

Land South of Sapcote Road, Burbage

B064979

Phase 1 Residential Travel Plan

Jelson

September 2026

**Document prepared on behalf of Tetra Tech Limited. Registered in England
number: 01959704**

DOCUMENT CONTROL

Document:	Phase 1 Residential Travel Plan
Project:	Land South of Sapcote Road, Burbage
Client:	Jelson
Project Number:	B064979
File Origin:	P:_Projects\784\P1\784-B064979_South_of_Sapcote_Rd__Burbage\60 Project Output\61 Work in Progress\Transport\Travel Plan\Sept 2026\B064979 Burbage Ph 1 Residential Travel Plan - Final.docx

Revision:	1	Prepared by:	LP
Date:	09/09/2026	Checked by:	RJH
Status:	Draft	Approved By:	RJH
Description of Revision:			

Revision:	2	Prepared by:	LP
Date:	09/09/2026	Checked by:	RJH
Status:	Final	Approved By:	RJH
Description of Revision:			

Revision:		Prepared by:	
Date:		Checked by:	
Status:		Approved By:	
Description of Revision:			

Revision:		Prepared by:	
Date:		Checked by:	
Status:		Approved By:	
Description of Revision:			

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1.0 INTRODUCTION

1.1 BACKGROUND

- 1.1.1 Tetra Tech has been appointed by Jelson to prepare a Residential Travel Plan (TP) for the consented residential development on land to the south of Sapote Road, Burbage, Leicestershire. This TP relates to Phase 1 of the development only, which is located to the west of Aston Flamville Road.
- 1.1.2 Phase 1 development will comprise of 238 dwellings. The overall development will comprise of up to 343 residential dwellings, including those proposed as part of Phase 2. A plan of the site location is included at **Figure 1**, and the phase 1 planning layout is contained at **Appendix A**.
- 1.1.3 The highway network near the site is maintained by Leicestershire County Council (LCC) in their capacity as the local highway authority. National Highways is responsible for the M69 to the east of the site. Hinckley and Bosworth Borough Council (HBBC) is the local planning authority.

1.2 PLANNING HISTORY

- 1.2.1 Planning permission for the development was granted in April 2024. The Decision Notice includes the following Travel Plan requirement under Condition 25:

“No part of the development hereby permitted shall be first occupied until an amended full Travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details”.
- 1.2.2 This TP has been prepared to discharge Condition 25 of the Decision Notice.

1.3 PURPOSE

- 1.3.1 The aim of a TP is to minimise the impact of travel on the environment, and can help to reduce emissions of greenhouse gases, improve local air quality, minimise health risks and reduce congestion. Encouraging residents to carry out their everyday activities in a more sustainable manner can also contribute to improvements in the local environment.
- 1.3.2 Specifically, a TP is a package of measures designed to reduce the number and length of car trips generated by a development, whilst also supporting more sustainable modes of travel and reducing the overall need to travel. This report outlines the aims and strategy for the site and details the measures that will be introduced to ensure the aims are realised.
- 1.3.3 It should be recognised that this interim report represents the initial approach that will be undertaken to develop the TP strategy, and that further stages are anticipated once the development is fully occupied, resident details can be analysed and travel behaviour can be influenced.
- 1.3.4 In recognition of these factors, the TP will have the following broad aims:

- Encourage the use of alternative modes of transport to the private car and to better manage private car usage to reduce environmental impacts for all journeys to and from the development;
- To deliver long-term commitment to changing travel habits by minimising the percentage of journeys to and from the development made by single occupancy cars, and maximise the proportion of trips to the development made by public transport, by car share, on foot and by cycle;
- Identify and achieve the support of stakeholders for the TP, and set in place the foundations and culture for a sustainable transport policy for the development, which will develop and grow with time;
- To educate residents regarding the health benefits of walking and cycling.
- Address resident need for access to a full range of facilities for health, leisure, recreation and shopping;
- Reduce traffic generated by the development to a significantly lower level of car trips than would be predicted for the site without the implementation of a TP; and
- Promote healthy lifestyles and vibrant communities.

2.0 PLANNING POLICY AND DESIGN GUIDANCE

2.1 INTRODUCTION

2.1.1 The following planning policy and guidance documents have been considered in the preparation of this TP:

- National Planning Policy Framework [NPPF] (MHCLG, 2026)
- Leicestershire Local Transport Plan 4 2025-2040 (LCC, 2024)
- Hinckley & Bosworth Borough Council Local Development Framework Core Strategy (HBBC, 2009)
- Hinckley & Bosworth Regulation 19 Local Plan 2024 – 2045 (HBBC, 2026)
- Travel Plans, Transport Assessments and Statements (MHCLG, 2014)
- Leicestershire Highways Design Guide (LCC, 2024)
- Cycle Infrastructure Design LTN 1/20 (DfT, July 2020)

2.2 NATIONAL PLANNING POLICY FRAMEWORK

2.2.1 The NPPF sets out the Government's planning policies for England and how these should be applied. An updated version of the NPPF was published in August 2026. At the heart of the NPPF is a presumption in favour of sustainable development. In terms of transport, Section 15 sets out eight policies as follows:

Plan-Making Policies

- 1) TR1 Vision-led approach to transport planning
- 2) TR2 Local Parking Standards

National Decision-Making Policies

- 3) TR3 – Locating development in sustainable locations
- 4) TR4 – Street design, access and parking
- 5) TR5 – Roadside facilities
- 6) TR6 – Assessing Transport Impacts
- 7) TR7 – Marine ports, airports and other aviation facilities
- 8) TR8 – Public rights of way

2.2.2 Policy TR6 focuses on assessing transport impacts and confirms that development proposals that are likely to generate significant amounts of movement should be supported by a Travel Plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.

2.3 LEICESTERSHIRE LOCAL TRANSPORT PLAN 4

- 2.3.1 The LTP4 was adopted on 22 November 2024 and sets out Leicestershire County Council's plans, policies and programmes on transport and infrastructure up to 2040 with aims to:
- Meet the current and future needs of all users in a coordinated manner and enable travel choices
 - Benefit all transport users including car drivers, freight, public transport, walking, wheeling and cycling
 - Provide wider public health, economic, and environmental benefits for local communities
 - Provide the best value for money to taxpayers
- 2.3.2 The long-term vision of LTP4 is to “[deliver] a safe, connected and integrated transport network which is resilient and well managed to support the ambitions and health of our growing communities, safeguards the environment whilst delivering economic prosperity.”
- 2.3.3 The LTP4 has five core themes to deliver the strategic vision for Leicestershire through strategic priorities that relate to:
- Enabling Health and Wellbeing
 - Protecting the Environment
 - Delivering Economic Growth
 - Enhancing Our Transport Network's Resilience
 - Embracing Innovation
- 2.3.4 LTP4 will be delivered in three phases, with Phase 1 covering the period up to 2030, Phase 2 covering the period up to 2040 and Phase 3 looking beyond 2040 (up to 2050). Phases 1 and 2 focus on the delivery of Multi-Modal Area Investment Plans (MMAIPS), initially prioritising three areas that includes Market Harborough, Hinckley and Southeast Leicestershire. Phase 3 focuses on the monitoring and review process.

2.4 HINCKLEY AND BOSWORTH BOROUGH COUNCIL LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY

- 2.4.1 The Core Strategy sets an overarching strategy and core policies to guide development in the Borough up to 2026.
- 2.4.2 Spatial Objective 13 relates to transport:
- “Spatial Objective 13: Transportation and Need to Travel -To reduce the high reliance on car travel in the borough and to increase the opportunities for other forms of transport by focusing the majority of development in the Hinckley urban area where there is a range of transport options available and through securing improvement to public transport infrastructure and facilities that promote walking and cycling and through the use of travel plans.”*
- 2.4.3 The sites' location benefits from proximity to Hinckley where a wider range of facilities and amenities are available as well as more opportunity for travel by sustainable modes.

2.5 HINCKLEY & BOSWORTH REGULATION 19 LOCAL PLAN 2024 – 2045 (HBBC, 2026)

- 2.5.1 HBBC is in the process of preparing a new Local Plan. Policy IU04 covers ‘Highways and Transportation’ and indicates that major development must facilitate access by sustainable modes of transport.

2.6 TRAVEL PLANS, TRANSPORT ASSESSMENTS AND STATEMENTS

- 2.6.1 The Planning Practice Guidance provides information relating to the preparation of a TP, including when they are required, the scope of the report and what information to include. This TP has been prepared in accordance with the Planning Practice Guidance.

2.7 LEICESTERSHIRE HIGHWAY DESIGN GUIDE

- 2.7.1 The Leicestershire Highway Design Guide (HDG) is an interim guide and was updated in 2024. It provides local guidance as to minimum and optimum standards for highways and transportation infrastructure for new developments in Leicestershire, for example road geometries, parking standards and standards for adoption.

2.8 CYCLE INFRASTRUCTURE DESIGN LTN 1/20

- 2.8.1 Local Transport Note 1/20 provides national guidance relating to cycle infrastructure design.

2.9 SUMMARY

- 2.9.1 The development will be designed in accordance with policy objectives set out in national and local documentation. The site is located close to existing sustainable transport infrastructure and is accessible for cyclists, pedestrians, and public transport users. On balance the site location and use are considered to accord well with the national and local policy objectives summarised in this chapter.

3.0 EXISTING CONDITIONS

3.1 EXISTING SITE

- 3.1.1 The location of the site is illustrated in **Figure 1**. The phase 1 site is located directly adjacent to the west of Aston Flamville Road. The site is bound to the north by dwellings on the B4469 Sapcote Road and to the south by agricultural land. The site is bound to the west by the residential dwellings of Burbage and to the east by Aston Flamville Road. Beyond Aston Flamville Road is agricultural land that will form phase 2 development. Two farm accesses are provided from Aston Flamville Road into the phase 1 site and one farm access is provided from the west at Dorchester Road.

3.2 LOCAL FACILITIES

- 3.2.1 A key aim of the national and local policy outlined in **Chapter 2.0** is to promote the delivery of sustainable development. It is therefore important that any development site is well located close to key amenities to reduce the need to travel by car.
- 3.2.2 There are several key local amenities that are within the recommended walking and cycling distances of the site (discussed later in this Chapter). **Table 1** summarises the distances to these amenities and their locations are shown on **Figure 2**. Distances are measured along available routes rather than crow fly distances.

Table 1: Summary of Distances to Key Local Amenities

Local Amenity	Distance from Site
Burbage Community Library	1.6km
Burbage Church of England Infant School	1.5km
Burbage Junior School	1.4km
Hastings High School	2.1km
Sketchley Hill Primary School	2.6km
Burbage Surgery	2.2km
Spar (including Post Office)	1.7km
Burbage Dental Practice	1.4km
The Co-operative Food	2.2km

- 3.2.3 In addition, Hinckley town centre is approximately 3km from the site. Hinckley town centre is the largest town in the borough and includes a wide range of employment, retail and leisure opportunities such as:
- Supermarkets
 - Hinckley Leisure Centre
 - Hinckley and District Hospital

- Town centre shops, services, restaurants, cafes, public houses
- Hinckley Train Station

3.2.4 Significant employment opportunities are also available at Harrowbrook Industrial Estate to the west of the town and nearby along the A5 corridor.

3.3 PEDESTRIAN ACCESSIBILITY

Pedestrian Infrastructure

- 3.3.1 Footway provision is provided adjacent to the eastern side of Aston Flamville Road, extending to approximately 450m south of the Sapcote Road/Aston Flamville Road junction. There is currently no footway provision on the western side of Aston Flamville Road.
- 3.3.2 Footways are additionally located on both sides of Sapcote Road, west of the Aston Flamville Road/Sapcote Road junction. East of Aston Flamville Road, footways are provided adjacent to the northern side of Sapcote Road only.
- 3.3.3 There are no formal pedestrian crossings near the site.

Photograph 1: Footways on Sapcote Road (west of Aston Flamville Road)



Photograph 2: Footways on Sapcote Road (east of Aston Flamville Road)



Photograph 3: Footway on Aston Flamville Road (towards Sapcote Road)



- 3.3.4 In the wider area, continuous footway provision is provided towards Burbage and onwards to Hinckley.
- 3.3.5 Nearby Public Rights of Way (PRoW) are shown in **Figure 1**. Two footpaths forming part of the ‘Leicestershire Round’ 100-mile circular walk, are located near the site. Footpath U56 extends through the far western part of the site between Sherborne Road and Footpath U63 extends to the south.

Pedestrian Catchment Area

- 3.3.6 In terms of what constitutes a reasonable walking distance it is necessary to consider what is realistic for a walking trip. The Chartered Institution of Highways and Transportation (CIHT) document ‘Guidelines for Providing for Journeys on Foot’ (2000) states that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”. The document also

provides guidance on acceptable walking distances and suggests that a preferred maximum walking distance of 2km is applicable for commuting or school trips.

- 3.3.7 It can therefore be concluded that distances up to 2km can be considered reasonable to be undertaken on foot, and that walking is a realistic mode to consider for trips within this distance. Whilst this does not preclude pedestrians from undertaking longer journeys, it is considered that a distance of 2km is reasonable. Based on an average walking speed of 1.4 m/s it can be concluded that a 2km walk would take approximately 24 minutes.
- 3.3.8 A 2km walking catchment from the site is presented in **Figure 3**. The catchment demonstrates that all of Burbage and parts of Hinckley are within 2km of the site, including some of the local facilities and amenities identified in **Table 1**. The level of pedestrian accessibility should help to encourage a proportion of shorter trips, such as to employment areas and local amenities within the area, to be made on foot.

3.4 CYCLIST ACCESSIBILITY

Cycle Infrastructure

- 3.4.1 There are no formal cycle facilities on Sapcote Road or Aston Flamville Road at present, meaning that cyclists are required to travel within the carriageway.

Cycle Catchment Area

- 3.4.2 In the same way that pedestrian trip lengths are defined, the length of cycling trips will be governed by routes that are available and trip length, although a number of other factors often mitigate for or against making these trips.
- 3.4.3 Local Transport Note 1/20 (DfT 2020) states that “two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people” It can therefore be concluded that three miles, which is equivalent to approximately 5km, represents a reasonable typical cycling distance for all.
- 3.4.4 **Figure 3** shows a 5km cycling catchment centred on the site. A 5km distance includes all of Burbage as well as much of Hinckley and Hinckley town centre, as well as the surrounding villages of Aston Flamville, Sharnforth, Sapcote and Elmhurst. All of the local amenities in **Table 1** are within 5km of the site. As with walking, cycling should also therefore be encouraged as an appropriate mode of travel for local trips.

3.5 PUBLIC TRANSPORT ACCESSIBILITY

- 3.5.1 The CIHT document ‘Buses in Urban Developments’ (2018) recommends a maximum walking distance to bus stops of 400m. Therefore, 400m is generally regarded as being the maximum walking distance to a public transport access point. In addition, the Leicestershire Highways Design Guide states that in rural areas walking distances to bus stops should not be more than 800m and in urban areas distances should not be more than 400m.
- 3.5.2 The nearest bus stops to the site at present are located on Sapcote Road (see **Figure 1**). Both bus stops are within 400 metres of the site and are served by bus service LC14.

Photograph 4 and 5: Sapcote Road Bus Stops



3.5.3 A summary of regular bus service stopping at the bus stops on Sapcote Road is provided in **Table 2**.

Table 2: Summary of Bus Services Stopping on Sapcote Road

Service	Mon – Fri Frequency			Sat Frequency	Sun Frequency
	7am -9am	9am -4pm	4pm -6pm	9am – 6pm	9am -6pm
LC14 (Hinckley - Fosse Park)	-	3 Buses	-	4 Buses	-
LC14 (Fosse Park – Hinckley)	1 Bus	2 Buses	-	4 Buses	-

3.5.4 As shown in **Table 2**, there is one regular bus service serving the site. The LC14 service operates between Hinckley and Fosse Park. Monday to Saturday.

- 3.5.5 This bus service stops at The Crescent Bus Station, from where other bus services that provide higher frequency routes to Leicester and services to other destinations such as Market Harborough, Lutterworth and Nuneaton, can be accessed. In addition, it is worth noting that the number 8 service stops on Hinckley Road approximately 800m from the Dorchester Close pedestrian link (discussed in **Chapter 4.0**). The number 8 service provides an hourly route Monday to Saturday between Lutterworth and Hinckley town centre.

3.6 RAIL SERVICES

- 3.6.1 The nearest rail station to the site is Hinckley Rail Station which is located approximately 2.9km from the site, with a service operating every 30 minutes between Leicester and Birmingham New Street during peak periods and every hour outside of peak periods. **Table 3** shows the times of the first and last weekday trains at Hinckley Station.

Table 3: Times of the First and Last Weekday Trains at Hinckley Station (Direct Services)

Train	To Leicester	From Leicester	To Birmingham	From Birmingham
First Train	05:55	06:37	06:37	05:55
Last Train	22:58	22:46	22:46	22:57

- 3.6.2 Trains to Leicester have an approximate 20-minute duration and trains to Birmingham have an approximate 35–40-minute duration. Travel by train provides a genuine alternative to the private car and therefore should assist in encouraging modal shift away from the private car. Additionally, there are 16 spaces for cycles at Hinckley Station providing the opportunity for residents to cycle to and from the station as part of longer multi-modal journeys.

3.7 HIGHWAY NETWORK

- 3.7.1 Sapcote Road is a single carriageway road aligned in an approximately east to west direction between M69 Junction 2 (M69J2) in the east and Burbage Road in the west. It is subject to a 40mph speed limit near its junction with Aston Flamville Road. The 40mph speed limit continues to the west. A short distance east of its junction with Aston Flamville Road, the speed limit is National Speed Limit and this continues to M69J2. The 40mph section of Sapcote Road is street lit but the National Speed Limit section is not.
- 3.7.2 To the west of the site, Sapcote Road becomes Burbage Road. Burbage Road leads in an approximately northbound direction towards Hinckley town centre.
- 3.7.3 Aston Flamville Road is aligned approximately north-west to south-east. It is subject to the National Speed Limit and is not street lit. It provides a route between Sapcote Road to the north-west and Aston Flamville to the south-east.
- 3.7.4 The M69 is accessed via Sapcote Road at Junction 2. The M69 provides a route to the M1 and Leicester to the north-east. To the south-west, the M69 provides a route to the M6 and Coventry.

By road, Leicester city centre is approximately 12 miles from the site and Coventry city centre is approximately 14 miles from the site.

4.0 DEVELOPMENT DETAILS

4.1 INTRODUCTION

- 4.1.1 Phase 1 development will comprise of 238 dwellings. The overall consented development will comprise of up to 343 residential dwellings, including those proposed as part of Phase 2. Vehicular access will be taken from Aston Flamville Road. The phase 1 planning layout for the development is contained in **Appendix A**.

4.2 VEHICULAR ACCESS STRATEGY

- 4.2.1 Access to the site has been considered using the design guidance contained in the Leicestershire Highway Design Guide and DMRB. Access will be provided using highway land and land within the phase 1 or 2 site boundaries.
- 4.2.2 As shown on the planning layout in **Appendix A**, vehicular access to the site will be taken from a new site access roundabout on Aston Flamville Road. The site access roundabout will serve the parcel of land to the west of Aston Flamville Road (phase 1) and the parcel of land to the east of Aston Flamville Road (phase 2).

4.3 PEDESTRIAN / CYCLIST INFRASTRUCTURE

- 4.3.1 Pedestrian and cycle access will be available from the new vehicular accesses. Pedestrian refuges will be provided on all arms of the roundabout. Footway improvements are proposed on Aston Flamville Road as follows:
- The existing footway on the eastern side of the carriageway will be widened to 2m between the site access and Sapcote Road.
 - To the south of the proposed roundabout, a new footway will tie into the existing footway on the eastern side of the carriageway.
 - On the western side of Aston Flamville Road, footway connections will be provided to the pedestrian refuges on Aston Flamville Road to be provided as part of the site access roundabout.
 - Tactile paving is proposed on the Aston Flamville Road arm of the Sapcote Road/Aston Flamville Road junction.
- 4.3.2 In addition, a dedicated pedestrian/cycle access is proposed onto Dorchester Road to the west. The connection to Dorchester Road will provide a more direct, shorter route for pedestrians and cyclists between the site and the surrounding local area.
- 4.3.3 Connections to existing PRow will be provided as part of a network of informal walking routes through green infrastructure to be provided within the site.
- 4.3.4 New pedestrian infrastructure will tie into existing pedestrian infrastructure and provide continuous pedestrian routes between the site and existing facilities and amenities in Burbage.

- 4.3.5 The layout of the site will be designed to provide a road network in which pedestrian and cyclist movements will be prioritised. The design of the road network will produce a low-speed traffic environment achieved through geometric design and material types. This will provide an environment suitable to encourage sustainable transport modes.

4.4 PARKING

- 4.4.1 Parking within the development site will be provided in accordance with the standards contained in the Leicestershire Highway Design Guide. Car parking will be provided on the basis of a minimum of two spaces for a dwelling of up to three beds and three spaces for a dwelling with four or more beds. Spaces will measure a minimum of 2.4 x 5.5 metres with an additional 0.5 metre strip for each side bound by a wall/ hedge/ fence etc. Should garage spaces be provided for car parking, a standard single garage will measure 6m x 3m, with a minimum door width of 2.3m.

4.5 SERVICE AND EMERGENCY VEHICLES

- 4.5.1 Service and emergency vehicles will gain access to the development via the same route as other vehicular traffic.

4.6 PEOPLE WITH DISABILITIES AND OTHER MOBILITY IMPAIRMENTS

- 4.6.1 The detailed design of the development and its internal transport infrastructure will be undertaken in accordance with the requirements of the 2010 Equality Act and in accordance with current good practice as embodied within the DfT's 'Inclusive Mobility' document.
- 4.6.2 This approach will ensure that the completed development is fully inclusive and meets the needs of all users, including those with disabilities or temporary mobility impairments.
- 4.6.3 The requirement to design for disabled people will permeate all aspects of the design process and will include access to and movement within the site, but also the interface between the development and the surrounding highway network and in particular, the pedestrian routes and public transport facilities.

5.0 TRAVEL PLAN OBJECTIVES

5.1 INTRODUCTION

- 5.1.1 The setting of objectives is the first stage in the development of a focused TP. The objectives will then form the basis for setting TP targets and the identification of initiatives or measures which will be employed to meet the targets.
- 5.1.2 It is important to note that a TP is not a static document; rather it is constantly evolving to best suit the needs of residents to address any issues that may arise over the life of the TP. Thus, it should be noted that while the objectives described below may currently be applicable, it is important that they are continually reviewed and amended as necessary.

5.2 OBJECTIVES

- 5.2.1 Following a review of national and local transport policy considered to be relevant to the development, the following four objectives are proposed to both reflect these policy requirements and to form a consistent set of criteria, helping to inform both TP targets and measures. The objectives of the TP are set out as follows:
- Objective 1: To reduce the number of single occupancy car drivers travelling to / from the site.
 - Objective 2: To improve the health and fitness of residents by encouraging increased levels of walking and cycling.
 - Objective 3: To maximise accessibility to the site by sustainable modes of travel.
 - Objective 4: To raise awareness of the wider impacts of travel choices with regards to areas such as health and the environment.

5.3 SUMMARY

- 5.3.1 The four objectives for the TP have been informed by relevant planning policy documents. These form a consistent theme throughout the remainder of this document and form the basis of the core TP targets, indicators and supporting measures.
- 5.3.2 These objectives can be seen to support the transport policy aims contained within relevant transport planning policy documents and in particular those goals associated with reducing single occupancy car use and promoting sustainable modes of travel.

6.0 TRAVEL PLAN MEASURES AND INITIATIVES

6.1 INTRODUCTION

- 6.1.1 This Chapter outlines a package of measures and initiatives to encourage travel by sustainable modes with focus on increasing the use of:
- Walking for short distance trips
 - Cycling for short / medium distance trips
 - Bus use for medium distance trips
 - Car Sharing and powered-two-wheelers for longer distance trips

6.2 TRAVEL PLAN MANAGEMENT

- 6.2.1 It is essential that an effective management structure is established from the outset with a single body / organisation assuming overall control and responsibility for the delivery, ongoing management and monitoring of the TP. Given the nature of the development, this is likely to be the developer, Jelson.

Travel Plan Co-ordinator

- 6.2.2 It is anticipated that Jelson as developer will provide a Travel Plan Co-ordinator (TPC) for the phase 1 site. The appointed person will assume overall responsibility for the TP. In terms of timing, the TPC will be appointed prior to the occupation of any dwelling on the site. The TPC will be funded for an agreed period after first occupation of the site. The agreed period should be at least one year after the last dwelling is occupied or a minimum of five years after the first is occupied, whichever is later. The TPC will provide continuity and a common point of interest for residents throughout this time.
- 6.2.3 It is assumed that in due course an incumbent resident with a keen interest in sustainability and travel will continue the TPC role. Details of the nominated TPC will be forwarded to LCC once this has been agreed. **Responsibility for delivery: Jelson.**

TRAVEL PLAN MEASURE 1 – APPOINT TRAVEL PLAN CO-ORDINATOR

Jelson will appoint a Travel Plan Co-ordinator to assume overall responsibility for the Phase 1 Travel Plan.

Timescales: as soon as possible.

Role of Travel Plan Co-ordinator

- 6.2.4 It will be critical to the success of the TP that the TPC is an enthusiastic exponent of the TP process. This will include the ability to lead by example, the ability to approach issues with a practical and balanced perspective, and a flair for original and innovative thinking to raise awareness of the TP. An ability to establish relationships and encourage partnership working with other bodies, such as

local authority officers, Councillors and public transport operators, as well as other large organisations within the area, will be vital.

6.2.5 The key role of the TPC will be to provide continuity and a common point of contact for all travel issues relevant to the site. The TPC will be responsible for a wide range of tasks but these shall specifically include:

- Promotion and coordination of site sustainable travel measures and initiatives to achieve the overall modal split targets identified in the TP.
- Promoting use of car share schemes.
- Designing and implementing effective site marketing and awareness raising campaigns to promote the TP.
- Managing the dissemination of sustainable transport information to help promote travel by sustainable modes.
- Acting as a single point of contact for TP related information.
- Liaising with LCC as appropriate.
- Liaising with public transport operators.
- Coordinating the necessary annual data collection exercise required to monitor and report on the effectiveness of the TP.
- Monitoring and reviewing the performance of sustainable travel measures, setting future modal shift targets in consultation with LCC, identifying measures and initiatives to meet future targets.

6.3 MARKETING AND PROMOTION

New Household Local Sustainable Travel Packs

6.3.1 Good communication is a vital part of a TP and making residents aware of the options available to them is critical. To ensure this, it is proposed that **all new residents of the development will be provided with a 'New Household Local Sustainable Travel Pack'**. The TPC will work in partnership with LCC to provide these packs. The packs will contain details of each initiative in the TP. These initiatives will include details of any car sharing scheme, information on bus / train services, and facilities aimed at encouraging walking and cycling. In addition to this, information such as bus routes, timetables and a copy of the local cycle map will be provided to help encourage use of the non-car modes of transport. **Responsibility for delivery: Travel Plan Co-ordinator.**

TRAVEL PLAN MEASURE 2 – NEW HOUSEHOLD LOCAL SUSTAINABLE TRAVEL PACKS

The Travel Plan Co-ordinator will be responsible for ensuring Local Sustainable Travel Packs are available to new residents.

Timescales: from first occupation of the development

Useful Websites

- 6.3.2 The TPC will promote useful websites via the New Household Local Sustainable Travel Packs.
Responsibility for delivery: Travel Plan Co-ordinator. Examples of websites to be promoted are listed as follows:

Journey Planner / Walking, Cycling, Public Transport Information

- Choose how you move- Walking, cycling and Public Transport in Leicester and Leicestershire - www.choosehowyoumove.co.uk

Walking Related

- Living Streets - www.livingstreets.org.uk
- Ramblers Association - www.ramblers.org.uk
- Walking Your Way to Health – www.whi.org.uk
- Walk 21 – www.walk21.com
- Walk It – www.walkit.com

Cycling Related

- Leicester Cycle Maps - www.leicester.gov.uk/transport-and-streets/cycling-in-leicester/cycling-schemes/cycle-maps
- Journey Planner - www.cyclestreets.net
- Cycle Campaign Network – www.cyclenetwork.org.uk
- Sustrans – www.sustrans.org.uk

Public Transport Related

- LCC Buses in my local area - www.leicestershire.gov.uk/roads-and-travel/buses-and-public-transport/buses-in-my-local-area
- Traveline – www.traveline.info
- National Rail Enquiries - www.nationalrail.co.uk

Car Share

- Leicestershire Carshare - <https://liftshare.com/uk/community/leicestershare>

TRAVEL PLAN MEASURE 3 – USEFUL WEBSITES

The Travel Plan Co-ordinator will promote the use of relevant travel related websites via the Local Sustainable Travel Packs.

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

Special Events

- 6.3.3 The TPC will promote special events via the New Household Local Sustainable Travel Packs
Responsibility for delivery: Travel Plan Co-ordinator. Examples of special events to be promoted are listed as follows:

- Travel Plan Launch Day
- National Lift-Share Day
- Energy Saving Week
- Cycle to Work Day
- Bike Week
- National Walking Month

TRAVEL PLAN MEASURE 4 – SPECIAL EVENTS

The Travel Plan Co-ordinator will promote participation of ‘special events’ via the Local Sustainable Travel Packs.

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

Promoting Health Benefits

- 6.3.4 There are an increasing number of health-related programmes aimed at reducing cardiac and obesity problems through increasing levels of walking and cycling. The TPC will promote these programmes via the New Household Local Sustainable Travel Packs. **Responsibility for delivery: Travel Plan Co-ordinator.**

TRAVEL PLAN MEASURE 5 – PROMOTING HEALTH BENEFITS

The Travel Plan Co-ordinator will promote the health benefits of sustainable travel via the New Household Local Sustainable Travel Packs.

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

Green Driving

- 6.3.5 The Energy Saving Trust provides information relating to more efficient driving techniques. The TPCs will promote this information via the New Household Local Sustainable Travel Packs. **Responsibility for delivery: Travel Plan Co-ordinator.**

TRAVEL PLAN MEASURE 6 – ENCOURAGING GREEN DRIVING

The Travel Plan Co-ordinator will encourage greener driving techniques via the Local Sustainable Travel Packs and noticeboard.

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

6.4 MEASURES TO PROMOTE WALKING

- 6.4.1 The following measures will be introduced to encourage pedestrian trips. **Responsibility for delivery: Travel Plan Co-ordinator.**

TRAVEL PLAN MEASURE 7 – PROVISION OF WALKING INFORMATION

The Travel Plan Co-ordinator will provide information relating to walking routes in the area (e.g. PRoW) and details of any walking related events / offers / promotions. This information will be provided via the New Household Local Sustainable Travel Packs.

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

TRAVEL PLAN MEASURE 8 – WALKING USER GROUP

The Travel Plan Co-ordinator will encourage participation in a walking user group from residents at the site. The user group would meet to discuss issues relating to walking and possible future initiatives.

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

TRAVEL PLAN MEASURE 9 – WALKING EQUIPMENT DISCOUNT

The Travel Plan Co-ordinator will investigate the feasibility of providing free or discounted walking equipment from a local shop. This could include items such as personal alarms, pedometers or umbrellas.

Timescales: within first three months and ongoing as appropriate.

6.5 MEASURES TO PROMOTE CYCLING

Information and Discounts

- 6.5.1 The following measures will be introduced to encourage cycling trips. **Responsibility for delivery: Travel Plan Co-ordinator.**

TRAVEL PLAN MEASURE 10 – PROVISION OF CYCLING INFORMATION

The Travel Plan Co-ordinator will provide information relating to cycling routes in the area and details of any cycling related events/offers/promotions. This information will be provided via the New Household Local Sustainable Travel Packs.

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

TRAVEL PLAN MEASURE 11 – CYCLE EQUIPMENT DISCOUNT

The Travel Plan Co-ordinator will investigate the feasibility of providing a discount on cycle equipment from a local cycle shop. This could include discounts on helmets or lights.

Timescales: within first three months and ongoing as appropriate.

TRAVEL PLAN MEASURE 12 – CYCLE SECURITY AND MAINTENANCE

The Travel Plan Co-ordinator will investigate the feasibility of providing cycle maintenance at the site by inviting a provider such as Dr Bike to attend the site on an occasional basis. In addition, a provider of secure bike marking will be invited to attend the site on an occasional basis.

Timescales: within first three months and ongoing as appropriate.

TRAVEL PLAN MEASURE 13 – CYCLE USER GROUP

The Travel Plan Co-ordinator will encourage participation in a cycle user group from residents at the site. The user group would meet to discuss issues relating to cycle and possible future initiatives e.g. a pool bike scheme.

Timescales: within first three months and ongoing as appropriate.

6.6 MEASURES TO PROMOTE BUS USE

- 6.6.1 Public transport will be promoted through the New Household Local Sustainable Travel packs. To encourage use of bus services, each household will be given the option to request 2 free bus passes valid for 6 months. Establishing a culture of public transport use at the early stages of the development's life would also encourage more people to use such modes in the long-term. **Responsibility for delivery: Travel Plan Co-ordinator.** Cost covered through Garendon Park S106 contribution.

TRAVEL PLAN MEASURE 14 – FREE 6 MONTH BUS PASS

The Travel Plan Co-ordinator will liaise with LCC to provide application forms for two 6 month bus passes to all new households.

Timescales: as per timescales for New Household Local Sustainable Travel Packs.

6.7 MEASURES TO REDUCE CAR USE

Car Sharing

- 6.7.1 Residents will be provided with details of car sharing initiatives, for example <https://liftshare.com/uk/community/leicestershare> which can be used to encourage people to travel together to a common destination. It is anticipated that a car-share system would be most beneficial to employment and school related trips. **Responsibility for delivery: Travel Plan Co-ordinator.**

TRAVEL PLAN MEASURE 15 – CAR SHARING

The Travel Plan Co-ordinator will encourage residents to sign up to the Leicestershire County Council car share scheme – <https://liftshare.com/uk/community/leicestershare>

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

6.8 ONGOING MARKETING AND PROMOTION

- 6.8.1 To ensure continual promotion of sustainable travel and awareness raising of travel initiatives, a flyer will be posted to each household in years 2 and 4 of the TPC role to promote the ‘choose how you move’ website. **Responsibility for delivery: Travel Plan Co-ordinator.**

TRAVEL PLAN MEASURE 16 – ONGOING MARKETING AND PROMOTION

The Travel Plan Co-ordinator will circulate flyers to each household to promote the ‘choose how you move’ website.

Timescales: in years 2 and 4 of the TPC role.

7.0 TARGETS AND MONITORING

7.1 INTRODUCTION

- 7.1.1 A TP should also include targets, monitoring and management arrangements to ensure that the objectives of the TP are achieved and that it remains sustainable over the longer-term.
- 7.1.2 Active Travel England has set an objective for 50% of trips in England's towns and cities (urban) to be walked, wheeled or cycled by 2030. The targets set in this TP take this objective into account by setting a target for local, short distance trips and medium / longer distance trips. For the purpose of this TP and the targets set, local trips are defined as journeys that are under 800m and medium / longer trips are considered to be distances over 800m.

7.2 TARGETS

- 7.2.1 In order to set appropriate targets for the development, it is necessary to establish a baseline modal split to monitor targets against. In the absence of existing travel data for the site, Travel to Work data from the 2011 Census has been obtained to provide a basis for establishing a preliminary baseline for the development, given that a large proportion of trips to and from the site are likely to be related to commuting. Preliminary targets for the TP are informed by the data and these will be reviewed following completion of the first monitoring report.
- 7.2.2 Consideration was given to using the National Travel Survey (NTS) 2018 database, produced by the Department for Transport, to establish a baseline modal split. However, the dataset is not deemed appropriate for use. Typically, NTS data is not used to forecast modal split, as although it was more recently recorded than 2011 Census Journey to Work data, it has other limitations which makes it less reliable. The small sample size within the NTS is one of the major drawbacks of using NTS data. In addition, NTS data can be less specific to geographic locations and that the method of collecting the information from people can lead to less reliable information being provided. For these reasons, NTS data has not been used to inform the baseline modal split.
- 7.2.3 As well as the above, consideration was given to using the 2021 Census data to establish a baseline modal split. However, this data is not considered representative due to the Census being undertaken during the Covid-19 pandemic throughout national lockdowns, of which a high proportion of people were working from home. Therefore, 2021 Census data is considered not appropriate for use.
- 7.2.4 Data from the 2011 Census has been obtained for the 'Hinckley and Bosworth 013' Middle Super Output area (MSOA) to set a baseline modal split. The modal split data is shown in **Table 4**.

Table 4: Baseline Modal Split for Journeys to Work

Mode of Travel	Modal Split
Underground, Metro, Light Rail, Tram	0%
Train	1%
Bus, Minibus or Coach	2%
Taxi	0%
Motorcycle, Scooter or Moped	0%
Driving a Car or Van	77%
Passenger in a Car or Van	6%
Bicycle	3%
On Foot	10%
Other	0%

- 7.2.5 Specific targets will be set once baseline surveys have been undertaken upon initial occupation of the development. The targets will align with national and local government targets for mode split. This will allow a bespoke TP specific to the residential development to be developed.
- 7.2.6 Targets will be SMART (Specific, Measurable, Achievable, Realistic, Time-bound) and should refer either to an increase or decrease in percentage points when compared to the baseline, or to a specific action which needs to be completed within a certain timescale.
- 7.2.7 As a starting point, the overall target of the TP will be to reduce single occupancy trips for medium / longer travel to and from the site by 10% and for a minimum of 50% of local trips to be undertaken by walking or cycling over five years. The target for local trips aligns with the government objective that 50% of all short, urban trips should be walked, wheeled, and cycled by 2030.
- 7.2.8 In addition, a target to achieve 80% awareness of the TP amongst residents will be set and this will be monitored through the annual travel surveys discussed below. Achieving a higher awareness target is considered unrealistic as despite best efforts, some people are likely to ignore Travel Plan related information. The provisional modal split targets can be seen in **Table 5**.

Table 5: Provisional Modal Split targets (five years)

Mode of Travel	Provisional Target (medium / longer)	Shift (%) (medium / longer)	Provisional Target (local)	Shift (%) (local)
Underground, Metro, Light Rail, Tram	0%	-	0%	-
Train	2%	+1%	1%	-
Bus, Minibus or Coach	6%	+4%	2%	-
Taxi	0%	-	0%	-
Motorcycle, Scooter or Moped	0%	-	0%	-
Driving a Car or Van	67%	-10%	40%	-37%
Passenger in a Car or Van	6%	-	6%	-
Bicycle	6%	+3%	25%	+22%
On Foot	12%	+2%	25%	+15%
Other	0%	-	0%	-

7.2.9 The provisional targets are based on reducing single occupancy vehicles in favour of increased cycling, walking and public transport mode shares. The provisional targets assume delivery over a five-year timeframe.

7.2.10 The shift in modal split will be managed and encouraged through measures detailed in this TP accordingly. As previously detailed, specific targets will be set once baseline surveys have been undertaken upon initial occupation of the development; however, these targets will align with national and local government targets for modal split. This will allow a bespoke TP specific to the residential development to be developed. Travel surveys will be undertaken in the same month each year to ensure consistency.

7.3 MONITORING

7.3.1 It is essential that the impacts of the Travel Plan and the benefits achieved are continuously monitored to:

- Identify whether individual aspects of the Travel Plan are particularly successful;
- Whether the targets are being met; and
- Whether changes need to be implemented to achieve the Travel Plan targets.

7.3.2 The measures introduced will need to be monitored to ensure that the targets are achieved. It is proposed that monitoring is undertaken in the form of a resident's travel survey. The survey would be undertaken three months after occupation or once the development is 50% occupied (whichever is sooner) and then on an annual basis. The results of the survey would be forwarded to LCC in an annual TP monitoring report. The survey will be circulated to each household in hard copy form with the method of returning the survey to the TPC clearly indicated. The survey will be

designed using Modeshift Stars or in a format to match the style and content of Modeshift Stars. The survey will be agreed with LCC prior to issue.

- 7.3.3 In accordance with LCC's TP guidance, surveys will be analysed in order to produce an annual monitoring and review report. The TPC will be able to access up to date stats and review the responses of the survey. The TPC will discuss using Modeshift Stars with LCC for the purpose of TP monitoring.
- 7.3.4 TP monitoring will continue for five years after the first survey. In total six surveys will therefore be undertaken at the following points:
- Three months after initial occupation/when the development is 50% occupied
 - One year after the date of the first survey
 - Two years after the date of the first survey
 - Three years after the date of the first survey
 - Four years after the date of the first survey
 - Five years after the date of the first survey
- 7.3.5 If targets are not achieved, the need for any remedial measures will be discussed with HBBC and LCC following submission of the final TP Monitoring Report.

8.0 ACTION PLAN

8.1 SUMMARY

8.1.1 An Action Plan is presented in **Table 6**.

Table 6: Travel Plan Action Plan

Travel Plan Measure	Timescale	Responsibility
Measure 1 - Appoint Travel Plan Co-Ordinator	Pre-occupation	Developer
Measure 2 - New Household Local Sustainable Travel Packs	Upon occupation	TPC
Measure 3 - Useful Websites	Upon occupation in New Household Local Sustainable Travel packs	TPC
Measure 4 - Special Events	Upon occupation in New Household Local Sustainable Travel packs	TPC
Measure 5 - Promoting Health Benefits	Upon occupation in New Household Local Sustainable Travel packs	TPC
Measure 6 - Encouraging Green Driving Techniques	Upon occupation in New Household Local Sustainable Travel packs	TPC
Measure 7 – Provision of Walking Information	Upon occupation in New Household Local Sustainable Travel packs	TPC
Measure 8 – Walking User Group	Within 3 months of initial occupation and ongoing when appropriate	TPC
Measure 9 – Walking Equipment Discount	Within 3 months of initial occupation and ongoing when appropriate	TPC
Measure 10 – Provision of Cycling Information	Upon occupation in New Household Local Sustainable Travel packs	TPC
Measure 11 – Cycle Equipment Discount	Within 3 months of initial occupation and ongoing when appropriate	TPC
Measure 12 – Cycle Security and Maintenance	Within 3 months of initial occupation and ongoing when appropriate	TPC
Measure 13 – Cycle User Group	Within 3 months of initial occupation and ongoing when appropriate	TPC
Measure 14 – Discounted Bus Travel	Within 3 months of initial occupation and ongoing as and when appropriate	TPC
Measure 15 – Car Sharing	Within 3 months of initial occupation and ongoing	TPC
Measure 16 – Ongoing Marketing and Promotion	In years 2 and 4 of TPC role	TPC
Monitoring of Targets (Section 7.3 of this document)	As per Section 7.3 of this document	TPC
Any requirement for Remedial Measures	Following submission of final TP Monitoring Report	TPC

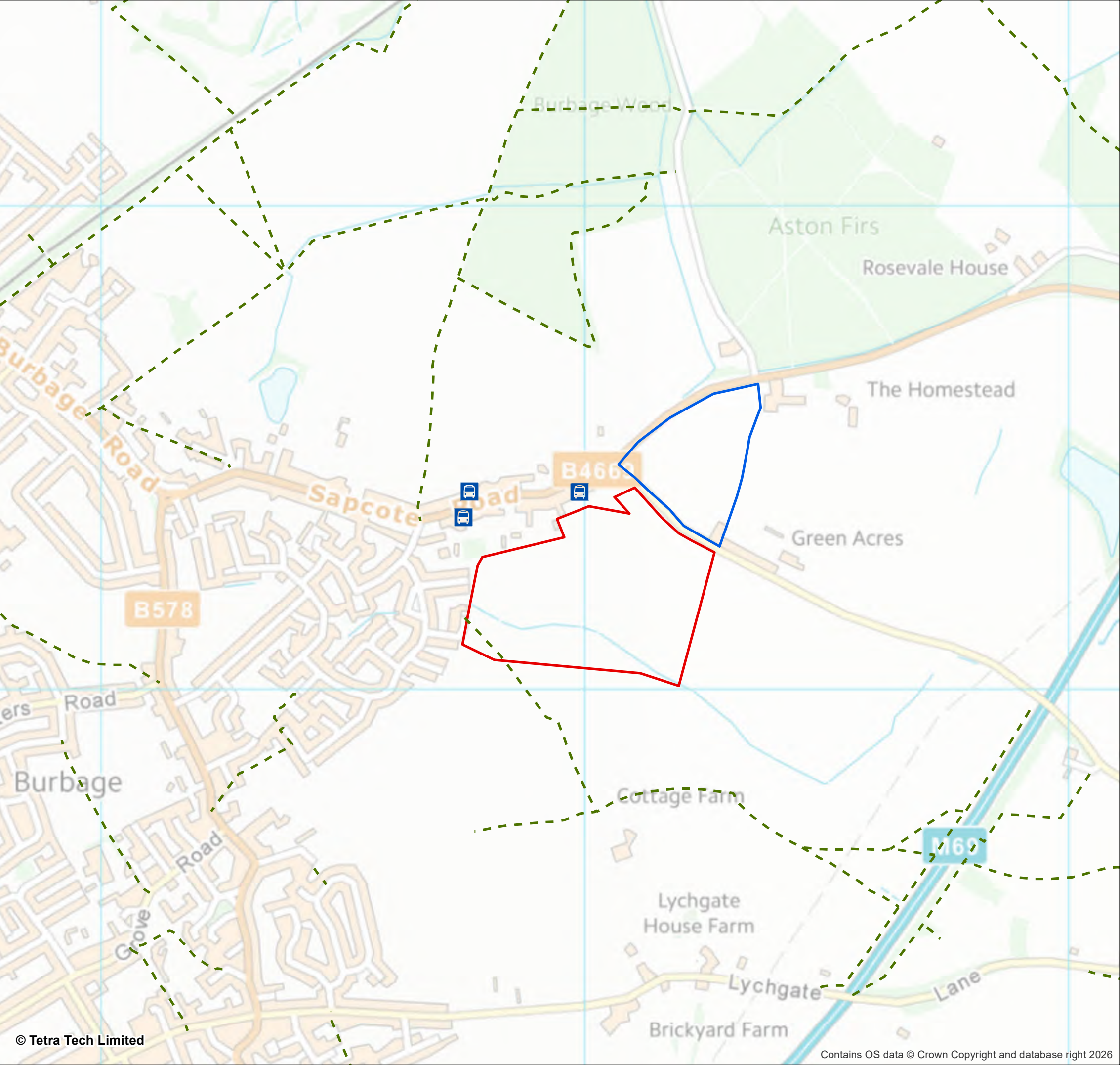


Figure 1 - Site Location Plan

Land at Aston Flamville Road, Burbage, Leicestershire

Jelson



Legend

-  Phase 1 Site Boundary
-  Phase 2 Site Boundary
-  Public Right of Way
-  Nearest Bus Stop

Notes:

Drawn by: LP
Checked by: RJH
Office: Leicester

Drawing No. 001
Revision No. -

0 0.1 0.2 0.3 Km
Scale: 1:7,726 @A3

27 August 2026
NGR: 444,949 E / 293,326 N

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4th Floor
1 Great Central Square
Vaughan Way
Leicester
LE1 4JS

TEL: +44 (0)116 234 8000
Email: leicester@tetratech.com

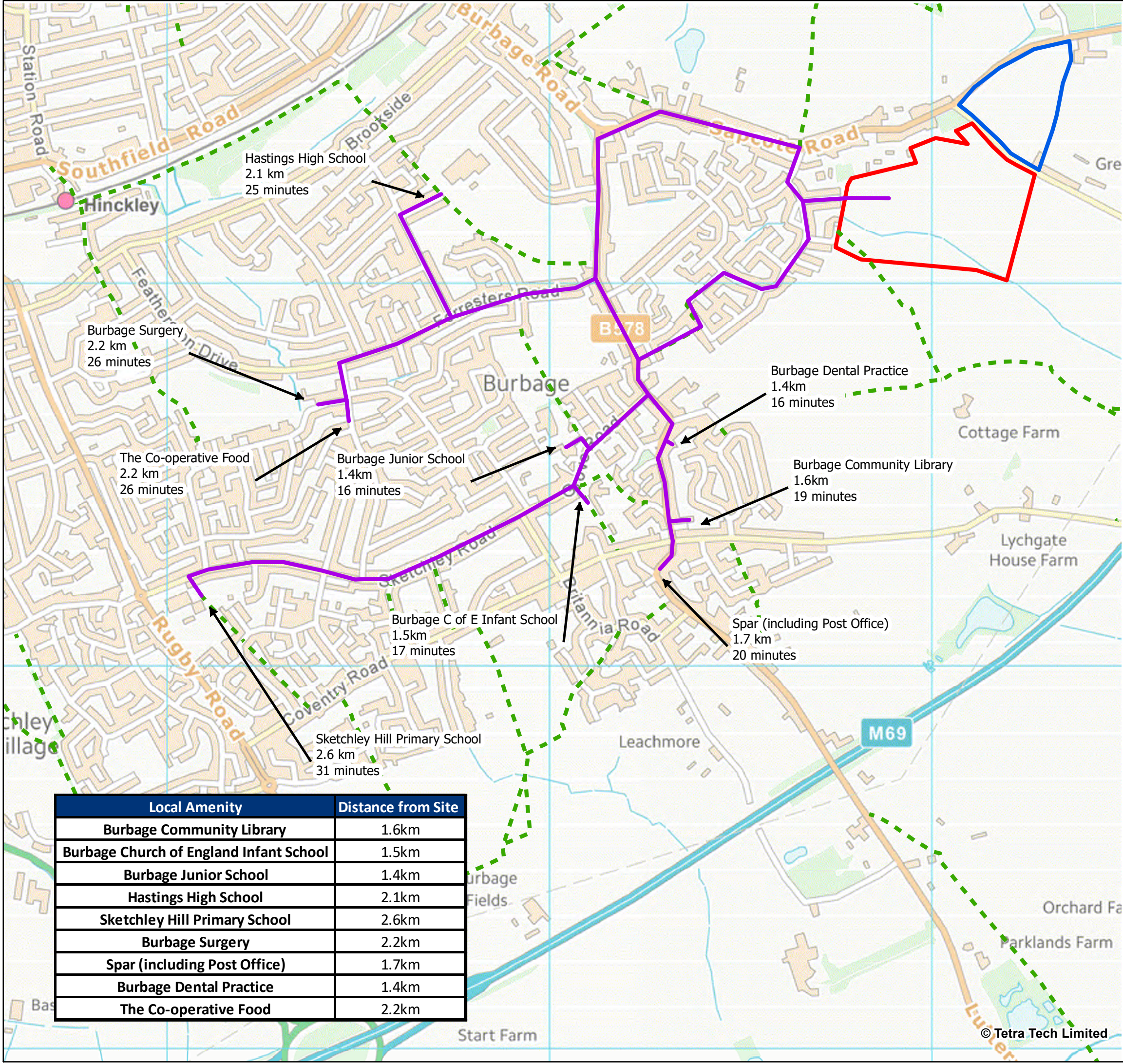


Figure 2 - Walking Routes to / from Local Amenities

- Burbage
- Jelson
- Phase 1 Site Boundary
 - Phase 2 Site Boundary
 - Walking Routes
 - Public Right of Way

Notes:

Drawn by: LP

Checked by: RJH

Office: Leicester

Drawing No. 002

Revision No.

0 140 280 420 Meters

Scale: 1:9,636 @A3

28 August 2026

NGR: 444,033 E / 292,349 N

Local Amenity	Distance from Site
Burbage Community Library	1.6km
Burbage Church of England Infant School	1.5km
Burbage Junior School	1.4km
Hastings High School	2.1km
Sketchley Hill Primary School	2.6km
Burbage Surgery	2.2km
Spar (including Post Office)	1.7km
Burbage Dental Practice	1.4km
The Co-operative Food	2.2km



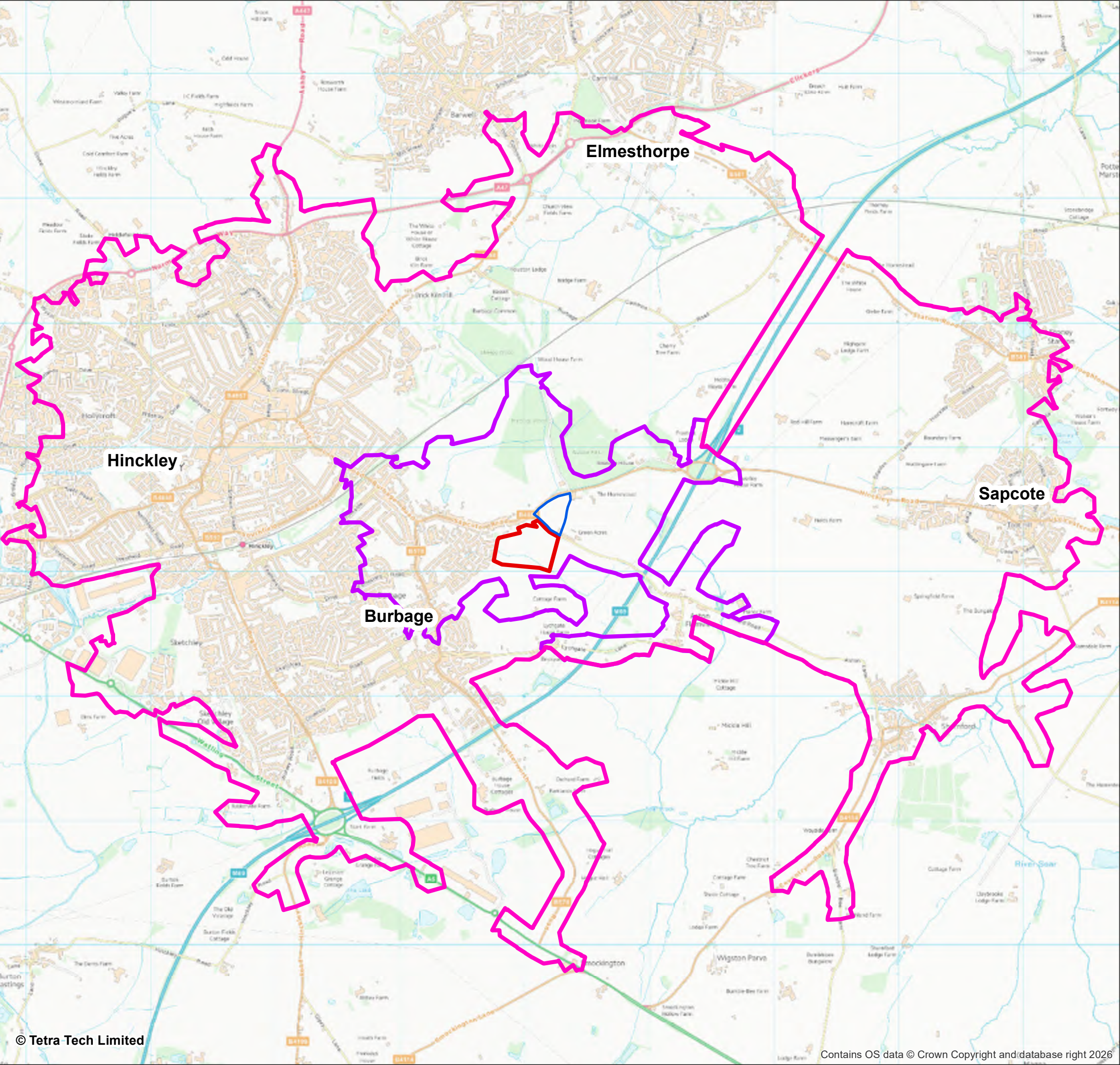


Figure 3 - 2km Walking Catchment and 5km Cycling Catchment

Burbage

Jelson

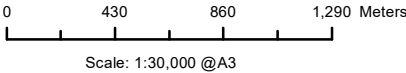
-  Phase 1 Site Boundary
-  Phase 2 Site Boundary
-  2km Walking Catchment
-  5km Cycling Catchment



Notes:

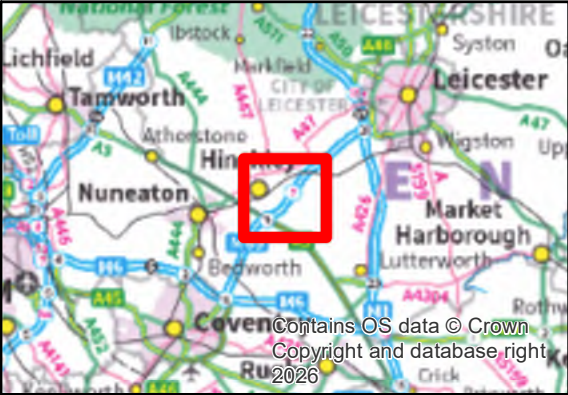
Drawn by: LP
Checked by: RJH
Office: Leicester

Drawing No. 003
Revision No.



27 August 2026
NGR: 445,276 E / 293,319 N

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4th Floor
1 Great Central Square
Vaughan Way
Leicester
LE1 4JS

TEL: +44 (0)116 234 8000
Email: leicester@tetratech.com

APPENDIX A: PHASE 1 PLANNING LAYOUT

DRAWING LEGEND

Application Site Boundary - Phase 1

Site Boundary - Phase 2

Access Road

Raised Table

Footpaths / Service Margins

Private Shared Drives

Designated Parking Spaces

Soft Landscaped Areas

P.O.S Areas

Existing Retained Hedge

Proposed Tree Planting

Existing Tree To Be Retained

Private Market Housing

Affordable Housing Units

Refuse Collection Point

Fire Engine Turning Head

Grass Crete

Locked/Removable Bollard

Existing Ditch



Schedule of Accommodation			
Market Properties	HouseType	No. of Beds	No. of Units
J202SL	2	2	25
J203SL	2	2	25
J204SL	2	2	25
J205SL	2	2	25
J206SL	2	2	25
J207SL	2	2	25
J208SL	2	2	25
J209SL	2	2	25
J210SL	2	2	25
J211SL	2	2	25
J212SL	2	2	25
J213SL	2	2	25
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J245SL	2	2	25
J246SL	2	2	25
J247SL	2	2	25
J248SL	2	2	25
J249SL	2	2	25
J250SL	2	2	25
SUB TOTAL		19160	Units
J251SL	1	1	4
J252SL	1	1	4
J253SL	1	1	4
J254SL	1	1	4
J255SL	1	1	4
J256SL	1	1	4
J257SL	1	1	4
J258SL	1	1	4
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J292SL	1	1	4
J293SL	1	1	4
J294SL	1	1	4
J295SL	1	1	4
J296SL	1	1	4
J297SL	1	1	4
J298SL	1	1	4
J299SL	1	1	4
J300SL	1	1	4
SUB TOTAL		4760	Units
PHASE TOTAL		23920	Units

HIGHWAY NOTES

1. All pedestrian visibility splays 2m x 2m as shown

2. All private parking bays 2.4m x 5.5m with additional 0.5m width provided next to boundaries eg. walls, fences etc

3. Minimum garage internal dimensions 6m x 3m for single garages and 6m x 6m for double garages

REV	DESCRIPTION	DATE	BY
G	ISSUE MAIN LOCATION AMENDMENTS	18/05/2026	LMC
F	PLOTS 1-41 & 44-114 AMENDED	13/11/2025	LMC
E	PLOTS 228-229 AMENDED	22/09/2025	LMC
D	PLOT SUBSTITUTION FOR 19-22 AND 228-238	28/08/2025	LMC
C	LAYOUT AMENDED FOLLOWING LPA COMMENTS	06/04/2025	LMC
B	LAYOUT AMENDED FOLLOWING LPA COMMENTS	16/01/2025	LMC
A	LAYOUT AMENDED FOLLOWING LPA COMMENTS	13/06/2024	SPM
REV	DESCRIPTION	DATE	BY
PROJECT TITLE: PROPOSED RESIDENTIAL DEVELOPMENT LAND SOUTH OF SAPCOTE ROAD BURBAGE LEICESTERSHIRE			
DRAWING TITLE: PLANNING LAYOUT - OVERALL			
DRAWING SCALE: NTS @ A0			
DRAWN BY: SPM		CHECKED BY: -	
DRAWING STATUS: DRAFT		DRAWING DATE: 03/04/2024	
DRAWING NUMBER: BURB 001		DRAWING REVISION: G	

TECHNICAL DEPARTMENT

Jelson HOMES

JELSON LTD
370 LOUGHBOROUGH ROAD
LEICESTER
LE4 6PR
Tel: 0116 2861541 - Fax: 0116 2664589 - Web: www.jelson.co.uk