

An aerial photograph of a residential neighborhood. The houses are mostly two-story brick or stone buildings with gabled roofs. A road runs through the center of the neighborhood, curving to the right. In the foreground, there are large, flat agricultural fields, some of which are golden-brown, suggesting they are ready for harvest. The background shows more residential areas and green fields under a clear sky.

# Land East of Linchfield Road, Market Deeping

VISION DOCUMENT

August 2025

# 1

## INTRODUCTION

This document has been prepared on behalf of Rosconn Group to accompany representations submitted in response to South Kesteven District Council's (SKDC) Regulation 18 Local Plan – Proposed Housing and Mixed-Use site Allocations consultation, to support the draft housing allocation site ID: SKPR-330 Land east of Linchfield Road, Market Deeping, hereafter referred to as 'the site'.

### *About* Rosconn

Rosconn Group is a family-owned Land Development and Investment Company based in Stratford upon Avon, Warwickshire, established in 2005. Specialising in the promotion of residential led development schemes, Rosconn prides itself on our approach of closely engaging with local communities and stakeholders to create high quality sustainable communities.



This document will initially provide a summary of the site and its context before focusing on site-specific matters, detailing how it can appropriately accommodate residential development which accords with the Development Principles set out for draft allocation SKPR-330. In doing so, the document covers:

### **The Context of the Site**

Its location and immediate surrounding as well as the relevant planning context, specifically the draft allocation policy set out in SKDC's Regulation 18 consultation document and the changes introduced by the 2024 NPPF;

### **Preliminary Design Principles**

Responding to opportunities and constraints identified, taking into account the proposed Development Principles for the draft allocation; and,

### **Technical Analysis of the Site**

Informed by an experienced consultant team, evaluating the existing considerations and opportunities to influence the allocation proposals.

### **Conclusions**

In respect of the site's ability to deliver a residential-led development which delivers the allocation Development Principles.



Aerial image of the site

# Vision

The site is excellently placed to deliver a logical and sustainable expansion of the market town, as is recognised by the proposed allocation for housing. It is anticipated that development here could deliver;

- An exemplar expansion to The Deepings providing 840 high-quality new homes, catering for a range of household sizes and tenure types informed by local need.
- Sustainable and connected development defining strong permeable links with the existing community in Market Deeping; and
- Significant areas of new public open space, including a landscaped setting for part of the Deepings Green Walk

With an understanding of the key constraints and opportunities of the site and its context; and the aspirations of South Kesteven District Council clarified in the allocation document, we present an emerging Concept Masterplan as a basis for on-going dialogue to bring forward a development that delivers the Vision for the site. The Concept Masterplan is not a finalised scheme, but instead is intended to demonstrate how this expansion to the market town could begin to be shaped. We anticipate on-going dialogue with all interested parties as the allocation is explored and a planning application submitted in due course.



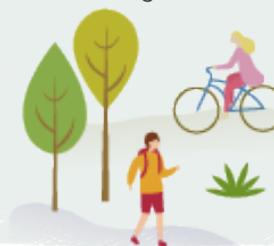
# Key Benefits

Provide 840 **high quality homes** in a range of sizes that address local needs and requirements



Provide new publicly accessible areas of **public open space** integrated into the development

Enhanced **pedestrian connectivity** extending the network of footpaths through the site



Deliver a **net gain in biodiversity**



Ensuring Market Deeping continues to be a **sustainable community** that attracts new residents and helps sustain the provision of services and facilities

Deliver policy compliant **affordable housing**



Provide important and **significant economic stimulus** to the local economy through construction spending and job creation and additional expenditure

Creation of locally inspired places which preserve the **local character** of the area.



# 2

## SITE AND CONTEXT OVERVIEW

### Planning Policy Context

#### The NPPF and Housing Requirement

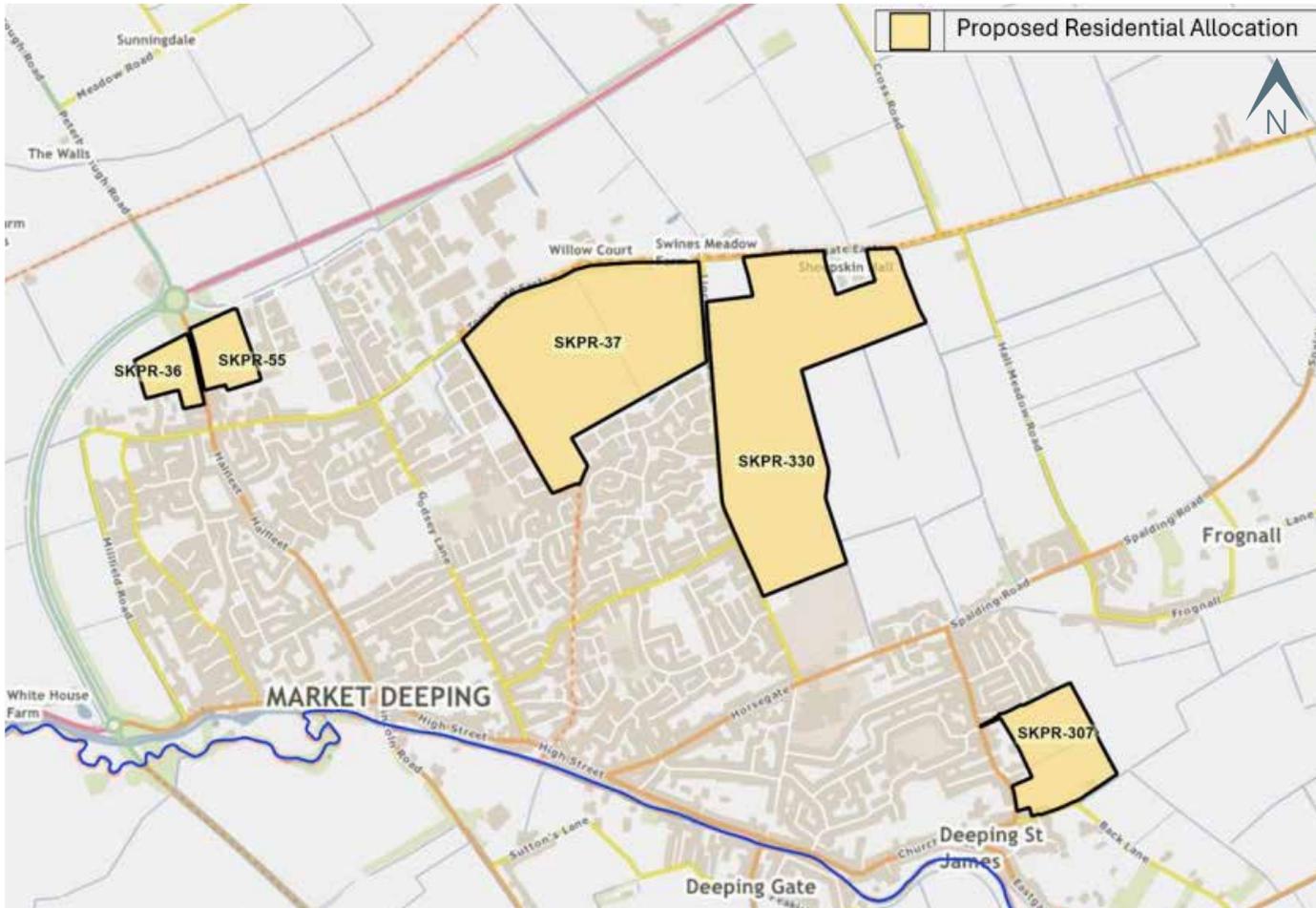
Since the previous Regulation 18 Local Plan consultation took place in early 2024, the Government published an updated NPPF in December 2024 which introduced relevant changes in the context of plan-making. The principal change is in relation to new mandatory housing targets set for each local authority using a new Standard Method to calculate housing needs. This has seen SKDC's housing need increase from 687 to 886 dwellings per annum, equating to 17,720 dwellings across the emerging plan period 2023-2043. Having assessed the implication of this new housing figure, the Council are intending to allocate additional land to accommodate a further 3,700 dwellings in order to ensure compliance with the NPPF.

The focus of this Regulation 18 consultation therefore is limited to housing and mixed-use allocations only, including the proposed additional housing allocations allowing SKDC to respond effectively to the revised housing targets. The new allocations have been identified by reviewing land previously submitted to the Council via the Call for sites process which have been deemed suitable for development in the Council's site Assessments Report. The Council continue to follow the Local Plan's spatial strategy set out in the Regulation 18 draft Plan 2024 by allocating those sites that are the most suitable across the district, focusing development in the most sustainable locations, including The Deepings.

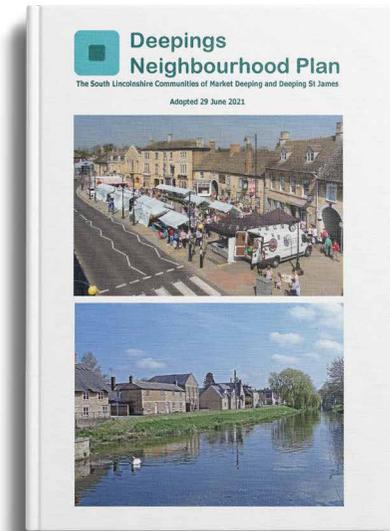
#### Draft Housing Allocation

The site has been identified as an additional proposed allocation (**SKPR-330**) in the consultation document to deliver circa 840 dwellings to help achieve the Council's housing target. SKDC have set out the following 'Development Principles' for future development of the site:

- A** A comprehensive masterplan is required for the site.
- B** To ensure the development achieves good, high quality design, a design code will be prepared for the site.
- C** A Transport Assessment is required.
- D** Highway, footway, and cycleway connections should be provided through the site which connect the site into the wider town, and SKPR-37.
- E** A public right of way passes through the site, this should be retained and incorporated into the development of the site where possible.
- F** The development should make contributions towards public transport, education, health and community facilities and open space provision.
- G** Heritage Impact Assessment required, and pre-commencement investigations to be carried out due to potential for archaeological remains on the site.
- H** Landscape screening to the eastern edge of the site will be required to reduce the impact on views into the site from the open countryside.
- I** The development should positively preserve and enhance the Deepings Green Walk in accordance with the Deepings Neighbourhood Plan.
- J** 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.



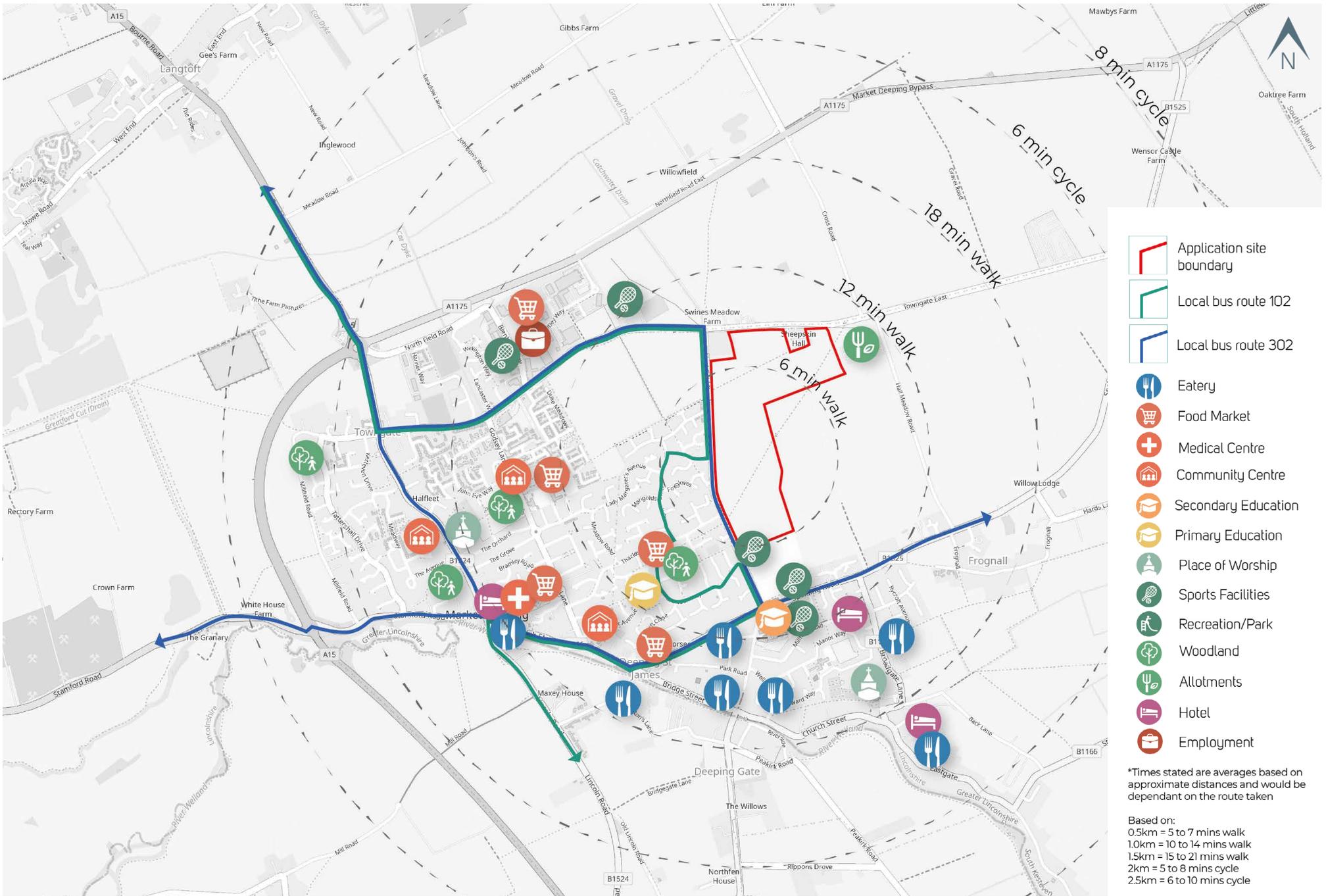
Allocation Plan



Deepings Neighbourhood Plan

## Neighbourhood Plan

As referenced in the draft allocation Development Principles, the site is required to take account of policies set out in The Deepings Neighbourhood Plan made in June 2021. The Neighbourhood Plan sets out policies and community aspirations for new developments. This includes promotion of the Deepings Green Walk aiming to link publicly accessible green spaces and routes around the town to create an attractive network for users. Also, the protection and enhancement of Important Gateways (Policy DNP10) is to be considered, which includes the entrance at the Towngate East / Swinesmeadow Junction to the north west of the site.



- Application site boundary
- Local bus route 102
- Local bus route 302
- Eatery
- Food Market
- Medical Centre
- Community Centre
- Secondary Education
- Primary Education
- Place of Worship
- Sports Facilities
- Recreation/Park
- Woodland
- Allotments
- Hotel
- Employment

\*Times stated are averages based on approximate distances and would be dependant on the route taken

Based on:  
 0.5km = 5 to 7 mins walk  
 1.0km = 10 to 14 mins walk  
 1.5km = 15 to 21 mins walk  
 2km = 5 to 8 mins cycle  
 2.5km = 6 to 10 mins cycle



## Site Context

### Site Location

The site is located on the eastern side of Market Deeping, encompassing an area of circa 40ha. The land is located to the east of Linchfield Road, with Towngate East running along the northern boundary. The land is currently used for agricultural purposes.

There is existing built form in the shape of residential development immediately to the west of the site with the proposed draft residential allocation SKPR-37 located to the north west of the site (see images on next page). There are sports fields and facilities located immediately to the south of the site, with extended agricultural land and the wider countryside located north and east.

The site is located in close proximity to a range of facilities and amenities within Market Deeping. A summary of the local facilities within walking and cycling distance of the site is set out in the accompanying Transport Strategy Note and plan on the adjacent page, including bus stops, health, retail, education, leisure / recreation and employment facilities.

### Heritage

The site does not have any above ground heritage assets within the site nor within the immediate vicinity, with a Scheduled Monument located approximately 700m to the east, as such it is considered there are no issues regarding setting, with assets located in the historic centre of the Deepings screened by later development and vegetation. It is noted, however, the steeple of Deeping St. James' parish church is visible from places within the site. This does not represent heritage harm, however views could be retained from within and across the site to the steeple of the church.

There is however archaeological potential based on nearby evidence, and as such, SKPR-330 includes a requirement to undertake pre-commencement investigations.



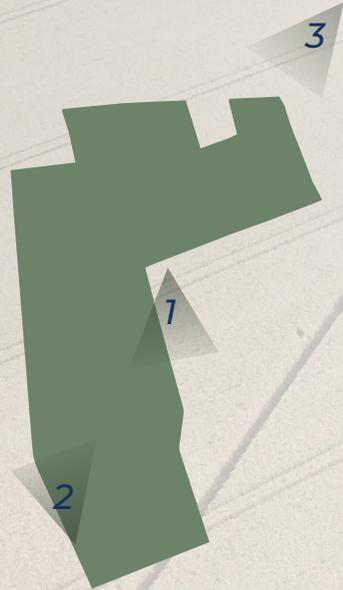
Distant view of church spire from within the site

Sports facilities



1. View looking south along the eastern boundary of the site, with a view of the PRow

Sports facilities



Residential allocation SKPR-37



2. View of the western boundary of the site adjacent to the existing urban development.



Residential  
allocation  
SKPR-37

Linchfield Road

Towngate East

3. View across the site looking south west

# 3

## TECHNICAL CONSIDERATIONS AND DESIGN RESPONSE

### Vehicular Movement

**C** A Transport Assessment is required.

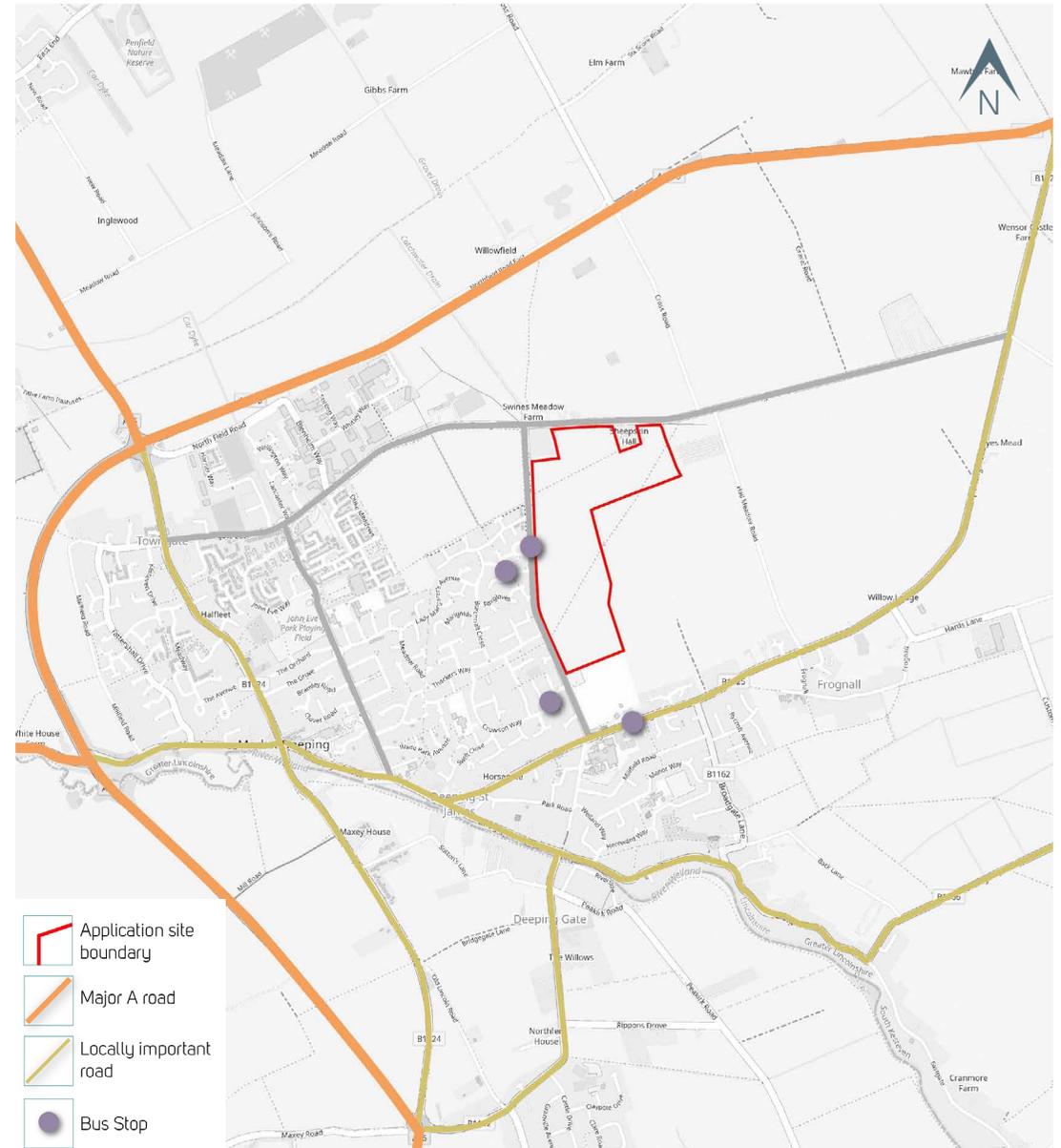
**F** The development should make contributions towards public transport, education, health and community facilities and open space provision.

*SKPR-330 Development Principles*

#### Existing

Linchfield Road serves as a local distributor road within Market Deeping, providing connections to Godsey Lane to the west and Towngate East to the north, facilitating movement into the town centre and surrounding neighbourhoods. Beyond, the road links to A1175, offering a route towards the A15 which provides strategic connectivity between Peterborough, Bourne and Lincoln as well as linking directly to the A1(M) offering access to the national motorway network.

Bus stops are located along Linchfield Road, with the nearest bus stops approximately 500m walking distance from the centre of the site, served by two regular bus services 102 and 103 operated by Delaine Buses. These routes provide at least hourly services connecting residents to Peterborough, Spalding, Bourne and Stamford beyond Market Deeping and all the facilities they offer. The nearest railway station is located in Stamford approximately 13km southwest from the centre of the site, which provides connections to Birmingham, Nottingham and Stansted Airport.



Existing vehicular movement plan

## Proposed

It is proposed vehicular access to the site will be provided via two new simple priority junctions on Linchfield Road positioned to ensure no adverse conflict with the existing junctions of Brewton Drive and Thackers Way. The proposed access arrangements are detailed in the Sustainable Transport Strategy Note which accompanies this document.

The Concept Masterplan shows how the two vehicular access points from Linchfield Road could be linked by an internal street that could be designed as a bus route if necessary. As the masterplanning process proceeds, the intent is to define a legible hierarchy of streets that maintain low vehicle speeds within the development and contribute to the character of the place. In accordance with national planning guidance and as part of this desire to define streets with noticeable differences between each other, higher order streets are likely to include tree planting.

The Public Right of Way footpaths that cross the site are shown retained on the Concept Masterplan, within green corridors. These routes form the basis of a network of footpath routes that could be provided within the site that provide convenient and direct access to existing bus stops and to services and facilities. This network could also deliver a high quality edge of settlement setting for the section of Deepings Walk that is shown passing through the site by the Neighbourhood Plan.



A series of targeted off-site improvements to public transport infrastructure can be explored and delivered as part of the emerging scheme, including:

- Enhancing the existing bus stops along Linchfield Road to help improve accessibility and overall user experience
- Explore introducing new bus stops along Linchfield Road to enhance overall accessibility for existing and future residents

Vehicular movement plan

-  Application site boundary
-  Vehicular Access
-  Primary route

# Pedestrian Movement

**D** Highway, footway, and cycleway connections should be provided through the site which connect the site into the wider town, and SKPR-37.

**E** A public right of way passes through the site, this should be retained and incorporated into the development of the site where possible.

**I** The development should positively preserve and enhance the Deepings Green Walk in accordance with the Deepings Neighbourhood Plan.

*SKPR-330 Development Principles*

## Existing

Footways are provided along the western edge of Linchfield Road, linking the site to key destinations including schools, shops and public transport services. There is currently no footway along the eastern side of the road and there is one crossing point on Linchfield Road where access is provided to the southbound bus stop, located adjacent to the site boundary. There are also two PRow footpaths running through the site, providing connections between Towngate East and Linchfield Road.

On the west side of Linchfield Road, there are two main footpath public rights of way connections which provide a link to Godsey Lane further to the west linking the site to nearby facilities including primary schools such as Market Deeping Primary School



Existing pedestrian movement plan

and Linchfield Community Primary School as well as supermarkets and various other facilities in the centre of Market Deeping.

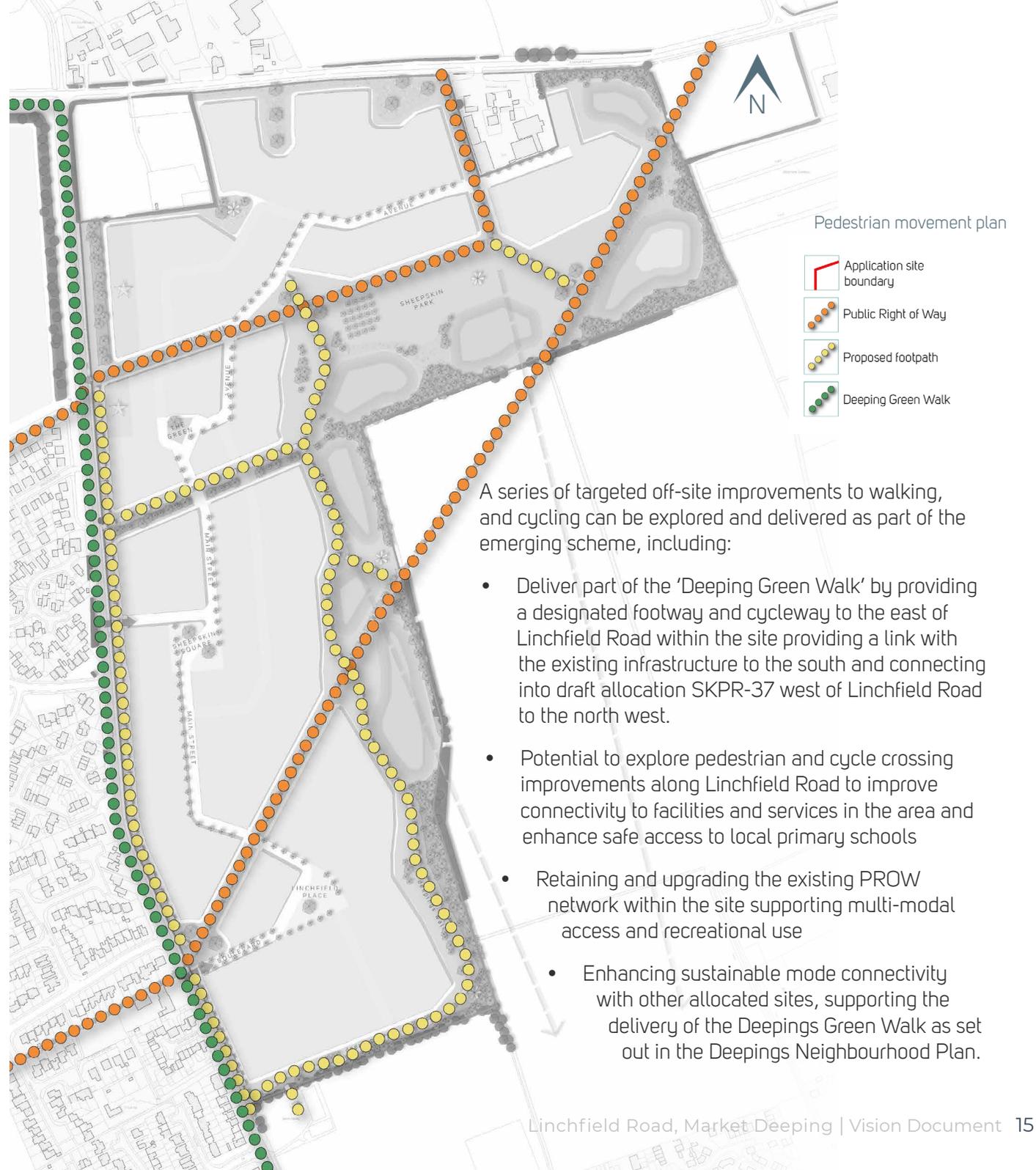
There is currently limited cycling infrastructure in the vicinity of the site, albeit average speeds in the area are generally low making it suitable for cyclists to use the local road network to access facilities.

One of the objectives of the Deepings Neighbourhood Plan is the creation of Deepings Green Walk, which would link publicly accessible green spaces and routes around the town to create an attractive network for users. The proposed route presented in the Neighbourhood Plan shows an “off-road” section within the site, parallel to Linchfield Road.

## Proposed

As part of the proposed vehicular access arrangements from Linchfield Road, new 2m wide footways would be delivered to enhance pedestrian safety and accessibility. Furthermore, there is the potential to provide a segregated pedestrian and cycle track along the eastern section of the site to form part of the Deepings Green Walk.

The Public Right of Way footpaths that cross the site are shown retained on the Concept Masterplan, within green corridors. These routes form the basis of a network of footpath routes that could be provided within the site that provide convenient and direct access to existing bus stops and to services and facilities. This network could also deliver a high quality edge of settlement setting for the section of Deepings Walk that is shown passing through the site by the Neighbourhood Plan.

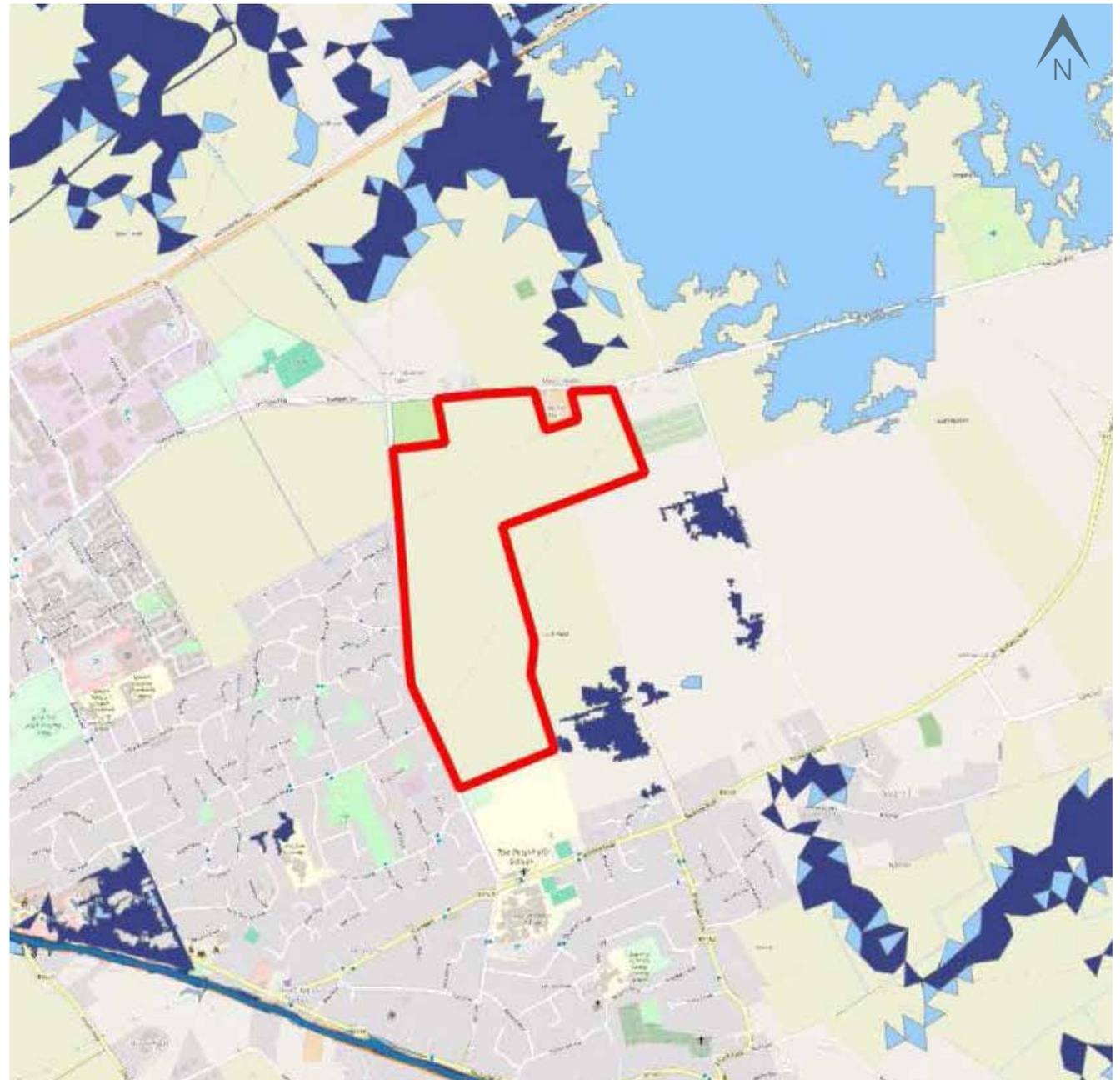


## Flood & Surface Water

### Existing

The site lies wholly within Flood Zone 1, as such is considered to be at low risk of fluvial flooding. The Flood Map for Planning shows the site is generally at low risk of surface water flooding, however there are areas of surface water flooding shown sporadically across the site predominantly within the eastern and northern extents of the site. Areas of risk not associated with the ditch network along the site's extents are presumed to be associated with topographical depressions. Due to the nature of the site, existing surface water runoff is considered to drain ultimately to the existing ditch network along the northern and eastern extents of the site.

There is an existing foul sewer located to the west of the site running within Linchfield Road, which would serve as the primary foul drainage outfall location. Anglian Water Asset Records also indicate two public foul rising mains flow through part of the site in a south-easterly direction.



Flood map

## Proposed

An initial surface water drainage strategy is presented demonstrating how SUDS features can be incorporated into the proposed site layout. A series of attenuation basins will be incorporated along the eastern extents of the site accommodated within blue/green corridors and areas of public open space. Surface water flows will be attenuated to the existing greenfield rates with the most likely outfall location/s being the existing drainage ditches along the eastern boundary as per the natural topography of the site.

SUDS features will be incorporated into the proposed site layout and the subsequent detailed site drainage design will seek to maximise the benefits of these features in terms of water quality and biodiversity enhancements.

It is proposed to carry out a detailed Hydraulic modelling exercise in due course to confirm the actual extent of the surface water flooding risk across the site. This will involve the accurate 3D representation of all ditches in the immediate vicinity of the site. Once the extents have been established, the site layout will be designed so that there is not built development proposed for any area that would be at risk of flooding from any source, both now and in the future. For the avoidance of doubt, the emerging Concept Masterplan has been designed to ensure no developable areas fall within the mapped surface water flood risk areas shown on the Environment Agency flood maps for planning.

Foul drainage will likely be discharged via a connection to the Anglian Water asset located along Linchfield Road to the west. It is likely foul will need to be pumped from the site via a Pumping Station to connect to the assets located along Linchfield Road.



# Landscape & Visual

**Landscape screening to the eastern edge of the site will be required to reduce the impact on views into the site from the open countryside.**

*SKPR-330 Development Principle*

## Existing

The site is not affected by any national or local landscape designations. The Council's Landscape Character Assessment (LCA) confirms that the Fens Character Area, within which Market Deeping is located, has a Low-Medium sensitivity to residential development, the lowest category in the District. The LCA also confirms that new development at the edge of Market Deeping would also be Low to Medium sensitivity, with the town having no distinctive form due to a lack of notable landscape features around it.

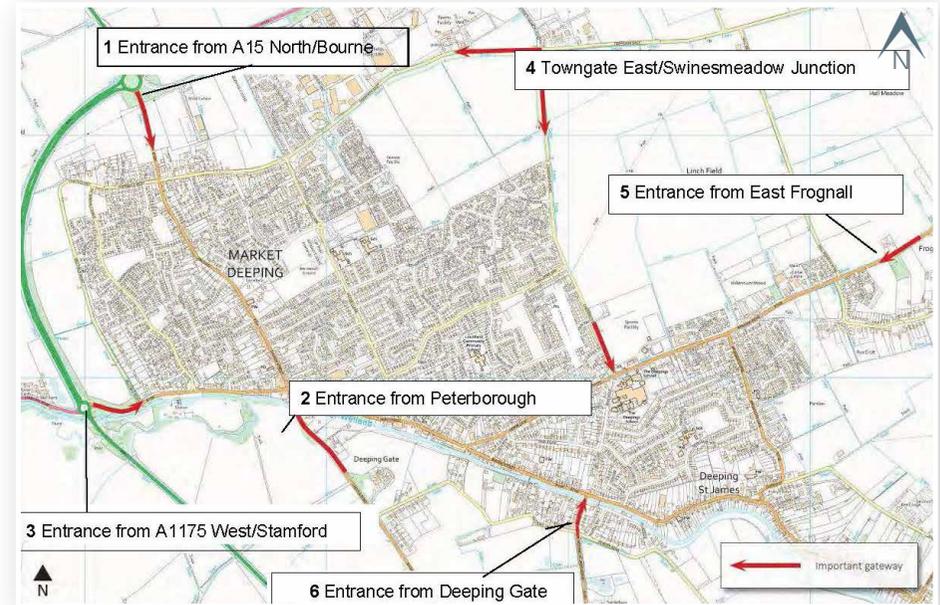
There is a PRoW network which runs through the site connecting Linchfield Road to the west with the wider countryside beyond to the east.



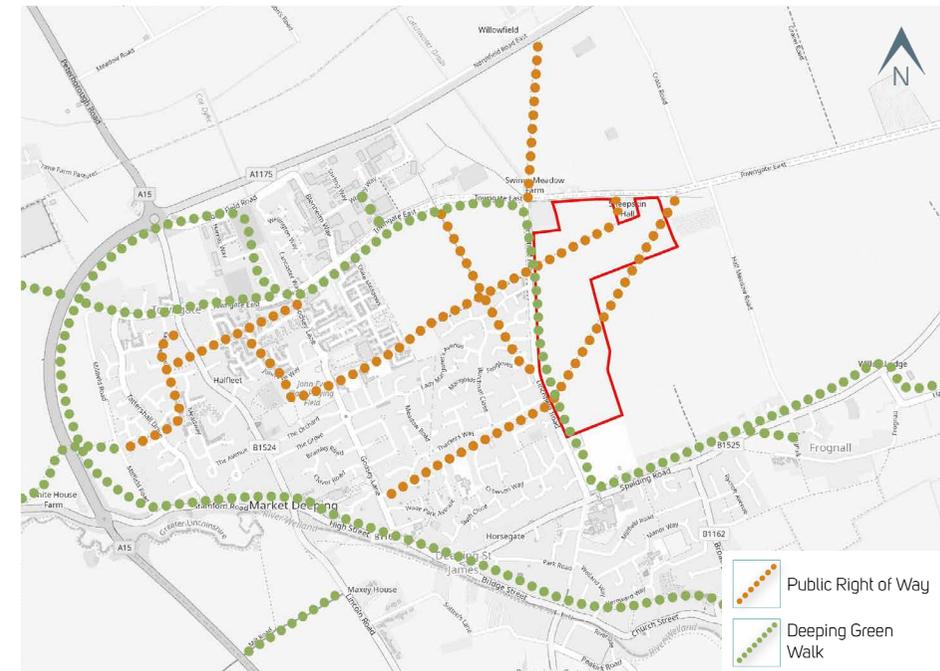
PRoW that crosses the site

The Deepings Neighbourhood Plan includes a policy which seeks to protect and enhance important gateways into The Deepings, one of which is located at Towngate East / Swinesmeadow Junction (Gateway 4) to the north east of the site.

The site has sparse hedgerow and tree planting along the field boundaries, particularly located to the south and east. Proposal SKPR-330 includes a requirement to provide landscape screening to the eastern edge of the development to reduce the impact on views into the site from the open countryside. Furthermore, the PROW network will be retained within the site and the Deepings Green Walk, an aspiration set out in the Deepings Neighbourhood Plan, will be incorporated as detailed previously in this document.



Important Gateways Plan Extract from the Neighbourhood Plan



Pedestrian movement plan



## Ecology



### Existing

The site comprises predominantly arable fields under cereal crop rotation. Other habitats include grassland margins, native hedgerows, mature trees along the boundaries and a hedgerow-associated ditch. As the land is under continuous agricultural cultivation, it is considered the site is of little ecological interest and no habitats of importance to protected species have been identified.

The site is not located within proximity to any European designated nature conservation sites, however it is acknowledged the site is located approximately 2km from a SSSI. Whilst it is unlikely that development of the site will directly impact these assets due to their distance and intervening uses, further detailed investigations are due to take place to confirm this and if necessary, suitable mitigation will be identified.

Legislation introduced in 2024 requires all new development to secure at least 10% biodiversity net gain over and above the current condition of the site. As is the case, the masterplan would be sensitively designed to enhance the biodiversity value to secure this net gain within the site.





## Proposed

Given the existing baseline, biodiversity conditions are considered relatively low due to the site's agricultural use. There is, therefore, an opportunity to deliver significant ecological enhancements throughout the development, including the planting of native species, protection of existing trees and hedgerows, the creation of habitat via additional features such as SUDS basins and wildflower schemes and/or a community orchard (for instance) incorporated within the green infrastructure network.



Ecology plan

# Character and Place-making

**B To ensure the development achieves good, high quality design, a design code will be prepared for the site.**

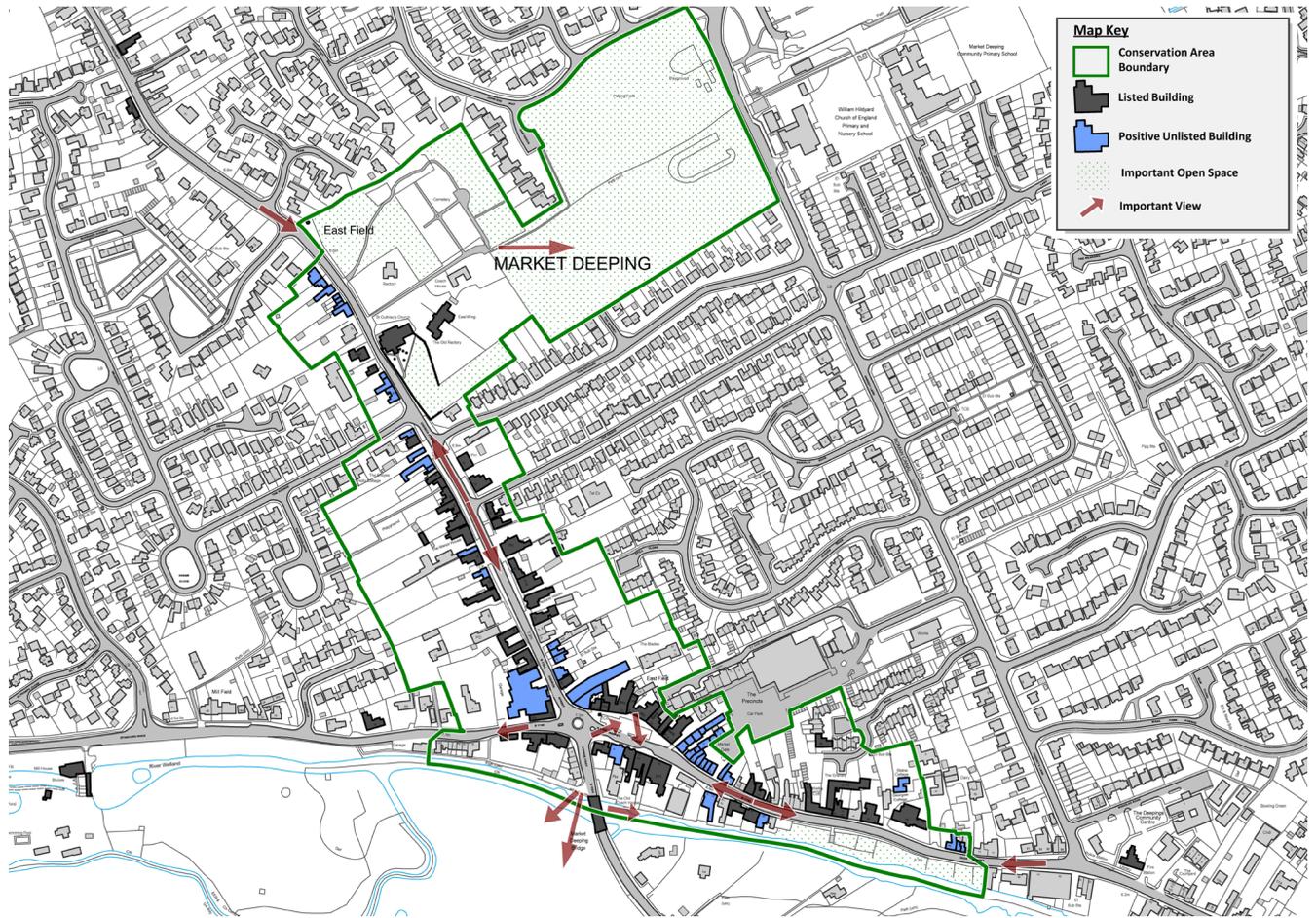
*SKPR-330 Development Principle*

## Existing

Market Deeping developed along the River Welland as a medieval market town and its historic layout - burgage plots focused on a wide Market Place - remains visible today. The town's most prominent medieval building is St Guthlac's Church located at the northern end of Church Street. The settlement grew through the 17th and 18th centuries with many of the grand residences constructed during this time still present along Church Street between Market Place and St Guthlac's Church. In the 20th century, Market Deeping expanded significantly and merged with neighbouring Deeping St James.

Many of Market Deeping's historic buildings include Georgian terraces and coaching inns arranged around the Market Place and Church Street are now located within a Conservation Area and were usually constructed using coarse rubble or limestone. The dominant roofing material is a grey Collyweston slate. The conservation area has a harmonious character derived from a broad similarity of scale, vernacular architectural style and material palette.

Whilst it could be argued that some of the materials used in the twentieth century expansion of the town respond to the colour palette of the historic core, the reality is that much of it is not locally inspired. Yellow/buff bricks are generally dominant in these areas, but red bricks and white render are also regularly experienced.



## Proposed

The emerging Concept Masterplan begins to establish a layout structure that could define character through a strong hierarchy of street typologies, punctuated by legible spaces and buildings or groups of buildings. The street typologies, landmark buildings and key spaces could all develop to create a new place that has its own identity but which has a character that is also locally inspired. Consideration will be given to key elements such as the form, density, height, scale and orientation of buildings as proposals progress, such that the street typologies are appropriately enclosed and areas of open space are overlooked by active frontages.

In accordance with the Development Principles of the proposed site allocation, a comprehensive Masterplan and Design Code will be developed to ensure that a distinctive and high quality development is achieved.

The Concept Masterplan presented here defines a net developable area of approximately 24ha, which at a density of 35 dwellings per hectare is capable of accommodating the 840 dwellings anticipated by the draft allocation. The development zone currently avoids areas of mapped surface water flooding, but as hydraulic modelling progresses, the masterplan may evolve to follow amended extents.



Placemaking plan

# 3

## THE EMERGING LAYOUT

Our understanding of the site and its constraints has informed a series of masterplanning principles that have been explained as responses through the document. Together, these combine to define our emerging Concept Masterplan:



### Context and Heritage

Development forming a logical extension to the existing urban area.

Views from areas of open space potentially retained to the spire of St. James' parish church



### Movement

Sustainable movement framework complementing existing streets and Public Right of Way footpaths, providing direct and convenient access to the services and facilities of Market Deeping.

The potential to define a positive new setting for the section of Deepings Walk shown within the site.

Safe new vehicular access points are proposed, linked within the site to create a primary street (as part of a legible and characterful hierarchy of streets).



### Flood and Surface Water

Development zones that avoid areas of surface water flooding.

Features of a sustainable surface water drainage system anticipated to be positioned at the eastern edge of the site.



## Landscape and Visual

Landscape screening proposed along the eastern edge of the site, incorporating retained existing hedgerows and associated trees.

Potential for a variety of uses within the green infrastructure network, including a footpath network, children's play and areas of general amenity space.



## Ecology

Opportunities to deliver significant ecological enhancements throughout the development, including the planting of native species, protection of existing trees and hedgerows, the creation of habitat via additional features such as SUDS basins and wildflower schemes and/or a community orchard.



## Character and Placemaking

Design Coding as part of future masterplanning for the scheme could develop an intent to define a locally inspired but distinctive character that is informed by a legible hierarchy of street typologies and complemented by landmark buildings and key spaces; with a strategy that considers key elements such as the form, density, height, scale and orientation.

# Features of the Masterplan

## 1 Tree lined streets

A central tree-lined street will run north to south through the heart of the site, establishing the principal route and reinforcing a clear hierarchy of streets. This defining feature will aid legibility and wayfinding by creating a distinctive character that enhances the identity and sense of place within the development. The approach accords with national planning guidance, reflecting NPPF principles for well-designed, sustainable, and attractive streetscapes.



## 2 Feature Spaces

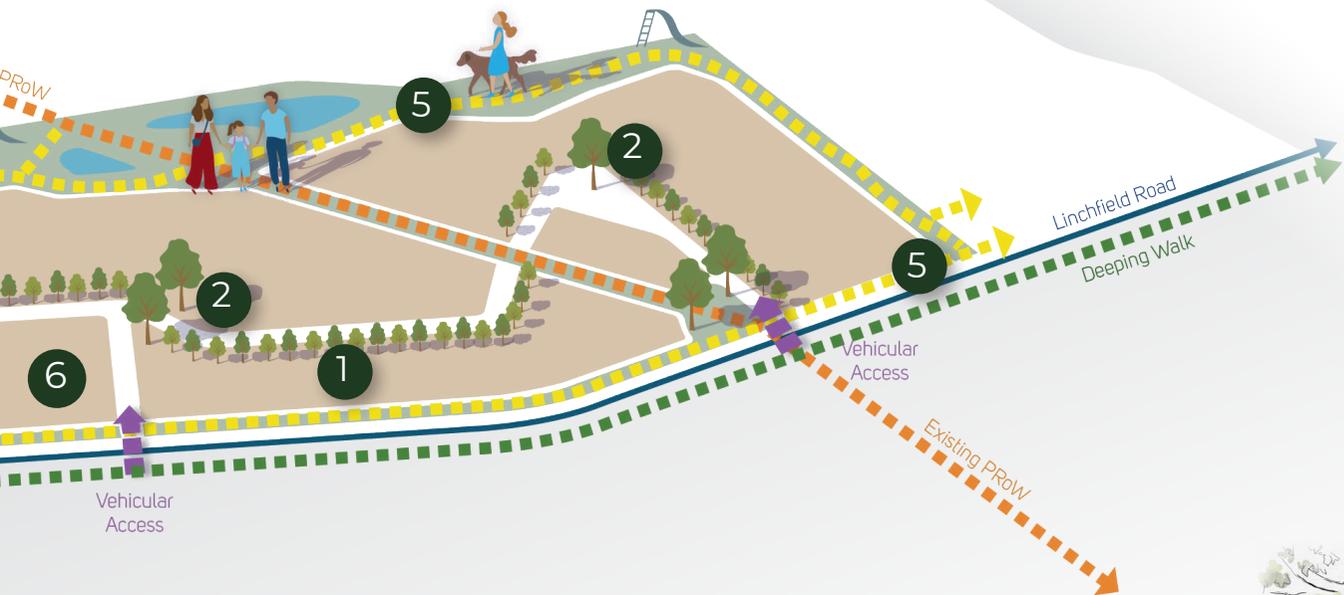
Pockets of green and urban spaces will be strategically positioned along the main primary route, creating distinct and memorable moments through the site. These spaces will be enclosed and overlooked by the active edges of buildings and will be inspired by the historic core of Market Deeping.



## 3 Green Edges

A large area of public open space is provided to the eastern edge of the development, creating a soft, green edge, with outward looking dwellings set back behind existing and proposed landscaping. This approach helps to define a strong, landscaped edge to the settlement and integrates the new development with its wider context and helps reduce the impact on views into the site from the open countryside. Additional landscape screening could be provided to part of the western and northern boundary to enhance the gateway location identified in the Neighbourhood Plan





## 6 Safe and Secure Design

Designing in perimeter blocks ensures that streets, pedestrian routes, and public open spaces benefit from natural surveillance, with doors and windows providing activity throughout the day and evening. This will help to create a safe, welcoming environment for all users, discouraging antisocial behaviour by increasing visibility and the risk of detection, while ensuring that private gardens remain secure and enclosed.



## 4 Design for Healthy Living

The masterplan prioritises opportunities for physical and mental wellbeing by creating an environment for exercise, play, relaxation, and access to nature. The existing public right of way will be retained and enhanced as part of a wider network of pedestrian-friendly routes within and beyond the site. New sports facilities will further encourage active lifestyles, providing benefits for both residents and the wider community.



## 5 Deepings Green Walk

The development will create a positive new setting for the section of Deepings Walk adjacent to the site, with high-quality housing designed to overlook and enhance this important community route.



# 4

## CONCLUSION

This Vision Document has been prepared to accompany Rosconn Group's Representations submitted in response to SKDC's Regulation 18 consultation. In order to help deliver SKDC's housing requirement, the site has been allocated for housing under draft allocation SKPR-330 'Land east of Linchfield Road, Market Deeping'. This Vision Document and accompanying Concept Plan have sought to demonstrate the 'Development Principles' set out within the draft Local Plan are deliverable, as follows:

### **A A comprehensive masterplan is required for the site.**

An accompanying initial Concept Masterplan for the site has been prepared demonstrating how a comprehensive development of the site could look. However, Rosconn wish to highlight that this Plan will evolve following input from on-going site assessments, as well as engagement with the Council, the local community and other key stakeholders.

### **B To ensure the development achieves good, high quality design, a design code will be prepared for the site.**

A Design Code for the site will be developed and accompany any future planning application to help achieve high standards of design.

### **C A Transport Assessment is required.**

A Transport Assessment will accompany any future planning application to ensure the impacts of the development on the highway network are safe and acceptable, and where necessary mitigation is provided

### **D Highway, footway, and cycleway connections should be provided through the site which connect the site into the wider town, and SKPR-37.**

This Vision Document has summarised how the site can integrate successfully with the wider town and the adjacent development to the west. The accompanying Sustainable Transport Strategy has helped inform the accompanying Concept Masterplan by identifying opportunities to maximise connectivity for pedestrians and cyclists from the site to both the adjacent housing allocation and the wide range of services and facilities within the town.

### **E A public right of way passes through the site, this should be retained and incorporated into the development of the site where possible.**

This should be retained and incorporated into the development of the site where possible – the Concept Masterplan has identified how the existing PROW can be retained, alongside using this opportunity to create a wider network of pedestrian friendly routes within and adjoining the site.

### **F The development should make contributions towards public transport, education, health and community facilities and open space provision.**

Contributions may be necessary to support the increase in demand for local services and facilities where there is insufficient capacity. This will be determined at the application stage but Rosconn does not consider that such contributions would make the proposals unviable.

### **G Heritage Impact Assessment required, and pre-commencement investigations to be carried out due to potential for archaeological remains on the site.**

Whilst the accompanying Archaeology and Heritage Statement confirms there will be no impact on above ground assets, pre-commencement investigations in light of the archaeological potential of the general area will be necessary. This can be agreed at the application stage, but Rosconn have commissioned an initial Geo-Physical survey to help inform discussions with the County Archaeologist.

### **H Landscape screening to the eastern edge of the site will be required to reduce the impact on views into the site from the open countryside.**

The Concept Masterplan shows how new planting could be delivered to define a landscaped edge to the proposed development.

**The development should positively preserve and enhance the Deepings Green Walk in accordance with the Deepings Neighbourhood Plan.**

The Concept Masterplan and this Vision Document demonstrate how this objective has been positively embraced, integrating an off-road greenway around the outer perimeter of the site through areas of landscaping and water features to add interest. This is considered to align with the Deepings Neighbourhood Plan objective of linking publicly accessible green space along a route around the town to encourage non-car-based movement away from trafficked routes.

**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.**

A Minerals Assessment has been completed which evidences that the integrity of mineral resources will not be compromised by development of the site.

Through considerate place-making and careful planning, the site has the potential to deliver a high-quality development that would deliver significant accessible green infrastructure provision and habitat creation for the local community to enjoy. New footpaths could be incorporated with the ability to retain and enhance the existing PROW network which crosses the site to improve connectivity and gain access to the countryside across the area.

In conclusion, Rosconn Group fully supports SKDC in allocating the site for residential development, being a suitable and highly sustainable location that is capable of developing significant benefits for the community, alongside helping to meet the future market and affordable housing needs of the District. Rosconn Group look forward to working with SKDC, the local community and other key stakeholders to help develop a high quality, sustainable extension to the town moving forward.





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& URBAN DESIGNERS