

Proof of Evidence

1. My initial correspondence (15 October 2020) was brought about when I noticed that the latest issue of Side Road Orders Plan 5 and 5A showed that the previously shown turning facility where Lag Lane was due to be terminated (Marked K on the plan) had been removed. (Unfortunately, I did not get these drawings when first issued and I had to rely on a neighbour passing me his set of drawings. While the LCC said (statement issued 12.3.2021, 14.8.2A) that I did not receive the drawings due to lack of land ownership affected by the proposal and that my means of access was not impaired. In fact, I own a six acre paddock which impinges on the red line of development. However, my neighbour who has no land ownership other than his residence did get the plans and passed them to me!
2. Our concern relates to larger vehicles entering Lag Lane from the A607 and not be able to get out again once the closure of Lag Lane takes place.
3. Our close, while still part of Lag Lane, is a private road, owned and maintained by the 5No. homeowners it serves. It is literally a narrow, shared driveway. (refer to Appendix 1) We have noticed in the last year or so that some larger vehicles such as building materials lorries, B&Q delivery lorries etc delivering to the village have been using our close for turning around. In fact, this morning an LCC bus turned around in our close. The usual excuse is that they can no longer get down Lag Lane to the Saxby Road because the road, once you get past the last house in the village, has been left to rot with trees and bushes allowed to narrow the road and the road surface becoming very uneven. It is also still a two way road with no passing spaces. Of course, once Lag Lane is closed this can only get worse.
4. In fact, the LCC document of 12.3.21 previously mentioned, only seems to refer to personal vehicles that can park on their own driveways with no mention of large delivery vehicles. We have two planning permissions granted recently for a new house and large extension in the village which is likely to bring about many building material deliveries by large vehicles and I do not see this situation changing in years to come.
5. The same section refers also to ongoing monitoring after completion of the scheme. I would suggest that by then it would be too late. The situation needs addressing now.
6. Large vehicles using our close is itself dangerous and with children living on the close, this makes the risk even more substantial. Also, the road surface to the driveway is now showing signs of wear and any maintenance shall, of course, be down to us.
7. We are looking into ways of securing our close at its junction with the main part of Lag Lane. We have mentioned this on several occasions with the LCC team and, in

the most recent letter from Adam Lakin, additional signage to be provided by LCC at the head of our close has been put forward confirming that our driveway is, indeed, a private road for access serving the residents only and with no turning of other vehicles. This shall certainly help but not solve the problem.

8. We already have some signage to the junction of Lag Lane with the A607. This limits vehicles to 7.5 tons unless, of course, they are delivering to the village. This sign can also only be seen once you are committed to entering Lag Lane. Adam Lakin has also suggested additional signage at this location which, once again, shall help but not solve the situation.
9. With the closure of Lag Lane and the lack of any turning facility, the first large vehicle to enter Lag Lane shall be unable to get out without reversing back to, and out onto, the A607. The situation is made worse by the fact that there is a 90 degree bend in the road around the church making reversing almost impossible.
10. I have recently suggested that perhaps Lag Lane could be returned to its former condition and remain open but with traffic only going one way, down to the Saxby Road from the last house in the village. This would overcome any risk of the lorries meeting vehicles coming the other way with the need for passing. Any concerns others may have had regarding the 'rat run' from Saxby Road to A607 shall be no longer relevant once the MMDR is open.
11. I am aware that LCC organised and carried out camera surveys of vehicles entering our close which, although only over a short period of time, did show one vehicle that used our driveway for turning around. In future, when Lag Lane is closed and our close is secured, it is the first vehicle that shall prove the problem exists.
12. I am looking for a rethink as to how traffic in our village is managed and an acceptance that this is a real problem which shall not go away with time.

Gary Brooker
24 August 2021



St Mary's Church

Cross De Bosco House

Gartree

Well

The Pippins

Shepherd's Close

New House

Linacre Grange

Ponds

Tollgate House

Hall

Elphin

Pear Tree House

Dovecote House

The Hall

White Cottage

Church Farn

The New Bungalow

Bracken House

Thorpe Acre

Field House

Ridgecrest

The Haven

Charnatt House

Howbrae

White Gable

Cedar Wood

Track

POINT K

PRIVATE CLOSE

APPENDIX 1

RH



APPENDIX 2.

SHEET 04

SHEET 05

CONTINUED ON SHEET 4

14

15

N7

S11

LAB LAKE PART 1

N8

H10

S12

H11

N8

SAVY ROAD INDUSTRIAL ESTATE

LAB LAKE PART 2

LAB LAKE PART 3

LAB LAKE PART 4

LAB LAKE PART 5

LAB LAKE PART 6

LAB LAKE PART 7

LAB LAKE PART 8

LAB LAKE PART 9

LAB LAKE PART 10

LAB LAKE PART 11

LAB LAKE PART 12

LAB LAKE PART 13



NOT 4

DOO ROAD

ABBY WALHAM ROAD

LAB LAKE PART 14

LAB LAKE PART 15

LAB LAKE PART 16

LAB LAKE PART 17

LAB LAKE PART 18

LAB LAKE PART 19

LAB LAKE PART 20

LAB LAKE PART 21

LAB LAKE PART 22

LAB LAKE PART 23

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LAB LAKE PART 55