

Market Deeping Town Council – Planning and Highways Committee

Minutes of an extra ordinary meeting of Market Deeping Town Council’s Planning and Highways Committee held on Tuesday 8th August 2017 at 7.00pm in the Town Hall, Market Deeping. Chairman Cllr Shelton presided over Cllrs Brookes, Cllr Gamble, Cllr Miss Moran, and Cllr Mrs Redshaw. The Clerk was in attendance

49. Chairman’s Welcome

Cllr Shelton welcomed everyone to the meeting

50. Apologies for Absences

None

51. To receive declarations of interest under the Localism Act 2011

None

52. Draft SKDC Local Plan: For members to receive the draft comments to be sent from this Council and to agree to forward them to SKDC planning

Cllr Shelton informed the members that although he had said he would draft the comments, he had intended to ask Cllr Brookes. They had met together and Cllr Brookes had agreed to do a draft version, which the members had been given prior to the meeting.

Draft Proposed Letter

The Town Council supports the allocation of employment land in the town in order to help to ensure local employment opportunities are available, particularly given the population increase that would result from the proposed residential allocations. The District Council should seek to ensure that these employment allocations deliver employment which can at least in part be filled by the existing local labour force in order to reduce commuter journey distance.

The Town Council recognises the need to provide homes to meet the needs of our community and accepts that some increase in dwellings is necessary to do so. We would however like further details on the infrastructure to support development in order to reassure both residents and ourselves that increased dwellings can be accommodated without an unacceptable impact on the existing settlement.

Whilst we appreciate that the District Council consults with other organisations, such as the County Council with respect to education provision and highways, we would like there to be greater clarity of how these issues would be actually addressed for a given site. We are concerned that these details are either not clear until application stage or not at all, with Section 106 agreements often giving little information as to how monies allocated are to be spent.

DEP1.H1 (SKLP254) – Towngate West, Market Deeping

We are pleased to note that the site specific policies recognise the importance of this site given both its location at the entrance to the town and existing context.

We would highlight that reference to how the development is focussed mentions a non-existent “Towngate Road”.

DEP1.H2 (SKLP30) – Millfield Road, Market Deeping

We are concerned about the loss of this valuable open space given the existing recreational use of this land, as demonstrated in the recent application for registration as a village green. We suggest that application may present difficulties in delivery of this site in the short/medium term, regardless of the result of the village green registration application, and there is a longer term risk to this allocation if the application is successful.

It is apparent to us that significant highways works would be required to provide access to this site. We are concerned about the potential impact on the character of Millfield Road, as well as the potential to create an “island” of housing, poorly integrated into the existing settlement, should access from a new junction on the A15 be judged to be the only viable option.

Whilst we welcome the potential for a new leisure centre serving The Deepings, we feel that the decision on where to relocate the leisure centre deserves a broader discussion. We assume that the ownership of this land, being owned by the County Council, may facilitate a solution to this problem but other issues need to be taken into account.

The location of a new leisure centre on this site, being at the western edge of The Deepings, would put it further from many residents than is the case today. We also would anticipate that further housing development, beyond the period of the draft plan, is most likely to be towards the east. This is supported by looking at the location of other sites identified through the Call for Sites process.

This means this problem will only grow. We are therefore concerned about the disincentive for users to use active travel options.

With reference to the site specific policies, we would suggest that, consistent with DEP1-H3, these should require that the footpath, not currently mentioned, is properly incorporated and preserved as part of any development.

DEP.H3 (SKLP 253, SKLP 39) – Linchfield Road, Deeping St James

Whilst this site is outside of Market Deeping, it does lie immediately adjacent to the Town.

We note that the site specific policies mention an existing footpath whereas there are actually two public footpaths which cross this site. The potential for these to provide useful off-road foot and cycle links should be very significant. These would link both these sites and the existing housing in Deeping St James to both existing employment, the proposed employment allocation DEP.SE2, and important destinations in Market Deeping including the two primary schools, park, and supermarket.

We would welcome clarification that incorporation of existing footpaths does not mean by diverting along new roads in the site and that the site should be instead designed to retain these as complete routes as far as is possible, minimising highway crossings.

We agree with the need for the two sites which form this allocation to be the subject of a single, comprehensive masterplan. This will help to avoid risks such as missed opportunities to create through routes where beneficial, and potentially reduce the number of road crossings of the public rights of way which might otherwise make them less convenient to use.

We also welcome the inclusion of a requirement for provision of retirement housing, extra care or residential care housing which we feel is increasingly important.

We understand that it has previously been an aspiration of the County Council to have a link road through this site towards the bypass as a continuation of the newly constructed Charter Avenue to the west. We would welcome further consideration of this option as a means of enabling access to the Linchfield Road site which may help to reduce the impact of increased pressure on the area's existing routes.

DEP.SE1 (SKLP 281) - Land fronting Peterborough Road, Market Deeping

We remain of the view that it would be preferable for this site to be allocated for housing. We are not aware of any progress since the outline planning permission S14/3585 was granted in August 2015 so would question whether this site is likely to deliver the proposed employment opportunities within a reasonable timeframe.

Errors

Finally, we would like to highlight several errors in the draft local plan:

Page 139, Section 4.43 - Says Town is on the east-west A16 route despite this route no longer being designated the A16, having become the A1175 following the upgrade of the Spalding-Eye route.

Page 142, Section 4.47 – We do not recognise the description of the town centre being focussed on Horsegate and the Precinct. We would suggest this should be the Market Place, High Street and the Precinct. We note that Google Maps incorrectly identifies the location of Horsegate.

End

Cllr Shelton suggested that the draft letter be used as a template and comments/alterations could be noted and asked Cllr Brookes to go through the letter. Cllr Miss Moran had commented prior to the meeting on an area that had not made sense and it had been amended. Cllr Brookes asked the members if they had any views or comments to raise. A discussion took place regarding the proposed location of the leisure centre and it was agreed to insert after the 10th paragraph 'we suggest locating the leisure centre to a more central area nearer to Linchfield Road'. A discussion then took place about the infrastructure and the route to Stamford via Tallington. It was agreed to include the sentence 'the route to Tallington and Stamford is woefully inadequate and the major problem is caused by the Tallington level crossing' prior to the section on DEP1.H1 (SKLP254). Discussions then moved onto the Millfield Road site and it was agreed to include after the first paragraph in the section DEP1.H2 (SKLP30) 'the draft plan states "all existing open space including.....informal natural open space, route ways and corridors will be protected", which we believe will not occur if development is allowed on this site.' The members then discussed the green corridor of land around the proposed sites in Deeping St James and concluded to add to the end of paragraph three of section DEP.H3(SKLP253,SKLP 39) 'we want it ensured that the site policies include preserving and enhancing the existing green corridor.' Discussions then took place about the history of the town and it was agreed to include prior to the sentence on Tallington level crossing 'the Deepings has an interesting history and if it is to be promoted there needs to be proper car parking and well maintained roads.' Concerns were then mentioned by the members regarding the support to the town centre and promoting offices and new residential. It was agreed to include the sentence 'we do not agree with the DEP2:Market Deeping Town Centre policy that states the development or reuse of buildings for offices or new residential use. We would support the enhancing of the town centre with retail, food and drink, and cultural uses' prior to the section on 'errors'. At the end of the previous paragraph, it was decided to include 'if this is not achievable then housing would be a suitable alternative' after omitting the first sentence of that paragraph. Finally, after discussing the rural economy it was agreed to include 'we hope that the rural economy on the edge of the settlement will be actively supported' prior to the 'errors' section.

The Clerk was asked to amend the document and forward it to members before submitting it to SKDC.

Final Draft Letter

Comments from Market Deeping Town Council on the South Kesteven Consultative Draft Local Plan 2017

The Town Council supports the allocation of employment land in the town in order to help to ensure local employment opportunities are available, particularly given the population increase that would result from the proposed residential allocations. The District Council should seek to ensure that these employment allocations deliver employment which can at least in part be filled by the existing local labour force in order to reduce commuter journey distance.

The Town Council recognises the need to provide homes to meet the needs of our community and accepts that some increase in dwellings is necessary to do so. We would however like further details on the infrastructure to support development in order to reassure both residents and ourselves that increased dwellings can be accommodated without an unacceptable impact on the existing settlement.

Whilst we appreciate that the District Council consults with other organisations, such as the County Council with respect to education provision and highways, we would like there to be greater clarity of how these issues would be actually addressed for a given site. We are concerned that these details are either not clear until application stage or not at all, with Section 106 agreements often giving little information as to how monies allocated are to be spent.

The Deepings has an interesting history and if it is to be promoted there needs to be proper car parking and well maintained roads

The route to Tallington and Stamford is woefully inadequate and the major problem is caused by the Tallington level crossing

DEP1.H1 (SKLP254) – Towngate West, Market Deeping

We are pleased to note that the site specific policies recognise the importance of this site given both its location at the entrance to the town and existing context.

We would highlight that reference to how the development is focussed mentions a non-existent “Towngate Road”.

DEP1.H2 (SKLP30) – Millfield Road, Market Deeping

We are concerned about the loss of this valuable open space given the existing recreational use of this land, as demonstrated in the recent application for registration as a village green. We suggest that application may present difficulties in delivery of this site in the short/medium term, regardless of the result of the village green registration application, and there is a longer term risk to this allocation if the application is successful.

The draft plan states ‘all existing open space including.....informal natural open space, route ways and corridors will be protected’, which we believe will not occur if development is allowed on this site.

It is apparent to us that significant highways works would be required to provide access to this site. We are concerned about the potential impact on the character of Millfield Road, as well as the potential to create an “island” of housing, poorly integrated into the existing settlement, should access from a new junction on the A15 be judged to be the only viable option.

Whilst we welcome the potential for a new leisure centre serving The Deepings, we feel that the decision on where to relocate the leisure centre deserves a broader discussion. We assume that the ownership of this land, being owned by the County Council, may facilitate a solution to this problem but other issues need to be taken into account.

The location of a new leisure centre on this site, being at the western edge of The Deepings, would put it further from many residents than is the case today. We also would anticipate that further housing development, beyond the period of the draft plan, is most likely to be towards the east. This is supported by looking at the location of other sites identified through the Call for Sites process.

This means this problem will only grow. We are therefore concerned about the disincentive for users to use active travel options. We suggest locating the leisure centre to a more central area nearer to Linchfield Road.

With reference to the site specific policies, we would suggest that, consistent with DEP1-H3, these should require that the footpath, not currently mentioned, is properly incorporated and preserved as part of any development.

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We would welcome clarification that incorporation of existing footpaths does not mean by diverting along new roads in the site and that the site should be instead designed to retain these as complete routes as far as is possible,

minimising highway crossings. We want it ensured that the site policies include preserving and enhancing the existing green corridor

We agree with the need for the two sites which form this allocation to be the subject of a single, comprehensive masterplan. This will help to avoid risks such as missed opportunities to create through routes where beneficial, and potentially reduce the number of road crossings of the public rights of way which might otherwise make them less convenient to use.

We also welcome the inclusion of a requirement for provision of retirement housing, extra care or residential care housing which we feel is increasingly important.

We understand that it has previously been an aspiration of the County Council to have a link road through this site towards the bypass as a continuation of the newly constructed Charter Avenue to the west. We would welcome further consideration of this option as a means of enabling access to the Linchfield Road site which may help to reduce the impact of increased pressure on the area's existing routes.

DEP.SE1 (SKLP 281) - Land fronting Peterborough Road, Market Deeping

We are not aware of any progress since the outline planning permission S14/3585 was granted in August 2015 so would question whether this site is likely to deliver the proposed employment opportunities within a reasonable timeframe. If this is not achievable then housing would be a suitable alternative.

We do not agree with the DEP2:Market Deeping Town Centre policy that states the development or reuse of buildings for offices or new residential use. We would support the enhancing of the town centre with retail, food and drink, and cultural uses.

We hope that the rural economy on the edge of the settlement will be actively supported.

Errors

Finally, we would like to highlight two errors in the draft local plan:

1. Page 139, Section 4.43 - Says Town is on the east-west A16 route despite this route no longer being designated the A16, having become the A1175 following the upgrade of the Spalding-Eye route.
2. Page 142, Section 4.47 – We do not recognise the description of the town centre being focussed on Horsegate and the Precinct. We would suggest this should be the Market Place, High Street and the Precinct. We note that Google Maps incorrectly identifies the location of Horsegate

End

There being no further business, the meeting closed at 8.02pm. The next meeting was scheduled for Wednesday 6th September at 7.00pm

Chairman signature.....

Date.....