
Representations to the South Kesteven Local Plan Review (Draft Plan – Regulation 18) Consultation

On behalf of Persimmon Homes East Midlands



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1. INTRODUCTION

- 1.1 Marrons is instructed by Persimmon Homes East Midlands (“Persimmon”) to prepare and submit representations to the South Kesteven Local Plan Review (“LPR”) Draft Plan Consultation. Persimmon is promoting Land at St Martin’s Way, Ancaster (“the Site”) for residential development. The Site is proposed for housing allocation for approximately 65 units within the Draft Plan under reference SKPR-283.
- 1.2 Representations were submitted to support the promotion of the Site to the previous LPR Issues and Options consultation, alongside a Vision Document by Marrons. The Vision Document demonstrated how the Site is technically deliverable for residential development and how it could be brought forward with no material adverse impacts arising, as well as the key benefits of the Site’s delivery.
- 1.3 In further support of the Site’s promotion, Marrons on behalf of Persimmon has produced a Site Delivery Statement (**Appendix 1**), which builds on the work of the previous Vision Document and develops proposals for the Site informed by a comprehensive suite of technical evidence. The Site Delivery Statement has been informed by a comprehensive Strategic Movement and Access Strategy by The Transportation Consultancy (**Appendix 2**).
- 1.4 These representations have been produced by Marrons on behalf of Persimmon to provide a comprehensive response to the LPR Draft Plan consultation published by South Kesteven District Council (the local planning authority) for comment. Within these representation, we comment on the soundness and legal compliance of the LPR, as well as its evidence base. Our representations are to be read alongside the representations made directly by Persimmon Homes East Midlands in respect of the development management focused policies of the emerging LPR.

2. VISION AND PLAN OBJECTIVES

- 2.1 We broadly support the LPR’s Vision to 2041 for South Kesteven. In particular, we welcome the description of the role and function of the District’s villages, with the Vision setting out that the more sustainable villages (i.e. Larger Villages), will continue to provide the necessary day-to-day services to ensure rural communities have a choice in terms of homes, work and recreation. To strengthen this part of the Vision still further, we would recommend that the role the Larger Villages play in supporting surrounding rural communities is also referenced and in particular, the need such communities have for affordable homes recognising that the villages are least affordable parts of the Plan Area.
- 2.2 In relation to Plan Objective 4, we broadly support the establishment of an appropriate spatial strategy to guide the scale, location and form of development and the need to provide a long-term basis for the planning of South Kesteven. However, for the reasons outlined below in relation to our comments on the plan period, we question whether a plan period to 2041, which only extends the current plan period by five years, would provide for a sufficiently long-term basis for planning in the area.
- 2.3 In relation to Plan Objective 6, we would question whether it is appropriate for the Plan Objectives to “ensure” that Grantham is supported as the main focus for new housing. This Plan Objective appears to pre-judge the LPR’s spatial strategy, which can only be arrived at after considering a wide range of factors. In reality, under the proposed apportionment of housing within the LPR, Grantham will host 49% of growth to 2041 meaning that, in proportionate terms, other areas will still have a significant role to play in meeting housing need. We recommend that the role and function of other parts of the Plan Area in the spatial strategy are elaborated upon within Plan Objective 6.
- 2.4 Plan Objective 9 makes reference to the provision of an “adequate supply and choice of land for new housing.” We consider that this Plan Objective plays down a key element of national planning policy which is to “boost significantly” the supply of housing, not merely achieving an adequate supply. The provision of housing goes beyond offering a choice in the market but rather defining and addressing needs in a manner that addresses the challenges experienced by the Plan Area and also delivers the Plan’s ambitions.
- 2.5 In this regard, whilst we are generally supportive of the overall thrust of the Plan’s Vision and the Plan Objectives subject to the comments above, we would observe that there should be a better integration between these and the District’s economic, social and environmental challenges summarised at Table 1 of the Draft Plan. The social challenges noted by Table 1 include the need for

specialist housing to support an aging population as well as affordable housing, noting that there are certain parts of the Plan Area with very high houses prices. We consider that the Plan Objectives and the wider Vision should clearly articulate how such challenges will be addressed.

3. POLICY SP1 – SPATIAL STRATEGY

The Housing Requirement

- 3.1 The National Planning Policy Framework (“NPPF”) (December 2023) sets out at paragraph 16 that Plans should be prepared positively, in a way that is aspirational but deliverable and should be prepared with the objectives of achieving sustainable development in mind.
- 3.2 Paragraph 60 of the NPPF sets out that in order to support the Government’s objective of significantly boosting the supply of housing, it is important that a sufficient amount and variety of land can come forward where it is needed. In addition, paragraph 60 also sets out that the needs of groups with specific housing requirements should also be addressed and that the overall aim in respect of plan-making should be to meet as much of an area’s identified housing need as possible.
- 3.3 Paragraph 61 of the NPPF sets out that to determine the minimum number of homes need, strategic policies should be informed by a local housing needs assessment, conducted using the Standard Method.
- 3.4 Paragraph 63 of the NPPF clarifies that within the context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups include those who require affordable housing.
- 3.5 Paragraph 67 of the NPPF establishes that strategic policy-making authorities should establish a housing requirement figure for their whole area and that this requirement may be higher than the identified housing need if, for example, it includes for provision for neighbouring areas, or reflects growth ambitions linked to economic development or infrastructure investment.
- 3.6 Paragraph 22 of the NPPF establishes that strategic policies should look ahead over a minimum 15 year plan period from adoption, in order to anticipate and respond to long-term requirements and opportunities arising from major improvements in infrastructure. Where a Plan’s strategy includes new settlements or significant extensions to existing villages and towns, paragraph 22 sets out that strategic policies should be set within a vision that looks further ahead (at least 30 years) to take into account the likely timescales for delivery.
- 3.7 The Planning Practice Guidance (“PPG”) clarifies that a local housing needs assessment is the first step in the process of deciding how many homes need to be planned for and that this should be undertaken separately from assessing land

availability, establishing a housing requirement figure and preparing policies to address this such as site allocations.

3.8 The PPG sets out that there are circumstances and factors where it might be appropriate to plan for a higher housing requirement than that indicated by the Standard Method. These circumstances are summarised below.

- *The Standard Method does not attempt to predict the impact of changing economic circumstances or the impact other factors might have on demographic behaviour.*
 - *Circumstances where it may be appropriate to plan for a greater level of housing growth than the LHN includes, but is not limited to:*
 - *Growth strategies for the area that are likely to be deliverable, for example where funding is in place to promote and facilitate additional growth*
 - *Strategic infrastructure improvements that are likely to drive an increase in the homes needed locally; or*
 - *An authority agreeing to take on unmet need from neighbouring authorities, as set out in a statement of common ground.*
- *There may also be situations where previous levels of housing delivery in an area, or previous assessments of need, are significantly greater than the outcome of the Standard Method.*
- *Total affordable housing need can then be considered in the context of its likely delivery as a proportion of mixed market and affordable housing developments, taking into account the probable percentage of affordable housing to be delivered by eligible market housing led developments. An increase in the total housing requirement included in the plan may need to be considered where it could help deliver the required number of affordable homes. [Emphasis Added]*

Calculating Local Housing Need:

3.9 Policy SP1 of the LPR sets out the scale of housing need and a general strategy for its distribution over the plan period to 2041. Draft Policy SP1 identifies a housing requirement of 14,020 dwellings which equates to 701 dwellings per annum (dpa).

3.10 The calculation of Policy SP1's housing requirement figure is informed by a Local Housing Needs Assessment (LHNA) by AECOM dated September 2023. The

LHNA uses the Standard Method based on the latest affordability ratios and other inputs available at that time (November 2023) to produce the result of 701 dpa. In other words, the housing requirement in Policy SP1 is analogous to South Kesteven’s local housing need (“LHN”) figure calculated using the standard Method.

- 3.11 Prior to the current consultation in respect of the Draft Plan, the LHN for South Kesteven was calculated to amount to 754 dpa which the LHNA confirms was the correct figure as at April 2020. As confirmed by paragraph 1.13 of the Draft Plan, the preparation of the LPR commenced in April 2020.
- 3.12 As set out in PPG, assessing baseline housing need is the “first step in the process of deciding how many homes need to be planned for.” Accordingly, the LHN or baseline housing need figure for South Kesteven should align with the point at which the LPR was initiated given that understanding the LHN is the first step in the plan-making process.
- 3.13 The LHNA at paragraph 3.27 does refer to this issue by explaining that firstly, 754 dpa would represent a rate of housebuilding not experienced in South Kesteven since the 2008 recession and secondly, that 754 dpa was not “confirmed as the new Local Plan target.” Neither of these arguments are convincing.
- 3.14 Firstly, the housing trajectory presented on page 47 of the Draft Plan expects that as many as 1,400 completions per annum will be delivered in some years. In addition, capping the housing requirement based on past delivery would also clearly not reflect the Government’s objective to boost significantly the supply of housing. Secondly, as recognised within the LHNA itself, the Standard Method does not produce a housing requirement or a “target.” Rather, it informs a baseline assessment of housing need which is the first step in the process in deciding how many homes should be planned for. That process clearly should have been undertaken some time ago prior to the current consultation in relation to a full Draft Plan.
- 3.15 In our view, LHN figure should not be re-calculated midway through the plan preparation process and the figure used should be that which aligns with the date at which the LPR was commenced, unless there are good reasons not to. The LHN and therefore the housing requirement for South Kesteven should be at least 754 dpa resulting in a total of 15,080 over the plan period.

The Plan Period:

- 3.16 The plan period for the LPR extends to 2041. Paragraph 22 of the NPPF requires strategic policies to look ahead at least 15 years from adoption. The most recent Local Development Scheme (LDS) for South Kesteven dated May 2023 anticipates

adoption of the LPR by Spring 2026, which would dictate a plan period to 2041 as a minimum. The end year for the LPR therefore provides virtually no room for delay, noting that a delay has already occurred against the timescales given in the LDS, given the current consultation on the Draft Plan was anticipated to be undertaken in Winter 2023/2024.

- 3.17 The timeframe specified at paragraph 22 of the NPPF is a minimum figure. As it stands, the LPR would look only five years beyond the end year of the adopted Local Plan (2036) and it is questionable whether such a short timespan would enable the LPR to anticipate and respond to long-term challenges and opportunities. As set out in the housing trajectory at page 47 of the Draft Plan, housing completions will drop below the 701 dpa from 2036/2037 with substantial drop-off in completions occurring in 2038/2039 and every year thereafter. The LPR would therefore not appear deliver sufficient housing completions to meet annualised need significantly beyond 2036.

Affordable Housing Need:

- 3.18 The Draft Plan sets out at Table 1 a series of challenges affecting the District which the LPR should address. The social challenges identified include areas of the District with high house prices and a shortage of affordable housing. The LHNA estimates an annual need for affordable homes of 402 dwellings per annum which equates to 57% of the annualised housing requirement figure of 701 dpa.
- 3.19 Policy H2 of the adopted Local Plan sets out a requirement of 30% affordable housing provision on sites of 11 or more dwellings or where proposals would result in greater than 1000 sq m floor space except in Grantham, where the requirement is 20%. Based on these figures, it seems very unlikely that the local planning authority will be able to seek anywhere close to 57% affordable housing provision particularly not given the fact that slightly under half of the LPR's overall housing provision will be located at Grantham, which has a generally less buoyant housing market than other parts of the District.
- 3.20 Paragraph 8.68 of the LHNA tangentially considers the relationship between affordable housing needs and the overall housing requirement. In this regard, the LHNA simply states that the NPPF and the PPG do not require the Standard Method to be uplifted to meet all affordable housing needs. We do not agree with this statement.
- 3.21 The PPG unambiguously states that an increase in the total housing requirement included in the plan may need to be considered where it could help deliver the required number of affordable homes. That is clearly the case here given that the overall level of housing requirement proposed will plainly not meet affordable

housing needs identified within the LHNA yet nowhere within the Draft Plan or its evidence base has an uplift to the Standard Method derived figure of 701 dpa been considered. That runs contrary to the advice of the PPG and paragraph 60 of the NPPF, which states that the overall aim of plan-making should be to meet as much of an area's identified housing need as possible. There is no explanation within the Draft Plan or within the evidence base as to why it is not possible to meet affordable housing needs in full.

- 3.22 Having regard to the Government's live tables on affordable housing supply, South Kesteven has seen an average of 120 affordable completions per annum over the last ten years. That is 70% below the LHNA's estimate of affordable housing need so clearly a significant increase in overall housing provision is required over and above previous trends if affordable housing needs are to be met. Policy SP1's housing requirement does not secure this.

Economic Growth:

- 3.23 The PPG states that the Standard Method does not attempt to predict the impact of changing economic circumstances or the effect other factors might have on demographic behaviour. Accordingly, it is appropriate to consider in formulating the overall housing requirement whether it is sufficient to meet the economic aspirations of the LPR and whether sufficient homes will be provided to support the number of jobs anticipated.
- 3.24 As part of the LPR's evidence base, the local planning authority has commissioned an Employment Land Study (ELS) by AECOM dated February 2024. In summary, the ELS establishes a need for 79.5ha of employment land to 2041. Against this, the ELS identifies 236ha plus a further potential 35ha of vacant land currently designated for employment uses. As such, taking the ELS findings at face value, there is already a considerable overprovision of employment land against minimum employment land requirements identified in the ELS.
- 3.25 In spite of the above, the LPR has appropriately taken into account wider economic growth aspirations, the LPR's Objectives such as the reduction of out-commuting, and providing appropriate choice and competition in the market. As such, the LPR identifies 338ha of employment land which is significantly in excess of the figure suggested by the ELS and would represent a considerable stepped change in the overall levels of economic development in the District. There is no particular consideration within the LHNA or the other parts of the evidence base as to whether the LPR's considerable pipeline of economic growth merits an uplift to the minimum Standard Method figure to achieve an appropriate alignment of homes and jobs.

- 3.26 The LHNA also sets out anticipated population growth in South Kesteven is expected to be led by the older population, with a projected 87.8% increase in households with a person aged 65 or above expected between 2011 and 2041. In the context of an aging population and ambitious economic growth plans, it stands to reason that providing additional homes could assist in addressing matters of housing affordability and attracting working age individuals to the area.
- 3.27 We would strongly encourage the local planning authority to investigate the linkages between the overall planned level of economic growth and housing provision to ensure an alignment between the two and to incorporate an uplift to the Standard Method figure as appropriate as part of the LPR's housing requirement.

Housing Distribution

- 3.28 At a strategic level, we generally support the LPR's approach to the distribution of housing. However, a cornerstone of the LPR's strategy is to direct the greater proportion of housing and economic growth to Grantham, as the area's Sub-Regional Centre. Approximately half of all housing growth up to 2041 will be directed to the town with new allocations in the LPR supplementing already sizable commitments.
- 3.29 Pursuing such a top-heavy spatial strategy entails risks of delayed or non-delivery and in this respect, it is noteworthy that research such as the Government's "Independent Review of Build Out" has identified market absorption rates as exerting great influence on the speed of build out. That is even more the case in respect of Grantham, which is a relatively small town with a relatively self-contained housing market.
- 3.30 In this context, it is welcome that the LPR has made provision for strategic growth in other parts of the Plan Area including at the Larger Villages, which Policy SP1 sets out will provide a "supporting role" in meeting development needs. That supporting role is more pronounced in that such settlements not only support their own communities, but also fulfil the role of being a service centre to smaller settlements around them. We also welcome the recognition within the Draft Plan that development within the Larger Villages may help to retain or improve the range of services available within those villages.
- 3.31 For the reasons identified above, notwithstanding the significant scale of housing development proposed at Grantham, we support the broad distribution of growth insofar as it provides proportionate growth to the District's Larger Villages amounting to approximately 15% of overall housing provision to 2041. Such an approach will allow the District's rural settlements to grow proportionately; to

experience much-needed affordable housing delivery; as well as balance out the spatial strategy by creating a ready supply of deliverable small and medium sized sites that can come forward rapidly to address housing needs as they will be supported by existing services, infrastructure and facilities.

Conclusions on Policy SP1

- 3.32 Policy SP1's housing requirement is flawed as it has used the minimum Standard Method figure with little substantive consideration as to whether this should be uplifted to account for the factors set out in the NPPF and the PPG. We also have concerns as to whether the local housing need figure has been calculated from the correct base, given that the preparation of the Local Plan Review commenced in April 2020 and Policy SP1's housing requirement has been informed by a fresh calculation undertaken using the Standard Method in late 2023. In addition, we question whether the plan period to 2041 gives the LPR sufficient scope to respond to long-term opportunities and challenges as required by paragraph 22 of the NPPF. For these reasons, we recommend that the housing requirement and the duration of the plan period is revisited.
- 3.33 We consider the strategic distribution of housing growth proposed by the LPR to be heavily-weighted in favour of Grantham which will provide opportunities but also risks of stalled delivery. It is therefore welcome that the LPR makes provision for a stock sites in the District's Larger Villages recognising that such sites are likely to be more deliverable on the ground, are likely to come forward more rapidly to meet housing needs and will help underpin the viability and vitality of the District's rural area. In this respect, we support the strategic apportionment of growth to the Larger Villages and consider that Policy SP1 is sound in this regard.

4. POLICY SP2 – SETTLEMENT HIERARCHY

- 4.1 We support Policy SP2 as it identifies a robust settlement hierarchy that is justified against the evidence base. We specifically support the identification of a number of Larger Villages which have good levels of services and accessibility and their inclusion within the hierarchy. As to the general soundness of Policy SP2, with a few exceptions, it is largely based on the current settlement hierarchy in the adopted Local Plan which was examined and found to be sound relatively recently in 2020. Nonetheless, the LPR has appropriately been informed by the Settlement Hierarchy Review dated February 2024.
- 4.2 The Settlement Hierarchy Review is generally robust and competent. It ranks the performance of all villages according to the presence or absence of fundamentally important services and facilities with a weighted score for those services and facilities that are most important for day-to-day living. In specific regard to Ancaster, we support the identification of this settlement as a Larger Village and generally as a location for proportionate housing growth. This status is clearly substantiated by the evidence base, which ranks the settlement as the second most sustainable village in the District.

5. POLICY H1 – HOUSING ALLOCATIONS

- 5.1 Policy H1 proposes a series of housing allocations to deliver LPR’s spatial strategy. As set out above, Policy H1 identifies Persimmon’s land interest at Land off St Martins Way, Ancaster as a proposed allocation for approximately 65 dwellings. Given that the Site is available, deliverable and viable for residential development, this decision is welcome and Persimmon supports the general thrust of Policy H1.
- 5.2 In respect of the site assessment evidence underpinning the selected allocations, this is to be found principally in the Draft Site Assessment Report dated February 2024 and the Sustainability Appraisal (SA) for the South Kesteven Local Plan Review by AECOM dated February 2024. We offer the following comments on these evidence base documents.

Draft Site Assessment Report

- 5.3 We welcome the Site’s generally positive assessment within the draft Site Assessment Report.

Site Delivery:

- 5.4 The Site Deliverability Timetable is accurately stated as short-term (0-5 years), which is clearly appropriate given its modest size and the fact that it is in the control of Persimmon Homes, a major national housebuilder.

Wastewater Recycling Centre Capacity:

- 5.5 The Environment Agency has commented that the Site lies within the catchment of the Ancaster Water Recycling Centre (WRC) and that growth at the Site and in the village generally may cause capacity issues. We would note that from the comments on other emerging allocations, this is not an issue unique to the Site or to Ancaster and that any appropriate upgrades to the WRC are the responsibility of the sewage undertaker. It is also unclear at this point whether WRC will experience capacity issues given that the Infrastructure Delivery Plan (IDP) is still under production and will not be available for comment until Regulation 19 stage. Accordingly, there is no evidence to suggest that this will affect the Site’s ability to come forward.

Ecology:

- 5.6 In respect of ecology matters, the input into the Draft Site Assessment Report is generic and seems to address a number of different sites rather than the subject Site. It is observed within the Report that the sites (presumably those

allocations are proposed at Ancaster) are in close proximity to a number of Sites of Special Scientific Interest (SSSIs).

- 5.7 In fact, whilst there are four SSSIs within 2km of the Site, only two of these are identified by Natural England as having any potential to be affected by residential development (the Moor Close Cemetery and the Moor Closes Reserve SSSIs). These are identified by Lincolnshire Wildlife Trust as comprising old pasture fields which are mostly low-lying and wet, with a rich, wet meadow and marsh flora.
- 5.8 The Wildlife Trust identifies that the SSSIs have a waymarked route which visitors are required to keep to so this area is clearly subject to existing management arrangements to deal with visitor pressure. It is unlikely that the proportionate development planned at the Site or in Ancaster generally would result in an adverse impact upon the SSSIs and it is noted that Natural England nor any other technical consultee has commented otherwise.

Access and Highways:

- 5.9 We note that the Site has appropriately been assessed by the Local Highway Authority as only having a minor impact on the surrounding road network and that safe and suitable access for all users can be achieved.

Mineral & Waste Policy:

- 5.10 The Site has been assessed as “Red” in respect of the above on the basis that it lies within a Limestone Mineral Safeguarding Area. This is not an unusual issue in the Plan Area and can be adequately addressed at the planning application stage. However, even if the Site did host a viable mineral resource, its size and proximity to existing residential development would likely make any extraction operation unfeasible.

Other Constraints:

- 5.11 A variety of other constraints have been considered within the Draft Site Assessment on a “distance to site” basis with RAG ratings being applied based on distance. We would observe that generally the Site performs well in respect of its proximity to key services and facilities that are available in Ancaster, clearly demonstrating the Site’s sustainability credentials.
- 5.12 Akin to the SSSI issue discussed above, the Site is rated as “Red” given its proximity to three Local Wildlife Sites (LWS), namely High Dike, Wilsford Lane and Moor Closes (South). However, this is misleading given that notwithstanding

the proximity, there would be no material impact upon these designations from residential development. The closest LWS (High Dike) is not accessible on foot, Willsford Lane has a dedicated hardstanding footpath to accommodate visitor traffic, and the Moor Closes LWS is in private ownership with only a public right of way and thus has limited access.

Sustainability Appraisal

5.13 The Sustainability Appraisal (SA) Interim Report comprises two principal parts. Firstly, it contains detailed assessments of the potential development sites submitted as part of the “Call for Sites” process and secondly, it has carried out a “Points of the Compass Appraisal,” which assesses broad locations for growth around the District’s 20 main settlements. It is noted that detailed spatial strategy options and growth scenarios will be considered at Regulation 19 stage.

Broad Area Assessment:

5.14 The Ancaster broad area assessment considers the principal constraints and sustainability themes associated with each broad area for growth. Area Anc1, which broadly lies to the north of the village, is clearly the least constrained at a strategic level, with the key sustainability themes identified as biodiversity; landscape; soils; and water.

5.15 In relation to biodiversity, it must be said that in relation to impact to off-site ecological designations, there is no convincing evidence that such impacts will occur for the reasons discussed above in relation to the Draft Site Assessments.

5.16 In relation to landscape, Anc1 is identified as lying within the Southern Lincolnshire Edge Landscape Character Area based upon the most recent Landscape Character Assessment (LCA) dating from 2007. That character area is generally adjudged as having a medium-high sensitivity to residential development, but the same applies to all other broad locations around Ancaster. The LCA is also so broad in scope and given the lack of any finer-grained assessment, its conclusions alone cannot be relied upon for specific sites or even specific broad locations in certain settlements.

5.17 In relation to soils, the assessment in this regard is informed by the Regional Agricultural Land Classification Maps published by Natural England. This is a particularly broad tool and as acknowledged by the SA itself, does not distinguish between Grade 3a (which is Best and Most Versatile) and Grade 3b, which is not. That said, the immediate periphery of Ancaster is characterised by Grade 3 agricultural save for a swathe of Grade 2 land to the north west within Anc1, but this does not adjoin the settlement. It is not considered that the areas

immediately adjoining Ancaster at Anc1 would be anymore constrained in this regard than other broad areas around the village.

- 5.18 In relation to Anc1, there is a small area of Flood Zone 3 which does not overlap with any of the proposed site allocations. The SA also identifies that Anc1 is within Groundwater Source Protection Zone 3, a designation shared with all other broad areas at the village and a matter that can be dealt with at the planning application stage via the suitable technical studies and, where necessary, planning conditions.

Site Assessment: SPKR-283

- 5.19 As with the Draft Site Assessments, the site-specific assessments within the SA have been undertaken on a straightforward “distance to constraint” basis without a finer grained assessment of how the site in question may or may not contribute to SA objectives. This methodology has given a relatively skewed picture of what are, in respect of the SA objectives and constraints more generally, high performing sites such as Site SPKR-283.
- 5.20 In respect of biodiversity and geodiversity, there are two “Red” ratings given based on proximity to off-site ecological designations, namely the Moor Closes SSSI and the High Dike LWS. However, proximity is a poor predictor of actual impact and we have already described above how development of Site SPKR-283, both by itself and cumulatively with other development at Ancaster, is unlikely to have an adverse impact on any off-site ecological designations. The SA’s treatment of this matter should therefore be revisited.
- 5.21 Given the distance of SPKR-283 to designated heritage assets, only one “Red” rating has been recorded in respect of the Site’s distance to a Scheduled Ancient Monument (SAM), namely the Roman Marching Camp to the west of the village, which is stated by the SA as being 214m away. Once again, a “Red” rating in relation to a constraint which the Site has no physical, visual, functional or other relationship with, which is some distance away and which it is separated from by established built and natural features, is not robust and we would request that this aspect of the assessment is reviewed.
- 5.22 In relation to land, soil and water resources, the Site has been rated “Red” for an overlap with Grades 2 and 3 agricultural land and a limestone mineral safeguarding area. Firstly, it does not appear on the basis of the map produced by AECOM as part of the broad area assessments that there is any overlap with Grade 2 agricultural land whatsoever whereas the detailed site assessment records a 15% overlap. We would therefore request that this element of the assessment is reviewed for accuracy.

- 5.23 A “Red” rating has also been given in relation to most of the Site being located Grade 3 agricultural land but as set out above, only Grade 3a is considered Best and Most Versatile and the Natural England maps do not enable a distinction to be made between Grade 3a and 3b. This uncertainty should be reflected in the site assessment. As set out above in relation to mineral safeguarding, this is not a constraint at a site level because even if it did host a viable mineral resource, the Site is too close to existing development to support a feasible extraction operation.
- 5.24 In respect of the community well-being and transportation categories, the distance of the Site to key services and facilities has been assessed with three “Red” ratings having been given in relation to proximity to employment, secondary school and a town centre. Whilst the distances involved may be correct, these judgements have to be contextualised in respect of the overall settlement hierarchy and spatial strategy, which is to direct a level of housing growth to Larger Villages such as Ancaster, which the Settlement Hierarchy Review notes is the second most sustainable Larger Village in the District. Accordingly, it is not realistic to expect that the Site will be in close proximity to those services and facilities such as town centres or secondary schools which characterise much higher order settlements.

Conclusions on Policy H1

- 5.25 Overall, we consider that the draft allocations selected have been subject to a reasonable and proportionate assessment and that, in particular, the proposed allocation of Site SPKR-283 is justified by the evidence. That said, there are a number of factors recorded as constraints or as potential negative effects associated with developing the Site which would not, in fact, occur. Accordingly, we consider that the next round of consultation should be supported by a more open-textured, less formulaic assessment of Sites against the SA Objectives which considers actual effects and impacts rather than simple distance.

6. CONCLUSION

- 6.1 Persimmon is promoting Land at St Martins Way, Ancaster (SPKR-283) for residential development comprising approximately 65 dwellings. A Vision Document and a Site Delivery Statement (appended to these representations) demonstrate how a high quality development can come forward quickly, which meets the detailed criteria of Policy SKPR-283 and would not result in any materially harmful impacts.
- 6.2 Whilst Persimmon is broadly supportive of the overall thrust of the LPR, there are a number of matters that should be addressed prior to the next stage of consultation. The most pressing of these is the LPR's housing requirement, which has been calculated on the basis of the Standard Method with little consideration as to whether uplifts are required to address affordable housing delivery or economic growth.
- 6.3 The spatial strategy in relation to the LPR's broad distribution of housing is sound. The apportionment of housing growth to the Larger Villages will ensure balanced growth across the District; will enhance the deliverability of the LPR; and underpin the viability and vitality of rural areas by securing the delivery of affordable housing and encouraging the influx of new residents.
- 6.4 In respect of the evidence which has underpinned selection of the preferred sites, there are no significant flaws in terms of the process of how this has been undertaken, but we take issue with some of the conclusions made in respect of the effects of developing SKPR-283 for housing, which are in a number of ways unsupported by evidence and we would encourage the local planning authority to supplement and revise its assessment where noted above.
- 6.5 We trust that the above comments and the enclosed documents will be of assistance to the local planning authority in the preparation of the LPR.



Site Delivery Statement

Land at St Martin's Way,
Ancaster



Persimmon
Together, we make your home

 **Marrons**



Client	Persimmon Homes
Project Name	Land at St Martin's Way, Ancaster
Project Number	958977.14
Document Number	-
Document Title	Site Delivery Statement
Status	Final
Authors	DR / MV / SE
Checked By	MV
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Our Vision

Land at St Martin's Way is sustainably positioned on the edge of Ancaster adjacent to the train station. The site presents an exciting opportunity to create a new sustainable development that can sit within a network of green spaces, celebrating the character of the village. The high-quality development will allow the creation of a strong sense of place and community, encouraging sustainable lifestyles and positive interactions amongst existing and new residents.

01 Introduction & Background

1.1 Introduction

Marrons have been instructed by Persimmon Homes to prepare this Site Delivery Statement to demonstrate the deliverability of Land at St Martin's Way, Ancaster for residential development.

This document demonstrates how the site, having taken account of all known constraints and considerations, is deliverable. Technical information has been assembled by Persimmon Homes to support the site including information relating to topography, highway and transportation, archaeology, noise, ecology, landscape and utilities.

More specifically the analysis of the site's locality and context have fed into and informed the preparation of a Concept Masterplan included within the document. This in turn demonstrates the ability of the site to deliver approximately 65 dwellings on the site.

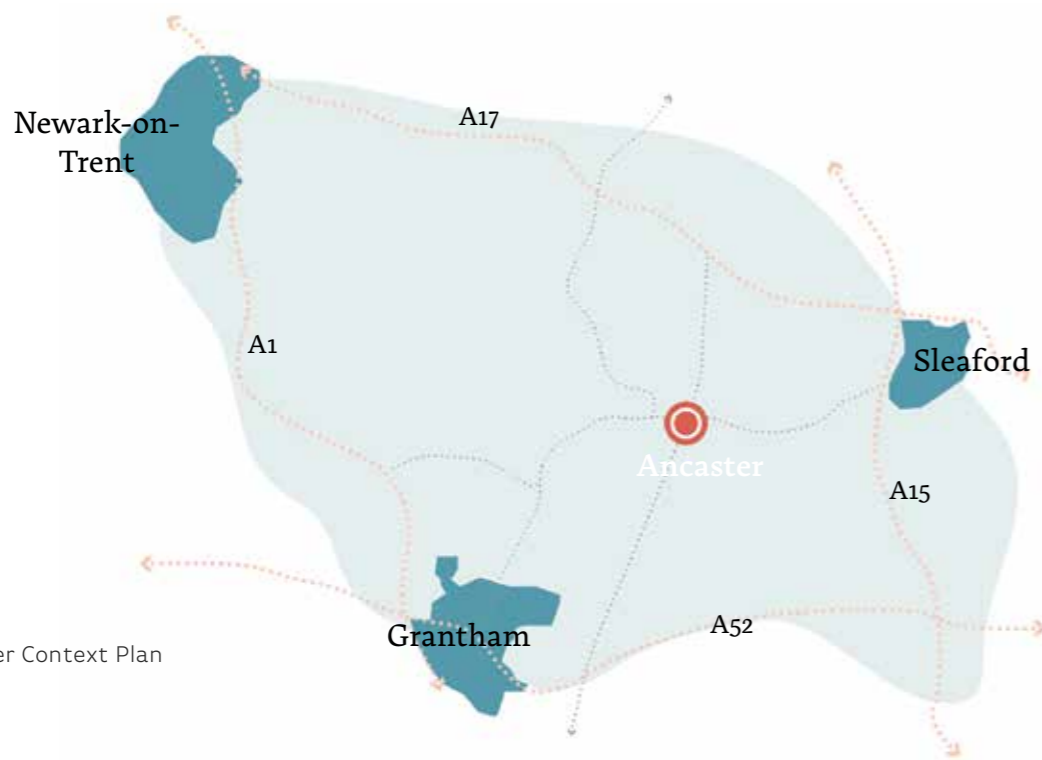
1.2 The Wider Context

The site is located in the village of Ancaster within the District of South Kesteven, Lincolnshire. The village of Ancaster is strategically well positioned between the larger settlements of Sleaford, Grantham and Newark-on-Trent.

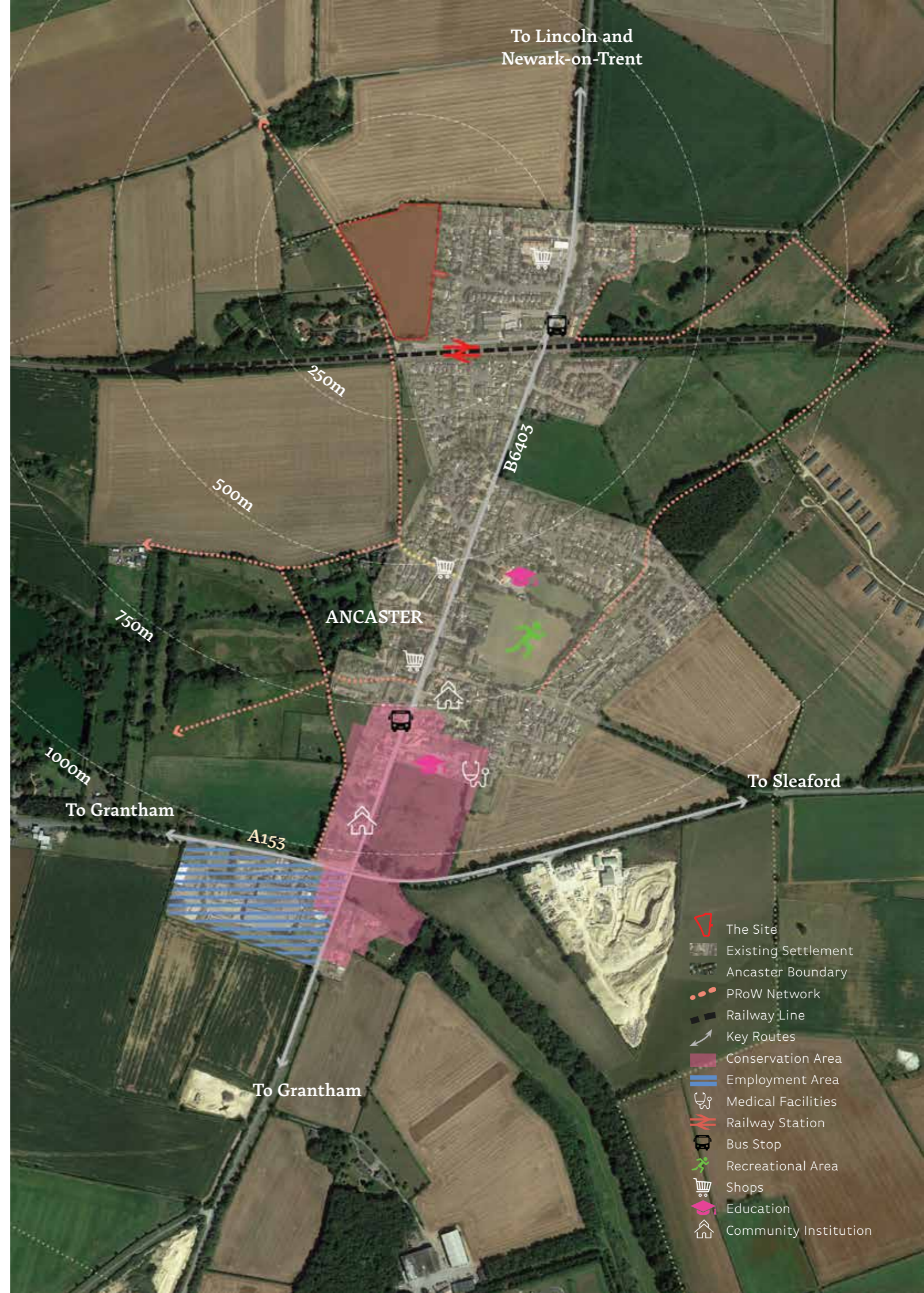
1.3 The Local Context

In the local context, the site is located in the north-western corner of Ancaster, c.590m north of Ancaster village centre.

The site is well situated to benefit from access to a number of local services and facilities which can be accessed by sustainable modes of transport, including nearby bus stops and railway station to Grantham and to further afield cities and towns. The day-to-day local services are connected from existing pedestrian infrastructure and PRowS. The adjacent plan shows the accessible services and amenities within the proximity of the site.



Site Location Plan >



- The Site
- Existing Settlement
- Ancaster Boundary
- PRow Network
- Railway Line
- Key Routes
- Conservation Area
- Employment Area
- Medical Facilities
- Railway Station
- Bus Stop
- Recreational Area
- Shops
- Education
- Community Institution

1.4 The Planning Context

The Development Plan for South Kesteven comprises the South Kesteven Local Plan (“SKLP”) adopted in 2020. The SKLP identifies the scale and distribution of land for housing and other forms of development across the District to 2036. Policy M1 of the SKLP commits the local planning authority (“LPA”) to an early review, which commenced in April 2020 and is currently anticipated for adoption by Spring 2026.

The Local Plan Review (“LPR”) will identify the scale and distribution of land for housing and other forms of development to 2041. The LPR is currently at Regulation 18 (Draft Plan) stage. Its emerging housing requirement set out in Draft Policy SS1 is based upon the Standard Method for calculating housing need and a Local Housing Needs Assessment undertaken in November 2023, which identify a need for 701 dwellings per annum (“dpa”) or 14,020 dwellings over the plan period to 2041.

National planning policy is clear that the Standard Method produces a minimum figure only and that there are factors, such as maximising affordable housing delivery and the need to align homes with jobs, which could result in a housing requirement higher than the baseline figure indicated by the Standard Method.

The Local Housing Needs Assessment estimates an affordable housing need of 402 dpa in South Kesteven when the District has, over the last ten years, delivered an average of only 120 dpa. Similarly, the LPR’s employment land requirement is considerably in excess of the figure advanced by the Employment Land Study. These factors both indicate that the housing requirement should be higher than the figure produced by the Standard Method.

As regards distributional strategy, the LPR continues the SKLP’s intensive focus on Grantham as a location for strategic growth, with the town accommodating approximately half of all planned housing provision to 2041. Given this top-heavy approach to the spatial strategy, it is logical that the LPR also makes provision for smaller, more deliverable sites elsewhere within the District, including its strategic apportionment of growth to the Larger Villages, of which Ancaster is one of the largest and most sustainable, as indicated by the LPR’s evidence base. Apportionment of growth to Ancaster and the Larger Villages will also assist in sustaining local services and secure much-needed affordable housing delivery.

At a strategic level, therefore, the allocation of the Land at St Martin’s Way, Ancaster is fully justified by the evidence.

At a settlement and site level, the LPA has prepared detailed evidence in relation to site selection in order to underpin the LPR. This has included an assessment of broad areas of growth around the District’s key settlements such as Ancaster, which provides a basis for understanding the strategic constraints.

On the whole, the assessment evidence indicates that the north west direction of growth at Ancaster is one of, if not the least, constrained broad directions at the settlement. Furthermore, the site-specific evidence reflected through the Draft Site Assessments and the Interim Sustainability Report, identify no materially adverse impacts arising from the development of the Site for housing.

Draft Policy SKPR-283 of the LPR sets out a series of criteria to be observed in respect of development proposals for the Site. These relate to pedestrian links, vehicular access, site layout, landscaping, archaeology, green infrastructure and mineral safeguarding.

Persimmon has already sought technical advice in respect these matters and this has been fed into the masterplanning exercise presented elsewhere in this Document. In summary, the matters raised by Draft Policy SKPR-283 can be easily and fully addressed at the planning application stage and would not undermine the Site’s potential to yield a well-designed, landscape-led and deliverable scheme for approximately 65 dwellings.

As described elsewhere within this Document, Persimmon is one of the country’s largest housebuilders with an excellent track record of delivering strategic sites through the planning process which are then built out rapidly to meet housing need.

1.5 The Opportunity

The site is a logical and deliverable extension to Ancaster, one of the area’s key rural settlements which is also well-placed geographically to provide new homes for the district.



Local area photos



02 Delivering the Site

2.1 The Site

The site extends to approximately 2.7 hectares. It comprises an agricultural field adjoining existing residential development to the south-east and by agricultural fields to the north and north-west. Ancaster train station is located adjacent to the south boundary on the regional Grantham to Sleaford railway line.

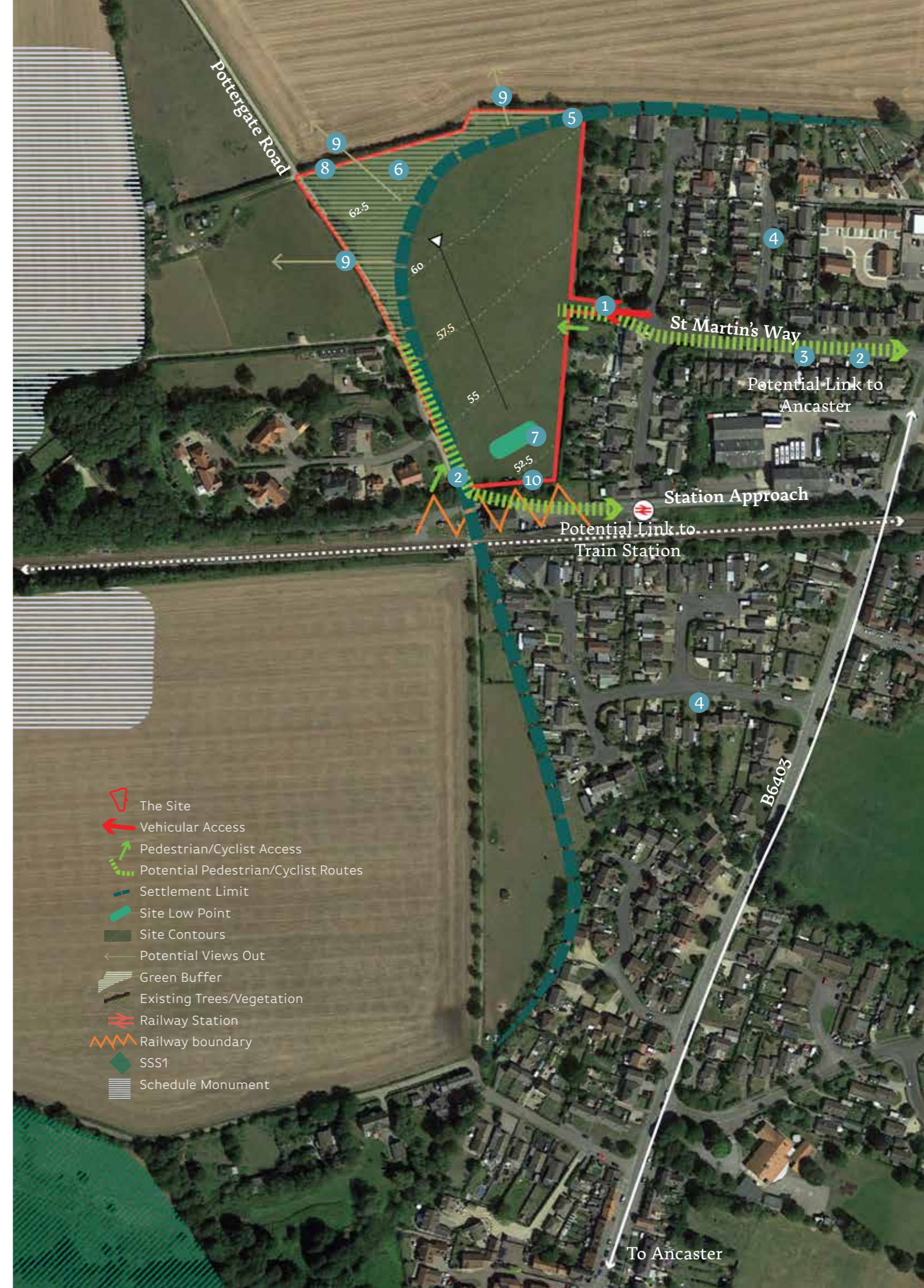
A country lane, Pottergate Road, runs along the length of the site's western boundary with recent residential development located south-west of the site off Pottergate Road.

2.2 Summary of Assets and Opportunities

As shown on the Opportunities and Constraints Plan, the Site is largely unconstrained and presents a number of unique opportunities for residential development, as follows:

- 1 Primary access to be taken from St Martin's Way.
- 2 Access to the existing public rights of way network to be retained and enhanced via a network of new footpaths.
- 3 Pedestrian and cyclist access to the existing footpath and cycleway network connecting the Site to nearby amenities including Ancaster train station, via sustainable modes of travel.

- 4 Opportunity to provide much needed market rate and affordable housing to the local area.
- 5 Opportunity to create a natural extension of Ancaster.
- 6 Opportunity to create a strong green buffer to the settlement alongside creating new amenity space for the community to enjoy.
- 7 The Site's gently slopes towards the south, sustainable drainage systems (SuDS), including an attenuation basin at the Site's low point, will manage surface water runoff and benefit wildlife and landscape amenity.
- 8 The retention and enhancement of existing trees and hedgerows will support the creation of a green, attractive and biodiverse place.
- 9 Views towards open countryside will be retained where possible.
- 10 Appropriate mitigation measures to be implemented to offset the impact of noise from the nearby train station/railway line.



2.3 Design Concept and Principles

The Concept Masterplan for the Site is presented opposite. This has been informed by the vision and technical analysis previously undertaken in relation to the Site, along with the following design principles:

- 1 Provision of approximately 65 dwellings. These dwellings will be delivered in a range of types and tenures to meet local demand.
- 2 Development will be structured to create a legible and permeable place that prioritises people and ensures streets and spaces are overlooked where possible.
- 3 Access to the Site will be achieved via St Martin's Way where a current corridor exists between nos. 45-48 St Martin's Way.
- 4 Pedestrian / cyclist access points are proposed along the edges of the Site, connecting the Site to the train station and its surroundings and providing access to the wider public rights of way network.
- 5 Development will back on to and respond appropriately to the existing residential development.
- 6 The northern and western boundaries of the Site will respond to the adjoining countryside.
- 7 The proposals provide accessible multi-functional open space that caters to a range of ages and uses, encouraging time outdoors and interaction with nature, in turn supporting the health and wellbeing of the community.
- 8 The retention of existing trees where possible that will help provide a green and attractive setting for the new homes whilst supporting a net gain in biodiversity. The provision of attenuation feature within the southern area of green open space further supports biodiversity and habitat creation.
- 9 A green corridor along the western boundary of the Site connects the two areas of public open space. New footpaths will be incorporated within areas of open space providing green routes for pedestrians and cyclists and further supporting healthy lifestyles.
- 10 The provision of new tree planting within public open space to further support biodiversity of the Site and help in mitigating the impacts of climate change.
- 11 A green buffer is retained towards to railway line to the south, in order to mitigate any adverse impacts.



Proposed Primary Access Point



- The Site
- Vehicular Access
- Residential Parcels
- Open Space
- Drainage Features
- Proposed Trees
- Play Area
- Pedestrian / Cycle Movement
- Pedestrian / Cycle Access

2.4 Movement & Access Strategy

The movement and access strategy outlines the site access strategy and identifies potential integration measures to enhance local connectivity between the potential development site and local amenities.

The proposal is expected to comprise:

- 65. Units;
- Single vehicular access to the site from St Martin's Way; and,
- Numerous walking and cycling access points from Station Approach and Pottergate Road.

It is a future aspiration to improve accessibility to and from the potential development site for pedestrians, cyclists, and public transport users. However, it should be acknowledged that the existing site already benefits from good accessibility to the surrounding area.



Highway Improvements

Walking

- Pedestrian access to the potential development site will be afforded via footways connecting to the existing infrastructure on St Martin's Way as well as pedestrian permeable points connecting to Pottergate Road.
- Pedestrian access towards the local services and facilities in Ancaster will likely concentrate movements along the B6403 and via St Martin's Way.
- To aid pedestrian movements, it would be appropriate to provide uncontrolled pedestrian crossing facilities at key points to facilitate access and accommodate likely desire lines. The proposal involves provision of dropped kerb crossings, with tactile paving, at numerous points along St Martin's Way and across the B6403.
- It is considered that the width of the footway along the eastern side of the B6403 underneath the railway bridge is particularly narrow, and less accessible to vulnerable users. It is therefore suggested that the footway is widened from 0.7m to c1.7-2.0m and accompanied by dedicated crossing facilities and tactile paving either side of the bridge to facilitate safe pedestrian

movements.

- It should be noted that an adjacent residential development (application ref: S21/1045) is providing improved crossing facilities along the desire line for the potential development site.

Cycling

- Cycle access to the potential development site is currently aided by the presence of the Pottergate Road restricted byway and Station Approach.
- To aid cycle access to the potential development site, cyclist permeable points are to be installed at various points along the Pottergate Road which lead to Station Approach.
- The access points would serve to accommodate cycle movements and provide future residents with direct access to the centre of Ancaster and destinations beyond.
- The way finding signage would be located at the geographical extremities of the north-western corner of the potential development site to the centre of Ancaster in the south, as well as key junctures along Station Approach and the B6403.

Public Transport

- Access to the potential development site via public transport connections is aided by the close proximity of bus stops and Ancaster railway station.
- The closest bus stops to the site named 'The Railway Inn' along the B6403 (c.290m east of the potential development site) operate as hail and ride stops. This means that, whilst buses serve riders at the location, the actual stops are non-existent. It is therefore suggested that the bus stops are formalised as flagpoles.

The locations of the suggested and approved improvements are illustrated in the adjacent Plan.

2.5 Ecological Enhancement

The proposed development will result in the replacement of species-poor semi-improved grassland land with residential housing with gardens, with associated drainage features, soft and hard landscaping, and areas of public open space.

The development will look to provide ecological enhancement, by retaining and enhancing existing vegetation on the site and its boundaries. The provision of Public Open Space on the site allows for multi-use green spaces that can serve as SUDs, landscape and ecology improvement areas.

Designated sites

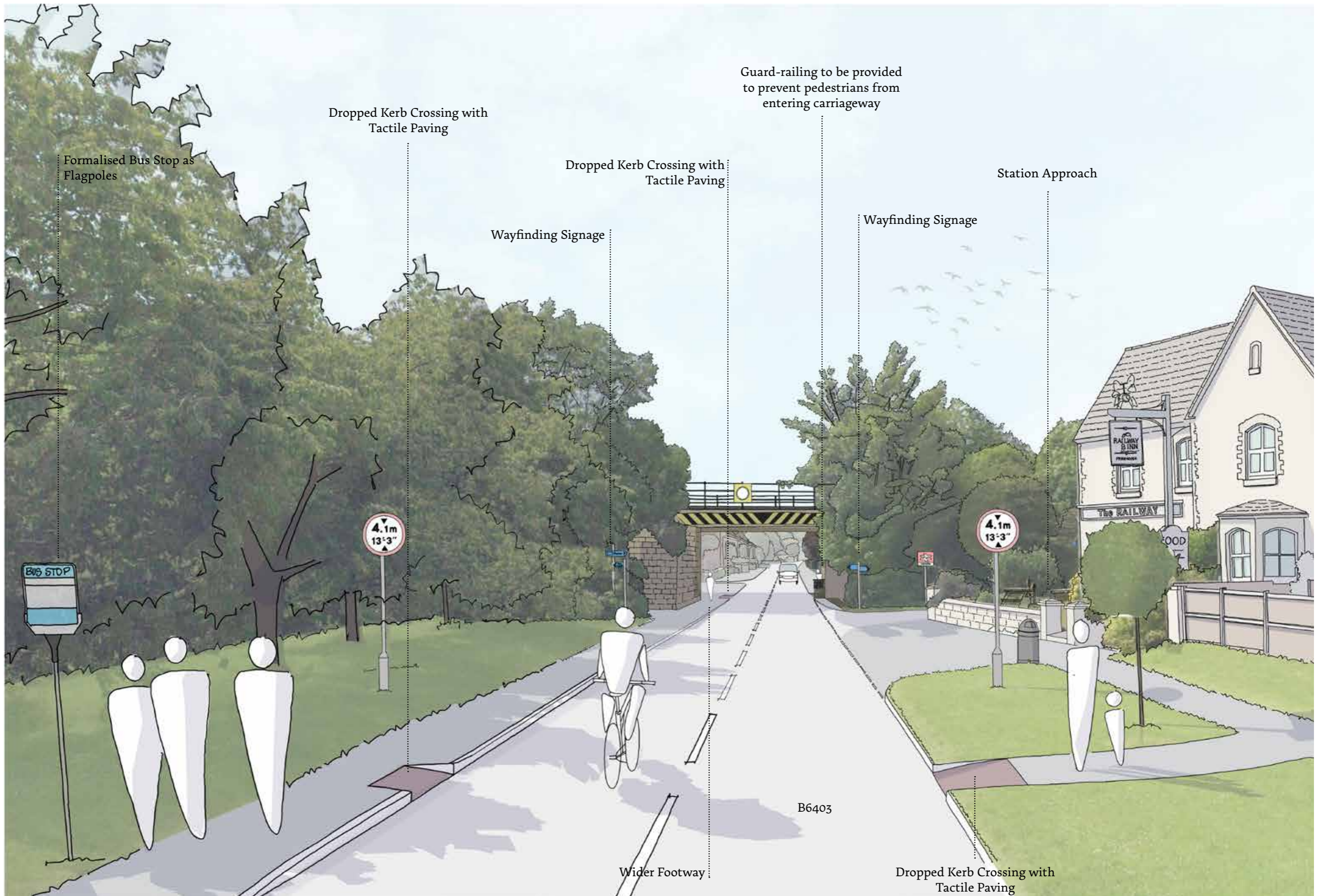
No international designated sites are located within 15km of the site.

Four SSSI sites are located within 2km of the site and two have been highlighted by Natural England as potentially affected by residential development, therefore it is recommended that Natural England are consulted on the development proposals.

Although, given the distance from the proposed development, its scale and limited public access, no significant impacts to its designation quality are anticipated to arise from the proposed development of the site.



View of the Site



2.6 Landscape Strategy

The objective of the Landscape Strategy is to set the development into the host landscape in a manner that achieves a sympathetic and successful assimilation in the countryside at the settlement edge.

There are four key objectives for Landscape Strategy:

- To make an important contribution to integrating the development with the host landscape of the immediate setting;
- To create a public asset of attractive green space to serve the needs of the development;
- To ensure the effects of the development are limited and contained in a manner that makes an attractive and effective new edge to the settlement;
- To aid in the biodiversity value of the site through the integration of existing trees and vegetation and the incorporation of new planting and sustainable drainage features.

Considering that there are no Tree Preservation Orders on or adjacent to the site, the site is not covered by any landscape or nature conservation designation that would suggest an increased value or sensitivity to change and there are potential views to the north into the site, the landscape strategy is seeking to:

- 1 Retain existing landscape features such as boundary vegetation which will be enhanced through infill planting where necessary.
- 2 Create areas for high quality landscaping, green space and areas for play to the north and south of the site.
- 3 Provide a landscaped buffer, with new and enhanced planting along the northern boundary, providing a green edge to the development and softening the transition between new development and the agricultural land to the north. This would mitigate the views to the north and also create a green edge to development with the countryside.
- 4 Provide within the built development additional tree planting to help soften the overall appearance of the development.

- 5 Provide a landscape buffer to the western boundary ensuring that Pottergate Road retains its rural character.
- 6 Set back the development from the southern boundary, partly to provide a suitable location and setting for the sustainable drainage design but also to mitigate potential noise impact from the railway line.
- 7 Provide a SuDs feature in the southern portion of the site, set within an area of naturalistic planting.
- 8 Provide a surface water attenuation feature which is included within the open space, which gives opportunities for additional biodiversity habitat as well as recreational opportunities.

2.7 Noise

A noise survey on the Site has been completed and shows the site is suitable for development from a noise perspective, as the risk of adverse noise effect is negligible, even without mitigation. Even if mitigations measures are not required, a green buffer from the railway line is provided towards the south of the site.

2.8 Archaeology

An archaeological desk-based assessment has been completed. No schedule Monuments and Archaeological Assets are located within the site. There is a Scheduled Monument (Roman marching camp) approximately 500m to the west of the site. A handful of Listed Buildings are located in the southern part of Ancaster, within and around the Ancaster Conservation Area. It is considered that the site is suitably separated from these heritage assets by existing topography, intervening landscaping and built development.

Field evaluation, comprising geophysical survey in the first instance, will be necessary to establish the archaeological interest of the Site and determine the need or otherwise for mitigation work.



The proposals have been informed by the Design Guidelines established in the Rutland & South Kesteven SPD. We have shaped the development following the guidance presented within Building for a Healthy Life and NPPF.

2.9 Building for a Healthy Life

Integrated Neighbourhoods

Natural Connections

- The proposals respond to the Site's edges, backing on to existing residential development and providing a green buffer in response to the adjoining countryside.
- A network of connected streets is proposed that provide direct routes to homes and connect to the wider movement network.
- The retention and enhancement of vegetation that supports the movement of wildlife across the Site.
- Footpaths/cycleways have been designed to respond to desire lines, connecting homes with the PRoW network and facilities and amenities within and beyond the Site, including public transport connections.

Walking, Cycling and Public Transport

- The proposals seek to prioritise pedestrian and cyclist movement, providing accessible routes that are car free and overlooked thus encouraging sustainable modes of travel
- Streets will incorporate cycle friendly routes that accord with LTN 1/20.
- Homes will be provided with accessible cycle parking.
- Movement routes have been designed to ensure residents have access to and benefit from the Site's proximity to the train station.

Facilities and Services

- Walking and cycling routes follow desire lines and connect with the wider pedestrian movement and PRoW network to provide car free routes to local amenities and facilities.

Homes for Everyone

- A mix of housing types and tenures are proposed to meet the needs of the local community.
- Homes will be designed to meet the ever changing needs of residents and new technologies.
- All homes will benefit from access to private outdoor amenity space.
- A percentage of homes will be affordable. Housing will be designed to be tenure blind, aiding social interaction.

Distinctive Places

Making the most of what's there

- Existing Site features will be retained where possible to aid in the creation of a distinctive character.
- Views toward the surrounding countryside will be celebrated through the orientation of streets and houses and provision of green open space.

A Memorable Character

- A local character analysis will ensure inspiration is taken from the local architectural and landscape character to create a distinctive place.

Well-defined Streets and Spaces

- Streets will benefit from active frontages to ensure natural surveillance is maximised.
- The building lines, set backs and boundary treatments will be well considered to ensure the level of enclosure that is appropriate to each street type.

Easy to find your way around

- A perimeter block structure is proposed aiding permeability and accessibility.
- A clear street hierarchy will aid the creation of a legible place. This will be reinforced by key buildings at appropriate locations.



Streets for All

Healthy Streets

- Streets will prioritise people over cars with low traffic speeds and the incorporation of continuous footpaths/cycleways that follow desire lines.
- The provision of street trees and well considered materials will create an attractive and safe environment that encourages slow driving speeds.

Cycle and Car Parking

- Homes will be provided with secure and easily accessible cycle parking.
- Car parking will be policy compliant. Homes will be provided with EV charging points.
- There will be minimal use of parking courtyards - where these are required they should comprise no more than 8 parking spaces and be overlooked.

Green and Blue Infrastructure

- The retention and enhancement of existing trees and vegetation will aid in the biodiversity value of the site. New planting will be well considered to further support the sites biodiversity value.
- The Landscape Strategy will be multi functional and overlooked. Sustainable drainage systems and features will be incorporated, further aiding the biodiversity value and creating a healthy environment for people and wildlife.

Back of Pavement/Front of Home

- Boundary treatments will reflect the local character and will balance the creation of defensible boundaries with providing opportunities for neighbourly interaction.



2.10 NPPF Compliance

The National Planning Policy Framework (NPPF), published in December 2023, reflects the Government's desire to protect the environment and to promote sustainable growth. The purpose of the NPPF is to provide a framework for planmaking and decision-taking in relation to planning applications. It is a material consideration in planning decisions.

Paragraph 2 confirms that the NPPF does not change the statutory status of the development plan as the starting point for decision-taking. Paragraph 11 goes on to state that development proposals that accord with the development plan should be approved without delay.

The NPPF makes clear that the purpose of planning is to help achieve sustainable development. The creation of high-quality buildings and places is identified in paragraph 126 as being fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creating better places in which to live and work and helping make development acceptable to communities.

Paragraph 130 is clear that planning decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Development should be sympathetic to local character, history, and establish a strong sense of place.

The arrangements of streets, spaces, building types and materials can create attractive, welcoming and distinctive places to live, work and visit. The paragraph goes on to state that developments should ensure they optimise the potential of sites to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks.

03 Persimmon – The Right Delivery Partner

PERSIMMON'S VISION & PLACEMAKING FRAMEWORK

Our vision is to be Britain's leading home-builder, with quality and customer service at its heart, building the best value homes on the market in sustainable and inclusive communities.

Our vision to create great places and homes has been published in our internal guide, the Placemaking Framework, published in June 2022. Ten following Placemaking Pledges, outlined within the guide, are embedded in every development we work on to make sure we create lasting sustainable communities with great design, the right house types, and value green open spaces.

Context - We will ensure all opportunities, constraints and local context are taken into account throughout the design process and positively reflected in our proposals.

Built Form - We will ensure we think in 3D and consider how buildings, streets and spaces work cohesively together.

Identity - We will ensure that the places we create respond to and reinforce the character of the local area as well as creating our own distinctive and memorable identity.

Public Spaces - We will ensure we create high quality public spaces and safe streets which promote social interaction and support the wellbeing of future residents.

Nature - We will ensure we respond positively to the natural environment and act in response to the climate change emergency. We will also embrace the opportunities that the natural environment offers for health and wellbeing.

Use - We will seek to support a sustainable mix of uses relevant and proportionate to the sites context, including a suitable mix of housing which also incorporates affordable housing where required. We will plan for sustainable places which have good access to local services and facilities.

Movement - We will ensure our developments are designed to prioritise sustainable travel with a hierarchy of well-considered routes that are easy to move around, whilst also taking into account car parking and services.

Resources - We will ensure sustainability sits at the heart of our placemaking including promoting sustainable modes of travel and walkable neighbourhoods as well as delivering our pathway to net zero via the energy performance of our homes.

Lifespan - We will design places with legacy and long term stewardship firmly in mind including future management and maintenance arrangements for our customers.

Homes and buildings - We will provide attractive, high quality homes alongside suitable amenity spaces to enable a sustainable development that supports the lifestyles of our customers, enables adaptation and promotes health and well-being.

Our Placemaking Framework ensures that all our developments create a sense of place for our customers and put communities at the heart of our developments.

ENVIRONMENTAL, SOCIAL AND CORPORATE GOVERNANCE

Environmental

As one of the UK's largest house builders, we recognise that we have a key role to play in minimising our environmental impact through our operations, supply chain and the homes and communities we build.

We have been planning our transition to low carbon design and heating solutions and how to best improve energy efficiency in our homes, with our customer experience being a key consideration. We are currently conducting four studies into the future homes standard, which will ensure our customers are provided with the best available product following the phasing out of gas heating in 2025:

1. Zero carbon house – Germany Beck, York

Partnership with the University of Salford to evaluate of how to achieve greater reductions in carbon emissions in a practical, repeatable and cost-effective way.

2. Infra-red heating system trial, Whittlesey, Cambridge

The development of two properties with a method of infra-red heating which is exceptionally efficient. The properties have recently been sold and we are tracking the building performance and customer experience.

Persimmon aims to be net zero homes in use by 2030, and net zero in our operations by 2040.

3. Zero Carbon Homes Trial, Backbridge, Malmesbury

We are constructing a highly thermally efficient timber frame zero carbon home utilising our new Future Homes Standards (FHS) wall cassettes from Space4, together with zero carbon heating from air source heat pumps.

4. Trial of Air Source Heat Pump, Lawrence Weston, Bristol

We have undertaken a large-scale trial at our Lawrence Weston development using ASHOP and a higher grade of insulation, to provide us with valuable practical insights into the use of timber frame and ASHP against the FHS carbon emissions reduction.



Supply Chain Efficiency

We are committed to responsible sourcing of materials and look to use supply chain systems which minimise the environmental impact associated with the production of key commodities, such as timber:

- Our bricks and roof tiles are produced at our own Brickworks and Tileworks in Harworth, Doncaster. The bricks produced here typically use 28% less carbon to manufacture compared to clay bricks, with a total lifetime saving of 2.4 tonnes of CO₂ per house brick.
- Our investment in our sister brand, Space4, which has recently gained permission for the biggest timber factory in the UK, demonstrates our commitment to offering fabric first solutions for new, sustainable homes.



Social

We are a national businesses with a local presence. The Persimmon Community Champions campaign supports local charities, groups and sports clubs. Every operating region in Persimmon donates at least £6,000 every three months to local organisations.

We look to provide opportunities for all, working with young people to develop new skills and experience. We often employ local Apprentices on our development sites, and are an accredited National Vocational Qualification assessment centre. The first for a UK housebuilder.

As an accredited Living Wage employer, we undertake pay reviews annually and take pride in paying local contractors and external companies promptly and fairly.

We have partnered with Women in Construction to help increase the number of women entering the construction and housebuilding industries.

Corporate Governance

Our mission is to build homes with quality our customers can rely on at a price they can afford. At the forefront of our business objectives are safety, customer care and social responsibility.

‘Homes for all’ - £285,774 is our private average selling price which is over 20% lower than the UK national average

We invested c.£2.3bn in communities over the last five years

COMING HOME

Sustainable

We will look to create developments that work in harmony with the local environment and sustain the balance of the natural world in which they sit. We seek to achieve sustainability as follows:

- Sustainability through design, looking to enhance biodiversity on-site as far as possible, and through the use of SuDS
- Sustainability through materials, complying with the 2025 future homes standard including features such as air source heat pumps, solar panels and waste water heat recovery panels
- Creating a haven for wildlife by working with our landscape consultants to ensure that planting is beneficial for pollinators, native wherever possible, and that infrastructure supports and encourages wildlife and biodiversity.

Safe

We recognise that houses are places that people can live in comfortably, with security and privacy from unwanted intrusion. As an NHBC 5* housebuilder, we consistently build high-quality homes which our customers are happy to recommend. We are one of the only ten companies to have been awarded a Certificate of Commitment and Progress as the first stage to achieving Building a Safe Future Champion Status.

All our schemes are designed in line with Secure by Design Principles.

We invested £506,000.000 in local communities in 2022 with 2,868 affordable homes delivered



Stable

We seek to create communities that are provide opportunities for all, offering a range of house types and tenures that reflect local need, including affordable housing. In turn this helps create a stable community in which people can take pride in calling their home.

Sociable

We propose increasing and enhancing walking routes through the schemes we work on, allowing new and existing residents better links to existing community facilities.

The provision of play areas and areas of public open space offer space for residents to meet and socialise. All spaces will benefit from good natural surveillance and be managed by a residential management company in perpetuity, ensuring they are areas in which residents can relax.

All Persimmon homes benefit from their own private garden. Homes provide space to relax and socialise regardless of whether they are affordable or market properties.

Satisfying

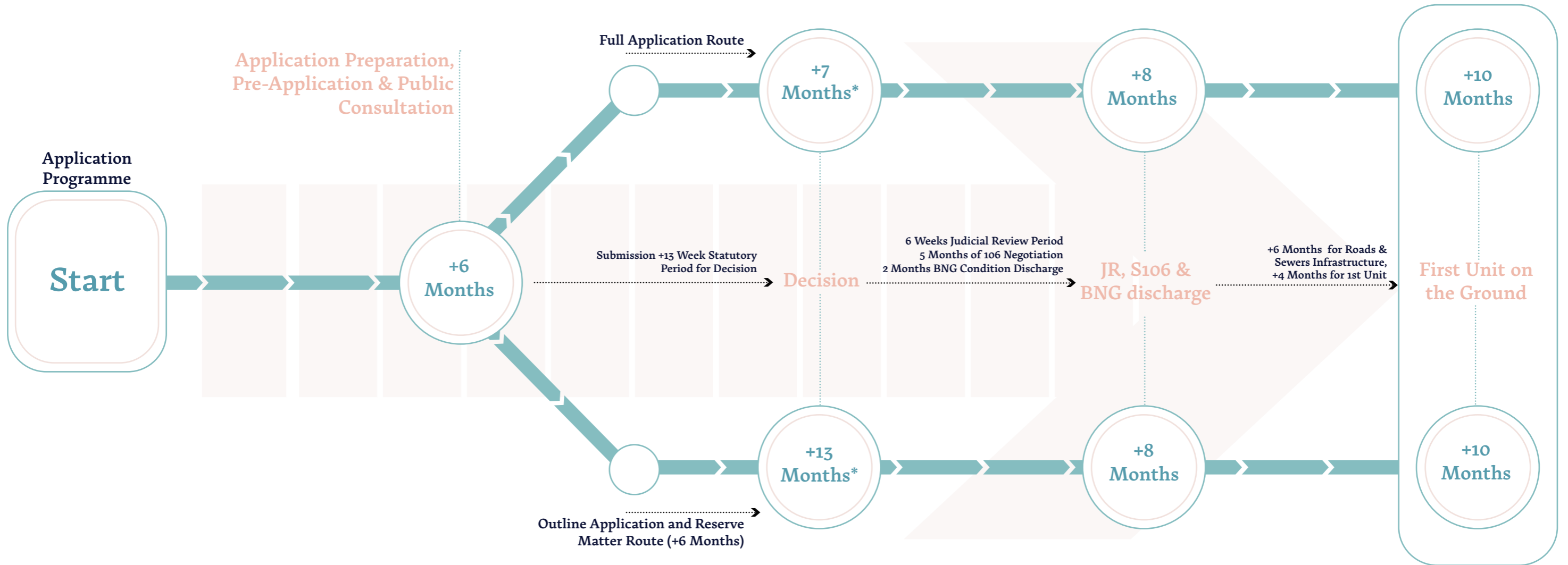
Through our Placemaking Framework, we seek to ensure our schemes create a sense of place, maximising the site's natural attributes, providing infrastructure and housing that meets local needs and that is adaptable to technological enhancements and changing needs of residents.

04

Next Steps & Summary

4.1 Next Steps

This section set out a potential timeline for the delivery of the scheme.



The timeline shown is approximate only, and it is working towards the LPA's timescales of the adoption of the plan. The site has the capabilities to be delivered earlier than the proposed timeline. Persimmon is looking forward to working with the Local Authority on bringing the site forward at an appropriate rate.

*The timeline recognises 4 months additional time towards the allowance of the 13 Weeks Statutory Determination.

4.2 Summary

In summary, the proposal included in this Site Delivery Statement aims to:

- Appropriately responds to the adjacent context within Ancaster, forming a natural and logical extension of the Village.
- Positively responds to the existing landscape character of the site including mature and young planting towards the perimeter of the site and enhancing the site's ecological value.
- Provides 65 new dwellings, including a mix and variety of house types and sizes to meet the needs of housing requirements in the area.
- Creates inclusive, well designed, high quality public open spaces.

This Site Delivery Statement shows how the Site, based on technical information and analysis of the locality of Ancaster, can be successfully delivered within appropriate timescales.





Site Delivery Statement Produced By:



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Marrons





the
transportation
consultancy

EXCEED RESPECT VALUE INNOVATE

Strategic Movement and Access Strategy

Date: April 2024
Project: St Martin's Way, Ancaster
Client: Persimmon Homes East
Midlands

Document Control Form

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Client: Persimmon Homes

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Appendix A	Concept Site Layout
Appendix B	Improvement Designs
Appendix C	TRICS Outputs

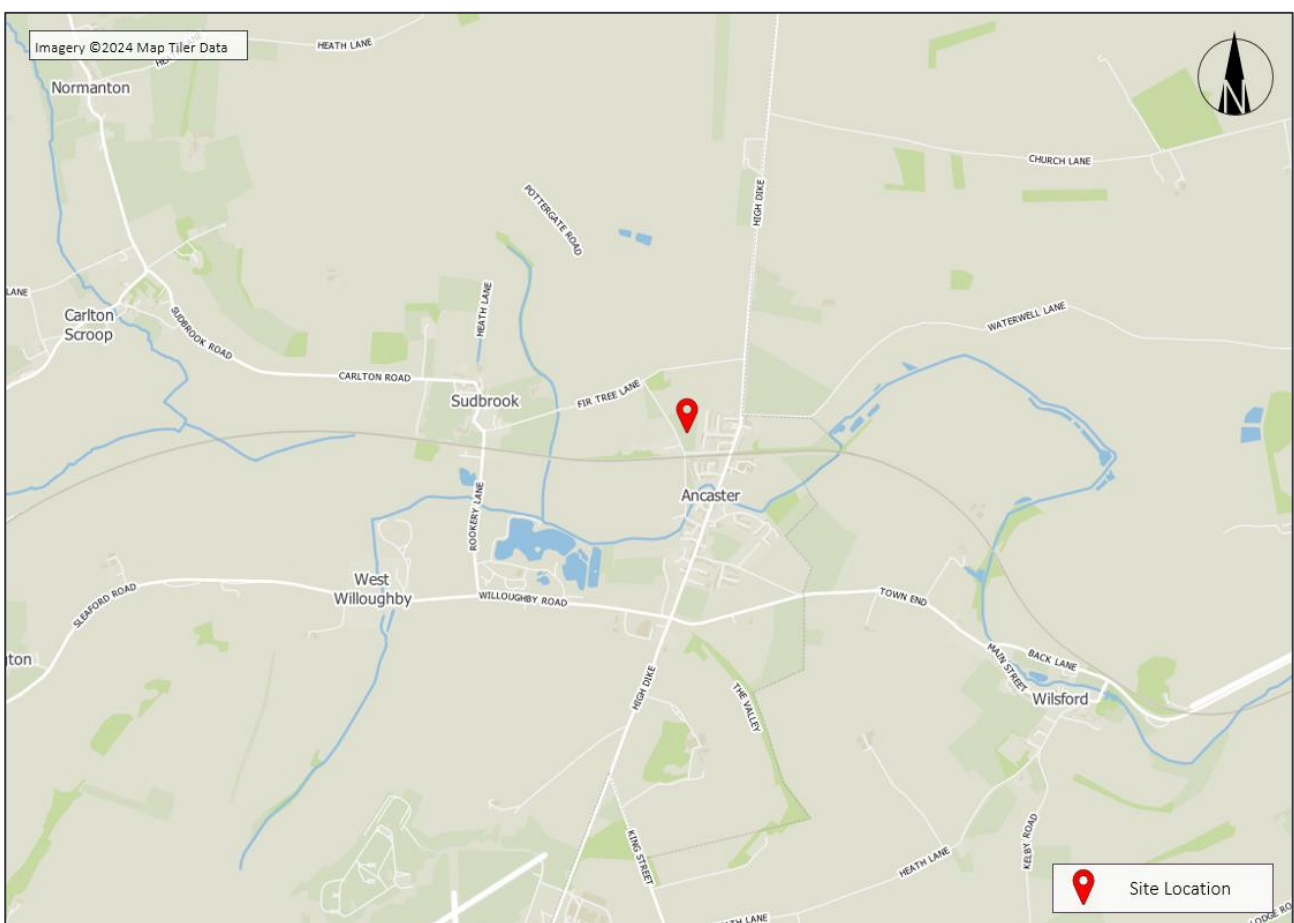
1. Introduction

1.1 Overview

This Strategic Movement and Access Strategy (SMAS) has been prepared by The Transportation Consultancy Ltd ('tcc') to assess the development viability of a site with a residential scheme of approximately 65no. dwellings.

The location of the potential development site can be seen in **Figure 1.1** below.

Figure 1.1 Site Location



1.2 Planning Background

The potential development site has been allocated in the South Kesteven District Regulation 18 – Draft Local Plan as 'SKPR-283 – Land off St Martin's Way'. The allocated land has an indicative number of dwellings totalling 65no. units, and must adhere to the following development principles:

- a) *'Pedestrian links, such as footway and cycleway connections into the village from the site to station approach should be incorporated in the development proposal.'*
- b) *'Vehicular access shall be served from St Martin's Way only.'*

- c) *Development should be set back from Pottergate Road to preserve its rural character and sensitivity.*
- d) *Potential landscape impacts should be mitigated through high quality design and landscaping.*
- e) *There is the potential for archaeological remains on this site and the appropriate pre-commencement investigations should be carried out.*
- f) *This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.*
- g) *This site is situated within a Limestone Mineral Safeguarding Area. Before considering a planning application for this site a Minerals Assessment will be required.'*

1.3 Purpose of Report

This SMAS has been prepared to assess the development viability of the allocated site (**SKPR-283**) in Ancaster, Lincolnshire.

The SMAS will assess the sustainability credentials of the potential development site, with consideration for the connectivity of pedestrians, cyclists, and public transport users within the local area and further afield. The report will outline a series of audits, reviews, and strategies to promote the site and its potential development characterises.

1.4 Structure of Report

This SMAS is structured as follows:

- **Chapter 2:** Outlines the relevant local and national policies.
- **Chapter 3:** Describes the existing situation and the surrounding local highway network as well as identifying the sustainable transport options through an accessibility audit.
- **Chapter 4:** Outlines the site access strategy and identifies mitigation measures that show linkages between the site and local amenities.
- **Chapter 5:** Provides a summary of the person trips generated by the potential development and local mode share and journey purpose information to determine a likely distribution of person trips to and from the site.
- **Chapter 6:** Presents a summary and conclusion of the report.

2. Policy Context

2.1 Introduction

This chapter of the SMAS outlines the relevant national and local policy guidance that the potential development contributes to. This chapters will focus on the following documents:

- National Planning Policy Framework (2023).
- South Kesteven District Council Local Plan (2011-2036).

2.2 National Planning Policy Framework (December 2023)

In December 2023 the Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF), which sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The NPPF must be considered in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

At the heart of the NPPF is a presumption in favour of sustainable development, an approach which should be followed by local planning authorities in their plan making and decision taking. Decision takers at every level are encouraged, where appropriate, to consider favourably applications for sustainable development and an emphasis is also made within the NPPF on local planning authorities working proactively with applicants at pre-application stage to secure this.

One of the core land-use planning principles, underpinning plan-making, and decision-taking, is that *‘opportunities to promote walking, cycling and public transport use are identified and pursued.’*

The NPPF sets out how sustainable development will be delivered, which includes promoting sustainable transport (Paragraphs 108 - 117). Within this section of the NPPF it is recognised that transport policies have an important role to play in facilitating sustainable development and contribute to wider sustainability and health objectives. The NPPF identifies the need to favour sustainable transport modes to enhance travel choice, and to locate developments that generate significant movement where the need to travel will be minimised and the use of sustainable transport modes can be maximised. The NPPF sets out that all developments that generate significant amounts of movement should be supported by a Transport Statement or a Transport Assessment and a Travel Plan, the latter being identified as a key tool to deliver sustainable transport objectives. Paragraph 109 also recognises *‘opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making’.*

Paragraph 114 identifies that plans and decisions should take account of whether:

- *a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *b) safe and suitable access to the site can be achieved for all users;*
- *c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*

- *d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

Paragraph 116, identifies those developments should be located and designed where practical to:

- *'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.'*

With regards to impacts on highways, Paragraph 115, states:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

Paragraph 117 concludes that all developments expected to generate significant amounts of movement should provide a travel plan, and applications should also be supported by a Transport Statement or Transport Assessment to assess the likely impacts of the proposals.

2.3 Local Planning Policy

Lincolnshire County Council Local Transport Plan 5 (2011-2036)

The Lincolnshire County Council Local Transport Plan 5 (LTP5) is a statutory planning document which outlines the role of transport in creating and sustaining growth in the County. The LTP5 is designed to cover 3 distinct temporal periods which have different focuses based on the future issues, trends, and opportunities. The periods are as follows:

- *'The **short-term** horizon is for the period **2022-26** and focuses on what is needed to continue to support the sustainable growth agenda of delivering new houses and jobs, whilst reducing carbon emissions and supporting the recovery from the COVID-19 pandemic. It will also need to take account of the changes to accessibility and mobility that have taken place in the short-term but that may become permanent changes in the longer-term; the growth of home working and home shopping being two key examples.*
- *In the **medium-term** this plan is designed to support the Local Plans all with time lines running until **2034**. Whilst there is less detail for this time frame, the plan looks at infrastructure requirements for all modes but notably for rail where planning horizons are often extended due to the complexity of the rail industry.*
- *Finally, the plan has a short section on the **longer-term** future and what issues, trends and opportunities await the county up until **2050**.'*

The LTP5 is underpinned by a suite of objectives and adjoining policies which tailor to the future transport issues, trends, and opportunities in Lincolnshire. Examples of a joint objective and policy related to the potential development is as follows:

Objective 2c

‘Deliver sustainable development by ensuring that new developments are designed to reduce the need to travel, minimise car use and support the use of more sustainable modes.’

Why is this important?

‘Influencing travel behaviour is easier at key points in people’s lives and moving house is one of those critical times. Utilising good quality planning and ensuring that new development is designed and delivered with sustainable travel in mind will make a significant contribution to reducing carbon emissions moving forward. These same issues can be applied to new commercial development and the creation of more sustainable travel patterns for both employees, visitors and deliveries needs to be considered as part of new offices, shops and factories too.’

Policy GREEN4: *We will use the local and strategic development management processes to ensure that development is planned, delivered, and managed to reduce the need to travel and support the delivery of sustainable transport modes. We will support the provision of improved walking, cycling and public transport services and facilities as part of new developments and actively encourage innovative solutions such as car clubs, mobility hubs, active travel plans and other sustainable solutions as opposed to single occupancy car use.’*

How will we do this?

‘Influence the planning system as a statutory consultee to adopt and implement sustainable transport policies. We will seek improvements to new developments to ensure that adequate and appropriate provision is made to both reduce the need to travel and support measures that encourage active travel and public transport when travel is required. Key projects that we will support include:

- *Provision of comprehensive, high-quality, safe, and direct networks for walking, cycling and public transport that includes priority for cyclists and public transport.*
- *Creation of walkable neighbourhoods, so that a range of services and facilities are within easy walking distance and access to them is unimpeded and straightforward.*
- *Provision of high-quality interchanges to improve connectivity between transport modes including local mobility hubs that have facilities to enabling EV recharging, reverse park and ride, car clubs and other innovative solutions.*
- *Implementation and monitoring of travel plans.’*

South Kesteven District Council Local Plan (2011-2036)

The South Kesteven District Council Local Plan (**SKDCLP**) is a statutory planning document which sets out how South Kesteven District Council will seek to encourage sustainable growth to ensure South Kesteven remains a prosperous, safe, and attractive District. The **SKDCLP** consists of a long-term sustainable vision with lasting until 2036 underpinned by a suite of key principles which will guide the location, use and form of new developments.

The **SKDCLP** states that potential development should consider how they can proactively minimise:

- a) *‘The effects of climate change and include measures to take account of future changes in the climate;*

- b) *The need to travel, and wherever possible be located where services and facilities can be accessed more easily through walking, cycling or public transport;*
- c) *The use of resources, and meet high environmental standards in terms of design and construction with particular regard to energy and water efficiency; and*
- d) *The production of waste both during construction and occupation.'*

3. Existing Situation

3.1 Overview

This section of the SMAS describes the existing situation and the surrounding local highway network as well as identifying the sustainable transport options through an accessibility audit.

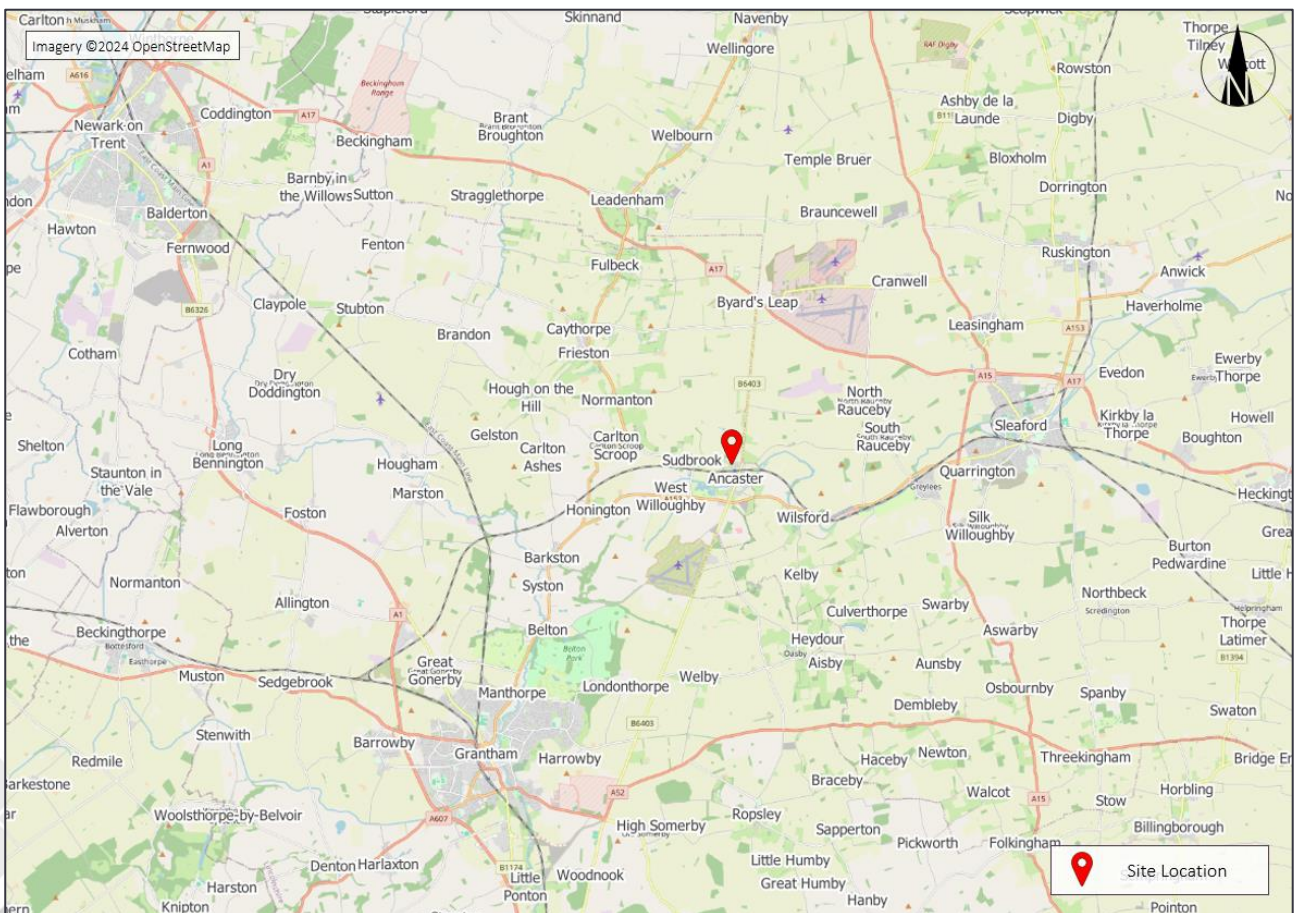
3.2 Site Location

Strategic

In the strategic context, the potential development site is located in the village of Ancaster within the District of South Kesteven, Lincolnshire. The village of Ancaster is strategically well positioned between the larger settlements of Sleaford (8.6km to the east), Grantham (10.6km to the southwest) and Newark-on-Trent (20.9km to the northwest).

Figure 3.1 illustrates the potential development site in the strategic context.

Figure 3.1 Site Location in Strategic Context



Strategic access to and from Ancaster in relation to the aforementioned regional centres is facilitated via a comprehensive highway quality road (see Section 3.3) and rail network (see Section 3.5).

Local

In the local context, the potential development site is situated c.590m north of Ancaster village centre. **Figure 3.2** illustrates the potential development in the local context.

Figure 3.2 Site Location in Local Context



The parcel of land on which the potential development site lies is currently occupied by agricultural pasture.

The potential development site is bounded by agricultural fields to the north, residential dwellings to the east, Station Approach to the south and Pottergate Road to the west, and forms part of the northwestern extremity of the Ancaster settlement form.

3.3 Local Highway Network

The local highway network is managed and maintained by Lincolnshire County Council (LCC) and consists of the following links.

St Martin's Way

St Martin's Way is a two-way highway routing along an east to west alignment towards the eastern boundary of the potential development site. The highway is a cul-de-sac and routes from its junction with the B6403 (Ermine Street).

St Martin's Way is predominantly residential in nature with frequent and numerous direct accesses to properties.

Within the vicinity of the potential development site, St Martin's Way has a carriageway width measuring c.5.4m and is subject to a 30mph speed limit. The highway is lit and affords pedestrian footways along both sides of the carriageway measuring c.1.9m in width.

St Martin's Way affords access to the wider highway network for the potential development site.

Pottergate Road

Pottergate Road is a rural two-way highway routing along a north to south alignment which forms the western boundary of the potential development site. Whilst accommodating for vehicular use, the highway also forms part of a PRow and operates as a restricted byway, routing from its junction with Fir Tree Lane in the north to Water Lane in the south. Pottergate Road is intersected by the railway tracks of the Poacher Line, where a level crossing exists.

Pottergate Road is predominantly rural in nature, with the highway routing through numerous agricultural fields, however there are infrequent direct accesses to residential estates and properties.

Within the vicinity of the potential development site, Pottergate Road has a carriageway width measuring c.2.7m and is subject to the national speed limit. The highway is unlit and does not afford pedestrian footways along either side of the carriageway.

Station Approach

Station Approach is a private two-way road routing along an east to west alignment which forms the southern boundary of the potential development site. The road routes from its junction with the B6403 (Ermine Street) in the east to Pottergate Road in the west. Station Approach operates as the exclusive access for Ancaster train station for all mode types.

Within the vicinity of the potential development site, Station Approach has a carriageway width measuring c.5.3m, is unlit and does not afford pedestrian footways along either side of the carriageway.

B6403 Ermine Street

The B6403 is a two-way B-road routing on a north to south alignment between its junction with the A17 by RAF Cranwell in the north and the A52 in the south. The highway, alongside the A153 which intersects the B6403 to the south of Ancaster, acts as a key link to the wider highway network, which connects with neighbouring regional settlements surrounding the potential development site.

The section of the B6403, named Ermine Street, in proximity to the potential development site forms the main arterial thoroughfare through Ancaster, with key services and amenities positioned alongside its carriageway.

Within the vicinity of the potential development site, the carriageway width measures c.5.9m and is subject to a 30mph speed limit. The B6403 provides street lighting at regular intervals and contains pedestrian footways along both sides of the carriageway measuring between 1.4-1.7m in width.

The B6403, via St Martin's Way affords access to the wider highway network for the potential development site.

3.4 Local Facilities and Amenities

The potential development site is well situated to benefit from access to a number of local services and facilities which can be accessed by sustainable modes of transport. The potential development site's accessibility has been judged against the Institute of Highways and Transportation (IHT) 'Guidelines for providing for Journeys on Foot' (2000) in relation to acceptable walking distances to services and facilities.

Table 3.1 summarises the desirable, acceptable, and preferred maximum walking distance to local community facilities and services.

Table 3.1 Recommended Accessibility Thresholds

Threshold Classification	Town Centre	Community / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: IHT (2000), *Guidelines for Providing Journeys on Foot*, IHT, London

Given the site's relative proximity to Ancaster centre, a number of services and facilities used on a regular basis could be accessed by future residents of the potential development site and are situated within walking distance. **Table 3.2** highlights the accessible services and amenities with their walking distance and journey time.

Table 3.2 Walkable Services and Amenities from Potential Development Site

Service / Amenity	Distance*	Walking Time	Threshold Classification
Ancaster Train Station	200m	2-minutes	Desirable
Co-op Food	400m	5-minutes	Desirable
The Railway Inn (PH)	400m	5-minutes	Desirable
Railway Inn Bus Stops	400m	5-minutes	Desirable
Ancaster Post Office	600m	7-minutes	Acceptable
Ancaster Primary School	700m	9-minutes	Acceptable
Ancaster Playing Field	700m	9-minutes	Acceptable
Ancaster Butcher	750m	10-minutes	Acceptable
Ancaster Parish Hall	850m	11-minutes	Acceptable
Village Hall Bus Stops	850m	11-minutes	Preferred Maximum
Ancaster Nursery	1km	13-minutes	Acceptable
Ancaster Medical Practice	1km	13-minutes	Preferred Maximum
St Martin's Church	1km	14-minutes	Preferred Maximum
Maddocks Park	1.4km	20-minutes	Above Threshold
Ancaster Service Station	1.7km	23-minutes	Above Threshold

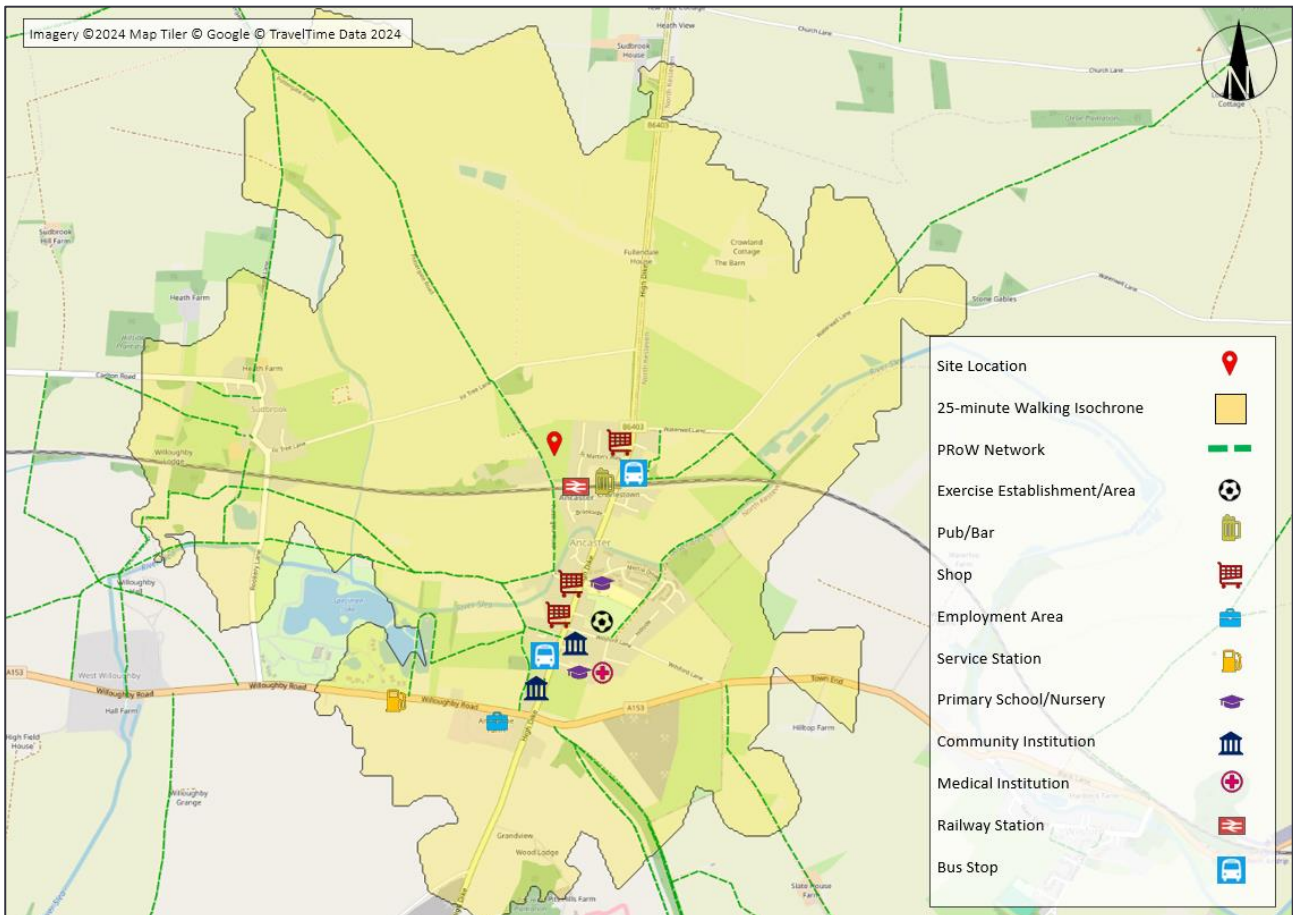
*This table represents a worst-case scenario, and it should be noted that the distances and travel times for many amenities could be reduced and improved, subject to the future permeable pedestrian and cyclist access options outlined in **Chapter 4**.

It can be seen from **Table 3.2** that the potential development site is well located to benefit from a number of services and facilities which are within an acceptable walking distance. This will reduce the dependence on car

journeys to access key services and facilities and promotes the sustainable nature of the potential development site.

Figure 3.3 also illustrates a 2km, 25-minute walking isochrone and the locations of the services and facilities highlighted in Table 3.2.

Figure 3.3 2km, 25-Minute Walking Isochrone including Facilities and PRoWs



It is evident from Table 3.2 and Figure 3.3 above that the potential development site is well situated to benefit from proximity to a range of services and facilities within a suitable walking distance. In the following section, consideration will be given to the existing active travel connections which make the potential development site accessible to the services and facilities identified.

3.5 Active Transportation

Walking

The potential development site is well situated to benefit from local walking infrastructure which connects the site to local services and facilities outlined in Section 3.4. It is considered that the location of the potential development site in relation to the corresponding local services and facilities creates pedestrian desire lines which future residents are likely to utilise. Local pedestrian desire lines are concentrated on accessing services and facilities such as Ancaster train station, the ‘Railway Inn’ bus stops and the Co-op supermarket in the potential development sites immediate vicinity which were identified in Section 3.4.

Figure 3.4 below outlines the recognised pedestrian desire lines to local facilities along Pottergate Road, St Martin’s Way and the B6403 (Ermine Street).

Figure 3.4 Local Desire Line

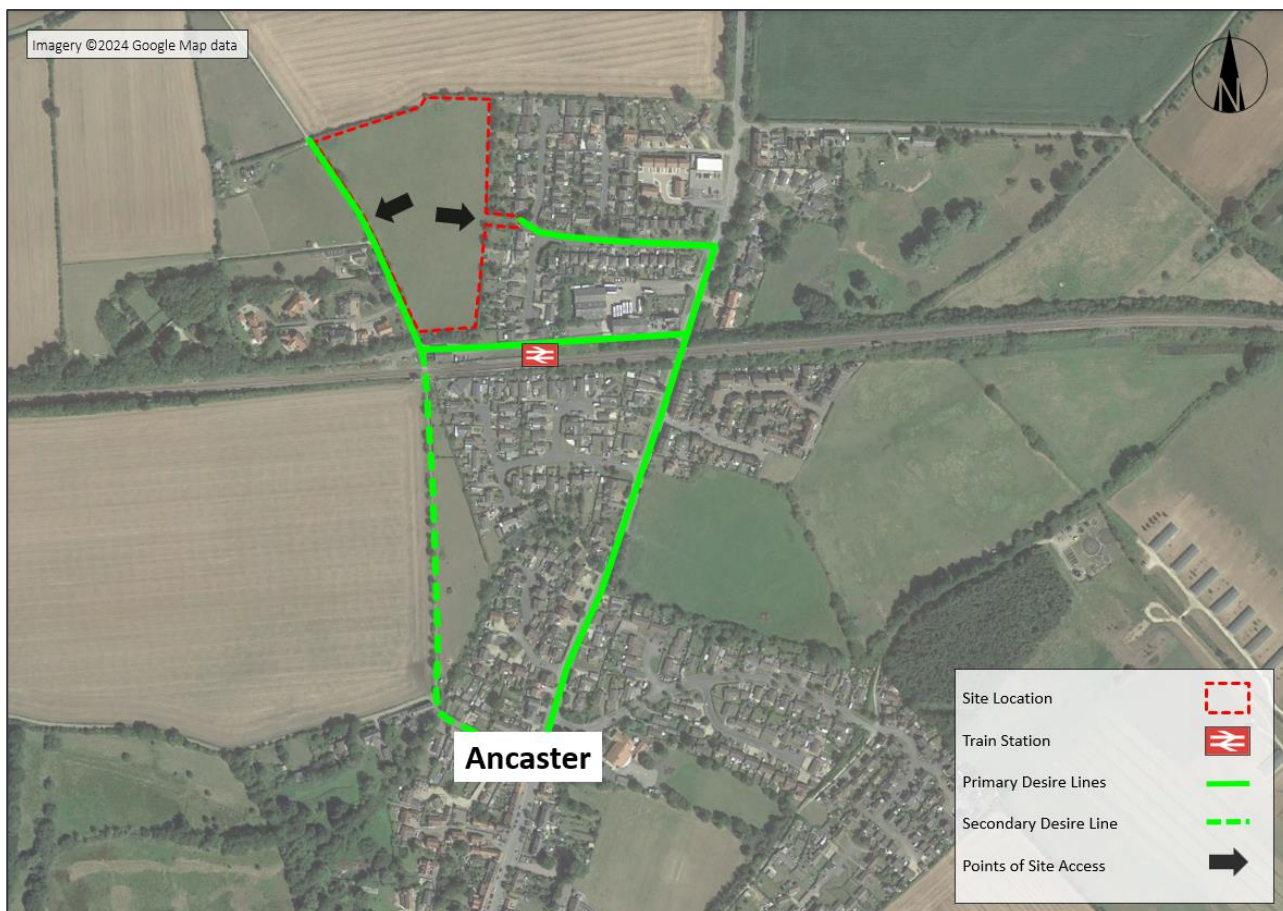


Pedestrians utilising the desire lines identified in Figure 3.4 above benefit from an established footway network, with St Martin’s Way and the B6403 (Ermine Street) affording footways along both sides of the carriageway, which measure between 1.7-1.9m and dropped kerb crossings at key junctions. Pedestrian movements on Pottergate Road and Station Approach are aided by low levels of traffic, with the former operating as a byway.

Broader pedestrian desire lines are concentrated on accessing the services and facilities towards the centre of Ancaster, which were identified in Section 3.4.

Figure 3.5 below outlines the recognised pedestrian desire lines along Pottergate Road, Water Lane, St Martin’s Way, Station Approach and the B6403 (Ermine Street).

Figure 3.5 Village Centre Desire Line



As previously mentioned, pedestrians utilising the primary desire lines identified in **Figure 3.5** above benefit from an established footway network along St Martin’s Way and the B6403 (Ermine Street). The footway provision along the B6403 (Ermine Street) continues southward past the railway bridge and towards the centre of Ancaster where, despite narrowing beneath the bridge, the footway width increases to between 2.7-3.2m. Pedestrians leaving the site from the west could access this desire line using Pottergate Road and Station Approach which both operate as allow traffic routes, promoting safe and direct movements.

Additionally, Pottergate Road affords a secondary desire line towards the centre of Ancaster as the highway continues to operate as a byway southward past the level crossing, with low traffic, paved surfacing and a 2.2m width. To access the centre of Ancaster via Pottergate Road, pedestrians would use Water Lane which provides a continuous footway along the southern side of its carriageway measuring between 1.0-1.1m in width.

More broadly, the potential development site is situated in proximity to numerous Public Rights of Way (PRoW) which provide connections across Ancaster and further afield to neighbouring settlements as well as offering the opportunity for leisure walks. The potential development site in particular benefits from its proximity, and connection, to the Pottergate Road byway and connects into the wider local network.

An illustration of the local PRoW network in relation to 25-minute (2km distance) walking isochrones is displayed within **Figure 3.3**.

Cycling

The potential development site is well situated to benefit Pottergate Road as a safe cycle route, serving as a restricted byway with extremely low levels of traffic.

Figure 3.6 below outlines the recognised cyclist desire lines along Pottergate Road, Water Lane, Station Approach and the B6403 (Ermine Street).

Figure 3.6 Cycling Desire Line



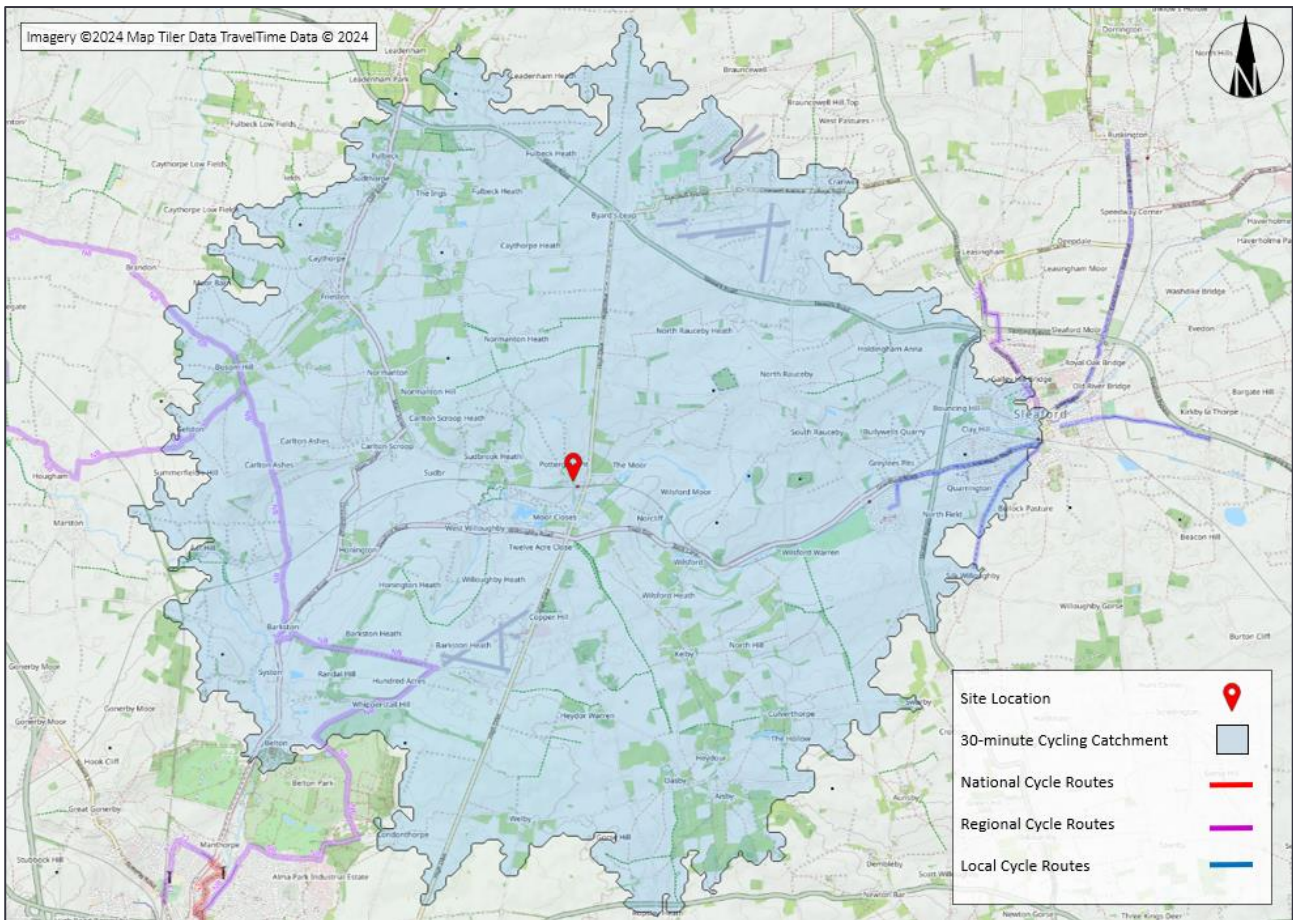
Pottergate Road is a likely desire line that future residents of the potential development site would use to access the services and facilities outlined in **Section 3.4** via bicycle due to its direct route and current operation as an established byway. Pottergate Road is hard surfaced and in generally good condition with consistent widths of between 2.2-2.4m.

Furthermore, future residents of the potential development site would use the desire line across Station Approach and the B6403 (Ermine Street) to access the centre of Ancaster. Station Approach and the B6403 (Ermine Street) are subject to a 30mph speed limit and lightly trafficked, with a Manual Traffic Count conducted by the Department for Transport in 2009 recording an AADT of 3,346 which is considered low. Therefore, the desire line is considered safe and suitable for cyclists of varying abilities.

The potential development site is also within proximity of established cycling infrastructure particularly towards the regional centre of Sleaford.

Figure 3.7 illustrates the national, regional, and local cycle routes within a 30-minute cycling catchment from the proposed development site.

Figure 3.7 Cycle Routes & 30-minute Isochrone



3.6 Public Transport

Bus Services

The nearest bus stops to the potential development site are situated along the B6403 (Ermine Street), c.290m east of the potential development site (6-minute walk) and are referred to locally as ‘The Railway Inn’. The bus stops operate as hail and ride stops where a singular school service (serving Sir William Robertson Academy) calls on request during the school term time.

More regularly serviced and strategically important bus stops known as ‘Village Hall’ are situated along the B6403 (Ermine Street), c.760m south of the potential development site (11-minute walk). The bus stops consist of shelters, seating, timetable information, raised kerbs and bins.

A summary of the service and frequencies is presented in **Table 3.3**.

Table 3.3 Summary of Local Bus Services

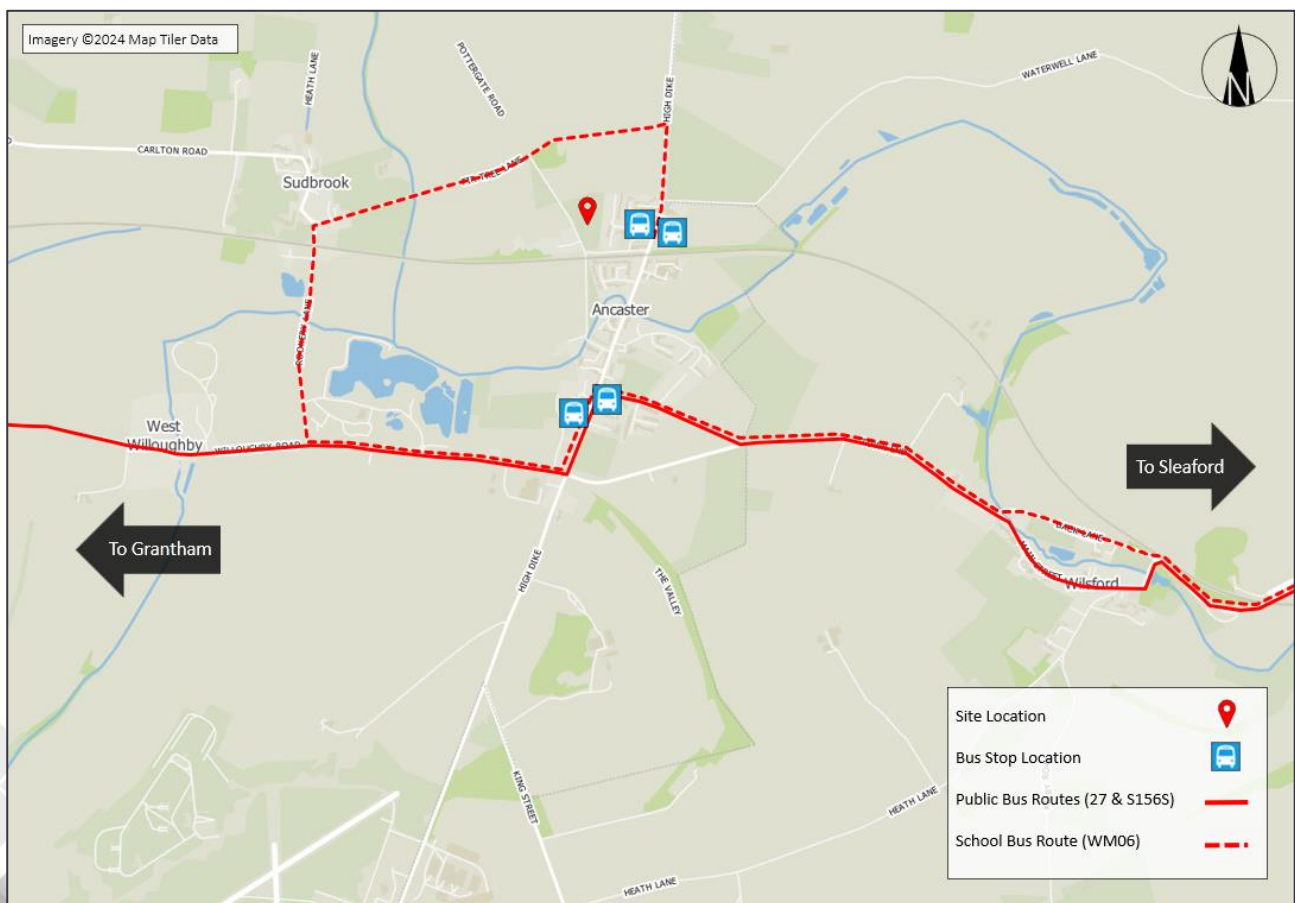
Stop	Service	Route	Monday-Saturday Frequency		Sunday Frequency
			Daytime	Evening	
Village Hall (stop ID: linamadm))	27	Grantham – Sleaford	4 per day	Once (17:54)	No Service
	S156S	Grantham – Sleaford	Twice a day	No Service	No Service

Stop	Service	Route	Monday-Saturday Frequency		Sunday Frequency
			Daytime	Evening	
Village Hall (stop ID: lingpwga)	27	Sleaford – Grantham	4 per day	No Service	No Service
	S156S	Sleaford – Grantham	Twice a day	No Service	No Service
The Railway Inn (stop ID: linajptw)	WM06	Ancaster – Welbourn	Once (07:33)	No Service	No Service
The Railway Inn (stop ID: linajpwa)	WM06	Welbourn – Ancaster	Once (16:27)	No Service	No Service

As outlined in **Table 3.3** above, the potential development site is well situated to benefit from access to local bus stops which serve important local destinations, particularly the regional centres of Grantham and Sleaford as well as Sir William Robertson Academy in Welbourn. This places the potential development site within the regional strategic bus network where opportunities to access services and facilities not accessible by the aforementioned active transportation can be accessed.

An illustration of the regional strategic bus network is presented in **Figure 3.8** below.

Figure 3.8 Regional Strategic Bus Network



For the bus services towards Grantham, the earliest service departs Village Hall at 07:58 (27), with the latest returning service arriving back at 17:54 (S156S). Alternatively, the earliest service towards Sleaford departs at 08:00 (27), with the last returning services arriving back at 16:20 (27).

Rail Services

Ancaster train station is situated immediately south of the potential development site’s southern boundary across Station Approach (see **Section 3.3**). The station is unstaffed; however, it provides shelters, bicycle storage and timetabling information.

Ancaster station is operated by East Midlands Railway and is situated on the Poacher Line, providing services to and between Skegness and Nottingham, including Grantham, Sleaford, Boston, and Bingham as well as numerous smaller settlements.

Table 3.4 below summarises the key services that Ancaster train station provides with frequencies and operational hours.

Table 3.4 Ancaster Railway Services

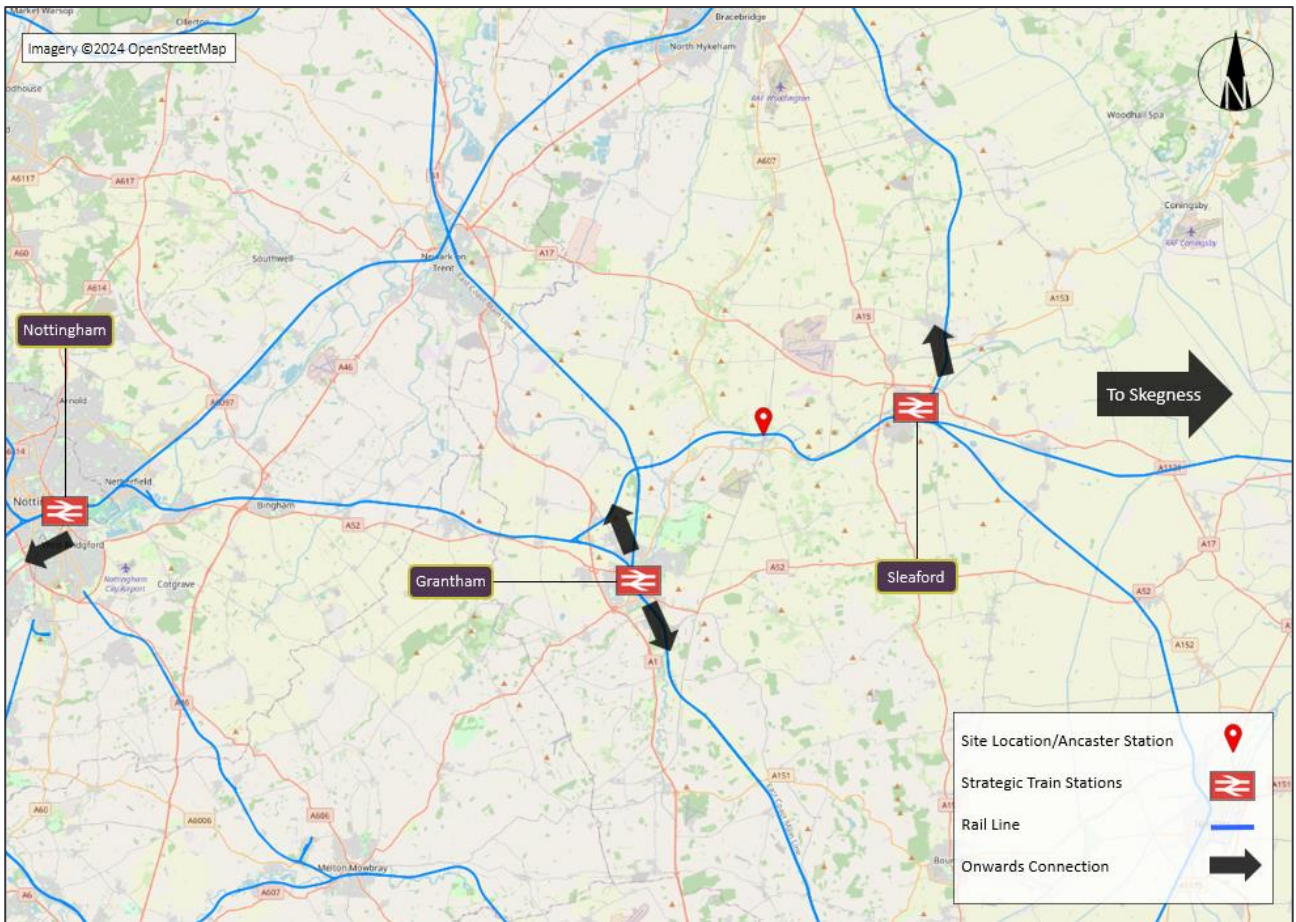
Destination	Journey Time	Peak Frequency	Operational Hours
Grantham	18-minutes	4 per day	06:45-16:24
Sleaford	10-minutes	4 per day	08:46-19:45
Nottingham	1-hour	4 per day	06:45-16:24
Boston	34-minutes	4 per day	08:46-19:45
Skegness	1-hour 10-minutes	4 per day	08:46-19:45
Bingham	45-minutes	4 per day	06:45-16:24

As outlined in **Table 3.4** above, the potential development site is connected to Grantham station via an 18-minute train journey. Grantham station is situated on the East Coast Main Line and thus provides further onward services towards central London (King’s Cross), with some services taking as little as 1-hour 5-minutes to complete the journey.

As a result, the potential development is well situated within the regional, as well as national, strategic rail network where opportunities to access services and facilities not accessible by the aforementioned bus routes or active transportation can be accessed.

An illustration of the regional strategic rail network in relation to Ancaster station is presented in **Figure 3.9** below.

Figure 3.9 Regional Strategic Rail Network



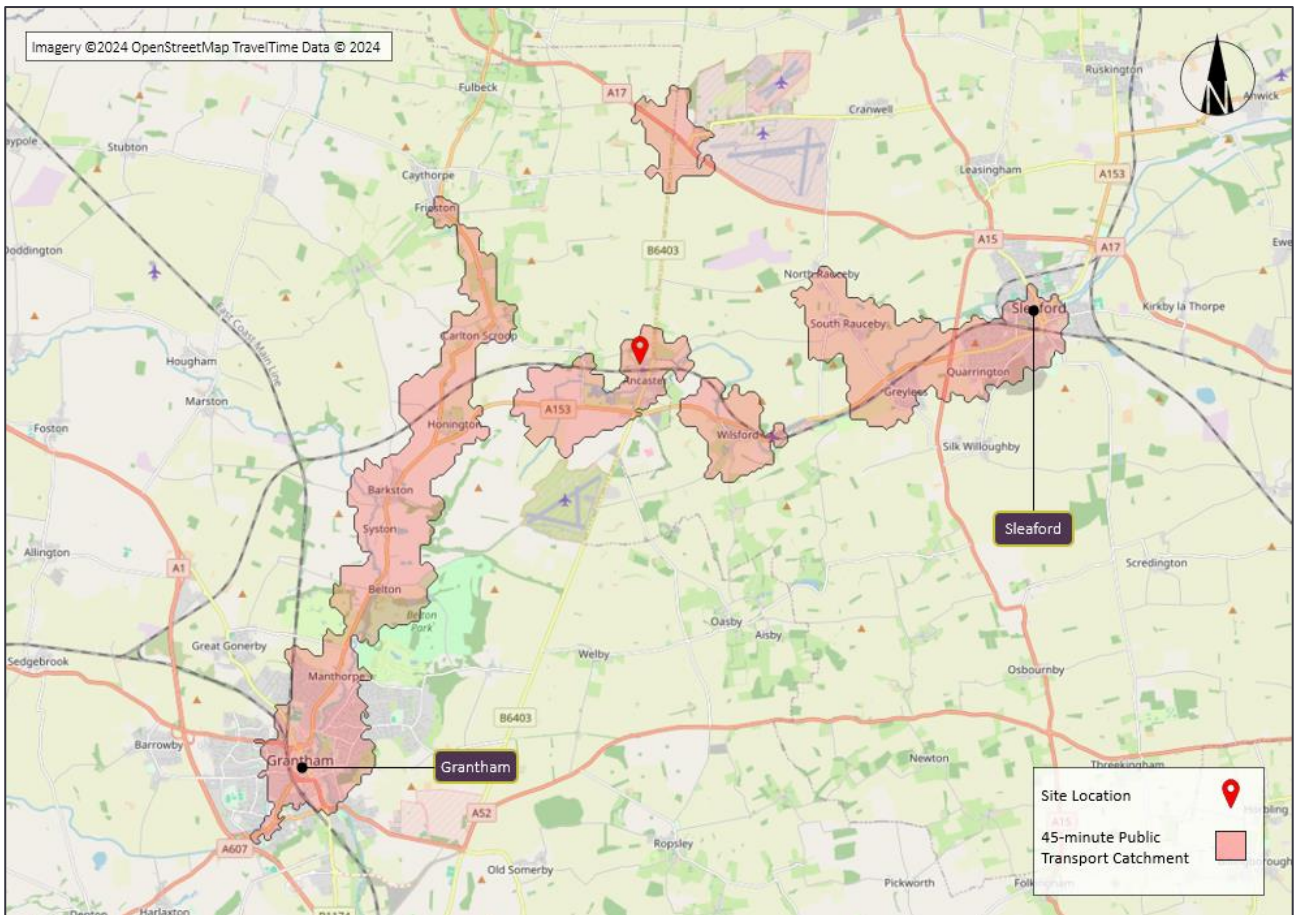
Further consideration to timed intervals within the wider strategic public transport network is provided in the following section.

Strategic Overview

It is considered that future site users would utilise the strategic bus and rail networks outlined above at key time intervals to access services and facilities.

Figure 3.10 below illustrates a 45-minute public transport isochrone from the potential development site between 07:30-08:30, when residents would most likely be leaving to access their place of work.

Figure 3.10 Public Transport 45-minute Isochrone 07:30-08:30

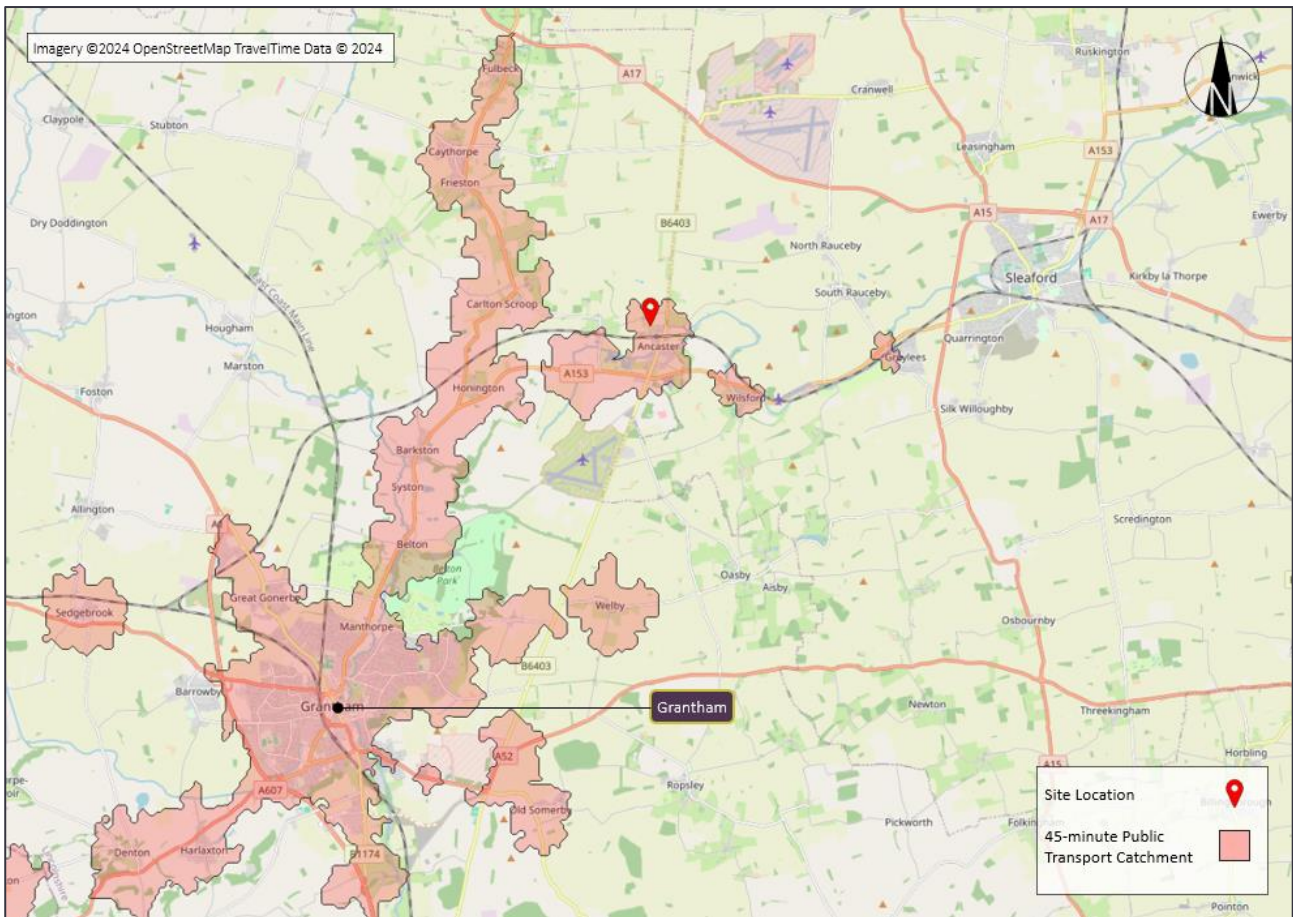


As illustrated in **Figure 3.10** above, the regional centres of Grantham and Sleaford are accessible via public transport from the potential development site between the key time interval of 07:30-08:30.

For the return journey, residents would most likely be leaving a place of work to arrive home between 17:00-18:00. Upon initial analysis, the potential development site is inaccessible from the centre of Sleaford during this period as the last bus leaves at 15:55 (27) and the last train departs at 16:14. Nevertheless, the better connected and more economically important regional centre of Grantham can access the potential development site during the key evening interval of 17:00-18:00.

Figure 3.11 below illustrates a 45-minute public transport isochrone from the regional centre of Grantham between 17:00-18:00.

Figure 3.11 Public Transport 45-minute Isochrone 17:00-18:00



As a result of the above, it is considered that future users of the potential development site could access workplaces, services, and facilities in the regional centre of Grantham between the key morning and evening departure times of 07:30-08:30 and 17:00-18:00.

Further consideration regarding the workplace location and public transport connections from the potential development site is provided in **Section 5.3**.

3.7 Personal Injury Accident (PIA) Data

Personal Injury Accident (PIA) data has been extracted from Crashmap (<https://www.crashmap.co.uk/>), the data is collected by the police and is approved by the National Statistics Authority and audited by the Department for Transport (DfT) each year.

PIA data has been obtained from Crashmap for the latest 5-years period (2018-2022). The collision data only includes collisions that meet the Department for Transport STATS19 criteria:

“Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Damage-only accidents, with no human casualties or accidents on private roadways or car parks are not included.”

The purpose of assessing recorded PIAs is to determine whether there is a history of accidents in proximity to the potential development site and to investigate whether there are any patterns or contributing factors to the accidents recorded.

The impact of casualties differs according to the severity of the injuries sustained. Three groups are usually differentiated as follows:

- **Fatal:** any death that occurs within 30 days from causes arising out of the accident.
- **Serious:** records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
- **Slight:** where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

The search area included the entirety of Ancaster and is illustrated below in **Figure 3.12**:

Figure 3.12 PIA Search Area (2018 – 2022)



Following a review of the PIA data from Crashmap, it is noted that 8no. accidents have been recorded within the vicinity of Ancaster, 7no. of which were categorised as being ‘slight’ in severity, with the remaining recorded PIA being categorised as ‘severe’.

As outlined in **Figure 3.13** above, there are no recorded PIAs within the immediate vicinity of the potential development site and no obvious patterns or clusters. Whilst all accidents are regrettable, there is no evidence to suggest that safety on the local highway network is an issue.

3.8 Summary

Following a review of the existing situation, it can be concluded that the site is:

- Connected to the surrounding highway network.
- Situated within proximity to a wide variety local services and facilities, despite its rural location. The available services and facilities will cater for day-to-day requirements without the need to use a private vehicle.
- Situated to benefit from existing pedestrian infrastructure and PRowS which afford access to local services and facilities in Ancaster.
- Situated to benefit from local cycle friendly routes which connect to important local centres, but with specific emphasis on local connectivity within Ancaster.
- In proximity to bus services which provide access to local towns where a broader range of services and facilities reside.
- In proximity to rail services which afford the opportunity to work in the regional centre of Grantham and travel to further afield cities.
- Not situated in proximity to any recorded PIA clusters or patterns which suggests there are no highway safety issues within the vicinity of the site.

4. Access Strategy

4.1 Overview

This section of the SMAS outlines the site access strategy and identifies potential integration measures to enhance local connectivity between the potential development site and local amenities.

4.2 Development Proposals

At this stage in the process, the development is proposed to comprise:

- Approximately 65no. units;
- Single vehicular access to the site from St Martin's Way; and,
- Numerous walking and cycling access points from Station Approach and Pottergate Road.

It is a future aspiration to improve accessibility to and from the potential development site for pedestrians, cyclists, and public transport users, which is outlined in **Section 4.3** below. However, it should be acknowledged that the existing site already benefits from good accessibility to the surrounding area, as demonstrated within **Chapter 3**.

A plan illustrating the concept layout of the site is provided in **Appendix A**.

4.3 Access Arrangements

Walking

Pedestrian access to the potential development site will be afforded via footways connecting to the existing infrastructure on St Martin's Way as well as pedestrian permeable points connecting to Pottergate Road. As outlined in **Section 3.5**, pedestrian access towards the local services and facilities in Ancaster will likely concentrate movements along the B6403 (Ermine Street) via St Martin's Way. To aid pedestrian movements, it would be appropriate to provide uncontrolled pedestrian crossing facilities at key points to facilitate access and accommodate likely desire lines. The proposal involves provision of dropped kerb crossings, with tactile paving, at numerous points along St Martin's Way and across the B6403 (Ermine Street) at its junction with St Martin's Way and Station Approach. Illustrative designs of the suggested improvements are indicated on **Drawing 210963-01** and **Drawing 210963-02** contained in **Appendix B**.

In addition to this, it is considered that the width of the footway along the eastern side of the B6403 (Ermine Street) underneath the railway bridge is particularly narrow, and less accessible to vulnerable users i.e. wheelchair users and/or pedestrians with pushchairs. It is therefore suggested that the footway is widened from 0.7m to c1.7-2.0m and accompanied by dedicated crossing facilities and tactile paving either side of the bridge to facilitate safe pedestrian movements. Illustrative designs of the suggested improvements are indicated on **Drawing 210963-03** contained in **Appendix B**.

It should be noted that an adjacent residential development (application ref: S21/1045) is providing improved crossing facilities along the desire line for the potential development site. This application has been approved by LCC and proposes a dropped kerb arrangement with tactile paving across its site access.

The locations of the suggested and approved improvements to crossing facilities in relation to the potential development site are illustrated in **Figure 4.1** below, along with the corresponding drawing number for designs.

Figure 4.1 Location of Crossing Facility Improvements



Cycling

As outlined in **Section 3.5**, cycle access to the potential development site is currently aided by the presence of the Pottergate Road restricted byway and Station Approach, which provide reasonable widths, low traffic levels and a good quality surface. To aid cycle access to the potential development site, cyclist permeable points are to be installed at various points along the Pottergate Road site boundary which lead to Station Approach. The access points would serve to accommodate cycle movements on the recognised desire line outlined in **Section 3.5** and provide future residents with direct access to the centre of Ancaster and destinations beyond.

It is further suggested that cycle access to the potential development site could also be improved by the installation of way finding signage to improve route awareness and promote Pottergate Road, Station Approach and the B6403 (Ermine Street) as a cycle friendly route to key destination junctions within Ancaster. The way finding signage would be located at the geographical extremities of the desire line from the northwestern corner of the potential development site to the centre of Ancaster in the south, as well as key junctures along Station Approach and the B6403 (Ermine Street).

The locations of the suggested signage improvements in relation to the potential development site are illustrated in **Figure 4.2** below, with existing examples also noted which could provide inspiration for future designs.

Figure 4.2 Location of Suggested Way Finding Signs and Existing Example



Improved way finding signage will offer significant benefits to cycle access to and from the site as it makes use of existing infrastructure and ensures that suitable routes are adequately promoted, as it is likely user numbers would increase due to the potential development.

Public Transport

Access to the potential development site via public transport connections is aided by the close proximity of bus stops and Ancaster railway station. As outlined in **Section 3.6**, the closest bus stops to the site named ‘The Railway Inn’ along the B6403 (Ermine Street) (c.290m east of the potential development site) operate as hail and ride stops. This means that, whilst buses serve riders at the location, the actual stops are non-existent. It is therefore suggested that the bus stops are formalised as flagpoles to improve awareness, practicality, and safety of prospective patrons.

The suggested positions of the new bus stop flagpoles are illustrated in **Drawing 210963-02** contained within **Appendix B**.

The introduction of flagpoles would be important in facilitating improved public transport access to the potential development site as the route which serves the stops is a school service (WM06) that is used by children, who can be regarded as more vulnerable users. Therefore, any improvement in safety and practicality is significant in improving general access to the potential development site.

The offsite works could be secured through an appropriate mechanism such as a S106 agreement or planning condition.

4.4 Servicing Arrangements

Servicing will be afforded within the curtilage of the site boundary, via kerbside collection for each dwelling. It is considered that any future access design would be able to accommodate the swept path of the appropriately sized refuse vehicle to enter and leave the site in forward gear.

5. Traffic Generation & Traffic Impact

5.1 Overview

This section of the SMAS provides a summary of the person trips generated by the potential development and local mode share and journey purpose information to determine likely distribution patterns to and from the site.

5.2 Person Trip Generation

To determine the person trips that could be generated from the potential development, trip rate data has been extracted from TRICS for 03 'Residential' – A 'Houses Privately Owned'.

The following survey selection parameters were utilised:

- Greater London, Scotland, Wales, Northern Ireland, Republic of Ireland removed;
- Surveys conducted for sites between 40-99 units; and
- Surveys conducted in 'Suburban Area' and 'Edge of Town' locations.

Full and detailed TRICS outputs are provided in **Appendix D** with a summary of the trip rates and likely person trip generation outlined in **Table 5.1** below.

Table 5.1 Person Trip Rates and Trip Generation – Proposed Residential Dwellings

Time Range	Arrive	Depart	Two-way
Person Trip Rates – Houses Privately Owned			
AM Peak Period (08:00 – 09:00)	0.229	0.832	1.061
PM Peak Period (17:00 – 18:00)	0.614	0.283	0.897
Person Trip Generation – Houses Privately Owned (65no. units)			
AM Peak Period (08:00 – 09:00)	15	24	69
PM Peak Period (17:00 – 18:00)	40	18	58

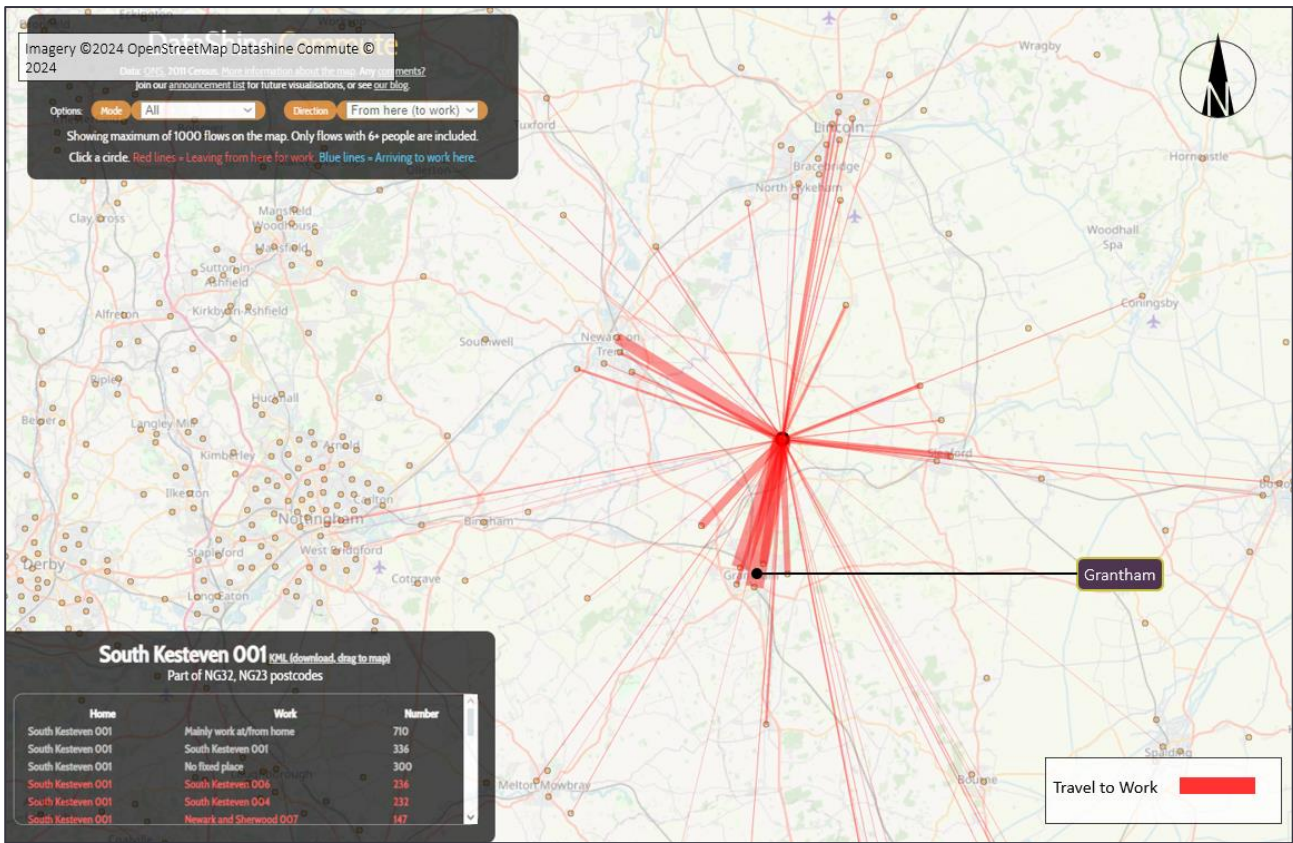
As shown in **Table 5.1**, the potential development is forecast to generate 69 two-way person trip rates in the AM peak hour and 58 two-way person trip rates in the PM peak hour.

5.3 Journey Purpose

Census data from 2011 for Office for National Statistics Dataset WF01BEW 'Location of usual residence and place of work' has been reviewed to determine likely commuter patterns for future residents. The dataset considers Middle Super Output Area (MSOA) South Kesteven 001 as the 'location of usual residence' and all other MSOAs as the 'place of work'.

Figure 5.1 illustrates the commuting pattern:

Figure 5.1 Location and Extent of Assessed Output Areas



As can be gauged from Figure 5.1, a significant proportion of resident’s travel to Grantham for work purposes. Given the availability of train services between Ancaster and Grantham, it is highly likely a number of commuter trips could be made sustainably.

6. Summary & Conclusion

6.1 Summary

This SMAS has been prepared by 'ttc' to assess the development viability of a site with a residential scheme of approximately 65no. dwellings.

The SMAS demonstrates that:

- The potential development site is located in an accessible location with a range of local facilities within a short walk of the site;
- Access to frequent bus services is available within the immediate vicinity of the potential development site, connecting to local and regional destinations;
- The potential development site is in proximity to rail services which afford the opportunity to work in the regional centre of Grantham and travel to further afield cities;
- The potential development is situated within an area with no existing highway safety issues;
- Access arrangements for pedestrians could be enhanced via the improvement of pedestrian crossing facilities across local highways and the widening of the footway along the B6403 (Ermine Street) under the Poacher Line bridge;
- Access arrangements for cyclists could be enhanced with improved signage from the potential development site to the centre of Ancaster;
- Access arrangements for public transport users could be enhanced by upgrading the 'The Railway Inn' bus stops to flagpoles;
- The potential development site development is forecast to generate 69 two-way person trip rates in the AM peak hour and 58 two-way person trip rates in the PM peak hour;
- It is highly likely that future residents would travel to their place of work sustainably, given the high levels of existing commuters travelling to Grantham which accessible by the available train services; and,
- The potential development is supportive of both national and local planning policy.

6.2 Conclusion

On the basis of the information presented in this report it is considered that the land allocation **SKPR-283** can be comfortably accommodated within the local area. As such there should be no reason why the site could not be taken forward within a forthcoming application.

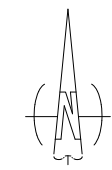
Appendix A

Concept Site Layout


Appendix B


Improvement Designs

Date of 1st Issue 22/03/2024	Description First Issue	Drawn by CR	Checked by LF
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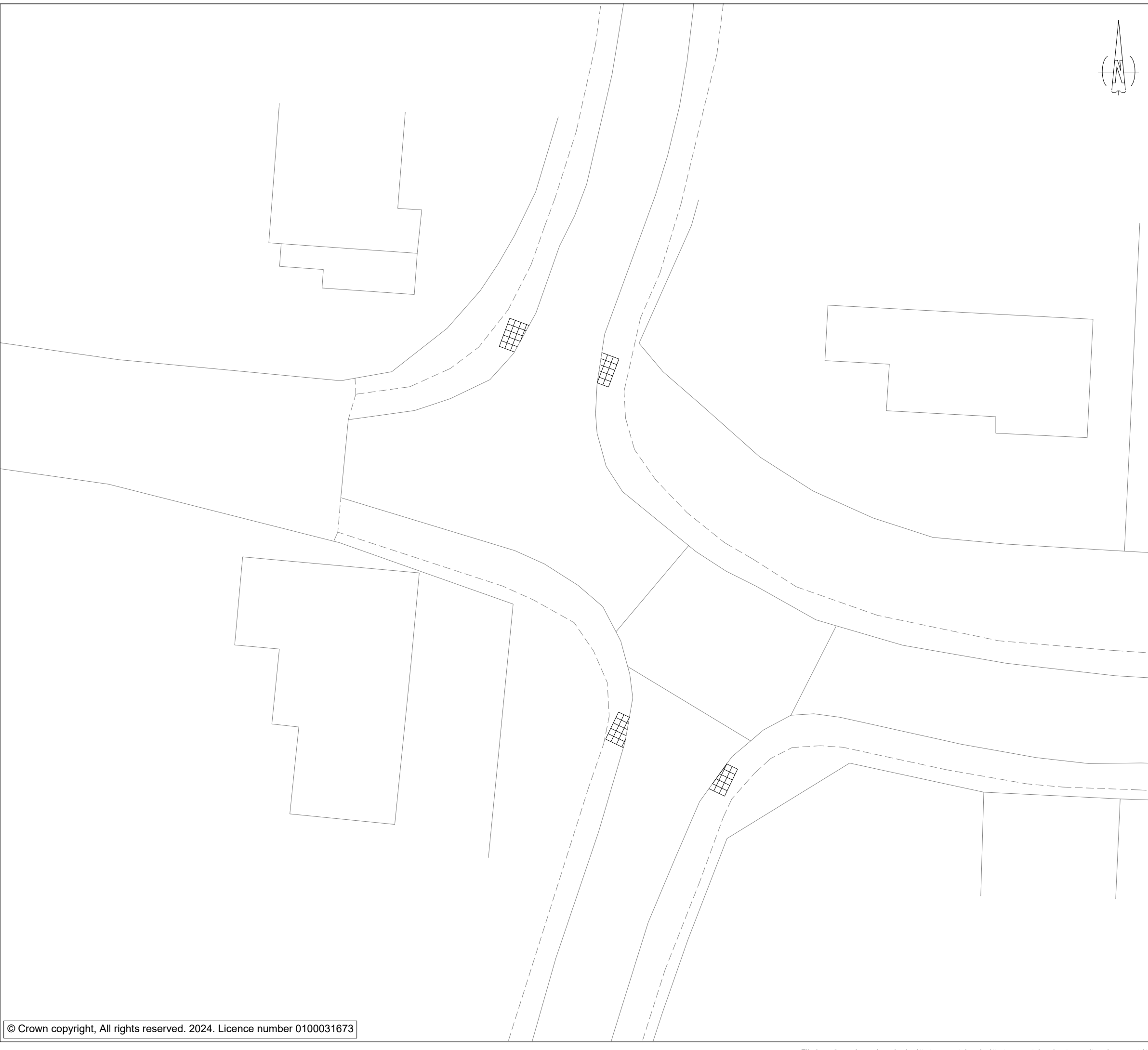
Key:

 Base Mapping

 Tactile Paving

Notes:

- Drawing units are in metres unless specified otherwise.
- Drawing is based on OS Mapping.
- Design based on guidance taken from [Guidance on the use of Tactile Paving Surfaces](#).



A3 SCALE 1:250

0 m  15 m

Scale 1:250 @ A3

Drawing Title

**St Martin's Way, Ancaster
Design Package**

Client

Persimmon Homes East Midlands

Drawing Status


Planning


27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

 the transportation consultancy

Drawing Number	210963-01	Revision	-
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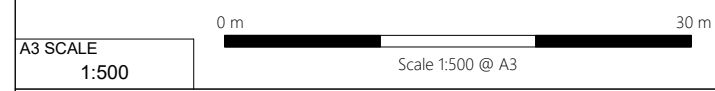
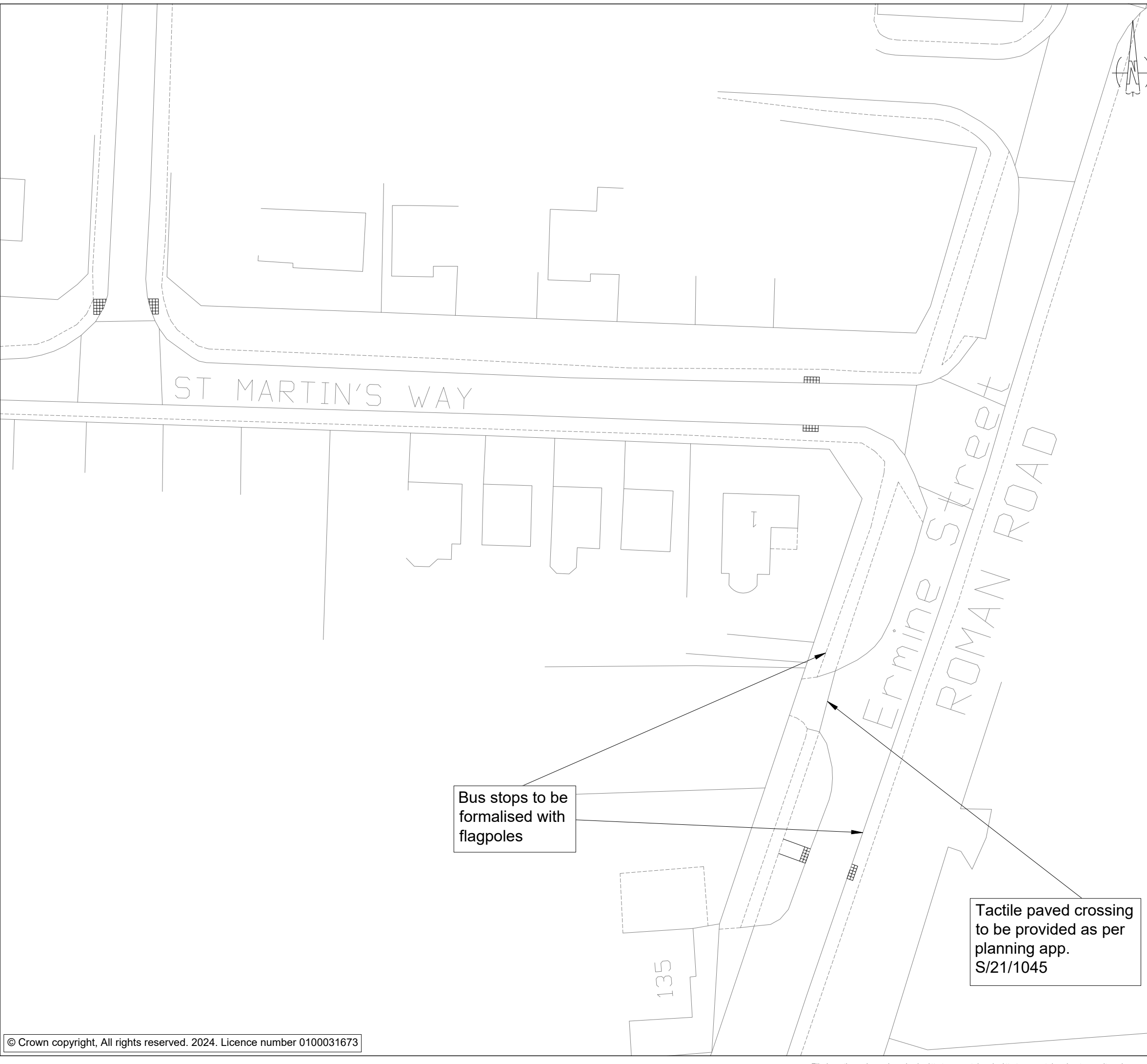
Key:

 Base Mapping

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Notes:

- Drawing units are in metres unless specified otherwise.
- Drawing is based on OS Mapping.
- Design based on guidance taken from **Guidance on the use of Tactile Paving Surfaces**.



Drawing Title
**St Martin's Way, Ancaster
Design Package**

Client
Persimmon Homes East Midlands

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com



Drawing Number 210963-02	Revision -
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Bus stops to be formalised with flagpoles

Tactile paved crossing to be provided as per planning app. S/21/1045

Key:

-  Base Mapping
-  Dimensions
-  Tactile Paving

- Notes:**
- Drawing units are in metres unless specified otherwise.
 - Drawing is based on OS Mapping.
 - Design based on guidance taken from **Guidance on the use of Tactile Paving Surfaces**.

A3 SCALE
1:250



Scale 1:250 @ A3

Drawing Title
**St Martin's Way, Ancaster
Design Package**

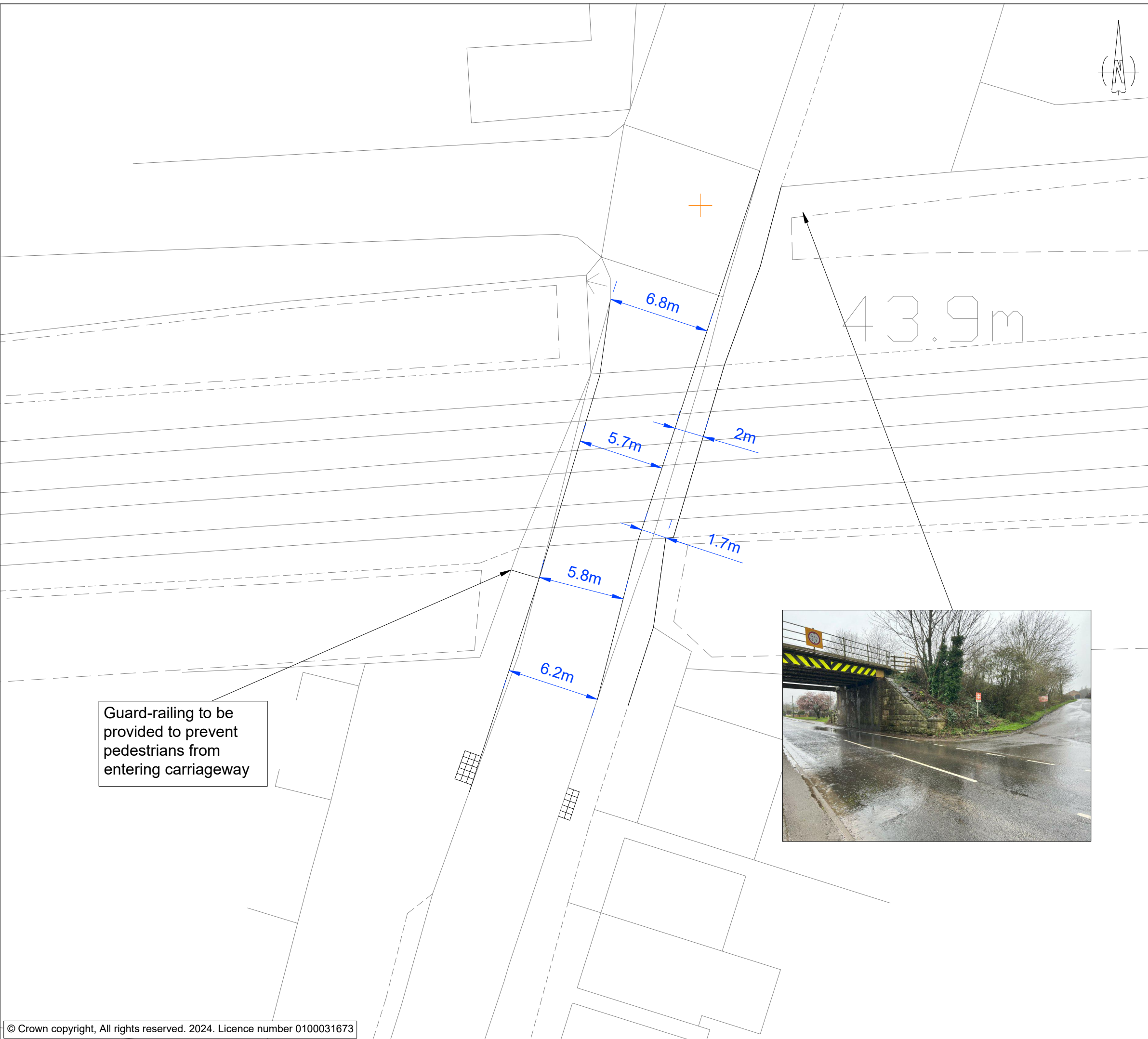
Client
Persimmon Homes East Midlands

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com



Drawing Number 210963-03	Revision -
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Appendix C

TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	4 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 40 to 99 (units:)
Range Selected by User: 40 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/05/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	5 days
Wednesday	7 days
Thursday	4 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	22 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	17

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	22
------------------	----

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	15 days - Selected

Secondary Filtering selection:Use Class:

C3	22 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	7 days
10,001 to 15,000	8 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	5 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	18 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	14 days
No	8 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	22 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CT-03-A-01	MIXED HOUSES	CENTRAL BEDFORDSHIRE
	ARLESEY ROAD		
	STOTFOLD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	46	
	Survey date: WEDNESDAY	22/06/22	Survey Type: MANUAL
2	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
3	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
4	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
5	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD		
	NEAR EASTBOURNE		
	STONE CROSS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
6	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD		
	HAILSHAM		
	HELLINGLY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
7	ES-03-A-09	DETACHED & SEMI-DETACHED	EAST SUSSEX
	THE FAIRWAY		
	NEWHAVEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: MONDAY	13/03/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18		Survey Type: MANUAL
9	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19		Survey Type: MANUAL
10	HC-03-A-27	MIXED HOUSES	HAMPSHIRE
	DAIRY ROAD ANDOVER Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 16/11/21		Survey Type: MANUAL
11	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
	KILN ROAD LIPHOOK Edge of Town Residential Zone Total No of Dwellings: 44 Survey date: FRIDAY 07/10/22		Survey Type: MANUAL
12	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16		Survey Type: MANUAL
13	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: THURSDAY 19/09/19		Survey Type: MANUAL
14	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK
	WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Total No of Dwellings: 55 Survey date: TUESDAY 21/09/21		Survey Type: MANUAL
15	NF-03-A-37	MIXED HOUSES	NORFOLK
	GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Total No of Dwellings: 44 Survey date: TUESDAY 27/09/22		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	Survey date: WEDNESDAY		18/05/22	Survey Type: MANUAL
17	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	Survey date: WEDNESDAY		11/05/22	Survey Type: MANUAL
18	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		73	
	Survey date: THURSDAY		09/05/19	Survey Type: MANUAL
19	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		49	
	Survey date: FRIDAY		27/09/19	Survey Type: MANUAL
20	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		79	
	Survey date: WEDNESDAY		07/11/18	Survey Type: MANUAL
21	WS-03-A-17 SHOPWHYKE ROAD CHICHESTER	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		86	
	Survey date: WEDNESDAY		01/03/23	Survey Type: MANUAL
22	WS-03-A-19 TURNERS HILL ROAD EAST GRINSTEAD	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		92	
	Survey date: MONDAY		15/05/23	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.65

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	61	0.091	22	61	0.328	22	61	0.419
08:00 - 09:00	22	61	0.151	22	61	0.406	22	61	0.557
09:00 - 10:00	22	61	0.159	22	61	0.189	22	61	0.348
10:00 - 11:00	22	61	0.131	22	61	0.178	22	61	0.309
11:00 - 12:00	22	61	0.149	22	61	0.162	22	61	0.311
12:00 - 13:00	22	61	0.179	22	61	0.171	22	61	0.350
13:00 - 14:00	22	61	0.181	22	61	0.181	22	61	0.362
14:00 - 15:00	22	61	0.172	22	61	0.212	22	61	0.384
15:00 - 16:00	22	61	0.293	22	61	0.190	22	61	0.483
16:00 - 17:00	22	61	0.295	22	61	0.171	22	61	0.466
17:00 - 18:00	22	61	0.383	22	61	0.174	22	61	0.557
18:00 - 19:00	22	61	0.285	22	61	0.162	22	61	0.447
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.469			2.524			4.993

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 40 - 99 (units:)
 Survey date date range: 01/01/15 - 15/05/23
 Number of weekdays (Monday-Friday): 22
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.65

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	61	0.126	22	61	0.535	22	61	0.661
08:00 - 09:00	22	61	0.229	22	61	0.832	22	61	1.061
09:00 - 10:00	22	61	0.236	22	61	0.310	22	61	0.546
10:00 - 11:00	22	61	0.196	22	61	0.303	22	61	0.499
11:00 - 12:00	22	61	0.237	22	61	0.244	22	61	0.481
12:00 - 13:00	22	61	0.271	22	61	0.271	22	61	0.542
13:00 - 14:00	22	61	0.277	22	61	0.260	22	61	0.537
14:00 - 15:00	22	61	0.261	22	61	0.295	22	61	0.556
15:00 - 16:00	22	61	0.621	22	61	0.312	22	61	0.933
16:00 - 17:00	22	61	0.516	22	61	0.284	22	61	0.800
17:00 - 18:00	22	61	0.614	22	61	0.283	22	61	0.897
18:00 - 19:00	22	61	0.464	22	61	0.256	22	61	0.720
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.048			4.185			8.233

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.