



Attn:

Planning Policy Team, South Kesteven District Council,
Council Offices, The Picture House, St Catherine's
Road, Grantham, NG31 6TT

26 August 2025

By email only to planningpolicy@southkesteven.gov.uk

Regulation 18 - Proposed Housing and Mixed-Use Site Allocations Consultation – July 2025 version

Dear Policy team,

Please find attached our representations on the above.

This response has been developed in close collaboration with Councillors from Market Deeping Town Council (MDTC) and Deeping St James Parish Council (DSJPC). While each authority brings distinct local insights, all comments are presented as stand-alone representations. They are collectively a shared planning vision that treats *The Deepings* as a single, cohesive settlement.

In developing your responses to the attached, we will be happy to meet with you to review our ideas. You may find this helpful in any event as the comments will form a basis for our review of the Deepings Neighbourhood Plan.

Yours sincerely

Gordon Smith
Vice Chair

The Deepings Neighbourhood Plan Group is a team comprising local Parish Councillors and business interests representing the combined area of Market Deeping and Deepings St. James. We have statutory status as the 'Qualifying Body' for producing and updating the Deepings Neighbourhood Plan, we are also a non -statutory consultee set up by and supporting the two Parish Councils.



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No objection as permission now granted. Clear reference to Green Walk welcomed.

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Principle of proposal accepted, and connection to SKPR-330 welcomed, but objection to absence of requirement for

- a. community hub and supporting public facilities
- b. prior traffic modelling.

Comment

- i. Secure a balance of land-use to support sustainable communities.
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Image of Draft Community Masterplan

6. SKPR-330 East of Linchfield road. 840 houses

Principle of proposal accepted, and connection to SKPR-37, but objection to absence of requirement for the following

- a. community hub, shops and supporting public facilities including built leisure facilities,
- b. high level traffic modelling.

Comment

- a. A greater mix of development is called for.
- b. Sequencing development: SKPR-27 & 330.
- c. Amenity for new houses
- d. Design and character.
- e. Key Linchfield Road works necessary at (1) Junction with Spalding Road and (2) Towngate East.
- f. Allocate part of the site for leisure use as part of a mixed development with residential

7. SKPR-307. Priory Farm Land, 193 houses

Objection to the principle of development here given its distance from most services in The Deepings, and the difficulties of access along Broadgate Lane.

Objection also to absence of

- a. community hub, shops and supporting public facilities essential to creating a cohesive, self-sufficient neighbourhood
- b. a masterplan requirement
- c. no clear evidence of high-level traffic modelling to assess the cumulative transport impacts.

If the site is still promoted for development, development should not proceed unless convincing enhancement are proposed to access both to the site and the present shops and service area at Rycroft Avenue.

8. SKPR-248 (7h) Land North of Spalding Road (rear of Braeburn Lodge)**9. Important topics for further discussion.**

- a. Access northwards to Bypass.
- b. Accommodating growth with a New Town for the South Kesteven District
- c. Allocation of land for a future Swimming Pool/ Leisure Centre

Appendix 1.

Priority Work for Highways Infrastructure to create a northern connection of the Deeping Bypass.

1. Introduction

This response has been developed in close collaboration with Councillors from Market Deeping Town Council (MDTC) and Deeping St James Parish Council (DSJPC). While each authority brings distinct local insights, these comments are all presented as stand-alone representations. The comments presented here, in combination with the additional independent comments by the two Parish Councils in the Deepings, are a shared planning vision that treats *The Deepings* as a single, cohesive settlement.

2. General comments.

a. Objection: Infrastructure Delivery Plan not yet prepared.

As you will be aware, we held our own very large public meeting on 19 July attended by 217 people -the purpose of this was to raise awareness. A common complaint from locals was that the infrastructure needs arising from growth have not been addressed. This is a serious omission. We support MDTC's objection on this issue (please see their comments on *Delivery Strategy*).

The Infrastructure Delivery Plan should have been produced with this Plan. It will need to include a clear strategy for ensuring infrastructure and amenities are delivered to the community in a timely way. The current infrastructure of The Deepings is already inadequate to support the present population, and no growth is possible without a commitment to improve existing amenities and adding new services.

You are already aware of this deep concern. We note that similar issues were raised by South Kesteven District Council (SKDC Planning Policy, 29.05.25) in objections to Peterborough District Council's proposal for 1055 houses just south of The Deepings. The critical comments of Lincolnshire County Council on the same site (LCC, 28.05.25) also relate. These letters now form part of the DNP Evidence Base for the emerging DNP redraft, and can be provided on request.

b. Objection: Sequential development of two major housing sites has not been addressed.

The order with which certain sites are developed as a considerable impact on their acceptability. This is explained below (Section 6) in our objection to *SKPR- 330 East of Linchfield Rd* where direct pedestrian and cycle access to services (shops and health centre) is reliant on the prior development of SKPR-37 West of Linchfield Road). We advance the concept of treating SKPR-330 as a *reserve site*.

c. Support: Removal of site at Millfield for housing welcomed.

We note that several changes have been made for the first draft of the new plan. We particularly welcome the removal of land at Millfield (Market Deeping) as a housing site.

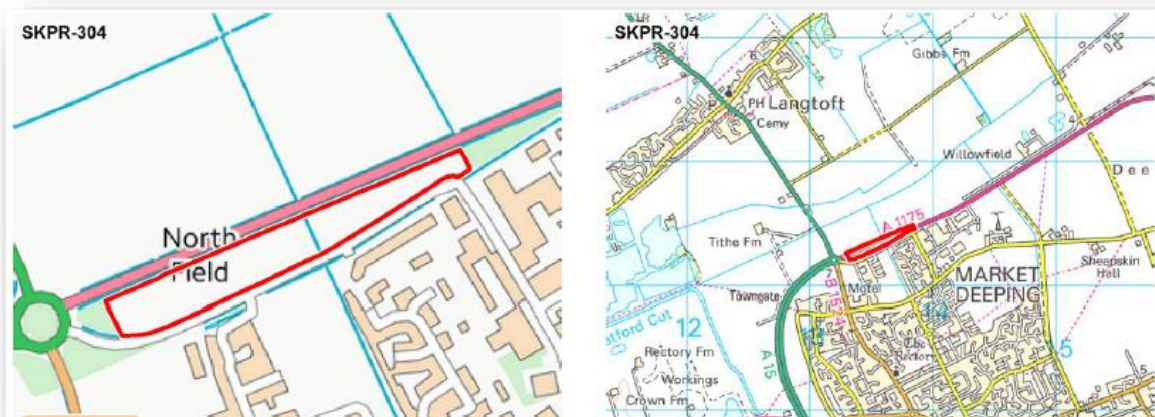
d. **Objection:** Additional identified employment sites could be included.

Sites contained in your July 2025 Site Assessment Report have been omitted yet their inclusion would assist in:

- Clearly promoting The Deepings as a growth location for employment sites, and
- the development of access between the Bypass and the new residential neighbourhoods that are now being established in the Deepings.

SKPR-304 Land between Northfield Road and the A1175 Bypass (site plans below are from SKDC - Draft Site Assessment report July 2025)

Inclusion in the plan as an employment site may well remove our objection to SKPR-55 (see Section 4 below, where we object to proposed change of an employment site to residential). Its inclusion and ease of access to the Bypass would present a logical extension of the Northfields Industrial estate.



SKPR-315 Land north of Towngate east – Swine’s Meadow Land (site plans below from SKDC - Draft Site Assessment report July 2025).

The inclusion of this area as an employment site would expand the present employment area and provide additional options for northward movement from the new housing development to the south.



3. SKPR-36 Towngate West 73 houses (Page 43 of Plan)**Summary:**

No objection as permission now granted. Clear reference to Green Walk welcomed.

4. [SKPR-55 Peterborough Road/Towngate East 104 houses, 3.7h](#) (Page 46 of Plan)

Summary: Objection to loss of employment site.

Please read this in conjunction with related comments in 2d above on Site SKPR-304 Land between Northfield Road and the A1175 Bypass, as well as the site-specific comments made by Market Deeping Town Council.

Strategic Suitability of Continued Employment Use

The proposed re-allocation of site SKPR-55 for residential use is not supported by available evidence. Specifically, [the SKDC Employment Land Study \(ELS - 2024\)](#) does not justify the removal of employment land in this location. To the contrary, page 90 of the ELS concludes:

“The Deepings sub-area has limited access to a railway station yet is served well by the strategic road network. This suggests that rather than supporting commuter-intensive employment uses such as offices, these locations would be suitable for additional industrial, light industrial, storage and distribution, and manufacturing functions.”

The site remains well-positioned for employment uses—particularly industrial, light industrial, and workshop functions—in direct relation to the adjacent Spitfire Park light industrial estate on its eastern boundary. A logical and coherent continuation of employment land - not housing - avoids the challenges of managing residential amenity.

Employment Land Uptake and Viability

- While acknowledging that allocated employment land remains undeveloped, the swift occupation of recent employment developments—such as local sites at Spitfire Park, Hudson Square, and Merlin Court—demonstrate a strong market demand when suitable premises are made available.
- It is important to recognise that most small and medium-sized enterprises lack the capital, expertise, or capacity to acquire land and construct bespoke premises. These businesses are typically reliant on developers to provide ready-to-occupy units for purchase or lease. Therefore, interpreting the lack of development solely as a lack of demand misrepresents the potential employment opportunities.
- It is not the land itself that is unattractive, but the delivery mechanism that falls short for prospective occupiers. This nuance should be reflected in any assessments of employment land provision, ensuring planning policies support commercially viable delivery models that match the practical needs of growing businesses.

Access and Land Covenant Constraints

- Continued vehicular access to the haulage yard on the site’s southern edge must be maintained; a restrictive covenant in favour of haulage company *Worsdals* is understood to be in place and would complicate residential development.
- Residential traffic flows would likely conflict with haulage operations, raising significant concerns about road safety, access efficiency, and future land use compatibility.

Conclusion

In principle, there is no compelling rationale to release this site from its present employment land designation. Its adjacency to existing industrial land, strategic road access, and documented suitability for employment uses collectively support its retention within the employment land stock. With appropriate design, its location at a high profile gateway location to The Deepings will assist in promotion of the settlement being welcoming to business.

5. **SKPR-37. West of Linchfield Road. 680 houses 32.86ha** Page 44

Summary: Principle of proposal accepted, and connection to SKPR-330 welcomed, but objection to absence of requirement for

- **community hub and supporting public facilities &**
- **prior traffic modelling.**

a. Secure a balance of land-use to support sustainable communities.

There are no objections to the principle of development on this site, as it is already allocated in the existing Local Plan. However, future planning should now consider a different approach that incorporates mixed new facilities (such as leisure/sports/health/retail/ green space/public amenities), service areas (such as a business units and a community building). These are all needed to enhance cohesiveness, self-sufficiency, and local character. New neighbourhoods can be designed to foster a sense of community with shared spaces and amenities encouraging social interactions.

We have, with our consultants Aecom, produced a Masterplan document that begins to express one way of promoting a sustainable extension to the Deepings with connections westward to schools, health centre and shop (please see attached Masterplan on the page after next).

b. Material Change in Circumstance

Since the site was first included in the Local Plan, circumstances have changed providing justification for a new approach. The growth trajectory for the Deepings is now extensive and clearly directed north and eastward.

This direction of travel is reflected in the SKDC Draft Site Assessment Report (July 2025). This report highlights that many interested landowners are concentrated in the eastern part of town.

c. To ensure cohesive planning outcomes, it is essential that both sites are governed by a consistent policy framework.

The site has been in a Plan of some for for nearly a decade. It is a reasonable possibility that its development might be 'leap-frogged' by Site SKPR-330 being developed first. Consequently both sites must be the subject of a consistent policy framework that anticipates 'sequencing'.

Please see the concerns below (Section 6, site SKPR-330) about sequencing development.

d. Access and connections - establishing a cohesive urban extension.

We welcome Criterion b of the policy, which establishes a connection between this site and SKPR-330 on the east side of Linchfield Road. This is a strategically sound requirement that supports cohesive and sustainable development. It is however of limited ambition.

To further strengthen the policy's intent, this connection should also extend to the:

- provision layout of new services and facilities on the site
- infrastructure,
- design of open space provision across both sites.

26.08.25 -Draft South Kesteven Local Plan- DNP comments

These considerations are essential to ensure that the emerging neighbourhood—clearly forming an ‘urban’ extension of the Deepings—functions as a fully integrated community, with connectivity, accessibility, and shared identity at the forefront of its development.

e. *Wider access issues and traffic management*

Taken together, this site SKPR-37 and the related site East Side of Linchfield Road (SKPR-330) represent a magnitude of growth that will effectively establish a new neighbourhood of considerable scale. This triggers a requirement for high-level infrastructure assessment—including settlement-wide traffic modelling—at the current site allocation stage.

With 1520 houses, all developments east and west of Linchfield Road will necessitate highways access northward to the Bypass to mitigate environmental impacts and peak-time congestion towards the town centre. Southbound travel risks placing unsustainable pressure on two historic bridges—one listed, the other an ancient monument—highlighting a need for strategic disincentives to travel southward through town, and associated network restructuring. Additional influencing factors that we are happy to discuss further include the following.

- Emerging proposals for a *Local Cycling and Walking Infrastructure Plan (LCWIP)*, led by Deepings Neighbourhood Plan group in collaboration with Sustrans. This is presently the subject of consultation with LCC.
- Our long-term vision for a more walkable and coherent settlement structure

Beyond the current Plan period, it is anticipated that growth will continue north-eastward. A settlement-level traffic model must inform access planning from the outset to ensure cohesion, reduce environmental stress, and support modal shift targets.

New movement corridors will arise, yet there appears to be no strategic level assessment. By way of example, the site is in walking distance of Deeping School (secondary), DSJ Community Primary School and Linchfield Primary School. No reference is made to off-site provision and linkages.

f. Key Linchfield Road works necessary at (1) Junction with Spalding Road and (2) Towngate East.

The traffic generated by 1520 houses on both sides of Linchfield Road necessitates significant junction improvement at the Park Road/Horsegate/Spalding Road junction (adjacent to Deeping School). This is already a high risk crossing to use at key times of the day due to pedestrian, cycle and school traffic.

Improvements will also be essential at the Linchfield Road/Towngate East junction.

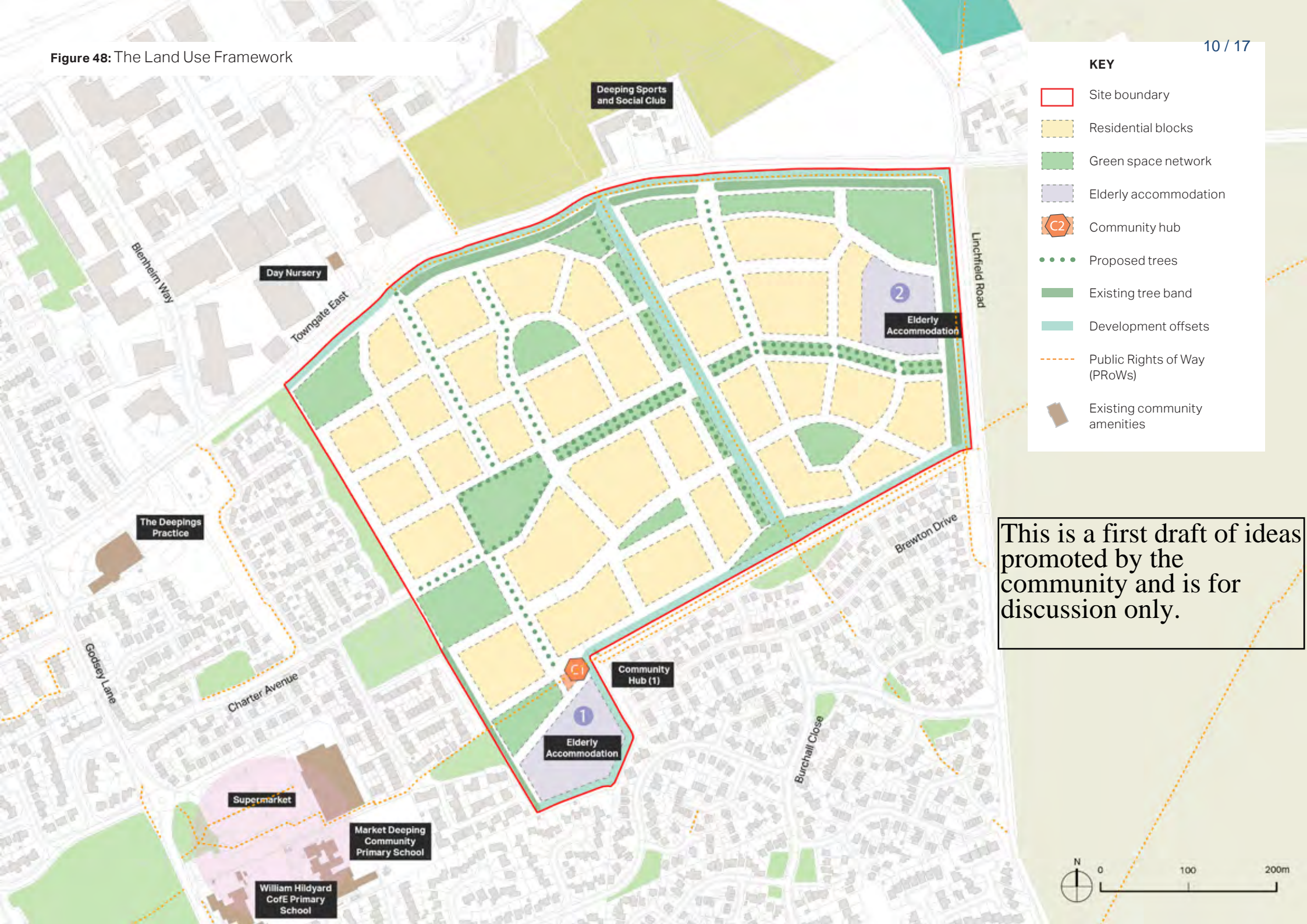
g. *Green Walk.*

We welcome this clear reference.

h. *Draft masterplan work has started.*

Please note that the community has developed a draft Masterplan for SKPR-37 (see submitted Plan on next page, as drafted by our consultants Aecom). The Masterplan is far from finished. Work on this might be extended to include Site SKPR-330 but support will first need to be given by SKDC or the site owner to ensure it is developed in a collaborative manner.

Figure 48: The Land Use Framework



6. **SKPR-330 East of Linchfield road. 840 houses 39.66ha** Page 47 of plan

Summary:

Principle of proposal accepted, and connection to SKPR-37, but objection to absence of requirement for

- **community hub, shops and supporting public facilities including built leisure facilities, &**
- **high level traffic modelling.**

Items a-h above (for Site SKPR-37) also apply directly, but are not repeated for brevity.

a. A greater mix of development is called for.

This site will create a new neighbourhood further from present services than the related site to the west at SKPR-37. Consequently, it will need to provide a greater level of self-sufficiency for its own residents. A greater mix of development should now be considered here to include new service areas on the site to promote self-sufficiency, cohesiveness, and character. Designated space is needed particularly to the southern edge for leisure/sports/health/ retail/education/green space/public amenities.

b. Sequencing development: SKPR-27 & 330.

The order of site development is key. Given that the Site SKPR-37 has been promoted for development for nearly a decade, it is possible that it may not be developed in a timely way. In this eventually the current site (SPKR-330) will suffer from poor connectivity to key facilities at Godsey Lane (the Health Centre and food superstore). The present access is along the east-west PROW 4, taking pedestrians across a ploughed field.

There may be several ways to manage this. One option is to introduce the idea of this being a 'reserve site' to be brought forward only once SKPR 37 is a committed site. This approach was advanced by the Inspector for the South East Lincolnshire Local Plan 2019 (see Inspectors Report and Policy 12 [South East Lincolnshire Local Plan - South East Lincolnshire Local Plan](#)).

c. Amenity for new houses

Any development at the south of this allocation to take account of the noise of the existing sports activities – *Rugby Club* and *Woody Heights Wheeling and Skateboard Park*.

There is some logic in associating new open space with the Skatepark.

d. Design and character.

This will be particularly important for any development from the middle to south of this allocation (e.g. SKPR-316). Homes and amenities to be sympathetically designed to visually integrate with existing properties on the west of Linchfield Road.

26.08.25 -Draft South Kesteven Local Plan- DNP comments

As already said, the community has developed a draft Masterplan for SKPR-37 (drafted by Aecom). Work on this might be extended to include Site SKPR-330 but support will first need to be given by SKDC or the site owner to ensure the work is done in a collaborative manner.

- e. Key Linchfield Road works necessary at (1) Junction with Spalding Road and (2) Towngate East.

Any development east and west on Linchfield Road will require significant junction improvement at the Park Road/Horsegate/Spalding Road crossing as this is already a high risk crossing to use at key times of the day due to pedestrian, cycle and school traffic. Improvements will also be essential at the Linchfield Road/Towngate East junction.

- f. Allocate part of the site for leisure use as part of a mixed development with residential

An outline proposal already exists for a new multi-use Leisure Centre in the Deepings, but it has no home yet and will require substantial funding. A commitment to creating a forward plan for such an amenity would be in the interests of the community and the developer/s as it would make The Deepings more attractive to home buyers and will help to make future development more acceptable for existing residents. Now is a good time to address this.

The southern edge of SKPR-316 bordering the Woody Heights Skateboard Park as potential for a new Deepings Leisure Centre and related car park. This would be a good position due to its proximity to other sports and recreation facilities and is walking distance from the Deepings School if they wished to arrange for use. The key services are all adjacent.

To fund the Centre, a funding pot is suggested for the allocation of all S106 money for all the sites on the new SKDC Local Plan (Health & Education contributions). This is expanded in Section 9 below.

7. **SKPR-307. Priory Farm Land, 193 houses** Page 45 of Plan

Summary:

Objection to the principle of development here given its distance from most services in The Deepings, and the difficulties of access along Broadgate Lane.

Objection also to absence of

- a. community hub, shops and supporting public facilities essential to creating a cohesive, self-sufficient neighbourhood**
- b. a masterplan requirement**
- c. no clear evidence of high-level traffic modelling to assess the cumulative transport impacts.**

If the site is still promoted for development, development should not proceed unless convincing enhancement are proposed to access both to the site and the present shops and service area at Rycroft Avenue.

a. Comparison with initial development idea.

In the last version of the draft plan, we did not object to the initial proposal for 18 houses on this site. This was proportionate to the site's constraints. The current proposal is for 193 houses, and we object to the principle of this scale of development for the reasons given above.

However, the following issues must be addressed in the event of the larger development being treated favourably.

b. Opportunity to enhance present and develop a new neighbourhood centre

If this site is advanced, the development offers an unrivalled opportunity to create additional parking and vehicle manoeuvring space that will be to the benefit of the existing service area at Rycroft Avenue. By integrating enhanced access and infrastructure into the new site's design, it also becomes viable to support the provision of additional services, aligned with the needs of the growing community.

The same area could be strategically combined with open space provision that meets or exceeds open space requirements. This dual function would result in:

- a vibrant new neighbourhood centre
- services for both new households and the existing surrounding community
- provision of amenities, green space, and public realm enhancements that promote social interaction and wellbeing

Together, these enhancements ensure that the neighbourhood not only expands but does so with intentionality, strengthening its identity and fostering long-term community cohesion.

c. Points of access/egress from the development.

Pedestrian only access from Back Lane

Policy DNP12 Protects this road as a 'green lane'. Constantly circular access from the southern side of the site will not be supported

Broadgate Lane Capacity

There are critical transport and access issues that must be carefully addressed to ensure community wellbeing and road safety. Broadgate Lane cannot easily be widened and is a key constraint that is not addressed.

The Priory Church has regular events (weddings, funerals, services) with parking that must be accommodated on Broadgate Lane. Any restrictions on on-street parking or highway changes resulting from development here could have a seriously adverse impact on the Church. This needs to be factored into traffic assessments.

Broadgate Lane Visibility

The site's potential access point near Broadgate Lane presents a challenge due to a particularly sharp double bend with restricted visibility. Careful design and possible realignment, alongside enhanced signage and visibility splays, will be essential to prevent accidents and ensure safe vehicular access.

Rycroft Avenue Junction Pressure

The proposed new access via Rycroft Avenue sits at a junction already under pressure, with frequent parking issues around the post office and nearby shops.

Current Congestion must be addressed. This location regularly experiences traffic conflicts due to informal parking, short-stay visits, and commercial activity.

The addition of new traffic will likely exacerbate these issues unless proactive traffic calming, parking management, or junction redesigns are introduced.

d. Design and local character

That part of the site closest to the Priory Church etc needs to acknowledge the existence that heritage asset with complementary architecture and views from the site toward that Church and Benedictine Priory.

View corridors, open spaces, and built form should be planned to respect key sightlines and the sense of place that the Church contributes to the wider landscape and town identity.

8. SKPR-248 (7h) Land North of Spalding Road (rear of Braeburn Lodge)

This is not in the current draft. We note the removal of this site but would welcome its inclusion in future allocations. It is well located with easier access and could exist as a preferential site to SKPR-307 Priory Farm

Ref: SKPR-248	Parish: The Deepings	Proposed Use: Residential	Preferred Site: No
Location: Land north of Spalding Road, Deeping St James, PE6 8GL		Land Type: Greenfield	Site Size: 7

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9. Important topics for further discussion.

a. Access northwards to Bypass.

Appendix 1 presents a paper that has been informally and recently shared with the County Council. The paper advances ideas for distributing traffic in a manner that not put undue pressure on continuing southward access. Plainly a strategic level of traffic modelling is necessary given the scale of the growth now proposed, yet no such work appear to have been done.

The proposals of course require development. The strategic principle pursued is ensure that the growth of the Deepings (for employment and residential purposes) both northward and eastward is linked to local traffic distribution

b. Accommodating growth with a New Town for the South Kesteven District

This matter was raised at the well-attended Public Meeting in July 2025 and proved to be a popular proposal for consideration.

The current policy seems to be to keep adding more houses to existing settlements despite not have the infrastructure capacity or the necessary amenities to cope with the additional population or realistic plans to upgrade and improve local services.

An alternative approach that would be greatly welcomed by residents of the Deepings is to identify a suitable site for a fully functioning new town in the and to properly plan and invest in all the associated services and infrastructure in advance.

Could SKDC rethink their current approach to additional housing?

c. Allocation of land for a future Swimming Pool/ Leisure Centre

An outline proposal already exists for a new multi-use Leisure Centre (we can provide this on request). A commitment to creating a forward plan for such an amenity would be in the interests of the community and developers as it would make The Deepings more attractive to home buyers and will help to make future development more acceptable for existing residents.

If the site SKPR-330 is confirmed as allocated for future mixed-use development, we ask that you approach the owners to agree allocation of a suitable sized piece of land at the southern edge bordering the Skateboard Park. This would be a good position due to its proximity to other sports and recreation facilities. It is also in easy walking distance from the Deepings. This proposed location would help create a heart to this new neighbourhood

To fund the land and Centre, a funding pot for the allocation of all S106 money for all the sites on the new SKDC Local Plan (Health & Education contributions). Grant funding and other alternatives could also be explored. Once the site is secured, ownership could be decided, and the establishment of a covenant/charity status could ensure it remains in public use and then funding applications can be made.

End

Appendix 1.

Priority Work for Highways Infrastructure to create a northern connection of the Deeping Bypass.

Discussion point 5: Top priority for Highways Infrastructure required for any proposed development east/west of Linchfield Road is a safe northern route to the Deepings bypass.

Key Purpose 1: To prevent additional and unnecessary traffic adding to congestion and contributing to risk factors at the Linchfield Road south junction with Horsegate/Spalding Road.

Key Purpose 2: To avoid traffic heading to/from Peterborough from needing to use the historic bridges to cross the river.

Key Purpose 3: To enable straightforward traffic access to the bypass for residents of Linchfield Road and thereby ensure good traffic flow into and out of the neighbourhood.

Key Purpose 4: To reduce the need for unnecessary traffic cutting through the industrial estate using the Towngate East/West road, Blenheim Way and Northfields Road.

Examples given to help with the debate - Other options will be available for consideration

	<p>Option 1</p> <p>A simple and direct route along the old road by Swine's Meadow to access the Bypass with a new junction</p>
	<p>Option 2</p> <p>Almost a direct route along the old road by Swine's Meadow then join the existing Lysander Drive and access to the Bypass junction - avoiding the new industrial area</p>
	<p>Option 3</p> <p>Join the existing roundabout next to Eventus - through the new industrial estate and then access the Bypass from Lysander Drive</p>