

Additional submission to the inspectorate on the CLLP

Issue 3B 17 spatial hierarchy

I wish to draw to the inspector's attention to the following:

That during the consultation process Middle Rasen Parish Council were not made aware directly by WLDC (West Lindsey District Council) that they would be amalgamated with Market Rasen in the CLLP (Central Lincolnshire Local Plan), as this is not the case in the current WFR06 plan. They are separate due to Middle Rasen having far more limited facilities than Market Rasen its neighbouring settlement, both with very distinct and different identities. This amalgamation is a threat to those identities and a danger in development terms because it is placing equal strain on two parishes that are although geographically close distinctly different in planning terms and neither parish can cope with the strain they are being asked to bear. Also Middle Rasen has a primary school, church and village hall for its facilities by contrast Market Rasen has a GP surgery, primary and secondary education, several pubs and takeaway establishments and designated employment in the previous plan, as such I would urge the inspectorate to look at this designation with a view to separating it to allow for the stark difference in facilities.

Issue 3B 17 question 3:

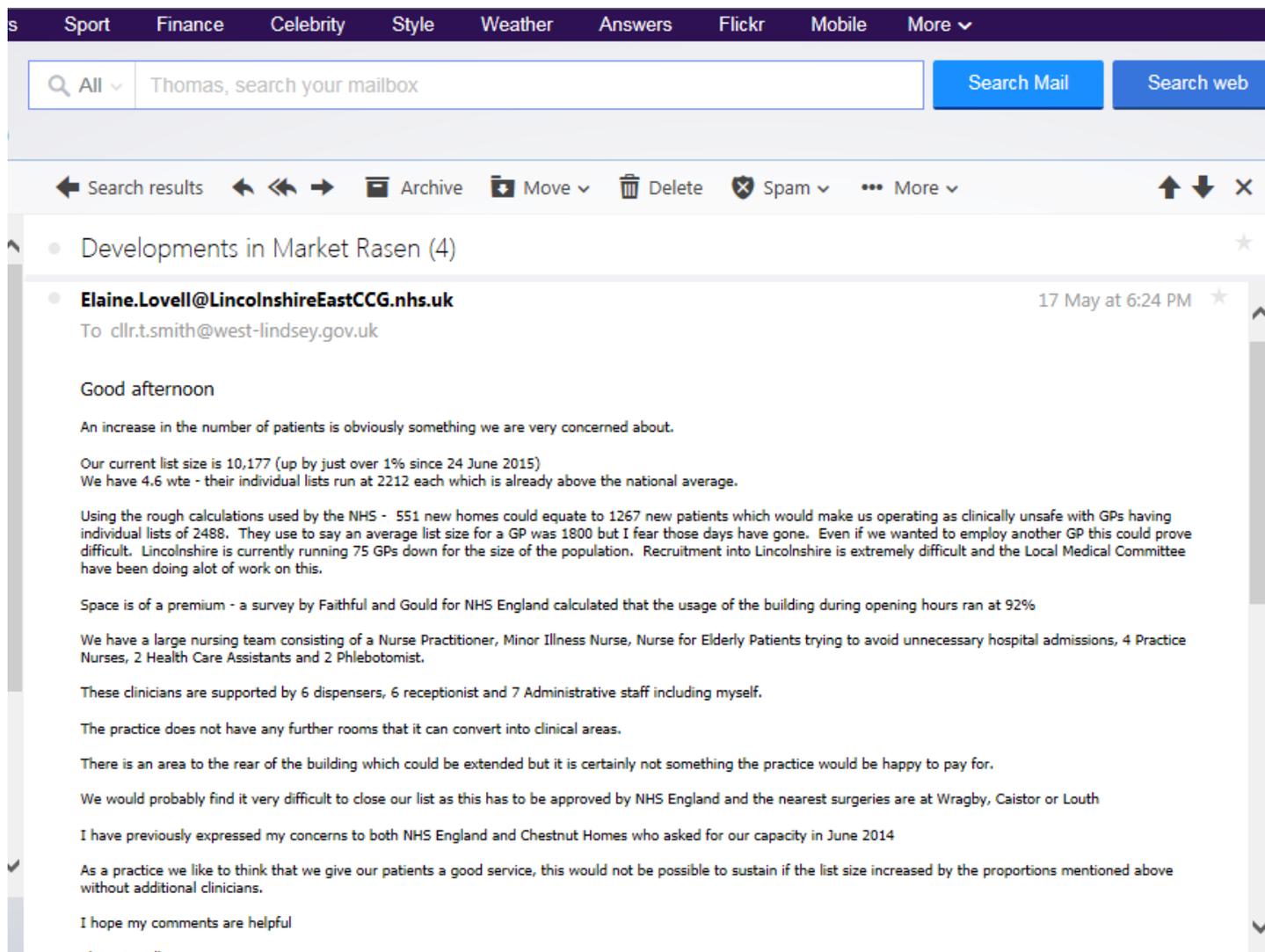
I contend that the spatial strategy does not take into account appropriate factors with reference to the settlement of Market Rasen. For the avoidance of doubt that is the designation which includes Middle Rasen as in the CLLP which is under consideration. The reasons for this are the following:

That the proposed number of dwellings within the settlement will make the A631 highway unsafe that is both main routes in and out of the town centre, the rationale behind this is that between sites CL1364 and CL1358 over four hundred dwellings will be created meaning at least 1 car per dwelling, logically it is likely to be two per dwelling so four hundred dwellings two cars each that's eight hundred motor vehicles all of which only have one route in and out of the center of Market Rasen to access facilities and then return to their respective dwelling which on the A631 which culminates in a very small and narrow junction, to turn either left or right it is not wide enough for a medium size car and an HGV to pass or even a large bus for that matter creating conflicting traffic movements that would be dangerous. Both sites as mentioned above would be wholly reliant upon the private car for employment purposes, especially working professionals. Private transport would also be required to meet the shopping needs of any future residents because it is too far to walk and you cannot cycle with bags of shopping. I also believe that the two sites mentioned are contrary to various paragraphs of the NPPF as I stated in my previous submission. The inspector should also note that

busses don't run on weekends and stop running out of Market Rasen in the evening, again adding a further reliance on the private car which is contrary to the NPPF. I also wish to draw the inspectors attention to the situation to the stretch of the A631 that runs through the centre of Market Rasen which is regularly partially blocked by parked cars on either side again creating a source of conflicting traffic movements, however if a large HGV and farming vehicle were seeking to go east and west respectively the whole centre of town would come to a standstill because the highway would be completely blocked. This situation is bad enough now without expecting that stretch of highway to take additional capacity. The A631 cannot expand within the town centre which developed hundreds of years ago and there is therefore no opportunity to handle any additional capacity in my view.

Furthermore, I enclose a screen shot below from the practice manager of the GP surgery in Market Rasen which relates to how the practice would cope with the additional housing proposed.

If you would prefer this email to be forwarded to you separately please let me know and



I shall be more than happy to do so - I have the practice managers permission to use this as I have done in a previous submission.

Issue 3B 17 question 3:

Finally I wish to draw the inspector's attention to the lack of facilities for the community in Market Rasen particularly with regards to leisure facilities. The current situation is a part time leisure provision secured by a leisure contract with WLDC and De Aston School. However, that means the facilities cannot be used during school hours, weekends or during school holidays. I contend that this arrangement has not been acceptable in terms of leisure provision for a settlement of Market Rasen's size for some considerable time, even more so with the level of development proposed in the CLLP. The current arrangement WLDC have with De Aston School around leisure provision is due to end on May 31st 2018 and there is nothing in the local plan to provide an enhancement of leisure provision which Market Rasen (CLLP definition) needs and deserves; to me this represents a huge oversight. Furthermore, it again shows how the way the spatial strategy has been analyzed is, to be blunt, lacking if not wholly over optimistic given the additional development of Market Rasen the CLLP seeks to place in what remains a rural market town. and The wishes of the the residents desperately wish to keep it as such. As a result of all the issues I have highlighted above to you I contend that in respect of Market Rasen (definition of that in the CLLP) is contrary to the following NPPF paragraphs

(see below and until the end of the document)

Paragraph 7

In respect of the social and environmental role the above highlights how the level of development currently proposed for Market Rasen will adversely affect the ability of future generations.

It harms the health and wellbeing of the community through lack of adequate leisure facilities and inaccessibility of local services except by car . Through this document it also harms social wellbeing as the primary schools in the immediate Market Rasen area are already full, so any additional children would have to be bussed out, separating them from the community in which they live.

It also harms the environmental aspect of paragraph 7 as it will take away from the natural environment and increase pollution because, as stated though out my representation, the current spatial strategy necessitates long distance travel especially for professionals.

As is shown though my representation I contend, as local ward member, that the public transport system, is not balanced in favour of sustainable travel. It is true that Market Rasen has a railway station but currently many people would be highly unlikely to walk the distance required to access it and so would have to go by car. Once they are in their vehicle they would be unlikely to use rail transport instead of the private motor vehicle. As such I believe that the spatial strategy and the level of development in Market Rasen are contrary to paragraph 29 of the NPPF.

For the reasons outlined regarding paragraph 29 of the NPPF and throughout my representation I contend that the level of development in Market Rasen which was assessed based on the spatial strategy is contrary to paragraph 32 of the NPPF. Furthermore I contend that as for reasons previously expressed in this representation that the spatial strategy and as such the level of development in Market Rasen (CLLP definition of Market Rasen) is contrary to paragraph 34 of the NPPF.

Lastly I contend that as stated in my representation due to the lack of full time leisure provision currently and lack of foresight within the local plan, it is contrary to paragraph 73 of the NPPF. Due to the fact that once the leisure contract expires on the 31st of May 2018 Market Rasen's limited provision will reduce to no leisure provision and no facility for that provision meaning that the needs assessment done for the plan is not adequate contrary to paragraph 73 of the NPPF.

Yours sincerely

Cllr T Smith

West Lindsey District Council