

19 Appendix C. The Deepings Designated Green Lane Justification



Appendix A Report provided in support of DNP policy 12 Developing and enhancing the local green infrastructure

Definition of Green Lanes

For the purposes of this document, use of the term 'Green Lane' is used to describe a minor rural road that has historic, aesthetic, and community importance. In this context, a Green Lane is a maintained tarmacked road that is quiet, not required as a through route by other traffic, and used predominantly by local vehicles to access homes, as well as by recreational walkers, joggers, equestrians and cyclists.

Rural lanes may be at risk of unsympathetic development or significant change to their character if not given adequate recognition or protection as a Green Lane.

Designation

Through consultation, the Deepings community seek to designate two Green Lanes for protection within the Neighbourhood Plan. The two lanes have local significance due to their long-term community use and immediate proximity to historic open fields. These delightful lanes offer the user attractive countryside views and access to ancient public Rights of Way for walkers.

- 1) Millfield Road adjacent to Mill Field on the west side of Market Deeping, and
- 2) Back Lane adjacent to Back Field on the north east side of Deeping St. James.

Neither lane has any pavements or cycle paths, which means any vehicle user has to travel considerably at a safe speed and to expect shared use of the lane.

Historic importance

As can be seen below, both Millfield Road and Back Lane have historic importance as country lanes since Medieval times and possibly earlier.

The greater part of the road network in the Lincolnshire countryside derives from at least as far back as the medieval period. Much of it undoubtedly existed in Saxon times and it is likely that many roads and lanes were formed long before that. These lanes are part of what was once an immense mileage of minor roads and track-ways connecting villages, hamlets and scattered farms and cottages.

Many were used for agricultural purposes, linking settlements to arable fields, grazing on pasture, heaths and greens; and other resources such as woodland and coastal marsh. Generally these roads were not deliberately designed and constructed; written records of the establishment of roads during the medieval period are rare (Rackham, 1986, 264). Instead they would have started life as track-ways without a bearing surface, although often with defined boundaries including hedgerows, ditches and banks.

Aesthetic Importance

Preserving the character of these lanes is very important to the community. Both lanes are quiet routes forming the boundary with rural areas of the Deepings by being adjacent to countryside - with hedgerows, verges, woodland trees and drainage ditches, all of which provide rich habitats for a wide range of fauna and flora. Properties are set well back and include attractive driveways and frontages.

Community Importance

As well as being green and attractive, both lanes are very popular with dog walkers, joggers and cyclists as they provide pleasant open places to exercise and experience fresh air. The health and well-being of the community is greatly supported by having easy access to countryside walking. Both roads link into the regular road network at each end but do not form frequent thoroughfares. There are other rural lanes within the Deepings but these two are considered most significant.

The *Extensive Urban Survey 2019

Project no. 2897 was commissioned by LCC in conjunction with Historic England. The full report is available elsewhere and research for this project identified the following information and characteristics:

The open field systems

Both Market Deeping and Deeping St James had open field systems. Market Deeping had four open fields before the enclosure of the 19th century: Pit Field, Mill Field, North Field and East Field.

All four fields were part of the medieval open field system, Mill Field and Pit Field are potentially the oldest of the four, the other two are documented as being formed when Richard de Rulos extended the village during the 11th Century.

North Field and East Field were founded when Market Deeping was further enclosed and Deeping St James was established.

Deeping St James had a separate open field system including Back Field, Linch Field and Church Field.

Key characteristics of MILLFIELD ROAD

- Millfield Road has remained largely untouched and retains its historic green lane character,
- It is also the border between rural and urban Market Deeping.
- Mid-late 20th century residential expansion of Market Deeping, older properties are extant along Millfield Road.

Key characteristics of MILL FIELD

- Former open field system of Market Deeping.
- Arable agricultural character, field pattern is product of 20th century amalgamation of 19th century parliamentary enclosure.
- Field pattern truncated by late 20th century bypass.
- Boundaries are dykes and sparse hedges.
- Mill field is used locally for recreation and was until 2013 used to host the Deepings Show.
- Archaeological evidence from the Mesolithic period is recorded in the HUCA, with a large amount of Bronze Age round houses, ditched enclosures and a co-axial field system demonstrating extensive use of the landscape.
- Settlement evidence from the Iron Age and Roman period is also very extensive.

Key Characteristics of BACK LANE

- Dating to Medieval/post Medieval period
- The Deepings expanded rapidly in the medieval period; the street plan of both of the historic centres suggest they were carefully planned in this period, with long thin burgage plots extending back to a connecting back lane.
- The plan form of the burgage plots can still be seen between Eastgate and Back Lane on the map
- It is also the border between rural and urban Deeping St. James (south of Frognall).

Key Characteristics of BACK FIELD AND PRIORS MEADOW

- Agricultural in character, large flat rectangular fields, field boundaries are predominantly dykes, some have sparse hedges and scrub.
- Fields are mostly 20th century, characterised by larger areas, created to accommodate modern technology.
- These fields are the product of the amalgamation of smaller 19th century parliamentary fields.
- Back Field during the medieval period was part of Deeping St James' open field system and the pottery scatters found in the field support this statement.
- The field pattern was altered in 1815 with the Parliamentary Enclosure Act, which sectioned the large open fieldscapes into smaller rectangular fields. Many of these fields were merged in the 20th century to aid modern farming techniques

“... both Market Deeping and Deeping St James maintain their pleasant, small town characters and are an asset to heritage narrative within South Lincolnshire.”

**The Extensive Urban Survey provides a 'snapshot' of the development of the towns of Lincolnshire taken at the time of survey, as such it is one of many data sets which could and should be consulted prior to development proposals within the towns. The Lincolnshire Historic Environment Record (HER) maintains an up to date record of all historical and archaeological data that is known within the county, and should be consulted as part of planning applications (NPPF18 p189). Project Number 2897 Summer 2019*

Future Proposals

In addition to designating Millfield Road and Back Lane as protected Green Lanes, it is proposed to seek designation as Quiet Lanes from the local Transport Authority in accordance with The Quiet Lanes and Home Zones (England) Regulations 2006 made in exercise of powers conferred by section 268 of the Transport Act 2000 to prescribe the procedure for the designation of Quiet Lanes and Home Zones by local traffic authorities. *Refer to notes for further information about Quiet Lane designation*

Notes: Legislative Background to Quiet Lane designation

Ref: EXPLANATORY MEMORANDUM TO THE QUIET LANES AND HOME ZONES (ENGLAND) REGULATIONS 2006 2006 No. 2082

Quiet Lane description

4. Quiet Lanes are minor rural roads or networks of minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles. The aim of Quiet Lanes is to maintain the character of minor rural roads by seeking to contain rising traffic growth that is widespread in rural areas. There are three key elements to a Quiet Lanes scheme: community involvement to encourage a change in user behaviour; area-wide direction signing to discourage through traffic; and Quiet Lane entry and exit signs to remind drivers that they are entering or leaving a Quiet Lane, a place where they may expect people to be using the whole of the road space for a range of activities.

4.1 The 2000 Act and 2006 Regulation confer powers on transport authorities to make use orders and speed orders in respect of designated roads. Use orders permit the road to be used for prescribed purposes, while speed orders describe the measures which the authority may take on a designated road with a view to reducing the speed of motor vehicles or pedal cycles or both motor vehicles and pedal cycles below the speed specified in the order.

Policy background

7.1 In Quiet Lanes and Home Zones, objectives for improving and maintaining the quality of life for local residents take precedence over general objectives to ease traffic movements. Roads in a Quiet Lane network or in a Home Zone are places where prescribed local activities may be carried out as well as being public thoroughfares. The speed of vehicles must be low enough to permit such activities to be enjoyed safely by people of all ages and abilities.

The Department considers that only minor roads or networks of minor roads which have low flows of motorised vehicles travelling at low speeds and are suitable for shared use by walkers, cyclists, equestrians and motorists are appropriate for designation as Quiet Lanes. They should be rural in character, though they do not necessarily have to be in a rural area. Whilst single roads can be designated under the Act, the aim of creating a coherent network of routes for non-motorised users should remain.