

16 February 2017

Central Lincolnshire
Local Plan Team
c/o North Kesteven District Council
District Council Offices
Kesteven Street
SLEAFORD NG34 7EF



COPY

CenLincsPlan/2017/01

RECEIVED
NORTH KESTEVEN
27 FEB 2017
DISTRICT COUNCIL
POST

Dear Sirs,

CENTRAL LINCOLNSHIRE PLAN - COMMENTS

I attended the Council Offices to look at the revisions to the Plan last Tuesday noting also that major developments were to take place at Gainsborough, Lincoln and Sleaford, and at the latter at the Development known as The Drove.

You can imagine my surprise that in its 15 February edition the Sleaford Standard drew attention to the fact that both Carre's Grammar School and Kesteven and Sleaford High School were to merge and occupy land to the West of the new Drove Estate and the other side of the A15 Bypass, and with an entrance at the roundabout to The Drove development.

Given this information is it still intended to build a new Secondary School at the Drove Development, and will there be an overbridge for pedestrians and cyclists to access the new Grammar School over the A15?.

However with regard to the Central Lincolnshire Plan in general will all roads within these major developments be accessible by Public Transport? Will new cyclepaths always be allocated away from highways in rural areas given the need to reduce car traffic and congestion in Lincoln and major market towns within the area?

Given the problems of the NHS, GP Practices and after Care that currently exist what provision is being made for the future when these developments are finalised?

Given the problems of Flooding that already exist (Echo 16 February - Page 12) What precautions will take place at each of the proposed High Development areas (Flood Zone Three) eg Swanpool in Lincoln.

How much of these developments will be affordable/rented Housing?

How will the Proposed Devolution and an Unitary Authority (Authorities) affect these developments? Given the proposals for the east of the County, is there a similar Plan for the Coastal Side of the County and what highway improvements will/are to be made for a better traffic/highway infrastructure other than the Eastern Bypass?

How much of the Green Belt, Open Spaces and Community /Recreational Areas will be built on given the well-being that such areas are said to give residents (see attached cutting)

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If telephoning, and the phone goes to FAX, please redial and leave a voice mail

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I look forward to hearing from you on all of the points raised.

Yours faithfully

Alan M Waddington

/ENC: