

Dear David Grant,

I acknowledge receipt of your list of concerns raised against my proposed planning application, the content of which is duly noted, I would however, take this opportunity to respond to those relevant items raised.

Highway Safety during and after Construction:

As an experienced developer, highway and site safety is paramount throughout the construction process and forms part of the site Safety Policy and Procedures Manual, the content being discussed with the workforce during Site Induction, post construction would be subject to the property owners travelling on suitable road surfaces with correct visibility sight lines allowing safe ingress and egress to and from the site.

Increase in traffic on a narrow road:

Agreed there would be additional traffic during the construction process which is common to all developments, this would be managed through programmed material deliveries being able to pull onto off road hardstanding areas for unloading purposes.

It should be noted however, that were we to cultivate the balance of this parcel of land with continuous crop rotation it would impact on the current site ecology, bringing with it the frequent use of large farm machinery, trailers and lorries that would be utilised for the setting, crop harvesting and associated removal from site, all of which would further add to major road congestion.

With this in mind the question of the proposed property development would deliver a more appropriate solution to the neighbouring properties.

Over developed site:

At the design stage due consideration was afforded to the question of sufficient garden and amenity space with no overlooking prevalent with these properties being single storey bungalows, both having ample space and outlook around the properties.

Outside of the defined settlement limits:

The proposed developments southern boundary is the actual defined settlement boundary line as shown on the local plan.

It is said that a settlement or development boundary must have been fixed in an adopted or emerging local plan, my view in this however, further raises the question of these properties on the boundary line which would benefit this area of Pinchbeck with much needed affordable housing inline with the National Planning Policy Framework.

Mud and vehicles on the road during construction:

During the design phase due diligence was given to this matter, problematic to all development sites and of course local farm traffic, as a consequence all construction operatives vehicles, delivery vehicles will park off Horsepit Lane on a suitable hardstanding area on the adjacent north elevation, delivery lorries would also be offloaded there. This format would alleviate stationary parked vehicles on Horsepit Lane and mud being tracked onto the road, in addition a wheel wash facility will also be available.

Loss of wildlife:

An extremely relevant point with priority being given to the retention of the existing natural boundary hedging and mature trees all of which will be protected during the construction process and trimmed when appropriate after completion.

It should be further noted that following a recent ground survey of the proposed site curtilage no evidence of any protected species were evident.

Birds that currently frequent the mature trees and hedges will not be affected.

I trust the attached adequately addresses the foregoing matters raised.

Regards, Matthew Coulam