

Appendix D: Proposed Planning Policies for the Deepings Neighbourhood Plan

Housing

Policy DNP1: The Allocation of Residential Sites DEP1-H1/H2/H3

1. The following sites are allocated for residential development:

DEP1-H1 Towngate West (SKLP254) 9.441ha	Indicative number: 73 dwellings
DEP1-H2 Land West of Linchfield Road (SKLP39)	Indicative number: 145 dwellings
DEP1-H3 Linchfield Road (SKLP253) 32.862ha	Indicative number: 590 dwellings

2. In addition to the more general principles identified in SKLP Policy DEP1, all development proposals for sites in part 1 of this Policy should demonstrate, in their masterplan, how they have considered the following detailed design principles for the comprehensive development of the proposed site allocations. These detailed design principles follow.

- a) *Streets as Places*. Streets must be considered as a 'social space' to be used by all, not just vehicles. It is essential that the design of new development should include streets that incorporate needs of pedestrians, cyclists and if applicable public transport users to help minimise the use of the private car.
- b) *Integrated pedestrian paths or linkages*. New routes should integrate into existing pedestrian routes and networks that surround the site
- c) *Routes should be laid out in a permeable pattern*. This will allow for multiple connections and choice of routes, particularly on foot. Any cul-de-sacs should be relatively short and include wide and overlooked provision for onward pedestrian links. Shared central green spaces in cul-de-sacs are encouraged.
- d) *Strong frontages on to existing streets*. They should be aligned to existing buildings. Where set back, they should replicate to create a feeling of openness and connection with appropriate hard or soft landscape treatment.

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- e) *At Land west of Linchfield*, retain existing perimeter maturing plants and trees. The present planted landscape strip is an asset to be protected and enhanced into a "walking corridor" and contribute towards the implementation of the Green Walk Project.
- f) *Development adjoining public open spaces*. These should enhance the character of these spaces by either providing a positive interface (properties facing onto them to improve natural surveillance) and a soft landscaped edge. Substantial landscaped areas should buffer the edge of the development and prevent development sprawling into the countryside;
- g) *Primary and secondary streets*. These should differentiate from one another in scale, level of enclosure, use of materials and landscaping features to help provide a clear and distinctive highway network.
- h) *Gateway and significant built elements*. Highlight access or arrival to newly developed sites. Buildings up to two and a half storeys should be used to increase legibility (meaning ease of recognition with notable features). Where houses front onto landscape areas, they should increase passive surveillance and give a sense of enclosure to these open areas.
- i) *Variable densities*. These should ideally increase towards the existing built up area. Densities should reduce towards the periphery of developments where they neighbour agricultural fields. This will ensure diversity within plots and a landscape setting that reflects the transition from urban to rural;
- j) *Height of housing*. The majority of the housing should be two storeys to reflect existing residential areas. Where the new development is adjacent to existing residential development housing should be to similar in height to the existing to avoid any negative privacy issues. The exception is where gateway and entrance features form part of the design.

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- k) *Building frontages.* The aim is to secure a picturesque and varied street-scene. Buildings should be designed to ensure that streets and or public spaces have good levels of natural surveillance from buildings. This can be ensured by placing ground floor habitable rooms and upper floor windows which overlook streets.
- l) *Boundary treatments.* These should reinforce the sense of continuity of the building line and help define the street. Boundary treatments should not impair natural surveillance.
- m) *Town Park for Land west of Linchfield Road.* Designed as a key community focus for both new and existing residents, the Town Park will provide opportunity for residents to meet up and play. Large open flat areas should be included to provide for community events.
- n) *Street landscaping.* Landscape design should have a balance between hard and soft landscape treatment to reinforce the soft landscape street character and create attractive and active frontages. If front gardens are part of that, consideration should be given to long term change and maintenance. Primary streets should include tree planting where possible.
- o) *Off-street parking.* an appropriate level of off-street parking provision should be incorporated into the scheme to reduce the need to park on the street. Tandem parking (one car parked behind another) is efficient but should not be relied on as it can result in increased on-street parking. This occurs where households do not use the space for its designed purpose. Garages will not be classed as a parking space and there should be provision for electric charging points at new properties.
- p) *On-street parking.* Where parking is provided on streets it is encouraged to be well-integrated into the street-scene by avoiding undue visual dominance and avoids obstructive parking on smaller secondary roads.
- q) *Transport Corridors.* The street layout needs to allow for future bus use of key streets and enable access by refuse vehicles with minimum drag distances for bins.

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- r) *Phasing and implementation.* An application will be expected to include details of delivery of the development and site wide infrastructure for the whole development site. Landscape and highway management plans will be expected for all publicly accessible areas that are not adopted.

- s) *Buildings alignments.* These should be generally parallel with the street with some variation to setbacks to create greener, more informal streets and spaces. Exception can be made to maximise solar gain.

Policy DNP2: Additional Residential Development in The Deepings

Additional Residential Development

1. Proposals for residential development, including the conversion of existing buildings over and above that of the allocated sites on Map 3, will only, be supported if the development is located within the existing development limit of the Deepings (illustrated on Map 2). All proposals must also demonstrate that they have met all the following:
 - a) It does not significantly harm or alter the built character and appearance of either Market Deeping, Deeping St James or Frognall;
 - b) It does not significantly harm or alter the character and appearance of the surrounding countryside or rural setting of Market Deeping, Deeping St James or Frognall;
 - c) It does not cause any unreasonable harm to the private amenity of any surrounding properties;
 - d) It does not cause any unreasonable negative impact to the capacity or safety of the existing highway network;
 - e) It does not cause any unreasonable negative impact to the capacity of the existing water or sewage infrastructure; and
 - f) It does not lead to an overdevelopment of a site, where the proposal is considered out of character in terms of its scale or its proposed density.

2. Land outside the development limit, including any individual or small groups of buildings will be treated as open countryside where development will be carefully controlled in line with local and national strategic planning policies.

Policy DNP3: Housing Type and Mix

1. Proposals for 10 or more dwellings will provide an appropriate mix of housing types and sizes, including 1, 2 and 3 bedroom dwellings to help meet the need for smaller accommodation in the community – particularly for younger families and older people. Where possible, these dwellings should also include space for adaptability taking inspiration from the Lifetime homes guidance.
2. The subdivision of an existing dwelling or the provision of an on-site annex to accommodate a family member will be supported where it does not cause a detriment to the private amenity of existing occupants or any adjoining occupants.
3. Developers will be required to supply high quality affordable housing in line with the requirements identified in the South Kesteven Local Plan. The provision of affordable housing through Starter Homes or Shared Ownership schemes will be particularly supported as there is an under provision of owner-occupied affordable housing in the Parish.
4. The affordable housing stock should be made available as an integral part of the development, should be visually indistinguishable from the equivalent market housing on the site and dispersed throughout the development.
5. Where possible, affordable rental housing within the Neighbourhood Plan area shall be allocated to eligible households with a connection to the area.
6. Proposals for new care or specialised facilities (public or private) accommodation for the older people and those with additional needs, including dementia housing, should be within a reasonable walking distance, to existing public transport services, walking and cycling routes and be easily accessible to nearby shops and health facilities. Proposals which use opportunities for the multi-use and co-location of care facilities and accommodation for older people with other services and facilities, and thus co-ordinate local care and provide convenience for users, will be supported.
7. Proposals for self and custom build will be supported if they comply with other relevant policies of this Plan.

Local Economy

Policy DNP4: Employment Opportunities

1. The following sites, as identified on Map 3, are allocated in the SKLP for employment uses under SKLP Policy E1:

SE1 (SKLP 281)	4.20ha
SE2 (SKLP177)	14.00ha

2. Northfields Industrial Estate and Hard's Lane at Frognall, as identified on Map 6, are protected for employment uses under SKLP Policy E3 and E5.
3. Hard's Lane* at Frognall is protected for employment use under SKLP Policy E3 and E5.
4. Existing areas of employment are protected under SKLP Policy E5. Any additional employment development will be encouraged subject to the following criteria:
 - a) development should be visually attractive, compatible with the character of the surrounding area and include necessary screening and be of a scale, design and appearance appropriate to the locality, particularly where development can be viewed from the highway, public spaces or residential areas;
 - b) development must not cause detriment to valuable areas or features of nature conservation or heritage assets;
 - c) development must include appropriate access, parking, areas for loading and unloading, servicing and manoeuvring;
 - d) any outside storage areas and air conditioning should be appropriately sited and screened from public view, including from and neighbouring residential properties;
 - e) development should have no unduly adverse effect on residential amenity from its proposed height, scale, noise, smell, vibrations, glare, dust, emissions, vehicle movements or its operating hours;
 - f) where possible, utilise roof and wall space for the use of renewable energy generation and living wall opportunities;
 - g) does not have a detrimental impact on the capacity or safety of the existing highway network.

**This site is not identified as an existing employment site in the SKLP and therefore it has been added as an existing employment site under this policy.*

Policy DNP5: The protection and Expansion of Market Deeping Town Centre

1. The area identified on Map 5 is for a proposed extension to Market Deeping Town Centre boundary. All proposals within the existing boundary and the proposed extended area will be subject to the criteria in SKLP Policy DEP2.
2. Proposals involving the change of use, at ground floor level, of commercial floor space to residential use will not be supported unless it can be demonstrated, to the satisfaction of the Local Planning Authority, that there is no longer a need for the facility or the premises are unsuitable or not economically viable for the continued provision of a commercial use suited to the town centre.

Policy DNP6: The protection of key local amenities

1. The existing facilities listed in this policy will be safeguarded for community purposes throughout the Plan period. These include:
 - a) Deepings Community Library;
 - b) Police Station;
 - c) Market Deeping Fire Station;
 - d) The Deepings Health Centre;
 - e) The Deepings School (Academy);
 - f) Deeping St James Community Primary School;
 - g) Linchfield School;
 - h) Market Deeping Community Primary School;
 - i) William Hildyard School;
 - j) The Green School;
 - k) Coronation Hall;
 - l) Priory Church Hall;
 - m) Deeping St James Scout hut;
 - n) Market Deeping Scout hut;
 - o) Oddfellows Hall Market Deeping;
 - p) Masonic Hall Deeping St James;
 - q) The Cross School;
 - r) Public Toilets;
 - s) Deepings Leisure centre;
 - t) St Guthlac's Church;
 - u) Priory Church;
 - v) Market Deeping Town Hall;
 - w) The Institute;
 - x) Market Deeping Community Centre.

2. A change of use of the above facilities from their current use(s) will only be supported if it complies with SKLP Policy SP6.

Policy DNP7: Local Retail Centres

1. Proposals involving the change of use, at ground floor level, of these retail facilities, to non-retail uses, within the Local Centres, as identified on Maps 7-11, will not be supported unless it can be demonstrated, to the satisfaction of the Local Planning Authority, that there is no longer a need for the facility or the premises are unsuitable or not economically viable for the continued provision of a retail facility.
2. Development for the provision, alteration or replacement of shop fronts and signs in the Local Centres will be supported provided the design, colour, materials and details of the alterations to and replacements of shop fronts and signage sustain or enhance the character of the building and surrounding shop frontages and are in-keeping with the relevant character area.
3. Proposals that seek to improve the structures and public realm of the Local Centres will be supported where the materials contribute towards the improvement of the character and the amenity value of the area.

A Distinctive Local Character

Policy DNP8: General Design Principles

1. All new development must be of a high-quality design that reflects the positive features that make up the character of the local area and both physically and visually enhances and compliments the local area.
2. Proposals will only be supported where they are designed to meet the key design principles for delivering high quality development set out below and, more specifically, in the Character Walk descriptions and the Urban Character Assessment.

Site characteristics

3. New development should consider the retention of any important historic or natural features, buildings and structures on site. Any retention should be appropriately incorporated into the design of the development, whilst not leading to these features being compromised by the construction of the scheme or by the future occupants of the site.

Local Character and settlement structure

4. New development should respect the historic character of the local area in terms of the form, density, style, height, scale, orientation, plot sizes and position to existing buildings. Developments should not be designed as 'standalone' additions with no clear relationship to the existing settlement in terms of its character and connectivity.

Architectural quality and materials

5. New development should respect its context and improve the quality of local architecture in terms of its sustainability, use of materials and durability. Developments should take inspiration from the positive local architectural features and materials in their designs and not simply produce a development with no reference to local architectural or material merit or distinctiveness. Proposals for new innovative buildings should reflect the highest standards in architecture, utilising modern construction methods and environmentally sustainable materials whilst minimising its impact on the surrounding built and natural character of the area.

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Landscaping

6. New development should provide a positive hard and natural landscaping scheme, including boundary treatments that complement the development and respect the surrounding context, particularly where a development site is adjoin surrounding countryside. Where trees or hedgerows are being used, they must be appropriate to the size of the site and consider their proximity to the new buildings. Surfacing must be appropriate for its intended use.

Private Amenity

7. New development should ensure that it provides a decent standard of private amenity space, allowing adequate spaces for waste, recycling, parking, servicing and cycle storage. The amount of land that should be provided for amenity space will be determined by the size of the development proposed and by the character of surrounding development. Amenity areas should not be compromised by shading from buildings or shading from trees, leaf litter and anxiety of established significant trees and hedges that would lead to future pressure to prune or remove these landscape features.

Accessibility

8. New development should ensure that all people, including those with disabilities, can easily and comfortably move through and into it. Developments should prioritise safe, easy and direct pedestrian movement and the creation of a network of attractive, well-connected public spaces; establish both visual and functional relationships between different parts of a development and between the development and its wider setting.
9. Where neighbouring or functionally linked sites come forward together, applicants will be expected to work together and with the Council to ensure that proposals are, or can be, properly integrated.

Policy DNP9: Important Gateways

1. Development within 50m of the areas, identified on the Map 13, will only be supported provided that the proposed built form, massing, scale and density of the development will create a strong and visually attractive gateway into the Deepings and avoids any unnecessary 'hard edges' towards the countryside.

Policy DNP10: Area of Separation

1. An Area of Separation is designated, as identified on Map 14:
 - a) Between Deeping St James and Frognall.
2. The Area of Separation has been identified to fulfil the following roles and function of preventing the physical merging between Deeping St James and Frognall, preserving their separate identity and local character.
3. All gateways to have well designed highly visible signage to set the scene and portray the character of the Deepings.
4. Proposals for development, within the identified Area of Separation, will only be supported where it can be demonstrated that the proposed development is not contrary or detrimental to Part 2 of this Policy.

Green, Clean and Safe Environment

Policy DNP11: Green Infrastructure

1. Where appropriate, new proposals should preserve, and where possible, enhance the existing local green infrastructure network, including the River Welland Green Corridor, the Green Walk, Green Lanes and existing public rights of way.

Green Walk

2. Where appropriate, development proposals will be expected to contribute towards the implementation of the Deepings Green Walk, as identified on Map 15, by:
 - a) enhancing the attractiveness of walking and non-motorised transport in and around the town;
 - b) contributing to the connectivity between other existing footpaths, roadways and cycleways in and around the built-up area, to the town centre, and within the adjacent countryside;
 - c) accommodating the requirements of people with limited mobility to access existing and new Green Infrastructure provision; and
 - d) enhancing the use of existing open spaces, promoting biodiversity, and adding to the connectivity between existing green spaces.

New Public Green Spaces on new Developments

3. The provision of new on-site public open space should be well-designed, safe, overlooked, located within an easily accessible part of the development and well-defined in terms of the typology of open space proposed. Pockets of plain grassland or space with no clear intended use will not be supported as a green space.

Green Lanes

4. The Green Lanes, as identified on Map 17, shall be protected from unsympathetic development which would have an adverse impact on the character area concerned. New development in the identified Green Lanes should preserve and, where possible, enhance their rural appearance.

Policy DNP12: Important Open Spaces

1. The sites, as shown on Maps in Appendix A, are identified as Important Open Spaces and are protected through SKLP Policy OS1:

- a) OS6: Towpath by the Riverbank (0.11ha);
- b) OS10: Cedar Close (0.87ha);
- c) OS11: The Woodlands (0.72ha);
- d) OS12: St Guthlac Avenue (0.16ha);
- e) OS13: Meadway (0.13ha);
- f) OS14: Osborne Way (0.15ha);
- g) OS15: Burnside (0.12ha);
- h) OS21: Centre off Godsey Crescent (A) (0.04ha);
- i) OS22: Godsey Crescent (B) (0.03ha);
- j) OS23: Godsey Crescent (c) (0.04ha);
- k) OS26: Windsor Gardens (0.18ha);
- l) OS27: Frontage of Tesco (0.02ha);
- m) OS28: The Green at Churchgate (0.005ha);
- n) OS29: Lady Margaret Ave (0.019ha);
- p) OS34 Fraser Close (0.19ha);
- p) OS35 Boundary Bowling Green (0.15ha);
- q) OS36 Hereward Way (0.018ha);
- r) OS37 Campion Drive A B & C (0.07 + 0.05 + 0.06);
- s) OS38 Marigolds/Foxgloves A B & C (0.07 + 0.04 + 0.01);
- t) OS39 Towing Close (0.19);
- u) OS40 The Brambles (0.03);
- v) OS41 Swift Close by Nursery (0.07);
- w) OS42 Wade Park Avenue by school (0.15);
- x) OS43 Kesteven Close (0.17);
- y) OS44 Elm Close (0.09);
- z) OS45 Wade Park Avenue (0.01); and
- aa) OS46a A-K Heron lea Pocket Parks (0.05).

Policy DNP13: Local Green Spaces

1. The sites, as shown on Maps in Appendix B, are designated as Local Green Spaces:
 - a) LGS1: John Eve Field (1.79ha);
 - b) LGS2: Glebe Field (2.47ha);
 - c) LGS3: Rectory Paddock and cemetery (1.47ha);
 - d) LGS4: Riverside Park (0.25ha);
 - e) LGS5: Welland Gardens (0.1ha);
 - f) LGS7: Tattershall Drive, Towngate (1.55ha);
 - g) LGS8: Sandringhm Way (1.54ha);
 - h) LGS9: Tattershall Drive (South) (0.45ha);
 - i) LGS16: Cherry Tree Park (0.22ha);
 - j) LGS17: Greenlands (0.73ha);
 - k) LGS18: Mill Field (10.80ha);
 - l) LGS19: Scout Hut Area (0.74ha);
 - m) LGS24: Charter Avenue (0.24ha);
 - n) LGS30: Jubilee Park (2.29ha);
 - o) LGS31: Woody's Heights (0.44ha);
 - p) LGS33: Millennium Wood (0.22ha); and
 - q) LGS34: Riverside Park DSJ (0.22ha);

2. Development on these sites will only be supported in very special circumstances.

Policy DNP14: Biodiversity, Nature Conservation and the River Welland Green Corridor

1. Where appropriate, development proposals should promote preservation, restoration and recreation of priority habitats, ecological networks and the protection and recovery of priority species populations where applicable. This could include, for instance, the incorporation of roosting opportunities for bats or the installation of bird nest boxes and swift boxes as part of any new development proposal.
2. Development proposals that cannot avoid (through locating an alternative site with less harmful impacts), adequately mitigate, or, as a last resort, compensate for the loss of a locally or nationally identified site of biodiversity value will not be supported.
3. Where appropriate, development proposals must demonstrate that there is no unacceptable loss of or damage to existing trees, woodlands or hedgerows.
4. Development proposals for riverside sites on of the River Welland should incorporate and/ or safeguard land for the construction of a pathway next to the river, wide enough for shared use by pedestrians and cyclists.
 - a) Where appropriate, links should be provided to the river corridor from new developments alongside the river. Existing links should be protected that lead to the wider residential areas, the surrounding countryside;
 - b) Development proposals immediately adjacent to the river should include design features that will help animate public space, such as cafes, pubs or other social activities that will enhance enjoyment of the riverside;
 - c) Where appropriate, development proposals should open new views to the river and access to the riverside;
 - d) New developments adjacent to the river must demonstrate that they will not impact on the river's ability to function naturally and should enhance green infrastructure and wildlife corridors.

Policy DNP15: Sustainable Travel and Transport Infrastructure

1. Development proposals will be supported where they:
 - a) give the highest priority to pedestrians, cyclists and other 'active travel' modes when developing or maintaining streets and roads;
 - b) where possible connect to the Deepings Green Walk, as identified on Map 15;
 - c) plan and provide a comprehensive network of accessible routes for walking and cycling which offer convenient, safe and attractive access to employment, homes, schools and other public facilities;
 - d) ensure the integration of transport and active travel networks (i.e. walking, cycling and buses);
 - e) promote 'active travel' for example ensuring new developments have adequate bicycle provision, including safe storage, or that new workplaces contain showers and clothes drying areas which will facilitate walking and cycling to work;
 - f) ensure there is easy, clear and safe access to transport nodes, such as bus stops;
 - g) identify and implement measures to reduce transport severance, noise levels and air pollution;
 - h) recognise the needs and responses of different social groups, particularly those experiencing health inequalities; and
 - i) have appropriate off-street car parking provision that does not rely upon garages as parking spaces, particularly on developments where there is a mix of housing types and tenures and where there is a reliance on the car for commuting;
 - j) Garages with doors will be classed as storage not parking spaces.