

Market Deeping Town Council
Town Hall
Market Place
Market Deeping
PE6 8EA



Telephone: 01778 343170
Email: townclerk@marketdeeping-tc.gov.uk
www.market-deeping.parish.lincolnshire.gov.uk

Town Clerk: Mrs Gail Darnes



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

27 August 2025

FAO: Policy Planning Team

**Response to South Kesteven District Council Planning Policy Consultations
Local Plan Review – Regulation 18 Proposed Housing and Mixed-Use Site Allocations Consultation**

Thank you for the opportunity to respond to the above consultation. Please find attached the response from Market Deeping Town Council.

Yours sincerely



Councillor Bob Broughton
Mayor of Market Deeping Town Council

Market Deeping Town Council Response to the SKDC Regulation 18 Consultation

24th August 2025

- **Importance of developing as a cohesive community** - Throughout the Local Plan, Market Deeping and Deeping St. James to be considered as one whole settlement referred to as 'The Deepings'.
- **Summary of responses from residents** - We know that land will be allocated, the SKDC Local Plan must focus on the timely provision of infrastructure and amenities before any growth is approved.
- **Comprehensive Infrastructure Plan.** This will become a key consideration for proposed services and amenities. The Local Plan highlights the need for a Comprehensive Infrastructure Plan with all investigation Reports and costed Plans to adequately address the impact of growth.
- **Delivery strategy** - the Infrastructure Plan will need to include a clear strategy for ensuring infrastructure, services 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:
 - Additional Health Care provision is a top priority
 - Additional Leisure and Social amenities provision is a high priority
 - Additional Education capacity at Primary and Secondary levels with high standard provision
 - Highways improvements and historic bridge strengthening are essential
 - A Green infrastructure plan with open spaces and parks to be in usable condition
 - Good quality design of buildings and layouts that integrate with the existing community
 - Flood prevention and addressing future flood risk through surface water/SUDS schemes
 - Sufficient accessible large and small retail and service provision in suitable locations
 - Sustainable Travel network development to promote Deeping as a walking neighbourhood
 - Domestic water supply to be upgraded in advance of any new development
 - Sewage removal systems to be upgraded in advance of any new development
 - All services to be underground i.e. electricity/gas/broadband
 - Sustainability considerations future-proofing energy, conservation and ecology
 - Other as identified during the Consultation period to meet 'Well-designed Places' criteria
- **Sequential development.** Where possible, designate new allocations as potential reserve sites and defer new site approvals so that already agreed sites are developed in sequential order according to date of adoption i.e. earlier ones first – to avoid an unbalanced area.
- **Flat green space.** All developments to have substantial sized green space - flat and usable for recreation rather than lots of small pockets or unusable mounds
- **Shops and services.** All developments over 100 homes to include some shops/service units.
- **Good Design in keeping with the local area.** All developments to meet SKDC and Neighbourhood Plan quality Design Code and Guides to avoid acres of bland boxes.
- **Future Employment land.** Could the updated Employment Land Survey be forwarded as soon as it is available. A draft to comment on before being finalised would be good.

o **Site specific issues for The Deepings:**

Already approved in current SKDC Local Plan but not yet built. We have no comments to make on these

- ✓ SKPR-23 (0.25h residential) Land adjacent to Wellington Way scout hut (has Planning Permission)
- ✓ SKPR-26 (0.77h residential) Land East of Broadgate Lane (now included in SKPR 307)
- ✓ SKPR-36 (9.44h residential) Land West of Peterborough Road (has Planning Permission)
- ✓ SKPR-37 (32.86h residential) Land West of Linchfield Road (still no pre- App or Planning Permission)
- ✓ SKPR-284 (14h employment) Extension to Northfields Industrial Estate (has pre-App)

o **Sites offered but removed from the plan at this time following Site Assessments:**

- **SKPR-144** (11.1h) Land to the West of Millfield Road
We welcome the removal of this site and appreciate that residents have been listened to.
- **SKPR-248** (7h) Land North of Spalding Road (Braeburn)
We note the removal of this site and would welcome its inclusion in future allocations.
- **SKPR-304** (4.1h) Land between Northfield Road and the Bypass – thin strip
We note the removal of this site and request it is considered for employment land in the future – particularly for use as the location for a supermarket or other required infrastructure amenity once the town centre supermarket location has been developed.
- **SKPR-315** (57.65h mixed use) Land North-South Towngate East – Swine’s Meadow Land
We note the removal of this site and request it is considered for expansion as employment land in the future as this is key to the economic development and sustainability of The Deepings.

o **Site previously approved as Employment Land and now proposed to change to residential.**

- **SKPR-55** (3.7h employment/residential/mixed use) Land East of Peterborough Road
 - 1) OBJECT and propose this is re-allocated as a mixed-use site, not just residential.
 - 2) Propose incorporating some employment units offices, workshops, sole trader homes at the eastern side of the site nearer to the existing Spitfire Park light industrial site.
 - 3) This is a gateway location leading directly into the Conservation Area. Any housing on the west side of the site road side (previously LiDL plot) should have lower density and be designed to reflect the development on the opposite side of the road as this is a unique opportunity to have a prestigious entrance to the town.
 - 4) For resident safety, if any part of this site becomes residential or mixed-use, a completely separate roadway will be required for a haulage company access to the south – no shared road use (as was previously proposed for the LiDL application).

- o **New sites proposed for approval**

- **SKPR-330** (39.66h residential) Land East of Linchfield Road iii - incorporates SKPR-316 & 329

- 1) OBJECT and propose that this is re-allocated as a non-industrial mixed-use site, not just a residential site. Mixed-use to include designated space for Leisure/sports/Health/retail/education/green space/public amenities - to the south or throughout of the site.
- 2) The delivery Plan for the site to ensure that new amenities are completed and publicly accessible in a phased way and not left to the end of the build period.
- 3) Any development on this site will also require Highways access **north to the Deepings bypass**. All developments in and around east and west of Linchfield Road will require good road access out to the bypass to avoid clogging up the town centre and unnecessary wear & tear on the town centre and the two old bridges for anyone wishing to travel south over the river.
- 4) 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.
- 5) Design and character 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 and take account of the activity of the existing sports facilities – Rugby Club and Skateboard Park.
- 6) This site will require a full and detailed Master Plan

- **SKPR-307** (9.2h residential) Land East of Broadgate Lane Priory Fields - incorporates SKPR-26

- 1) OBJECT and propose this is re-allocated as a non-industrial mixed-use site, not just residential. This is a large site and will require an allocation of retail/service and amenities provision.
- 2) Highways safety. Any development here will have a high impact on safe access to/from Broadgate Lane and the Rycroft shopping area. Review the proposal to take account of this.
- 3) To retain and enhance the dog walking and horse-riding paths around the perimeter as a leisure amenity. This is a much-used area for leisure walking and riding.
- 4) The western side is in close proximity to the DSJ Conservation Area and property design should respect and reflect the unique features of the location.
- 5) This site is prone to flooding and a full assessment will be needed.

Discussion point 1: Allocation of land for a future Swimming Pool/ Leisure Centre

This is a suggestion to address the loss of leisure and recreational amenities and lack of events space in The Deepings. An outline proposal already exists for a new multi-use Leisure Centre 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.

If the site SKPR-330 is confirmed as allocated for future non-industrial mixed-use development, could some serious thought and negotiation be put in place to allocate and reserve a suitable sized piece of land (5 acres?) at the southern edge of SKPR-316 bordering the 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 land and Centre, negotiation could potentially include establishing a funding pot for the allocation of all S106 money for all the sites on the new SKDC Local Plan (Health & Education contributions) and potentially a relaxation of the 'affordable homes' requirement to compensate for the land costs (subject to policy change). 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.

Discussion point 2: Plan for a New Town for the South Kesteven District

This matter was raised at the well-attended Public Meeting in July and proved to be a popular proposal for consideration. Could SKDC rethink their current approach to additional housing? The 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 district away from the existing towns and to properly plan and invest in all the associated services and infrastructure in advance.

Discussion point 3: Deepings Infrastructure Plan

In addition to the Local Plan Regulation 18, Members of the Town Council, Parish Council and Neighbourhood Plan Group and residents of The Deepings would greatly welcome consultation on the detail of the associated Infrastructure Plan.

We know the limitations of the local area very well and are best placed to advise on requirements for road improvements, provision of services, the need for amenities and suitable locations. Could we have an undertaking that we will be fully consulted on any proposals.

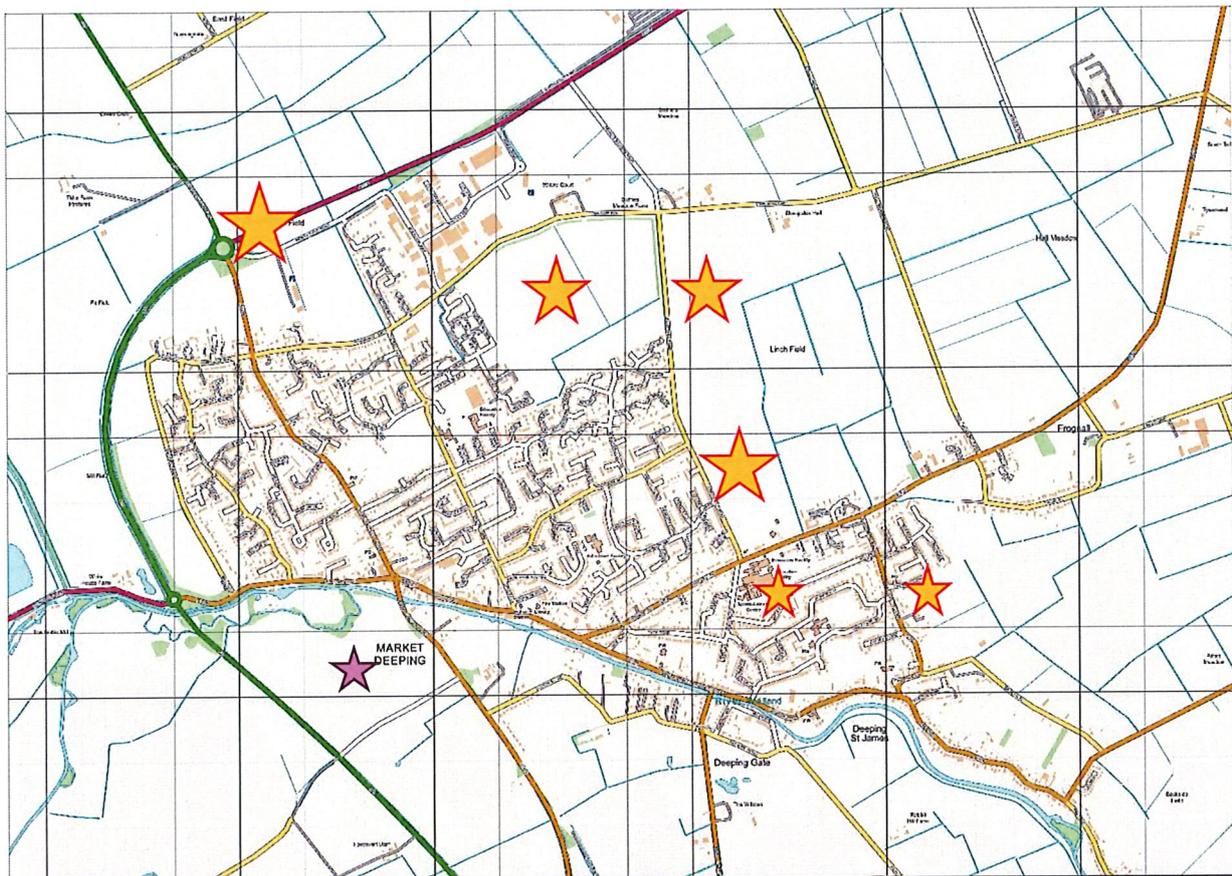
Where we have indicated 'mixed-use' this is to ensure that land is earmarked for amenities.

Discussion point 4: Deepings Key Amenities Infrastructure Proposals for 'Mixed-use' sites

In our response to the SKDC Regulation 18 consultation, we have objected to all sites that are proposed solely for housing. We have indicated that essential amenities will need to be included in the forthcoming Infrastructure Plan to accompany the Regulation 19 consultation.

Specifically we require allocation of land for:

- ✓ A second Health Centre Practice
- ✓ A third supermarket (assuming the town centre site is soon occupied)
- ✓ A public swimming pool
- ✓ A sports hall
- ✓ An Arts Centre/cultural hub/Events venue
- ✓ Additional flat playing field space/s
- ✓ Additional local centre retail units



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

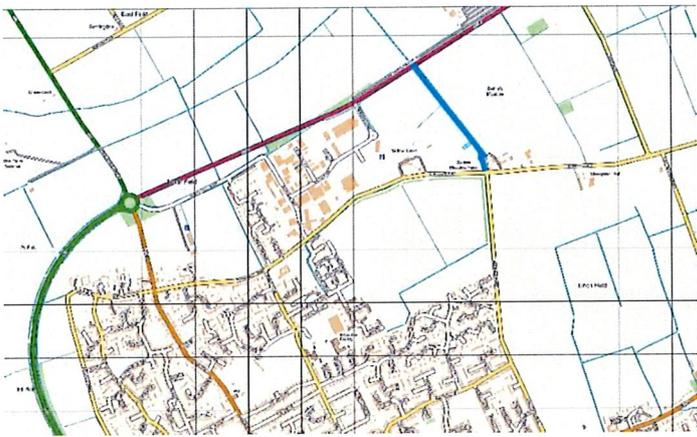
Key Purpose 1: To prevent additional and unnecessary traffic adding to congestion and contributing to risk factors at the Linchfield Road south junction with Horsegate/Spalding Road.

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.

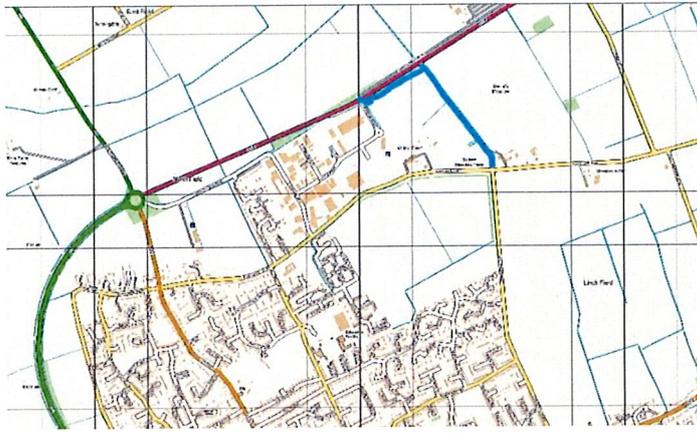
Key Purpose 4: To reduce the need for unnecessary traffic cutting through the industrial estate using the Towngate East/West road, Blenheim Way and Northfields Road.

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



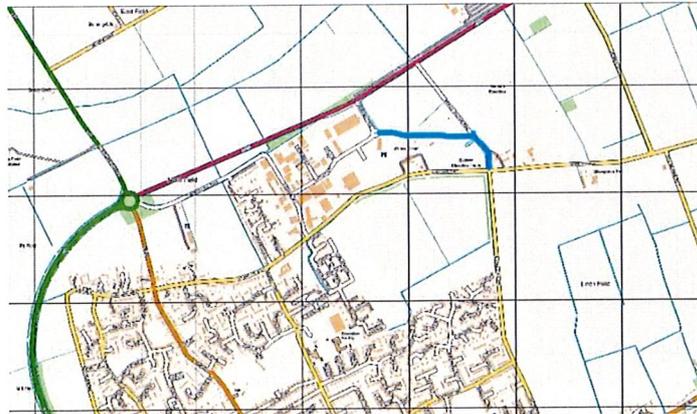
Option 1

A simple and direct route along the old road by Swine's Meadow to access the Bypass with a new junction



Option 2

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



Option 3

Join the existing roundabout next to Eventus - through the new industrial estate and then access the Bypass from Lysander Drive