

Appendix F: Collated DNP Policies

Our Vision and Policies

Our Vision – “By 2036 Market Deeping and Deeping St James will have grown as a vibrant community, embracing local characteristics and will have:

- established those aspects of character that contribute towards local distinctiveness;*
- secured new development that makes a positive contribution to local character;*
- achieved good design, recognising it as inseparable from good planning and place making;*
- created attractive and recognisable important gateways into the settlement offering sense of arrival and connection to the countryside.”*

Our policies are designed to deliver:

A Good Home for Everyone

- DNP1 Creating cohesive new neighbourhoods through sympathetic development
- DNP2 Providing guidelines for additional residential development
- DNP3 Ensuring a varied mix of homes to meet community needs

A Prosperous and Sustainable Local Economy

- DNP4 Protecting local employment opportunities
- DNP5 Protecting and expanding Market Deeping town centre
- DNP6 Protecting key local amenities
- DNP7 Protecting local retail centres

A Distinctive Local Character

- DNP8 Protecting designated Conservation Areas
- DNP9 Promoting Best Practice in design principles
- DNP10 Protecting and enhancing important Gateways
- DNP11 Securing an appropriate area of settlement separation

A Green, Clean and Safe Environment

- DNP12 Developing and enhancing the local green infrastructure
- DNP13 Designating and protecting Important Open Spaces
- DNP14 Designating and protecting Local Green Spaces
- DNP15 Conserving natural habitats, biodiversity, and the River Welland Green Corridor

Sustainable Transport Options for Everyone

- DNP16 Developing sustainable travel and enhancing local transport infrastructure

Policy DNP1: Creating Cohesive Neighbourhoods through Sympathetic Development DEP1-H1/H2

1. The following sites are allocated in the SKLP for residential development:

DEP1-H1 Towngate West (SKLP254) 3.12ha	Indicative number: 73 dwellings
DEP1-H2 Linchfield Road (SKLP253) 32.98ha	Indicative number: 680 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.

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*

Where possible, 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.

e) *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.

f) *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.

g) *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.

h) *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.

i) *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 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.

j) *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.

k) *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.

l) *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.

m) *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.

n) *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.

o) *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.

p) *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.

q) *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.

r) *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.

Water Infrastructure

- s) Sustainable Urban Drainage (SuDS) incorporation of a surface water drainage scheme for the site based on sustainable drainage principles and which delivers biodiversity benefits.

Policy DNP2: Providing Guidelines for Additional Residential Development
Infill development

1. Proposals for infill* housing on sites within the built-up area of the Deepings will be supported provided that:
 - a) An important open space of public, environmental, historical or ecological value is not lost;
 - b) If the proposal constitutes backland development, it would not create problems of privacy and access and would not extend the built limit of the settlement;
 - c) The scale of infill should be appropriate to its location in terms of character; and
 - d) It does not conflict with other policies in the development plan.

Additional Residential Development on the edge of settlements

2. Where residential development is proposed on land immediately outside the existing built up area of the Deepings, it must be justified in terms of Policy SP4 of the SKLP and show how it has received the support of the community. In addition, proposals must also demonstrate they comply with the following:
 - a) It is not proposing a scheme larger than 0.5 hectare in size unless it is meeting a local accommodation need;
 - b) The proposal is supported by a development brief or masterplan that considers the development principles as outlined in Policy DNP1;
 - c) It does not lead to the coalescence with neighbouring settlements such as Frognall;
 - d) 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;
 - e) Sustainable Urban Drainage (SuDS) incorporation of a surface water drainage scheme for the site based on sustainable drainage principles and which delivers biodiversity benefits; and
 - f) It does not conflict with other policies in the development plan.

**infill development is defined as the filling of a small gap in an otherwise continuous built-up frontage or on other sites within the settlement where the site is closely surrounded by buildings.*

Policy DNP3: Ensuring a Varied Mix of Homes to Meet Community Needs

1. Proposals for 10 or more dwellings will provide an appropriate mix of housing types and sizes to help meet the need for smaller accommodation in the community – particularly for younger families and older people with the inclusion of single storey dwellings.
2. The subdivision of an existing dwelling or the provision of an on-site annex 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. 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.
6. Proposals for self and custom build will be supported if they comply with other relevant policies of this Plan.

Policy DNP4: Protecting Local Employment Opportunities

1. The following sites, as identified on Map 3, are allocated in the SKLP for employment uses under SKLP Policy E2:

DEP-E1 SE1 (SKLP 281)	4.20ha
DEP-SE1 (SKLP177)	14.00.ha

2. Northfields Industrial Estate is protected for employment use under SKLP Policy E6.
3. 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 include appropriate access, parking, areas for loading and unloading, servicing and manoeuvring;
 - c) any outside storage areas and air conditioning should be appropriately sited and screened from public view, including from and neighbouring residential properties;
 - d) 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;
 - e) it does not have a detrimental impact on the capacity or safety of the existing highway network; and
 - f) Sustainable Urban Drainage (SuDS) incorporation of a surface water drainage scheme for the site based on sustainable drainage principles and which delivers biodiversity benefits.
4. Land at Hard's Lane employment sites, as identified on Map 4, will be protected to ensure continued provision of locally important employment opportunities. Proposals for the re-development of these sites, outside of employment generating uses will be resisted.

Policy DNP5: Protecting and Expanding 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 DNP2.
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 uses throughout the Plan period. These are:
 - 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) Oddfellows Hall Market Deeping;
 - n) Masonic Hall Deeping St James;
 - o) Public Toilets;
 - p) Deepings Leisure centre;
 - q) Market Deeping Town Hall;
 - r) Deeping Community Centre;
 - s) St Guthlac's Church;
 - t) Priory Church;
 - u) Open Door Baptist Church;
 - v) The Baptist Church;
 - w) Methodist Church; and
 - x) Catholic Church in Hereward Way.

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: The Protection of Local Centres

1. Proposals involving the change of use, at ground floor level, of these local centres, as identified on Maps 7-11, will only be supported provided the change is to a use class that continues to be of benefit to the nearby community and is appropriate to the locale 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 no longer economically viable.

Policy DNP8: Protecting Designated Conservation Areas

1. All developments within the Deeping St. James and Market Deeping Conservation Areas should positively contribute to the conservation and management of the Conservation area. Development should take account of the respective Conservation Area Appraisal and Management Plans (CAAMP), and the architectural record as summarised in the Extensive Urban Survey of the Deepings.
2. Proposals will be expected to sustain and enhance the heritage assets including putting buildings to viable new use consistent with their conservation.
3. New development within and adjacent to Conservation Areas will be expected to make a positive contribution to the local character and distinctiveness of the Conservation Areas having regard to the following features of the area:
 - simple building forms and domestic scale;
 - use of sympathetic materials;
 - archaeological sensitivity;
 - burbage plots off Church /street MD (medieval narrow plots);
 - varied roofscape;
 - local styles of fenestration (windows) including sash and traditional shop fronts;
 - focal points including prominent views, buildings and structures identified in the CAAMP and Neighbourhood Plan;
 - heritage assets identified through the CAAMP for inclusion on the local list;
 - boundary walls and use of traditional materials in the public realm;
 - vibrant mix of office space and residential uses above ground floor shops and services; and
 - visually important trees.
4. In addition to designated Conservation Areas, any proposed development within the proximity of any Listed Building, scheduled site or scheduled monument, will be required to pay particular attention to the setting of the heritage asset. These sites are protected from unsympathetic development.

Scheduled sites and monuments in the Deepings:

- Iron Age and Roman Settlement including a Saltern on Hall Meadow, DSJ;
- Roman Site on Prior's Meadow, DSJ;
- Village Cross and Lock up, DSJ;
- Kennulph's Stone, DSJ;
- Deeping Gate Bridge, DSJ; and
- Village Cross at Towngate, Market Deeping.

Policy DNP9: Promoting Best Practice in Design

1. All new development must be of a high-quality design that both physically and visually enhances and reflects the positive features that make up the character of the local area. New developments should be informed by the detailed Character Assessments for The Deepings as described in Appendix G and the associated Background Papers¹.

Site characteristics

2. 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

3. 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

4. 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.

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 adjoining 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. Existing private amenity 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 DNP10: Protecting and Enhancing Important Gateways

1. Development near 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 DNP11: Securing an Appropriate Area of Settlement Separation

1. An Area of Separation is designated, as identified on Map 14, between Deeping St James and Frognall.
2. The Area of Separation has been identified to prevent the physical merging of settlements between the Deepings and Frognall, and to preserve their separate identity and local character.

Policy DNP12: Developing and Enhancing the Local 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 development proposals lie adjacent to the Deepings Green Walk shown on Map 15 and explained in Appendix D, they will be expected to contribute towards the implementation of the Deepings Green Walk by being accessible, safe, attractive and rationally linked to the existing network of pathways 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 and in Appendix C shall be protected from unsympathetic development which would have an adverse impact on the character of the area concerned. New development in the identified Green Lanes should preserve and, where possible, enhance their rural appearance.

Policy DNP13: Protecting Important Open Spaces

1. The sites, as shown on Map 18, are identified and protected as Important Open Spaces:

IOS1: Towpath by the Riverbank;
IOS2: Cedar Close;
IOS3: The Woodlands;
IOS4: St Guthlac Avenue;
IOS5: Meadway;
IOS6: Osborne Way;
IOS7: Burnside;
IOS8: Centre off Godsey Crescent (A);
IOS9: Godsey Crescent (B);
IOS10: Godsey Crescent (C);
IOS11: Windsor Gardens;
IOS12: Frontage of Tesco;
IOS13: The Green at Churchgate;
IOS14: Lady Margaret Ave;
IOS15: Fraser Close;
IOS16: Boundary Bowling Green;
IOS17: Hereward Way;
IOS18: Champion Drive;
IOS19: Marigolds/Foxgloves;
IOS20: Towing Close;
IOS21: The Brambles;
IOS22: Swift Close by Nursery;
IOS23: Wade Park Avenue by school;
IOS24: Kesteven Close;
IOS25: Elm Close;
IOS26: Wade Park Avenue;
IOS27: A-K Heron Lea Pocket Parks;
IOS28: Welland Gardens;
IOS29: Tattershall Drive, Towngate;
IOS30: Sandringham Way;
IOS31: Tattershall Drive (South);
IOS32: Cherry Tree Park;
IOS33: Scout Hut Area;
IOS34: Charter Avenue;
IOS35: Millennium Wood; and
IOS36: Riverside Park DSJ.

2. Development on these sites will only be supported in accordance with SKLP Policy OS1.

Policy DNP14: Designating and Protecting Local Green Spaces

1. The sites, as shown on Map 18, are designated as Local Green Spaces:
 - a) LGS1: John Eve Field;
 - b) LGS2: Glebe Field;
 - c) LGS3: Rectory Paddock;
 - d) LGS4: Riverside Park;
 - e) LGS5: Greensland;
 - f) LGS6: Mill Field;
 - g) LGS7: Jubilee Park; and
 - h) LGS8: Woody Heights.

Policy DNP15: Conserving Natural Habitats Biodiversity, and the River Welland Green Corridor

1. Development proposals for riverside sites on or next to the River Welland should meet the criteria as follows:
 - a) where appropriate, provide links to the river corridor and protect existing links that lead to the wider residential areas, or the surrounding countryside;
 - b) where immediately adjacent to the river and in the town centre they 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; and
 - d) they must demonstrate that they will not impact on the river's ability to function naturally and should enhance green infrastructure and wildlife corridors.

Policy DNP16: Developing sustainable travel and enhancing local Transport Infrastructure

Development proposals will be supported where they:

1. give the highest priority to pedestrians, cyclists and other 'active travel' modes when developing or maintaining streets and roads;
2. where possible connect to the Deepings Green Walk, as identified on Map 15;
3. 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;
4. facilitate access to transport nodes such as bus stops by providing easy, clear and safe routes for walking and cycling;
5. contribute to highway alterations and improvements that minimise the adverse effects of additional traffic on the existing urban environment;
6. promote 'active travel', for example by 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;
7. identify and implement measures to reduce transport severance, noise levels and air pollution;
8. meet the parking standards at Appendix E.