

A plan by the community

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## Background Report

### The Deepings Green Walk

#### Summary.

To support the adoption of the Neighbourhood Plan, this document presents:

- initial consultation carried out in October-November 2017 (Appendix 2).
- consultation in November 2019 as a background document to 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).

It summarises the concept of the Deepings Green Walk, explains the policy and sets out general standards to guide implementation of the Deepings Green Walk (in Appendix 4).

The Green Walk Policy is:

#### ***Revised DNP 11.2 March 2020***

*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 project development work will advance projects necessary to secure the 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 other 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 will waymark travellers to other parts of the Deepings Green Walk.

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 the 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 CIL<sup>3</sup>.

<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.

<sup>3</sup> CIL = Community Infrastructure Levy

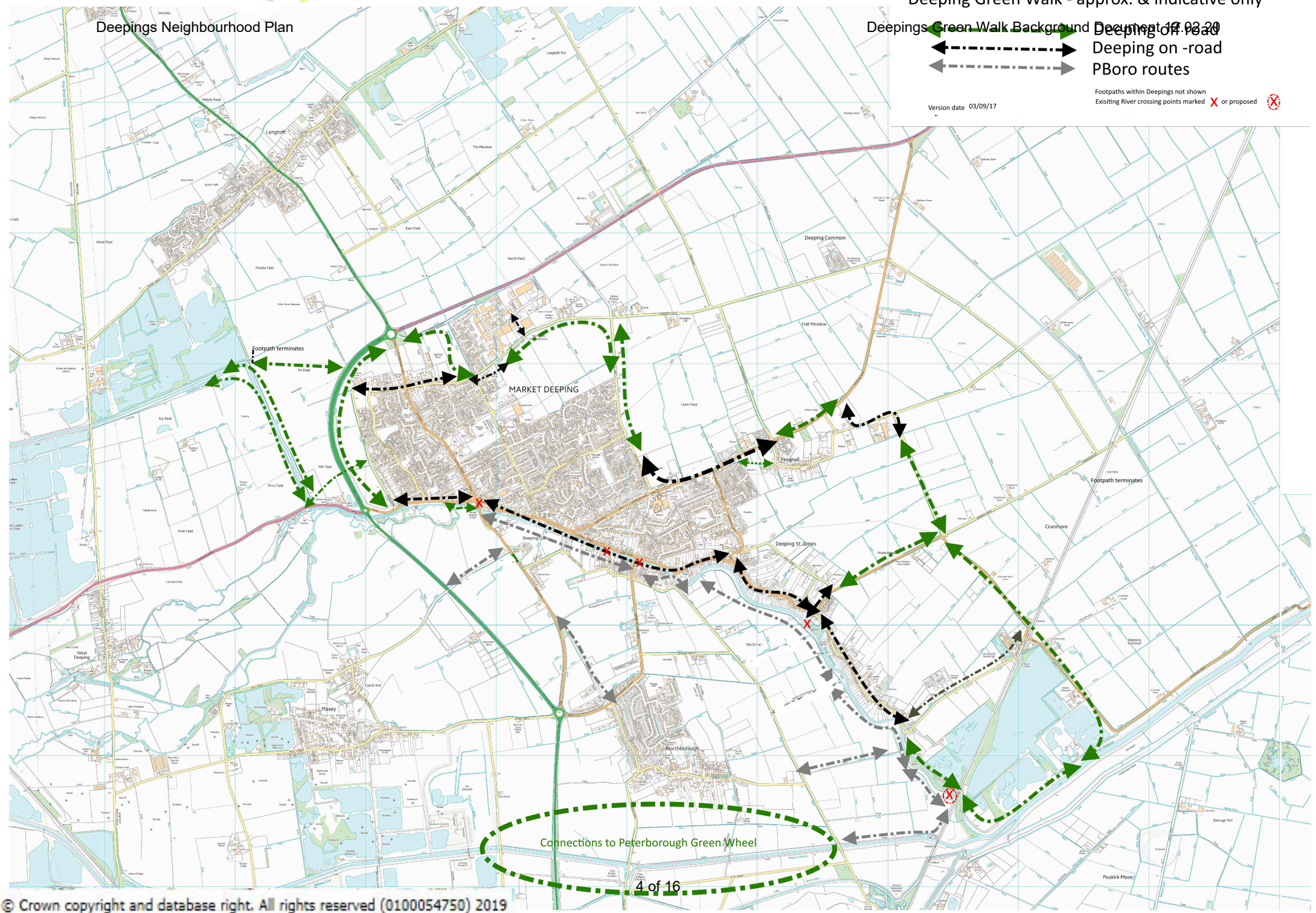


# Deeping Green Walk - approx. & indicative only

Deepings Neighbourhood Plan  
Deeping Green Walk Background  
Deeping on-road  
PBoro routes

Version date 03/09/17

Footpaths within Deepings not shown  
Existing River crossing points marked X or proposed X



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

The following extracts are from the emerging Neighbourhood Plan vision statement, Oct 2019 Pre-Submission draft (hereinafter the *NP 2019*). The context of national and adopted Local Plan policy is given at Appendix 1.

### ***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 NP 2019 says at 9.13:

*'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.'*



Chapter 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 DNP11 Green Infrastructure has a revised policy for the DGW (NP Submission Draft 2020) that states:

***Revised DNP 11.2 March 2020***

*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 background Document dated February 2020. 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 DNP 15 (in NP 2019 draft) - Sustainable Travel and Transport Infrastructure- reinforces this by stating:

- 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 (...);*

### 3. **Principles to guide development of the 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 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 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.

## Appendix 1

### Support in current planning policy, and other policy advice sources

#### 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.article>

## **Appendix 2 Initial consultation** (bound separately)

### **Appendix 3 :**

### **Best Walking Neighbourhood Award 2019**

(bound separately)



## Appendix 4

### Implementation Standards and Specifications

To support the creation of the route within the above basic principles, a series of standards based on national guidance are presented below. The proposed standards and specifications have been developed through extensive consultation elsewhere in the country on similar projects. Consideration should be given as to whether they are all appropriate for The Deepings, and whether any local standards required by Lincolnshire County Council or South Kesteven District council should replace these.

#### a. Minimum Route Widths

In keeping with the Deepings Green Walk principles, the route should be set within a landscape and wildlife corridor; and not be limited to the width of a path. However it is also accepted that routes in the built up area will be necessarily narrow given current constraints.

For an un-segregated, shared use path, guidance generally points towards a preferred minimum width of 3m, although a minimum width of 2m may be acceptable where usage is low, provided there are no side constraints (i.e., there should be space to the side of the path to use to allow passing). A greater width will always be sought as a first preference.

	Standard	Minimum	Where width is physically restricted*
Shared use path	3m	2.5m	2m
Footpath links	2.5m	2m	1.5m

\*Restricted access will usually be where all or part of the route is using a pre-existing alley way or where there are other significant structures which physically prevent the allocation of a greater width. Paths should conform to the general policy in as far as possible. Where there are localised intrusions and/or short lengths over which the path would be less than 2m wide this may be acceptable depending on the circumstances.

#### b. Surfacing standards for new paths

It is anticipated that the Deepings Green Walk routes will have a range of surfacing types. This range of surfacing will form a hierarchy of standards based on the level of expected use, landscape sensitivity and other factors. The optimum level of surface should always be sought for the expected level of use:

Level 1: Bound surface – e.g. Bit Mac, TarMac

Level 2: Unbound surface – e.g. road planings and granite dust blinding

Level 3:       a) Reinforced grass  
              b) Well maintained farm track

Level 4: Rolled/consolidated grass or compacted suitable ground

Routes which are more urban in setting and expected to have high levels of use should be Level 1 (Level 2 minimum). Routes which are more rural in setting and expected to have lower levels of use could be Levels 3 and 4.

### **c. Structures**

Structures will be required at many locations for a range of purposes including, stock control, limiting unauthorised vehicular access, and safety (to reduce speed at junctions with roads).

With the exceptions of highway safety, barriers, including motorcycle/ staggered/kissing gates, should only be a last resort. They should only be used to address actual problems, not to alleviate fears of future potential problems. They should only be installed when other methods have been considered or trialled and been discounted or have proved to be ineffective. Even when a barrier is installed, it should ideally only be in place for a limited period until the problem has stopped or considerably reduced.

Design solutions should minimise the obstacle to legitimate users, as barriers which stop motorcyclists are likely to also exclude wheelchair / scooter users, parents with prams and pushchairs, some users with mobility impairments (for example, sticks and crutches) and some visually impaired people.

### **d. Gradients**

Deepings Green Walk routes should be designed to achieve a maximum gradient of 3% with the absolute maximum 5% for lengths up to 100m. On the approach to priority junctions this should not exceed 3%. Where steeper slopes are unavoidable the limiting gradient is 7% for lengths up to 30m.

### **e. Horizontal alignment**

Avoid profiles that causes user uncertainty or hazard

### **f. Junctions and road crossings**

Where Deepings Green Walk routes meet or cross the public highway, extra consideration to safety must be given; and Road Safety Officers consulted. Clear signage must be provided, for both users of the Deepings Green Walk and the public highway. Dependent upon sight lines, gradients and other local factors, structures may be required to reduce the speed of users of the Deepings Green Walk on approaches to roads and pavements.

Dropped kerbs at road crossings should be used to improve ease of use and safety, improving comfort for all users, especially cyclists and pushchair/ wheelchair users.

### **g. Signage, way marking and mapping**

Signage for the Deepings Green Walk should be clear, informative and consistent. A Deepings Green Walk symbol/ logo and colour scheme will be utilised.

Signposts should be used at all junctions and access points to the Deepings Green Walk. Destinations and distances, both into the built up area along key routes and around its perimeter will be identified.

Waymarking should be used to supplement the main signage and should provide directional information. Waymarking should be undertaken in accordance with LCC's Countryside Access Waymarking Policy.

Additional information about the Deepings Green Walk, including a map of the entire Deepings Green Walk, will be provided at key access points.

The issues of signage, waymarking and mapping, along with identity, marketing, promotion and information provision will be addressed more fully in a supporting document (to be produced once this document is adopted).

#### **h. Fencing and hedges**

- The route of the Deepings Green Walk should be aesthetically pleasing, wherever possible maintaining a 'green' setting through appropriate planting and landscaping.
- Planting and landscaping requirements will vary greatly around the Deepings Green Walk, influenced primarily by available space and degree of rural/ urban setting.
- All planting should be of native, locally distinctive species. Planting within more urban settings should be decided with robustness and maintenance as key factors.
- Wherever possible, Deepings Green Walk routes should not be 'fenced-in', to avoid users having a feeling of being contained or funnelled. However, at certain access points and other areas, such as where stock is grazing or for safety, fencing may be required
- Fencing specifications should be robust and in keeping with their immediate setting.
- In general, rural settings should have timber fencing which should be of a similar design to any adjacent existing fencing. Where no existing fencing is present, posts should measure a minimum 125mm x 75mm and rails 100 x 50mm.
- Fencing specifications in more urban settings will be determined by primary function (e.g. safety, security), but in all cases should be as attractive as possible and in keeping with surrounding structures.

#### **i. Green Space standards**

Green spaces forming the Deepings Green Walk will range from linear paths and corridors, through amenity green spaces to natural and semi-natural open spaces in the wider countryside. All components of the Green Deepings Green Walk should deliver multiple green infrastructure benefits – linking and maximising the quality and value of access, landscape, biodiversity and heritage. Sites forming the Deepings Green Walk will:

- be **clearly signposted** to and from the Deepings Green Walk and the wider network
- be **welcoming** and clean and safe.
- be designed to **incorporate public realm** features (e.g. sculptures)
- provide **seating**, in both sunny and shaded areas
- have a **naturalistic** appearance if appropriate to the setting
- have **attractive views** out of or across the site
- make **good use of space** and planting
- protect, manage and provide **opportunities for interpreting the historic environment**
- provide **informal and engaging** activities for people of all ages
- seek to maximise **ecological value** and opportunities

New green spaces will be identified where they extend, buffer or link existing sites (particularly those with high biodiversity or heritage value); or where they contribute to creating an accessible corridor.

#### **j. Wider rural landscape**

As part of this project we are seeking to increase the quality of the environment surrounding the town, and at key locations inside the town. It is critical that this plan acts as a challenge to all land

managers to seek to maintain and develop the quality of the land they manage through the restoration and creation of attractive routes interconnecting habitats, including pollarded willows, hedges, and woodlands; wetlands and ponds. Derelict or underused sites should be explored for enhancement opportunities.

#### **k. Maintenance**

To guarantee maximum value, use and longevity of the Deepings Green Walk once it is developed, it will need to be maintained to a proper standard and to encourage people to use it. Ongoing maintenance work will have to include verge cutting and surface spraying for which revenue funding will be required. Careful consideration should be given, when any planting or landscaping is proposed, to ensure that it will not become a problem in the future. Where appropriate, a sealed surface should be considered at the development stage to reduce maintenance liabilities in the future.

#### **l. Impacts and Constraints**

It is acknowledged that the implementation of any of these above standards have the potential to have a negative impact upon features of ecological, heritage or landscape value. Such features may be both assets and constraints on an individual site basis and the application of standards for the creation and maintenance of the Deepings Green Walk infrastructure may need to be amended accordingly.