

## Appendix D. The Deepings Green Walk Summary

A full supporting document is available separately and provides a more comprehensive set of additional information as:

- initial consultation carried out in October-November 2017 (Appendix 2 to that background document).
- consultation in November 2019 on the Pre-Submission Neighbourhood Plan consultation (summarised in the separate Consultation record)
- Information on the area being a finalist in the Best Walking Neighbourhood Award 2019 (Appendix 3 to that background document).

This appendix summarises the concept of the Deepings Green Walk, explains the policy and sets out general standards to guide implementation of the Deepings Green Walk.

The Green Walk Policy is expressed in policy DNP12:

*Where development proposals lie adjacent to the Deepings Green Walk shown on Map 15 they will be expected to contribute towards the implementation of the Deepings Green Walk, 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.*

Future Improvement Project work will advance activities necessary to secure the proposed route.

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## **1. The Concept of the Deepings Green Walk**

The Deepings Green Walk (DGW) policy is promoted by two Parish Councils and aims to secure connections between publicly accessible green spaces and other routes around the town. It is a strategic policy that pulls together all relevant development sites to create an attractive new network. It will be mixed in its character and nature but will generally create routes to areas rich in biodiversity, heritage and landscape value. The routes will also lead outwards to the wider countryside beyond the built-up area and connect with adjacent villages. At its heart is the promotion of non-car-based movement, away from trafficked routes where possible, with associated long-term health benefits. All new pathways are to be safe, accessible, attractive and rationally linked to the existing network.

Map 1 is a concept plan that shows the main routes and components forming the proposed Deepings Green Walk network. It readily connects with the established Peterborough Green Wheel to the south<sup>1</sup>. The DGW is considered 'green' due to both the natural and historic environment components forming it; and the promotion of recreational trips using healthy, non-motorised forms of sustainable 'transport'. It waymarks travellers to other parts of the Deepings Green Walk.

When fully achieved, it will encircle the Deepings, creating a continuous accessible corridor, with outward links to the adjacent villages. It will also promote new and improved routes through the built-up area linking key facilities with off-road or otherwise safe routes.

Ultimately all parts of the route will be designed to suit its predominant use and context. The most demanding user for engineering the route safely will be the cyclist. This is given the speed of cyclists, the need for clear visibility, an associated requirement for high quality surfaces, and appropriate vertical and horizontal alignment. Key cycle routes need to be hardened, generally smooth and straight. Unless there are good reasons, there is an aspiration to build all parts of the route to a cycle user standard, but detailed design will ensure it is freely and safely available to walkers, and mobility scooter users. Sections may provide appropriate routes for horse riders.

Green spaces and associated features forming the Deepings Green Walk may both be trip destinations in their own right; or corridors to other attractions further afield. Although primarily delivering enhanced public access, the Deepings Green Walk should also protect, manage, enhance, and promote other Green Infrastructure thematic assets, including biodiversity, landscape and heritage. Where possible, new habitats, landscape features and accessible green spaces should be created to link and extend the existing features to add to the network and contribute to such a Deepings Green Walk. As potential allocated sites come forward for development, they will be expected to contribute towards the delivery of the Deepings Green Walk with direct implementation of its objectives, or through financial contributions via S106<sup>2</sup> or Community Infrastructure Levy.

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<sup>1</sup> <https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/peterborough-green-wheel/>

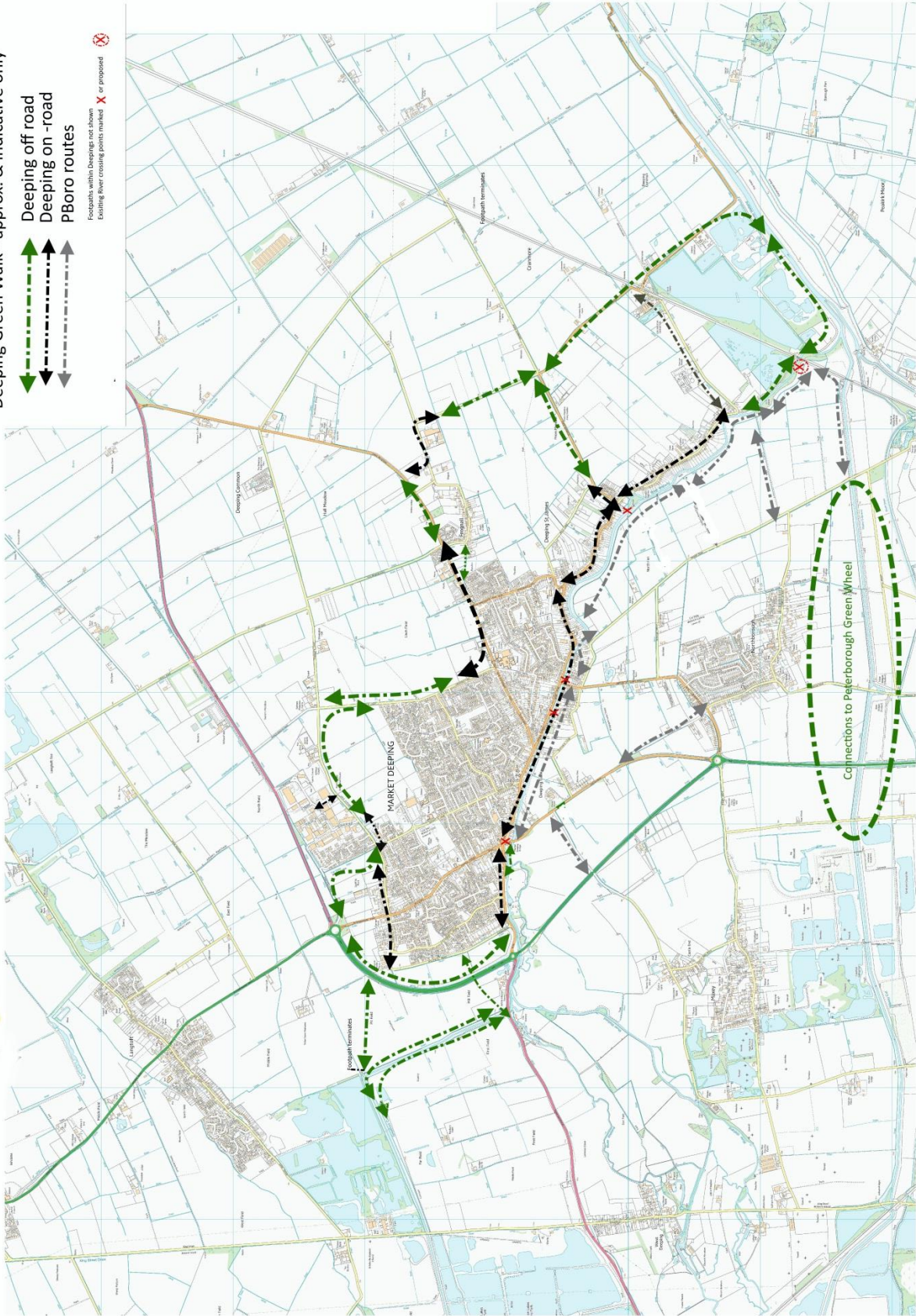
<sup>2</sup> Section 106 of the Planning Act can require development to make off site contributions subject to certain legal tests.

# Map 1

Deeping Green Walk - approx. & indicative only

- Deeping off road
- Deeping on -road
- PBoro routes

Footpaths with Deepings not shown  
Existing river crossing points marked X or proposed



## 2. **Neighbourhood Plan Vision, objective and Policies.**

The following extracts are from the Neighbourhood Plan

The context of national and adopted Local Plan policy is given at Appendix 1 of this document.

### ***Community objectives.***

#### ***A green, clean and safe environment***

7. To protect and enrich our existing green space network;
8. To support the development of a 'green walk' throughout the Deepings that is accessible to all and helps improve the health and well-being of the wider community;
9. To improve the quality of our local environment, from retaining trees and hedgerows, reducing our carbon footprint and improving our air quality;

#### ***Sustainable transport options for everyone***

10. To support and encourage new local transport infrastructure and services through new developments to reduce the dependence of car use and encourage people to walk, cycle or use public transport.

In advancing design principles for new development sites, the text of the Neighbourhood includes:

*'Our aim is to create functional, well-integrated new neighbourhoods by designing places that everyone can visit. This new place will connect people through new routes and strong visual links. Residents will live among and enjoy abundant green space and large trees. A range of homes will ensure that living here appeals to as wider an audience as possible, so that a new community is formed. This new neighbourhoods will be calm, connected streets with good access that will encourage people to walk and cycle, and new links will mean people can move around sustainably.'*

*Key requirements for all sites are to positively address the following*

- *Incorporating significant private and public green space and networks such as the Green Walk, and a new Town Park within the Land West of Linchfield Road*
- *Establishing connections to existing pedestrian and cycle networks*
- *Promoting the creation of place and greater distinctiveness than found in the town's previous suburban expansion areas'*

Policy DNP1 relates to large development sites and states:

*'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.'*

Section 12 promotes the achievement of a green clean and safe environment and the Deepings Green Walk is a key part of its policies. In the light of consultation, Policy DNP12 Developing and Enhancing the local Green Infrastructure, has a revised policy for the DGW (NP Submission Draft 2020) that states:

**DNP 12**

*Where development proposals lie adjacent to the Deepings Green Walk shown on Map 15 they will be expected to contribute towards the implementation of the Deepings Green Walk, 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.*

Standards for the Green Walk are set down in the Deepings Green Walk supporting document. It is accepted that different scale and types of development will make a variable contribution ranging from direct implementation of the route on a site to development of off-site measures to support the broader concept. Given the policy is key to the development of the Deepings, development schemes will be opposed if they do not make a proportionate contribution to support the Green Walk and the criteria above yet have the capacity to do so.

Policy DNP16 - Developing Sustainable Travel and enhancing local Transport Infrastructure- reinforces this by stating:

**DNP 16**

*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*

### **3. Principles to guide development of the Green Deepings Green Walk**

The proposed principles below have been developed through extensive consultation elsewhere in the country on similar Green Infrastructure (GI) projects. Local consideration should be given on a project by project basis as to whether they are all appropriate for The Deepings, and whether any additional principles reflecting the local area should be added. Guiding principles for the Green Deepings Green Walk include that it will enhance connectivity, be multi-functional, secure extended access, promote character and bio-diversity enhancement, and inspire landmark projects. All new pathways are to be safe, accessible, attractive and rationally linked to the existing network.

At a more detailed level, the following principles will help secure successful outcomes.

1. Where possible, linear routes should:
  - a. Be traffic free, safe and inspire confidence for users
  - b. Be designed for personal safety maximising 'natural surveillance' from adjacent buildings
  - c. Maintain reasonable privacy and respect for adjacent occupiers and users
  - d. Offer easy access for users with a wide range of mobility levels, including pushchairs and Deepings Green Walking aids
  - e. Have the potential for future upgrading to use by cyclists (where not already possible)
  - f. Have designated, safe crossing points over motorised routes
  - g. Provide connections between where people live and where they want to travel (for recreational or employment purposes)
  - h. Be clearly signed and easy to follow
  - i. Be well maintained
  - j. Provide enhanced user enjoyment through the provision of information boards and benches in attractive locations
  - k. Where appropriate provide access for horses, particularly links to existing bridleways
  - l. Be protected from future development. Where future development does occur, any existing sections of the Green Deepings Green Walk should remain as inner route options and new outer sections created.
  - m. Cause no damage to archaeological sites and their setting
  - n. Provide safe passing places on those paths with shared vehicular use including appropriate management of vegetation to the sides.
2. Accessible green spaces should:
  - a. Be safe spaces that inspire confidence in visitors
  - b. Cater for a wide range of user-types (dog walkers, playing children, joggers, family groups, older people)

- c. Provide attractive landscapes
- d. Provide opportunities for wildlife, heritage conservation and interpretation
- e. Provide informal recreation opportunities (including playing, bird watching)
- f. Provide interactive interpretation through information boards, play structures/environments and art features to encourage more people and a wider audience into the countryside
- g. Be well maintained
- h. Have regard to designs that are friendly to increasing numbers of people with dementia.

3. The wider landscape should:

- a. Protect, enhance and create aesthetically pleasing views
- b. Have well maintained hedges
- c. Enable interconnectivity of habitats
- d. Protect, manage and enhance the historic environment.

#### **4. Support in current planning policy, and other policy advice**

##### **a. South Kesteven Adopted Local Plan Jan 2020 version**

###### EN3: Green Infrastructure

The Council will maintain and improve the green infrastructure network in the District by enhancing, creating and managing green space within and around settlements that are well connected to each other and the wider countryside.

Development proposals should ensure that existing and new green infrastructure is considered and integrated into the scheme design, taking opportunities to enrich biodiversity habitats, enable greater connectivity and provide sustainable access for all. Proposals which may result in recreational and visitor pressure on designated biodiversity sites will be particularly expected to provide such green infrastructure.

Proposals that cause loss or harm to this network will not be permitted unless the need for and benefits of the development demonstrably outweigh any adverse impacts. Where adverse impacts on green infrastructure are unavoidable, development will only be permitted if suitable mitigation measures for the network are provided.

###### DEP1-H1: Towngate West (SKLP254)

**Indicative Unit Numbers: 73**

**Approximate Density: 23 Dwellings per hectare – lower density based on heritage/conservation constraints and to ensure a high quality gateway development**

The following development principles accompany this allocation:

- a. A comprehensive masterplan is required for the site.
- b. Highway, footway, cycleway connections shall be provided throughout site which connect the site into the wider town.
- c. This site represents an important gateway location, with heritage and conservation features, this should be recognised in the design and layout of development proposals and proposals should seek to enhance the Peterborough Road frontage.
- d. Sensitive landscaping shall be incorporated along the western edge of the site.
- e. To ensure the development achieves good, high quality design, a design code will be prepared for the site.
- f. This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.



DEP1-H2: Linchfield Road (SKLP253)

**Indicative Unit Numbers: 680**

**Approximate Density: 30 Dwellings per hectare**

The following development principles accompany this allocation:

- a. A comprehensive masterplan is required for the site.
- b. Highway, footway, cycleway connections shall be provided throughout the sites which connect the sites into the wider town. The existing footpath running through the sites should be incorporated into the development.
- c. The development should make contributions towards public transport, education, health and community facilities and open space provision.
- d. The development shall accommodate specialist housing needs through the provision of retirement housing, extra care or residential care housing.
- e. Sensitive landscaping shall be incorporated along the eastern edges of the site.
- f. To ensure the development achieves good, high quality design, a design code will be prepared for the site.
- g. This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

**b. National Planning Policy Framework, February 2019**

Section 8 promotes healthy and safe communities, with relevant provisions as follows:

*91. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:*

*a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*

*b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and*

*c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.*

Section 9 promotes sustainable transport relevant to the Deepings Green Walk as follows.

*'102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: (...)*

*c) opportunities to promote walking, cycling and public transport use are identified and pursued; (...)*

*e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'*

*'104. Planning policies should)...*

*d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);'*

*'110. Within this context, applications for development should:*

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;'*

### **Other material policy considerations.**

### **Lincolnshire County Council Countryside Access and Rights of Way Improvement Plan 2007–2012**

Page 49 – in a Lincolnshire context, recognises at a strategic level that countryside access from The Deepings is limited. Also establishes a general project plan with 49 action points that supports the extension and enhancement of rights of way. Wider participation in countryside activity is encouraged.

### **Lincolnshire Streetscape Design Manual.**

This is the outcome of the 'Every Street Matters' project looking at how everyone who carries out works to our streets and market places can improve the way the spaces look and feel, and therefore how they are used. The Streetscape Design Manual is intended for use by highways engineers when new schemes are being proposed, and where works are part of the Highway Authority's routine maintenance programme, as suggestions on how to approach these changes. Includes advice on geometry, surfacing, public art

<https://www.lincolnshire.gov.uk/residents/environment-and-planning/conservation/conservation-areas/every-street-matters/91118.articlend>