

Executive Summary

- i) Claypole Parish Council, backed overwhelmingly by the community of Claypole, submit that the planning permission should be refused as the adverse impacts arising from the proposal would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Development Plan and the NPPF taken as a whole.
- ii) In summary, the concerns of the Parish Council include:
 - The proposal is not an appropriate location for development having regard to the policies of the Development Plan and accessibility to services and facilities. There are no grounds for granting permission as an exception to the current Core Strategy. Also the proposal conflicts with the emerging Local Plan. To grant consent would set a precedent that would undermine from the start the new Local Plan causing widespread anxiety and uncertainty in planning throughout South Kesteven;
 - The proposed development of 78 homes for older people does not meet an identified local need. The scale of the proposal is wholly disproportionate to the size of Claypole and it would represent 14% increase in the total number of homes; which should be

considered cumulatively against the backdrop of Claypole more than doubling in size since 1991;

- The proposed development would not result in the provision of a mixed and balanced community that integrates with the host community. The lack of services relevant to the needs of older people such as a Doctors surgery and pharmacy, together with a limited bus service, make this site not appropriate for a development of this kind;
- The Larkfleet scheme does not reflect the form, structure, character and appearance of Claypole and results in harm to heritage assets;
- Approval of this proposal could compromise the already approved urban focussed strategy of sustainable urban extensions at nearby Newark including at 'Land around Fernwood' which is central to the recently adopted Newark & Sherwood Core Strategy;
- It is unclear whether the proposal makes appropriate provision for surface water drainage; and
- The proposal lacks integration and appropriate measures to ensure that it does not adversely affect highway and pedestrian safety.

iii) The proposal is contrary to Policies SP1, SP3, EN1 and H1 of the South Kesteven Core Strategy. It also conflicts with Policy SP2 of the emerging South Kesteven Local Plan and paragraphs 91 a) and 108 of the NPPF. It does not meet the criteria required, set out in Government guidance "Housing for older and disabled people" issue on 26 June 2019, as a site suitable for specialist housing for older people.

John Freeman

Vice Chair, Claypole Parish Council

Anthony Northcote *HNCert LA(P), Dip TP, PgDip URP, MA, FGS, ICIQB, MInstLM, MCMI, MRTPI*

Executive Director - TOWN-PLANNING.CO.UK



Main Planning Issues

1. The main planning issues in this case are considered to be whether the planning application constitutes:
 - an appropriate location for development having regard to the policies of the Development Plan and accessibility to services and facilities;
 - an appropriate site for housing older people;
 - development that meets an identified need;
 - provision of a mixed and balanced community that integrates with the host community;
 - a proposal that reflects the form, structure, character and appearance of Claypole;
 - a proposal that has appropriate provision for surface water drainage; and
 - a proposal that does not adversely affect highway and pedestrian safety.

Background on Claypole and Past Levels of Growth

2. Claypole is a village that sits on a minor road that begins at the Great North Road (B6326) and continues to Stubton and villages beyond. The road starts out as Shire Lane, and as it passes through Claypole it becomes Main Street, a street that has changed little in more than 100 years.
3. At the centre of the village the road forms a significant junction with Doddington Lane that provides a route for traffic from Dry Doddington and Westborough wishing to avoid the tricky crossing of the southbound carriageway of the A1 as they continue towards Newark. Claypole is therefore the route for an unusually high level of through traffic, a factor that would be exacerbated by further development to the south and east of the Doddington Lane/Main Street junction.
4. The name “Claypole” is derived from the Anglo-Saxon and means “settlement on clay”. Not surprisingly then, surface water drainage is a major issue within the village. Homes in certain parts of the village regularly suffer from surface water flooding, both in winter when the ground is saturated, and in summer when it becomes baked hard.
5. Claypole has not been immune to housing development. In recent years the village has more than doubled in size from around 250 dwellings in the early 1980s to 570 dwellings at the present time. The number of dwellings in Claypole has increased principally through three largescale housing developments (Moore Close, Swallow Drive and Wickliffe Park) together with to a lesser degree several infill sites. These newer dwellings have included starter homes and social housing. Data provided by South Kesteven demonstrates that from

1991 to 2018/2019 that a total of 291 dwellings have been completed in Claypole. This represents an increase of over 104% during that period [see Appendix 1].

6. The magnitude of development in Claypole, during the time that successive Local Plans have designated the village as “unsustainable” is illustrated by the table at Appendix 1. Figures supplied by the Planning Department show home completions in Claypole since 1990, compared with two villages that have been designated “Local Service Centre” or “Large Village” during the whole of this period. It will be seen that despite Claypole’s categorisation, there have been almost three times the number of home completions in Claypole compared with Barrowby, and more than 2.5 times more homes completed in Claypole compared with Caythorpe. This is clear evidence that development in Claypole has been disproportionately high, and explains the concern of Claypole residents that the village is becoming in danger of losing its identity and local distinctiveness. It is clear that local people support the settlement hierarchy and spatial strategy of the emerging Local Plan meaning that further housing development should now be very limited in Claypole.

Relationship to Strategic Growth in Newark

7. To the west of Claypole, located some 5 miles away, is the town of Newark on Trent, the main employment and commercial centre, and transport hub for Claypole residents. Newark is located within the adjacent district of Newark and Sherwood and it is an identified ‘Sub-Regional Centre’. It is identified for strategic growth which includes three strategic urban extensions all on the Claypole side of Newark which have been identified in their 2019 Core Strategy as being phased to cater for housing need up to 2033 and indeed beyond. During the plan period the three strategic urban extensions will deliver 4,885 dwellings, with a further 2,465 dwellings phased for post 2033. In strategic terms therefore the Newark area has an oversupply of allocated housing for current requirements.
8. One of the three strategic urban extensions is ‘Land around Fernwood’ for some 3,200 dwellings (2,095 up to 2033 and 1,105 post 2033). Larkfleet have a site at Fernwood within this strategic urban extension which they will deliver. Of the 3,200 new homes allocated for Fernwood, around 2,150 of them will be either side of Claypole Lane (as referred to in the Newark & Sherwood Core Strategy but is actually called Shire Lane on OS maps). As such planning decisions in Claypole need to take into account the inter-relationship to Fernwood and Newark.
9. The three strategic urban extensions at Newark including ‘Land around Fernwood’ will offer a large choice of housing sizes and types including starter homes, affordable homes and homes for older residents. It is also planned to ensure that housing growth is balanced

against suitable growth in infrastructure and services & facilities. Larkfleet has consent, granted on 13th December 2018, under 17/01266/OUTM (Outline planning application for the construction of up to 350 dwellings; formal and informal open space, structural green space, surface water drainage infrastructure and access from the B6326. All other matters to be reserved) on part of the 'Land around Fernwood' known as Land at Fernwood Meadows South.

10. The expansion of Fernwood is central to Newark & Sherwood housing strategy and numerous planning permissions have been granted for the expansion. The development of 'Land around Fernwood' has the potential to have a significant impact on Claypole including:
 - Impact on the rural and village nature of Claypole, bringing the village physically closer to the Newark conurbation with only 1km between the eastern edge of Fernwood and the western edge of Claypole; and
 - Significantly increase the volume of traffic through Claypole, in both directions, as Fernwood residents seek a short cut to the A17 avoiding the A1 and the problematic junction with the A1/A46 and A17, a prospect causing major concern to Claypole residents given levels of existing on-street parking which residents in Claypole are reliant upon.
11. The development of 'Land around Fernwood' will not provide any benefits to Claypole residents such as provision of a direct footway or street lighting between Claypole and Fernwood to facilitate walking or cycling; or improved bus services to Claypole.
12. In addition to strategic growth in Newark, it is important to recognise that the Newark and Sherwood Core Strategy seeks to limit the growth of the rural settlements around Newark by designating them as 'Other settlements'. In such settlements no growth is allocated and only small-scale development within the village is permissible. This includes Coddington and Farndon which are larger villages than Claypole and North Muskham which is a similar size to Claypole. Although over the County boundary, Claypole is part of a ring of the first line of villages around Newark which encompasses (going clockwise): Winthorpe; Coddington; Barnby in the Willows; **Claypole**; Cotham; Hawton; Farndon; Kelham; South Muskham; and North Muskham.
13. As such given the over-supply of housing in the Newark Area already allocated, development of the size proposed by Larkfleet, has the potential to undermine the

balanced approach recently adopted in the Newark & Sherwood Core Strategy (March 2019).

Is Claypole an Appropriate Location for Development?

14. As already identified in recent years the village has more than doubled in size, this is an important context against which to consider further growth. In addition the inter-relationship to Newark and the impact on the balanced approach recently adopted in the Newark & Sherwood Core Strategy needs to be considered.
15. The primary consideration is the spatial strategy and associated policies of the Development Plan, together with accessibility to services and facilities.
16. In the 1995 Local Plan, Claypole was categorised an “unsustainable village”. Although now superseded and no longer part of the Development Plan what it said remains valid today. In respect of these unsustainable villages”, Para 2.80 of that Plan stated: *“The District Council considers that other villages are not capable of accommodating additional housing estate development without causing unacceptable damage to their form, character and the surrounding countryside”*.
17. The 2010 Core Strategy emphasises that future development will be focussed upon Grantham defined as a Sub-regional centre in Policy SP1; the three towns of Stamford, Bourne and The Deepings also designated under Policy SP1; and the 16 Local Service Centres defined under Policy SP2. In the Core Strategy again, smaller villages like Claypole are described as having “fewer services and are considered less sustainable” (para 1.7.5).
18. For Claypole which is not defined as Local Service Centre, Policy SP1 states: *“In all other villages and the countryside development will be restricted. Proposals will only be considered acceptable if they are sites for:*
 - A. affordable housing (rural exception or allocated sites)*
 - B. agriculture, forestry or equine development*
 - C. rural diversification projects*
 - D. local services & facilities*
 - E. replacement buildings (on a like for like basis); or*
 - F. conversions of buildings provided that the existing building(s):*
 - *contribute to the character & appearance of the local area by virtue of their historic, traditional or vernacular form;*
 - *are in sound structural condition; and*

- *are suitable for conversion without substantial alteration, extension or rebuilding, and that the works to be undertaken do not detract from the character of the building(s) or their setting.”*

19. The proposal is not for a form of development that falls within any of these six exceptions set out in Policy SP1 of the Core Strategy. As such it conflicts in principle with the spatial strategy of the South Kesteven Core Strategy.
20. The principle of defining a settlement hierarchy to direct the majority of future growth and development to those settlements which are the most accessible and benefit from the full range of services and facilities is consistent with the policies of the NPPF.
21. Policy SP1 also goes on to state: *“In all cases planning permission will only be granted on a less sustainable site where it has been proven that there are no other more sustainable options available or there are other overriding material considerations.”*
22. Policy SP1 therefore requires consideration of alternative options, the plan does not define a geographic scope for considering these alternative options. However given the nature of a settlement hierarchy it must be appropriate to consider alternative options in higher order settlements. Within South Kesteven Long Bennington and Caythorpe are the closest defined Local Service Centres which would provide more sustainable options for accommodating this proposal. In addition Larkfleet has outline planning permission for up to 350 dwellings at Fernwood which is part of the defined Sub-regional centre and as such provides a significantly more sustainable option available to accommodate this proposal as part of a wider balanced and mixed community. This further conflicts with Policy SP1 of the Core Strategy.
23. Policy H1 of the Core Strategy seeks to *“Restrict new housing development in all other areas to affordable local need housing, agricultural / forestry workers accommodation and conversions in accordance with policy SP1 spatial strategy.”* Consequently the proposal also conflicts with this policy.
24. In the emerging South Kesteven Local Plan, the proposed spatial strategy to 2036, is based on a settlement hierarchy in Policy SP2 of Grantham defined as a Sub-regional centre; three defined towns of Stamford, Bourne and The Deepings; and 15 Larger Villages. Claypole is not identified in the emerging settlement hierarchy in Policy SP2. The emerging Local Plan is still undergoing its Examination and the proposed settlement hierarchy is contested, as such only moderate weight can be attached to it.

25. However the evidence base for the emerging Local Plan is relevant, in particular the assessments and criteria used to determine its Settlement Hierarchy which focus on the amenities offered in the village and the shortcomings thereof, and accessibility including the lack of any public transport that would provide access to employment and other services and facilities.
26. In the “Settlement Hierarchy Review” contained within the emerging Plan, Claypole is determined, through the application of the agreed assessment methodology, to be “a small village”. This revealed a net reduction of amenities in the village since the previous assessment - one of the two public houses closed, the post office closed, one butcher and two village stores closed, while a hairdresser and beauty salon has opened and a café has since opened in December 2018. There remains no meaningful routine bus service between Claypole and Newark and all secondary school pupils have to travel to school by bus.
27. It is noted that Larkfleet’s proposal to develop this site seems to have arisen from their failure to note the consultation and publication of the Settlement Hierarchy Methodology and Assessment. In Larkfleet’s submission (SKR 305, 23 July, 2018) to the emerging Local Plan Consultation, they claim that Claypole was “*dropped as a Larger Village in the Consultative Draft Local Plan with no explanation why*”. The company go on to then argue a case for Claypole being classified a “Larger Village” on criteria not relevant to the Settlement Hierarchy Methodology. It should also be noted that Larkfleet did not pursue this line of argument further at the Independent Examination; in fact to the contrary their representative, Ms J Keen, stating in the relevant hearing (8 May 2019) “*I don’t think the Council have done anything wrong in the way they have scored villages*”. This statement was noted by the South Kesteven officers present and by the Inspector. Given this position it is highly unlikely that the emerging settlement hierarchy will change in any way in relation to Claypole.
28. In Section 2 of the Local Plan 2011-2036, “Spatial Plan and Settlement Hierarchy”, the following paragraphs are of particular relevance:
- “2.12 In the small villages, there is limited capacity to accommodate new development, and whilst previous planning policies strictly limited development in these locations, it is the intention of the Local Plan to allow small, sensitive infill developments (generally expected to be no more than 3 dwellings) so that these smaller communities can positively respond to the housing needs of their people and fulfil their role as sustainable communities.*

2.13 Development proposals on the edge of a settlement will only be supported in the following specific circumstances: where they are supported by clear evidence of substantial support from the local community or; where they form a Rural Exceptions scheme which meets a proven local need for affordable homes. In all cases the site must be well located to the existing built form, substantially enclosed and where the sites edge is clearly defined by a physical feature that also acts as a barrier to further growth (such as a road). The proposal should not visually extend building into the open countryside.

2.14 Where it is demonstrated that a proposal meets a proven local need for affordable housing the site should also be small in scale. In accordance with the NPPF in certain circumstances small numbers of market homes may be permitted as part of affordable housing exception sites to make them viable. The overall number of market dwellings provided in such cases should not exceed the number of affordable homes provided and must be determined by submission of a robust viability assessment which shows the minimum number of market houses that would be required to make the scheme viable and therefore guarantee successful delivery of the affordable housing component. The Council will have any such viability assessment independently verified. The applicant will be expected to meet the cost of this assessment.”

29. Although the emerging Local Plan can only be afforded moderate weight it does helpfully represent the latest thinking of South Kesteven about the type and scale of housing development that would be appropriate in Claypole.

Accessibility

30. Claypole has a limited range of local services and facilities, these do not cater for day to day needs. The village has poor accessibility to higher order services and facilities, there are no footways or cycleways to Fernwood and Newark or to Long Bennington or Caythorpe. The rural and relatively narrow nature of the local road network is not conducive to undertaking journeys on foot or cycle thereby meaning that residents are likely to be unduly reliant upon use of the private car.
31. Claypole has very poor public transport with only limited bus services as follows:
- 22A - school service (term-time only) to/from Grantham schools
 - SLE4 - school service (term-time only) to/from Sleaford schools
 - 24 - Newark to Grantham (3 buses daytime at 2 hour intervals each way Mon-Sat)
- The centre of the proposed site is some 400m from the closest bus stop.

32. Policy SP3 of the Core Strategy requires: *“The Council will also encourage the creation of a sustainable, modern transport network across the district by:*

- promoting the location of development in areas which are particularly accessible by public transport, cycling and walking, whilst recognising that development which is necessary in rural areas may only be accessible by the motor car;*
- promoting a balanced mix of land uses and patterns of development which reduces the need to travel by car;*
- promoting and assisting journeys by public transport, cycling, mobility aids and walking, by making them accessible, safe, convenient and as attractive as possible (this may be secured either through the use of conditions or planning obligations);”*

33. The proposal conflicts with Policy SP3 of the Core Strategy as it is not in a location which is particularly accessible by public transport, cycling and walking; and by being contrary to the spatial strategy it is not promoting a balanced mix of land uses and patterns of development which reduces the need to travel by car.

Is this site appropriate for housing older people?

34. In the context of Larkfleet’s proposal to build 78 homes for older people, it is important also to note that there is no General Practitioner surgery in the village, the nearest being Long Bennington and Balderton which is part of the Newark Urban Area; with the nearest pharmacy being in Balderton. The very limited bus services do not provide suitable levels of accessibility to these health facilities, the Balderton Primary Care Centre is over 350m from the bus stop for the No.24 service, meaning that residents would have a combined 1.5km walk if they use the bus to get to/from the Balderton Primary Care Centre. The Doctors at Long Bennington is over 460m from the bus stop for the No.24 service, meaning that residents would have a combined 1.72km walk if they use the bus to get to/from that Doctors.

35. An elderly target population will have an above average demand for, and dependency, on these health services. As such specialist housing for the elderly should be located on allocated sites as part of mixed and balanced communities which have appropriate accessibility to the services and facilities necessary to meet the full range of day-to-day needs. Planning Guidance “Housing for older and disabled people” issued on 26 June 2019 states that:

*“The **location** of housing is a key consideration for older people who may be considering to move (including moving to more suitable forms of accommodation). Factors to consider include the proximity of sites to good public transport, local amenities, health services and town centres.”*

36. While Claypole has a small village shop, it of necessity stocks only a small range of produce and would tend to be more expensive than larger stores on Newark. Pedestrian access to the shop from the site presents significant safety issues addressed in paragraph 74 below. Claypole's amenities cannot sustain the day to day living needs of a community. It is clear that in respect of these "factors", this site is not appropriate for the development of 78 homes for older people.
37. In paragraph 5.53 of their Planning Statement Larkfleet claim that Claypole plays the role of Local Service Centre to the surrounding smaller villages of Stubton, Dry Doddington, Fenton and Brandon. This is incorrect Claypole is not a defined Local Service Centre and does not play the role of one. In reality, for these villages, located at the very north-west outskirts of South Kesteven, and for Claypole, the LSC is in fact either Long Bennington, Caythorpe or more likely the sub-regional centre of Newark in Nottinghamshire. Dry Doddington has its own public house and village hall, and Fenton is far nearer to Beckingham. It is true that Claypole Primary School serves those villages, but that is hardly relevant to a retirement home development.

Does the Development Meet an Identified Need?

38. Claypole Parish Council has worked with, and consulted with its community. Two very well attended community meetings have been held, and the Parish Council has conducted its own Housing Needs Survey to identify requirements for new market, affordable and social housing. This showed that evidence of very modest housing needs within the village, and written comments left by residents on returned questionnaires showed considerable hostility towards any new largescale housing development in the village.
39. The Housing Needs Survey (HNS) carried out by the Parish Council, went to all homes in Claypole during the months of December 2018 and January 2019. It demonstrated only a very small demand for new housing over the next five years (see Appendix 2). The survey received a response rate of 26%. Only fifteen respondents expressed a future housing need, including 8 wanting bungalows as follows:
- 3 bedroom bungalow to buy x 3
 - 3 bedroom bungalow to rent x 1
 - 2 bedroom bungalow to buy x 1
 - 2 bedroom bungalow to rent x 2
 - 1 bedroom bungalow to buy or rent x 1

40. The Larkfleet development has not been developed to meet local need in Claypole, it looks to deliver ten times as many bungalows as the Housing Needs Survey has demonstrated as being required. In addition in fact only 3 of the 8 identified local need in the HNS for bungalows would actually be met in any event (i.e. 2 bedroom bungalow to buy x 1 and 2 bedroom bungalow to rent x 2). The Larkfleet scheme involves no 1 bedroom units and the 3 bedroom units are all two-storey dwellings and not single-storey bungalows. The local need identified in the HNS can be met through small-scale development that would be permissible in Claypole under the emerging Local Plan policies.
41. The Parish Council also undertook a house to house survey of houses for sale during March 2019; this revealed that the principal reason for the owner moving was for employment away from the area. In NO case did the vendor suggest that a lack of appropriate housing in Claypole was the reason for their move.
42. The Parish Council takes the view that, given the level of demand indicated in the Claypole Housing Needs Survey, that there is no demonstrable evidence of local need for the proposed development. The local need identified in the HNS can be met through other small-scale development, such as through use of infill sites; or another small-scale rural exception scheme.
43. The development of strategic urban extension at Fernwood properties was commented upon by many residents who completed the survey; with many questioning the need for housing to be located in Claypole when major development is due to be provided in the neighbouring settlement which is a location much more accessible and sustainable.
44. The HNS finding do not support the need for a large development of bungalows for the over 55s, of a scale which is equivalent in number to a further 14% increase in the size of the village. The Parish Council is firmly of the view that the proposal from Larkfleet is wholly disproportionate to any evidence of local needs.
45. Larkfleet, in its application, seeks to justify its proposal with the inclusion of a report by Newton Fallowell which argues that the development would “*fill an unmet need across the entire SKDC footprint*” for retirement bungalows. This report does not represent robust qualitative evidence, indeed it contains no quantitative data and the conclusions it draws lack any credibility. It seeks to suggest that the need for bungalows cannot be met through site allocations and the normal housing market mechanism.

46. It is the role of the plan making process and the development management system to ensure that site allocations deliver the mix of housing that is required to meet the needs identified in evidence including the relevant strategic housing market assessment.
47. Policy SP1 of the emerging Local Plan clearly states: *“Development should provide the scale and mix of housing types that will meet the identified need for South Kesteven (as informed by the Peterborough Sub Regional Housing Market Assessments) and a range of new job opportunities in order to secure balanced communities.”* As such there is no need to look to meet the needs for older people through sites which are effectively exception sites. In any event a location in the far northwest reaches of the District, is not the correct answer to meeting the strategic housing needs of South Kesteven. Larkfleet could deliver this housing supply as part of a wider housing mix on the site at Fernwood that they have outside planning permission for in the next settlement of Fernwood.
48. It is noted that in their planning statement in paragraph 3.1 Larkfleet incorrectly state that 1 bedroom units are being provided when the scheme in fact includes no 1 bedroom units.

Does the Proposal Provide a Mixed and Balanced Community that Integrates with the Host Community?

49. Provision for retirement dwellings, in the form of a single type of provision (bungalows) does not provide a mixed and balanced community of its own. Although levels of peer support can be obtained from similar neighbours, it is the aim of the planning system to create a mixed and balanced development that integrates successfully with the host community.
50. The development is insular in its layout which has the characteristics of a scheme that could easily be described as a retirement ghetto. It lacks integration with the host community having only a single narrow footpath alongside Coulby Close which looks more like a path to a front door rather than a main connecting thoroughfare. In that respect spatially and visually it appears to be a distinct ‘estate’ which has been bolted on to a small village, without the services and amenities to support such an elderly population.
51. The road access is off Doddington Lane which is a narrow single carriageway road without any footway. As such there is no safe ability to walk from the site along Doddington Lane into the remainder of the village. It is over 300m along Doddington Lane before a footway is reached at Peacocks Launde. This will be a barrier to successful integration as future occupiers will not be able to undertake a circular walk but will instead always have to

enter/exit the site on foot via the single narrow footpath alongside Coulby Close. The distance to the site access from the nearest other built parts of Claypole makes it look like a site that is physically and visually separated from the host community of Claypole. This will reinforce its character and appearance as a retirement ghetto.

52. The NPPF in paragraph 91 a) seeks to: *“promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other - for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages.”* The proposal conflicts with this advice in that it has been designed as an insular site targeted at a single sector of society which lacks integration into the host community.

Does the Proposal Reflects the Form, Structure, Character and Appearance of Claypole

53. The site only adjoins the existing built form of Claypole on one side to the north, it is separated by a field from the existing built form to the west. The south and eastern sides abut open countryside. Spatially and visually the site is currently part of the open countryside in character and appearance, it has no functional or physical relationship to the existing village.
54. The development is insular in its layout which lacks integration with the existing built form having only a single narrow footpath alongside Coulby Close which looks more like a path to a front door rather than a main connecting thoroughfare. In that respect spatially and visually it appears to be a distinct ‘estate’ which has been bolted on to a small village, without regard to the form, structure, character and appearance of the village.
55. As already highlighted the road access is off Doddington Lane which is a narrow single carriageway road without any footway. It is over 300m along Doddington Lane before a footway and other built development is reached at Peacocks Launde. This distance will reinforce the separation between the proposed development and the existing village. This physical and visual separation emphasises how the development fails to reflect the form, structure, character and appearance of the village.
56. Although denuded to some extent the southern side of Claypole is characterised by a ridge and furrow landscape. The proposal will punctuate this landscape feature leaving undisturbed remnants to the east and west. The ridge and furrow landscape is a heritage

asset and is part of the historic traditional setting of Claypole that has been eroded over time. Policy EN1 of the Core Strategy seeks to protect landscape character and the proposal will result in the total loss of the ridge and furrow landscape on the site. This ridge and furrow is of medieval origin and as the applicants archaeological report acknowledges this is part of the historic setting of Claypole and is identified in the Historic Environment Record (HER 30794). Harm to this heritage asset needs to be considered in the planning balance.

57. Policy EN1 of the Core Strategy sets out a number of criteria against which proposals will be considered including:

- “1. statutory, national and local designations of landscape features, including natural and historic assets;*
- 2. local distinctiveness and sense of place;*
- 3. historic character, patterns and attributes of the landscape;*
- 4. the layout and scale of buildings and designed spaces;*
- 5. the quality and character of the built fabric and their settings;*
- 6. the condition of the landscape;*
- 7. biodiversity and ecological networks within the landscape;*
- 8. public access to and community value of the landscape;*
- 9. remoteness and tranquillity;*
- 10. visual intrusion;*
- 11. noise and light pollution;”*

58. The proposal would adversely affect the rural southern approach to Claypole, this is part of the historic character, the local distinctiveness and sense of place. In this regard the proposal conflicts with Policy EN1.

Does the Proposal Make Appropriate Provision for Surface Water Drainage?

59. Drainage throughout Claypole is problematic. The clay soil which gives the village its name, becomes saturated in winter months and bakes hard during the summer.

60. Large areas of the old village, especially along Main St have no street drains. Flooding and damage from surface water is well documented throughout the village, not least on Main Street, the site of this proposed development, and adjacent areas.

61. The proposed site is a grassed field, currently used for hay crop and in late 2018 for sheep grazing during “tupping”. Previously, beef cattle have been grazed in the field.

62. The field slopes from south to north (from 23.5m AOD to 20.1m AOD), down towards the houses of Redthorn Way and Tinsley Close. This slope means that surface water flooding occurs routinely along the northerly boundary during winter months when the field becomes saturated, and during summer months when the clay bakes hard.
63. The houses on Redthorn Way were constructed with an elevation of approximately two metres above the natural level of the previous paddock, and the gardens there, sloping towards the field, form a natural barrier to the flood water which gathers in the field at this point and drains towards the Tinsley Close properties.
64. In June 2006, despite the efforts of home owners and the Fire Service who were called to the scene and pumped water from gardens into the main drain, flood water entered the ground floor of 6 Tinsley Close which is at the lowest point of the gradient. The proposed site has two low points at 20.26m AOD (at plots 27/28) and at 20.04m AOD (at the north-western end of the attenuation pond). Images at Appendix 3 show that currently flood water currently gathers where building is proposed to take place (at plots 27-30). Notwithstanding, the existing topographical levels on the drainage plan where the attenuation pond is currently proposed is not where water currently collects naturally.
65. It is understood that surface water disposal will need to be via the existing surface water drain as disposal via soakaways will not be feasible. The Drainage Strategy Drawing MA10788/200 does not actually indicate how the individual properties and hard surfaces are to be drained. Nonetheless it illustrates the route of the proposed surface drain network and it must be assumed that all surface water will connect into this new surface water drainage network.
66. The proposal is to build houses, roads and hard surfaces, the applicant, through its report from Millward, acknowledges that the effect of creating impervious surfaces will be two-fold. First, less water will be absorbed naturally into the ground and the volume of surface water run-off will increase. Second, the surface water will run downhill at a faster rate causing a more rapid build-up of flood water at the lower parts of the site. Consequently it is imperative that the proposed surface water drainage scheme works effectively in order to prevent surface water flooding occurring to neighbouring properties as required by Policy EN2. The Parish Council is concerned that previous developments have been permitted without adequate surface water drainage measures; given that this is a significant concern to local residents the specialist consultees must be satisfied that the proposed drainage strategy is appropriate.

67. There is anxiety amongst local residents, on Tinsley Close in particular, that the proposed attenuation pond will not be sufficient in size and capacity, is possibly sited in the wrong place, and that the drainage scheme may not be adequate. There is obvious concern that the proposal could worsen the prospect of severe house flooding on Tinsley Close; and that seepage from the attenuation pond must be prevented in order to prevent any undermining of the adjacent buildings on Tinsley Close.
68. The drainage strategy is dependent upon the creation of SUDS using what appears to be open swales and an attenuation pond. Proper management of these would be required if planning permission were to be granted. Due to the existing greenfield run-off conditions it would suggest that the attenuation pond and swales will hold water for much of the year. Whilst these features can assist in enhancing biodiversity care is also needed to ensure that they are not a public safety hazard. Given that the proposal is targeted at older people who can be less stable on their feet if planning permission were to be granted then the attenuation pond and swales would need to be securely fenced in order to stop them being a hazard to future occupiers.
69. The submitted Flood Risk Assessment incorrectly states in section 7.2.4 that there is just one significant record of flooding within Claypole as a direct result of surface water, and this occurred on Osterfen Lane in 2013. The photos in Appendix 3 illustrate surface water flooding in 2006, 2016 and 2019 as examples on the application site.

Does the Proposal Adversely Affect Highway and Pedestrian Safety?

70. Paragraph 109 of the National Planning Policy Framework states that: *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.
71. However regard also needs to be made to paragraph 108 of the NPPF that states: *“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users; and*
 - c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

Pedestrian Safety

72. The development is served by only one pedestrian connection via a single narrow footpath alongside Coulby Close which looks more like a path to a front door rather than a main connecting thoroughfare. The only road access is off Doddington Lane which is a narrow single carriageway road without any footway. As such there is no safe ability to walk from the site along Doddington Lane into the remainder of the village. It is over 300m along Doddington Lane before a footway is reached at Peacocks Launde.
73. The site lacks safe pedestrian integration as future occupiers will not be able to undertake a circular walk but will instead always have to enter/exit the site on foot via the single narrow footpath alongside Coulby Close. Coulby Close only has a footway on the western side which does not connect to any footway on Main Street as to the west of Coulby Close the property frontages provide a break in the footway. Also to the east of Coulby Close the footway does not reach the Close. Therefore future occupiers will need to cross Main Street to use the footway on the northern side. There is no dropped kerb crossing present on the northern footway making crossing here unsuitable for anyone with mobility difficulties. This crossing is also adjacent to a crossroads which reinforces the potential for vehicle and pedestrian conflict.
74. In addition as most of the services and facilities in the village are north of Main Street, pedestrian crossing would be necessary. It would also be necessary to cross Main Street in order to access the bus stop and the village shop to the west, including a second crossing back across Main Street to catch the bus to Newark or to visit the village shop. Lacking proper connectivity puts up barriers to the use of sustainable modes of transport which is likely to increase reliance on the use of the private car even for short local journeys. The proposal does not put forward any measures to improve pedestrian facilities. The proposal would conflict with paragraph 108 a) and b) of the NPPF.
75. Policy SP3 of the Core Strategy states: *“The Council will also encourage the creation of a sustainable, modern transport network across the district by:*
- *promoting the location of development in areas which are particularly accessible by public transport, cycling and walking, whilst recognising that development which is necessary in rural areas may only be accessible by the motor car;*
 - *promoting a balanced mix of land uses and patterns of development which reduces the need to travel by car;*

- *promoting and assisting journeys by public transport, cycling, mobility aids and walking, by making them accessible, safe, convenient and as attractive as possible (this may be secured either through the use of conditions or planning obligations);...*

76. The siting of the development is not particularly accessible by public transport, cycling and walking and the barriers to pedestrian connectivity do not promote and assist journeys by public transport, cycling, mobility aids and walking. The pedestrian connections are not accessible, safe, convenient and as attractive as possible. In this regard the proposal fails to accord with Policy SP3 of the Core Strategy.

Highway Safety

77. Vehicular access via Doddington Lane will increase the number of vehicles using the single width stretch of the road. The proposal does not put forward any measures to improve pedestrian facilities along this road. Also no measures are put forward to widen this road or create passing places. The bend south of Peacocks Launde means that road users heading south or west cannot see approaching vehicles from the other direction, as such vehicles have to pass on the single width stretch of road.

78. It is noted that the lengthy report by BWB, submitted by Larkfleet, is focussed on Doddington Lane, and takes no account of how Doddington Lane, before its junction with Main Street, is used. Nor the impact of increased traffic on Main Street and the nature of the existing levels of on-street parking that has to take place along Main Street. Consequently the Parish Council considers the report to be of little relevance to the realities of highway and pedestrian conflict that already exists in Claypole.

79. Due to the perfectly reasonable desire of existing residents of terraced properties along Main Street to park their cars outside their homes, a significant stretch of Main Street on a daily basis effectively becomes a single track road. This is particularly the case from Bes Cottage 59 Main Street to Birchtree Cottage 83 Main Street. This problem is exacerbated by parking changing to the opposite side of the road at numbers 70 to 76 Main St at the junction with Barnby Lane, and again changing sides as cars park for the village shop. Photos and a map are included in Appendix 4.

80. Main Street is therefore a pinchpoint for traffic movements, as the majority of households in Claypole are located to the eastern and southern part of the village - specifically the Wickliffe Park and Moore Close developments, dwellings on Doddington Lane, dwellings on School Lane and Rectory Lane, the continuation of Main Street, and the further roads branching off (Coulby Close, Redthorn Way, Tinsley Close, Osterfen Lane and Hough Lane).

The pinchpoint part of Main Street is therefore routinely used by the vast majority of Claypole residents.

81. The on-street parking causes queues at either end of the pinchpoint as vehicles wait their turn to pass through. The parking either side of the road means that vision to the opposite of the parked vehicles is often obscured with the consequence that drivers sometimes proceed when there is no room to do so, or become frustrated. Vehicles sometimes mount the pavement, pedestrians have been alarmed, and minor accidents have occurred when vehicles collide (wing mirrors etc).
82. The on-street parking restricts visibility for pedestrians crossing Main Street and for vehicles emerging from side roads. For example vehicles emerging from Barnby Lane, whether to turn left or right, have their vision obstructed and have to negotiate their turn to move across queuing traffic with obvious risk.
83. At the Doddington Lane junction with Main Street, cars waiting to travel in the Newark direction frequently park across Doddington Lane, obstructing on-coming traffic that may want to turn right into Doddington Lane, or traffic from Doddington Lane wanting to move straight on into School Lane
84. This junction is a four way crossroads, due to the above factors vehicles pulling out from Doddington Lane and turning left, frequently halt for on-coming traffic, causing a dangerous situation for cars moving forward on Main Street.
85. When slow moving vehicles enter the narrowed stretch of Main Street, traffic then comes to a halt. This may occur with large farm vehicles, and especially when the refuse collection moves slowly along Main Street.
86. At the Doddington Lane crossroads, there is particular concern at appropriate times of day for the safety of young school children walking from Wickliffe Park and from Moore Close to the primary school on School Lane. Parents have made repeated representations to the Parish Council for safety measures that are beyond our capacity to provide.
87. There are additional safety concerns at Doddington Lane in the early morning and late afternoon when each of the *four* school buses taking children to secondary schools stop to pick up or drop off children. At these times, especially dark winter months, and with generally dark-coloured school uniforms, there a very real concerns for the safety of children as they negotiate cars and other vehicles using Doddington Lane.

88. The proposal will result in all vehicles of future occupiers being likely to use the crossroads where existing vehicular and pedestrian conflict already arises. As we have identified lacking proper pedestrian connectivity will put up barriers to the use of sustainable modes of transport which is likely to increase reliance on the use of the private car even for short local journeys. Short local vehicle journeys will have to pass through the Doddington Lane junction with Main Street. In relation to highway and pedestrian safety the proposal fails to accord with Policy SP3 of the Core Strategy.
89. Local residents are concerned about the scale of the traffic in Claypole, this is best understood by examining traffic volumes. The Parish Council has installed a speed monitor which provides a count of vehicles that pass by. In Appendix 5, charts show counts of vehicles approaching Claypole from Stubton Road, and separately from the Newark end of the village (Shire Lane).
90. Charts 1 and 2 record vehicle movements into Claypole from the direction of Stubton. From that direction almost all vehicles can be assumed to be through traffic for Claypole, heading to the A1 or Newark. The weekly average of through traffic from this direction can be seen to be 4295 vehicles. However, it will be noted from these charts that vehicle numbers in this one direction has been as high as 6913 vehicles, including 2958 vehicles in a single day. During the normal peak hours of 7-10am, on average, approximately 113 cars each day arrive into the village from the Stubton and supplement peak hour 'travel to work' traffic from Claypole towards Newark, although this has been as high as 502 vehicles. In the normal peak hours of 3-7pm the number of vehicles increases to 195 (but has been as high as 2567 vehicles) arriving into Claypole from the east, travelling in the opposite direction to 'return from work' Claypole traffic and thereby adding to the vehicular conflict through the pinchpoint on Main Street.
91. Charts 3 and 4 show vehicle movements into Claypole from the Newark end of the village (Shire Lane), and a much larger volume of traffic travelling into Claypole from Newark and the A1. In this direction, the average number of vehicles entering during the morning peak hours 7-10am is 212, although this has risen to 551; and during 3-7pm there is an average of 638 vehicles in the 4 hour period, although that has risen to 1065 vehicles.
92. The combined effect of these two sets of figures show that, routinely, between the hours of 3-7pm, along the pinchpoint stretch of Main Street, and at peak times for children leaving primary school or arriving into Claypole from secondary school, more than 600

vehicles travelling eastwards, meet almost 200 vehicles travelling in a westward direction, causing conflict and presenting significant road safety concerns for local residents.

93. The Parish Council has liaised with the County Highways Department with a view to identifying measures that might in any way ameliorate this issue, although it is accepted that the issue cannot be fully resolved.
94. The impact of the planned creation of more than 3,200 new homes within a mile of Claypole at Fernwood is of major concern to the village. Some 2,150 of these new homes will be built either side of Shire Lane. It is inevitable that significant volumes of traffic from the new developments will use Claypole as a route to the A15, or to Lincoln via Beckingham, in order to avoid the A1 and the problematic junction of the A46 and A15 north of Newark.
95. A trial to examine whether vehicle “satnav” equipment would encourage the use of Claypole as a ‘cut through’ to the A17, from Fernwood found that a significant number of vehicle-fitted satnav systems, and independent satnav systems (mobile phones, TomTom, etc), when set for both the ‘shortest route’ and the ‘fastest route’ recommended a route through Claypole rather north on the A1 or south via Grantham, even though the trial was conducted from a location just 200 metres from the A1.
96. The Parish Council have raised these concerns with Newark & Sherwood District Council and the relevant Fernwood developers through liaison meetings, but no measures have been proposed that might mitigate against this problem.
97. We are as yet unable to provide statistics for the volumes of traffic that enter Claypole from Doddington Lane, although there is no question that significant numbers of vehicles do use this route from Westborough and from Dry Doddington in order to avoid the difficult right turn across the southbound carriageway of the A1 from Doddington Lane.
98. It is noted that the submitted Transport Assessment in paragraph 2.13 incorrectly refers to the site being part of a wider allocation. The Transport Assessment acknowledges in paragraph 4.11 that the site is not accessible to bus services.

Parking

99. It is noted that only 103 on-site parking spaces will be provided (97 parking spaces for dwellings and 6 visitor parking spaces). They appear to have relied upon use of the Lincolnshire County Council maximum parking standards to assess these parking requirements. However these do not form part of the Development Plan and the NPPF in

paragraph 106 does not support the use of maximum parking standards. Given the lack of opportunities to use sustainable transport modes future occupiers will be unduly reliant upon use of the private car, as such an average of 1.3 parking spaces per dwelling is not considered to be sufficient to meet the needs of occupiers and visitors.

Should Approval be Granted

100. For the detailed reasons set out above the Parish Council considers that planning permission should be refused. Without prejudice to our case however should the LPA disagree it is appropriate to consider matters that would need to be secured through any consent. It is noted that there will be no direct benefit from this development to the village of Claypole and its community. There are two significant areas of expenditure on community amenities - Claypole Community Park and the Village Hall. These would be likely to be extensively used by future occupiers.
101. Claypole Community Park is owned and managed by Claypole Parish Council. It provides a range of sporting and leisure amenities for all ages. Some elements are now completed (a new sports field, a leisure park and adventure play area), but further phases are as yet unfunded (the refurbishments of the tennis courts to create a multi-use games area, a skate board/roller blade park, a sports pavilion, car parking area to avoid on-street parking).
102. Claypole Village Hall was provided by an endowment and is run a trust and management committee. Its survival relies wholly on income from usage. Like many older village halls, it requires significant investment in refurbishment to ensure the amenity remains attractive to potential users. Considerable effort has been made by the hall's management team to generate income which has enabled new toilets to be installed and modest improvements to the internal decoration. The subletting of part of the building to create a coffee shop has provided income to affect the necessary improvements to facilitate that. However, a surveyor's report has indicated the need to replace and insulate the roof of the building at a cost of £46,000. The kitchen needs replacing, flooring needs attention and the rough carpark needs resurfacing. The cost of all essential work required has been assessed at £150,000.
103. While new residents may bring a modest increase of expenditure to the village's few commercial outlets, they may also participate in activities held in the village hall. Residents may also participate in activities like walking cricket run by Claypole Cricket

Club, or tennis, and may wish to use the leisure park for themselves or perhaps grandchildren.

104. The Claypole Community Park development plan has several elements yet to be completed. These include:

- Expanding the carpark area to avoid street parking and to help reduce risks for the school “drop-off” (£25,000)
- Installing the skate/bmx park (£80,000)
- Refurbishment of the tennis courts to create a MUGA (£30,000)

105. The Parish Council would wish to see the allocation of s106 monies to support these community amenities, with the necessary refurbishment and renovations to the village hall being the priority. Money could be provided either as cash donations or a benefits ‘in kind’ directly by the developer within one year of the start of building.

106. If approved the inter-relationship to existing development would need to be considered. Off-site pedestrian improvements would need to be secured including dropped kerb crossing facilities on Main Street and a footway along Doddington Lane.

107. If fencing is to be installed along its boundaries with Redthorn Way and Tinsley Close its height needs careful consideration. Such fencing would routinely be at a height of 1.8m to avoid intrusion between houses on the development and neighbouring dwellings at ground floor level. However, the adjoining Tinsley Close properties are at a lower gradient than the Larkfleet site, and there are no planned properties immediately adjacent to this border. A 1.8m high fence would impose an unnecessary and undesired high barrier to the south of these properties causing loss of light. A fence of lesser height would still ensure no visual intrusion between properties on either side. Accordingly, it is requested that the height of new fencing on this border be restricted to a height of 1.2m.

Consultation

108. Larkfleet undertook limited pre-application consultation, however examination of the material published demonstrates that there was nothing particularly to encourage people to respond. Also those who did respond and submitted comments received no response or feedback from Larkfleet which further reinforced the general impression that there was no point in responding. Local residents in Claypole engage proactively with the Parish Council and as such the views of the Parish Council are representative of local residents.

Planning Balance and Conclusion

109. The proposal is contrary to Policies SP1, SP3, EN1 and H1 of the South Kesteven Core Strategy. It also conflicts with Policy SP2 of the emerging South Kesteven Local Plan and paragraphs 91 a) and 108 of the NPPF.
110. Larkfleet seek to argue that South Kesteven may not have a 5 year demonstrable housing land supply, although their position on this is not as clear as it could be. The latest published position (March 2019) was that on 1st April 2018, South Kesteven had an identifiable housing land supply of 4,466 homes expected to come forward over the next five years, which equates to 5.07 years supply. Larkfleet also raise the outcome of the Housing Delivery Test published in February 2019. At 81% delivery over the last 3 years under the provisions of paragraph 73 c) of the NPPF the LPA need to apply corrective action in the form of applying a 20% buffer in their calculation of 5 year housing land supply. However this seems to overlook the fact that the latest published position (March 2019) already uses a 20% buffer in its calculations. Consequently the implications of the Housing Delivery Test published in February 2019 has already been taken into account.
111. Even if the Council did not have a 5 year demonstrable housing land supply, the adverse impacts arising from the proposal would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Development Plan and the NPPF taken as a whole. Consequently planning permission should be refused.

John Freeman

Vice Chair - Claypole Parish Council



Anthony Northcote *HNCert LA(P), Dip TP, PgDip URP, MA, FGS, ICIOB, MInstLM, MCMI, MRTPI*

Executive Director - TOWN-PLANNING.CO.UK

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APPENDIX 1 - HOUSE COMPLETIONS - CLAYPOLE COMPARED WITH LOCAL SERVICE CENTRES

PARISH	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001-02	2002-03
Barrowby	6	0	14	0	0	1	1	6	0	2	2	3
Caythorpe	2	0	0	2	5	10	8	22	19	6	7	5
Claypole	20	4	18	22	10	3	1	23	32	9	7	7

	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15
Barrowby	1	5	8	2	2	24	0	0	0	1	1	1
Caythorpe	17	2	2	1	4	0	0	0	1	0	3	2
Claypole	18	46	5	11	5	10	2	5	2	0	19	1

	2015-16	2016-2017	2017-2018	2018-2019	Site Surveys 2006-2010	Site Surveys 2012-2016	Total
Barrowby	4	4	9	1	0	10	108
Caythorpe	0	2	2	1	0	5	128
Claypole	0	0	0	1	2	8	291

APPENDIX 2

CLAYPOLE HOUSING NEEDS SURVEY - SUMMARY OF NEEDS REPORTED FROM 155 RETURNS

	Bedrooms:			Building type:			Ownership:			Special category:			Occupants:			F+C	3+A	1E	2E
	1	2	3 4+	House	Bungalow	Flat	Buy	Rent	Shared	Starter	Affordable	Social	SA	2A					
4 Bed house to buy					1			1											
3 bed house to buy				1	1			1									1		
3 bed starter home								1									1		
1 bed flat - social housing					1			1											
3 bed bungalow to buy					1			1											
3 bed bungalow to rent								1											
2 bed bungalow to buy								1											
2 bed bungalow to rent								1											
1 bed bungalow, buy or rent								1											
Totals:	2	3	7	3	6	8	1	9	5	1	3	2	2	1	4	4	4	3	4

APPENDIX 2 - HOUSING NEEDS SURVEY

APPENDIX 3 - SURFACE WATER FLOODING

1. These images, taken in March 2019, shows the build-up of flood water at the lowest point of the field after unexceptional rainfall.



2. This image, taken from the same position on the same day, shows the relatively dry area where Larkfleet propose to position their drainage pond.



3. Images from floods of June 2006

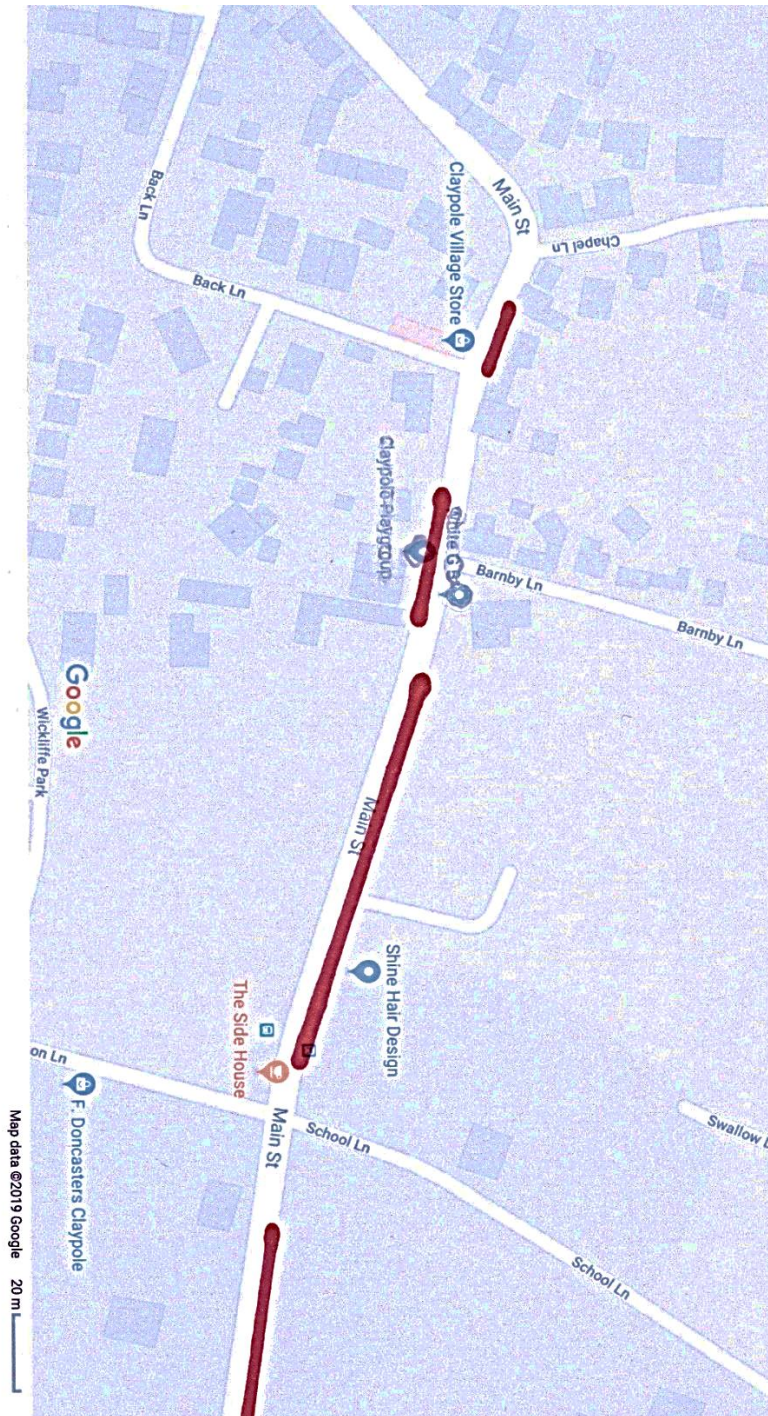




Images from floods in 2016



APPENDIX 4 - ON-STREET PARKING IN CLAYPOLE



Routine resident parking on Main Street, showing continuous lines of parked car on alternate sides of the road created a “chicane” effect.



This image from the Barnby Lane junction shows routine car parking prevents drivers, as they approach the single lane of moving traffic on Main St, from seeing whether a vehicle may be heading towards them, and whether or not it is safe to proceed.



Refuse collection. It can take 10-15 minutes for the refuse collectors to attend to bins on this stretch. The image shows impatient cars queuing behind the collection lorry.



An example of a car veering right, from Main St to Doddington Lane, in front of a car waiting to allow on-coming traffic to pass through the single lane stretch.

APPENDIX 5 - TRAFFIC STATISTICS

Chart 1

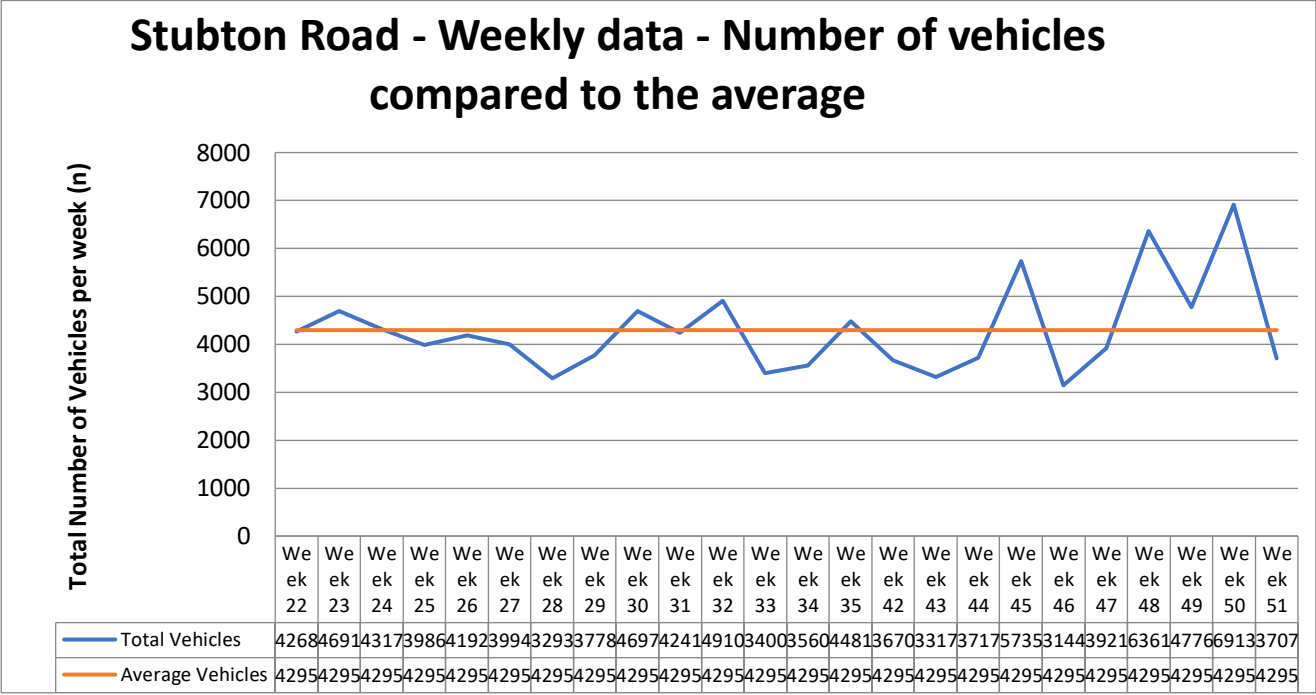


Chart 1 shows an average of approximately 4200 per week vehicle movements into Claypole from Stubton, with a highest recorded 7000 vehicles entering Claypole in a week.

Chart 2

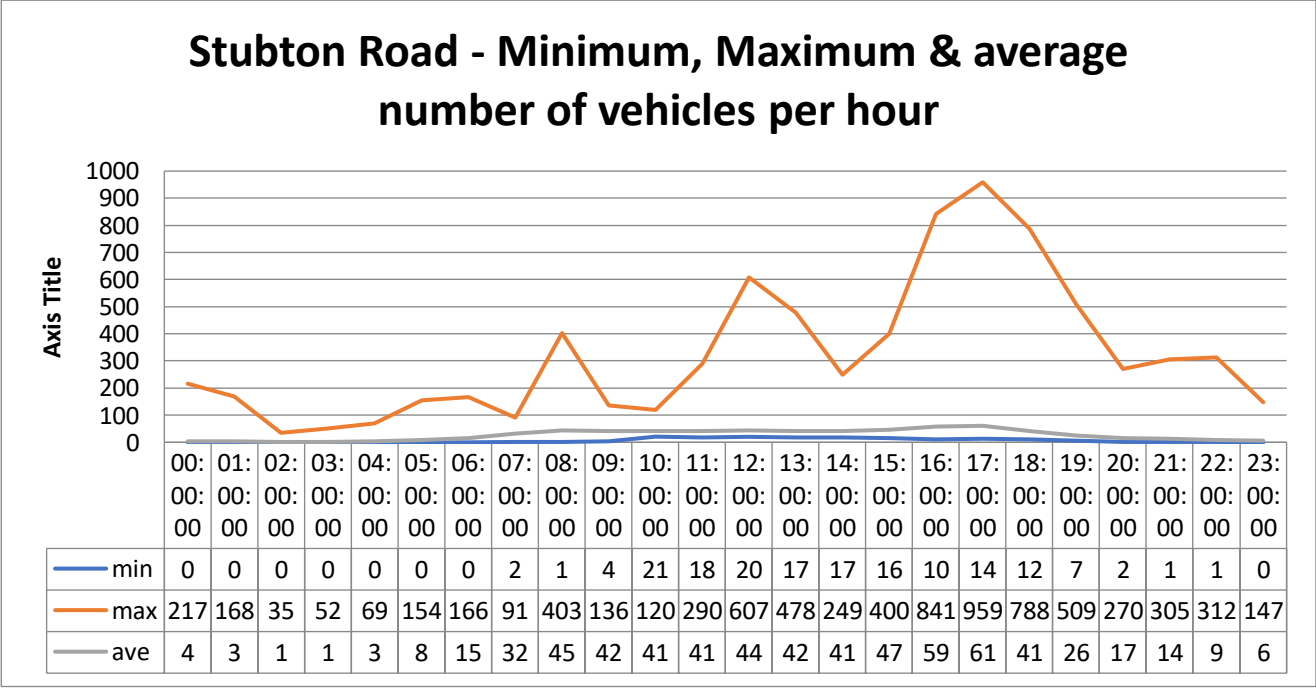


Chart 2 shows average daily traffic numbers entering Claypole from Stubton, peaks times and impact of diversions through the village.

Chart 3

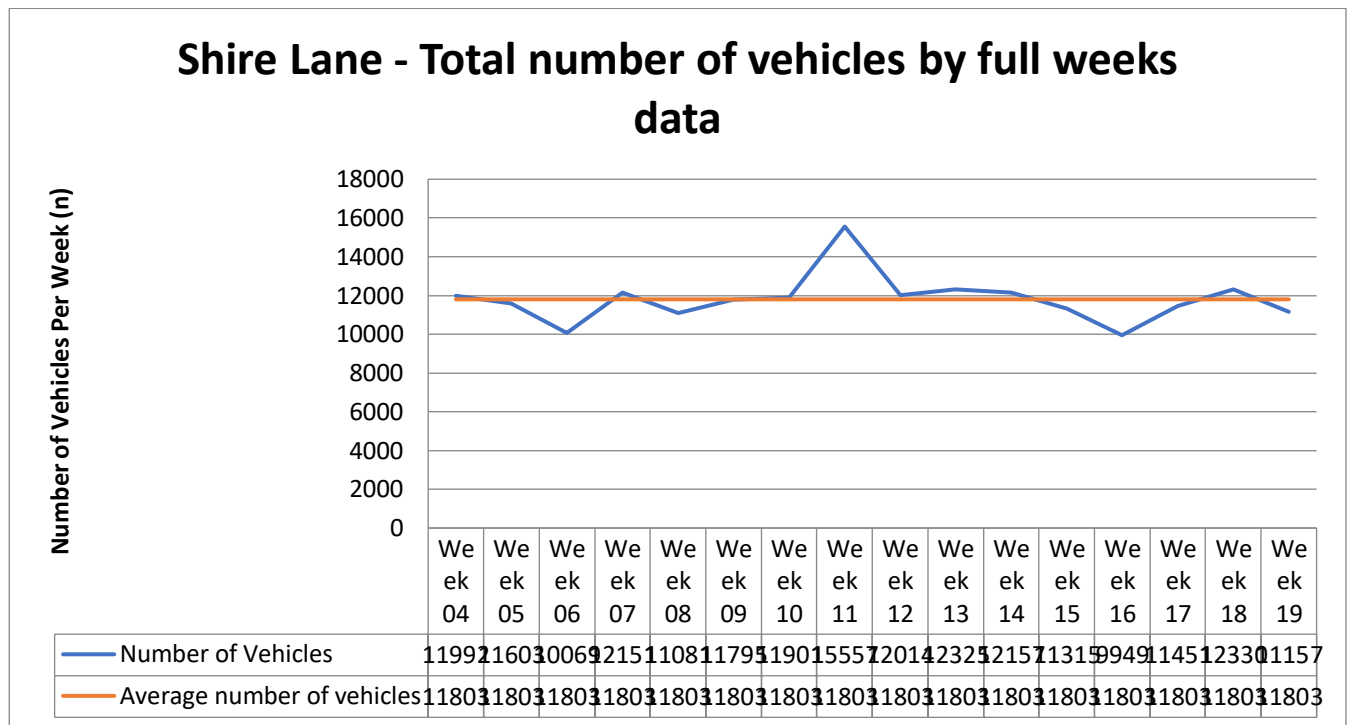


Chart 3 shows an average of approximately 12,000 per week vehicle movements into Claypole from Newark with a high of almost 16,000 vehicles entering Claypole in a week.

Chart 4

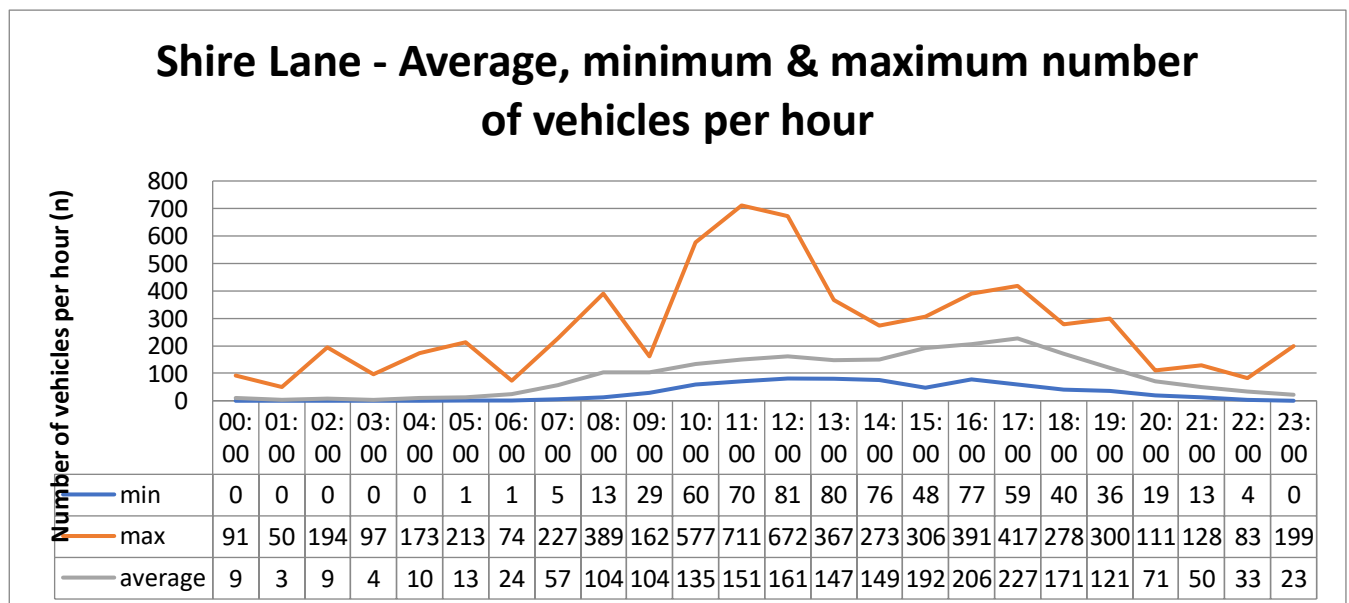


Chart 4 shows average daily traffic numbers entering Claypole from the Newark direction, peaks times and impact of diversions through the village.