



TRAVEL PLAN

HUNTS LANE, DESFORD

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1.0 INTRODUCTION

- 1.1 ADC Infrastructure Limited (ADC) have been commissioned by Peveril Homes (the Applicant) to provide highways and transport advice, including production of this Travel Plan (TP), to accompany an outline planning application for residential development at a site located to the north of the B582 Hunts Lane in Desford, Leicestershire. Desford is located approximately 11km to the west of Leicester. The site's general location is displayed in **Figure 1**.

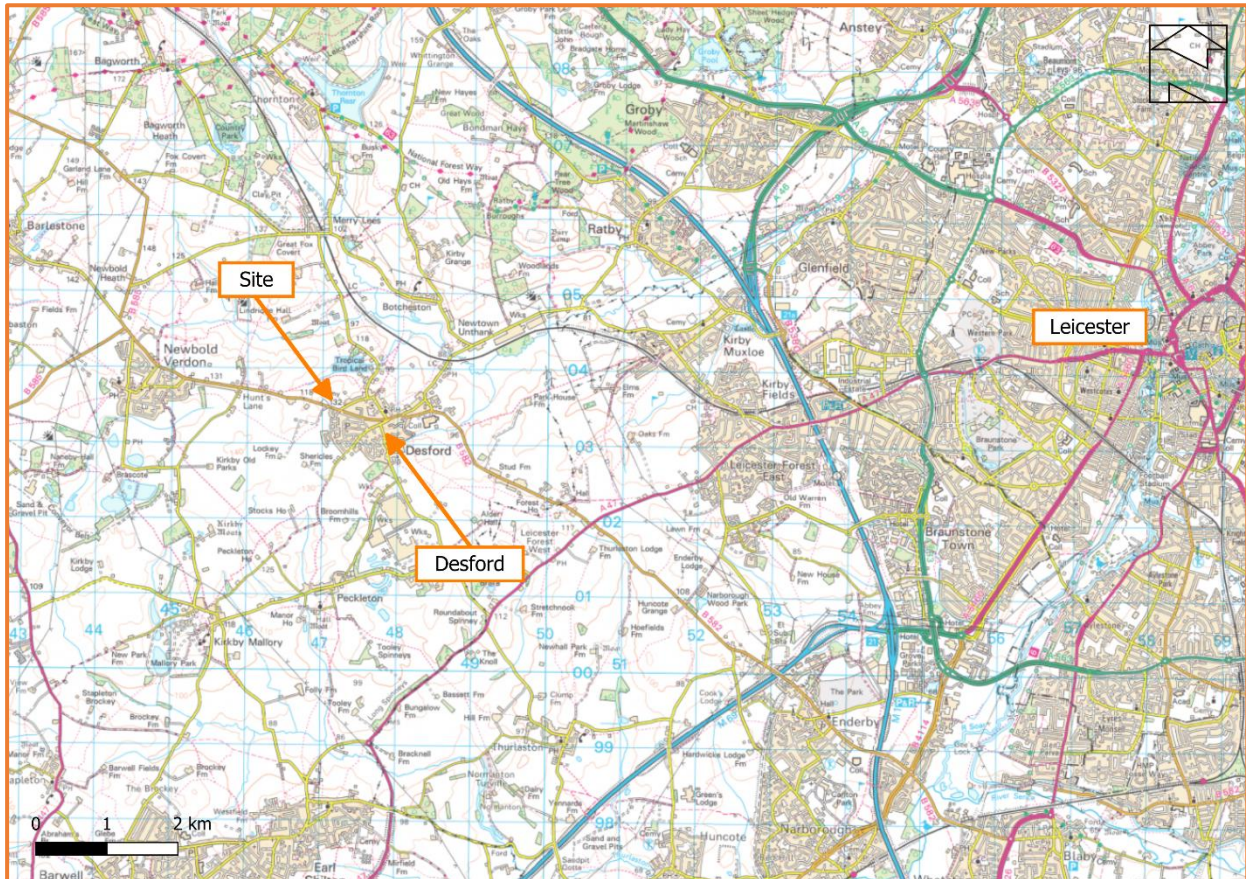


Figure 1: general site location

- 1.2 For the area surrounding the site, Hinckley & Bosworth Borough Council (HBBC) represent the Local Planning Authority (LPA), and Leicestershire County Council (LCC) represent the Local Highway Authority (LHA).
- 1.3 In summary, the development proposals comprise the construction of up to 75 dwellings with associated landscaping, open space, drainage infrastructure and associated works (all matters reserved except access from Hunts Lane). Vehicular access to the development is proposed to be taken via a new simple T-junction access to the B582 Hunts Lane. Whilst the application is in outline, an illustrative masterplan of the proposals is included at **Appendix A**.
- 1.4 LCC guidance suggests that where a Transport Assessment or Statement are required, the application should also be accompanied by a Travel Plan. Accordingly, this report constitutes a Travel Plan for the proposed development and has been prepared with reference to National Planning Policy Guidance, which states:

“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting

walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.

Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.”

- 1.5 A Travel Plan therefore is a living document that sets out the ways to reduce the number of vehicle trips generated by a development. It involves the setting of agreed targets and outcomes which are linked to an appropriate package of measures aimed at encouraging the use of more sustainable transport modes, whilst also reducing both the need to travel, and single occupancy car use, for all trips to and from the development. The Travel Plan process also includes continuous monitoring, review, and refinement over time, as travel survey data is used to determine trends in travel patterns.
- 1.6 This Travel Plan is structured as follows:
 - Section Two details the existing objective and benefits of the Travel Plan for residents and visitors of the development.
 - Section Three details the site’s location and the existing travel conditions within the vicinity of the site.
 - Section Four details the development proposals.
 - Section Five details the forecast trip generation of the proposed development and sets out the Travel Plan targets.
 - Section Six details the measures and incentives used to encourage the use of sustainable modes of travel, within the context of the site’s location, the existing opportunities for sustainable travel and the likely operation of the development.
 - Section Seven includes the methods for implementing, monitoring, and reviewing the Travel Plan and the travel patterns on the development.
- 1.7 This report has been structured in the order detailed above. It is emphasised that a Travel Plan is a living document, and the Travel Plan includes continuous monitoring, review, and refinement over time, as travel survey data is used to determine trends in travel patterns. As such, this report represents the first stage in the Travel Plan process.

2.0 OBJECTIVE AND BENEFITS

Objective

- 2.1 The overall objective of this Travel Plan is to minimise the number of new car trips generated by residents and visitors travelling to and from the proposed residential development, by promoting and supporting the use of alternative modes of travel (walking, cycling, public transport, and car sharing).

Benefits

- 2.2 *Making Residential Travel Plans Work*¹ details potential local benefits that can be achieved when a Travel Plan is designed into a residential development from the beginning. Some of the potential benefits that this Travel Plan will provide for the residents and visitors are listed below:
- a focused approach to influence the travel behaviour of residents and visitors.
 - the introduction of safe and viable alternatives to single-occupancy car travel, increasing the choice of travel modes to the site, reducing the number of vehicle trips, and reducing vehicle mileage.
 - increased awareness of the potential for, and advantages of, travelling by sustainable modes of travel, including walking, cycling, public transport, and car sharing.
 - increased awareness of the social, environmental, and economic costs of individual travel choices
 - a positive change in attitudes towards the use of alternative travel modes
 - provision of practical information on how to travel by more sustainable transport modes, with integration between different transport modes.
 - provision of practical initiatives, based on regular appraisal of resident's travel patterns; and
 - improved accessibility, safety, and security for people travelling to, from, and within the site, particularly vulnerable road users, such as children, the elderly, and disabled.
- 2.3 In addition to these benefits, in line with the *Delivering Travel Plans through the Planning Process – Good Practice Guidelines*², the Travel Plan will also seek the following outcomes:
- reduction in the overall need for travel to and from the site.
 - reduction in the need for car use, with associated benefits in terms of reduced traffic, congestion, air pollution, and accidents.
 - generation of only the minimum number of car movements to and from the development.
 - more attractive environments.
 - supporting the viability of local public transport services and helping reduce social exclusion.
 - increased usage and safety of neighbourhood walking and cycling routes.
 - opportunities provided to build healthy exercise into daily life.
 - represent good practice and provide an educational tool to help change perceptions about the convenience and benefits of not using the car where alternatives exist; and increased marketability of the development as more households seek to change their travel behaviour.

¹ Making residential Travel Plans work: good practice guidelines for new development, Department for Transport, (September 2005)

² Delivering Travel Plans through the Planning Process – Good Practice Guidelines, Department for Transport (April 2009)

3.0 EXISTING CONDITIONS

Site location and existing use

- 3.1 The existing site comprises of approximately 4.9ha of agricultural land to the northwest of Desford situated to the north of the B582 and Newbold Road. The site is bound by further agricultural land to the north, residential development to the east, Desford Cemetery to the west, and the B582 Hunts Lane to the south. Desford Cemetery is serviced by a small (five space) car park off the B582, located between the cemetery and site. A detailed view of the site is shown in the aerial photograph at **Figure 2**.

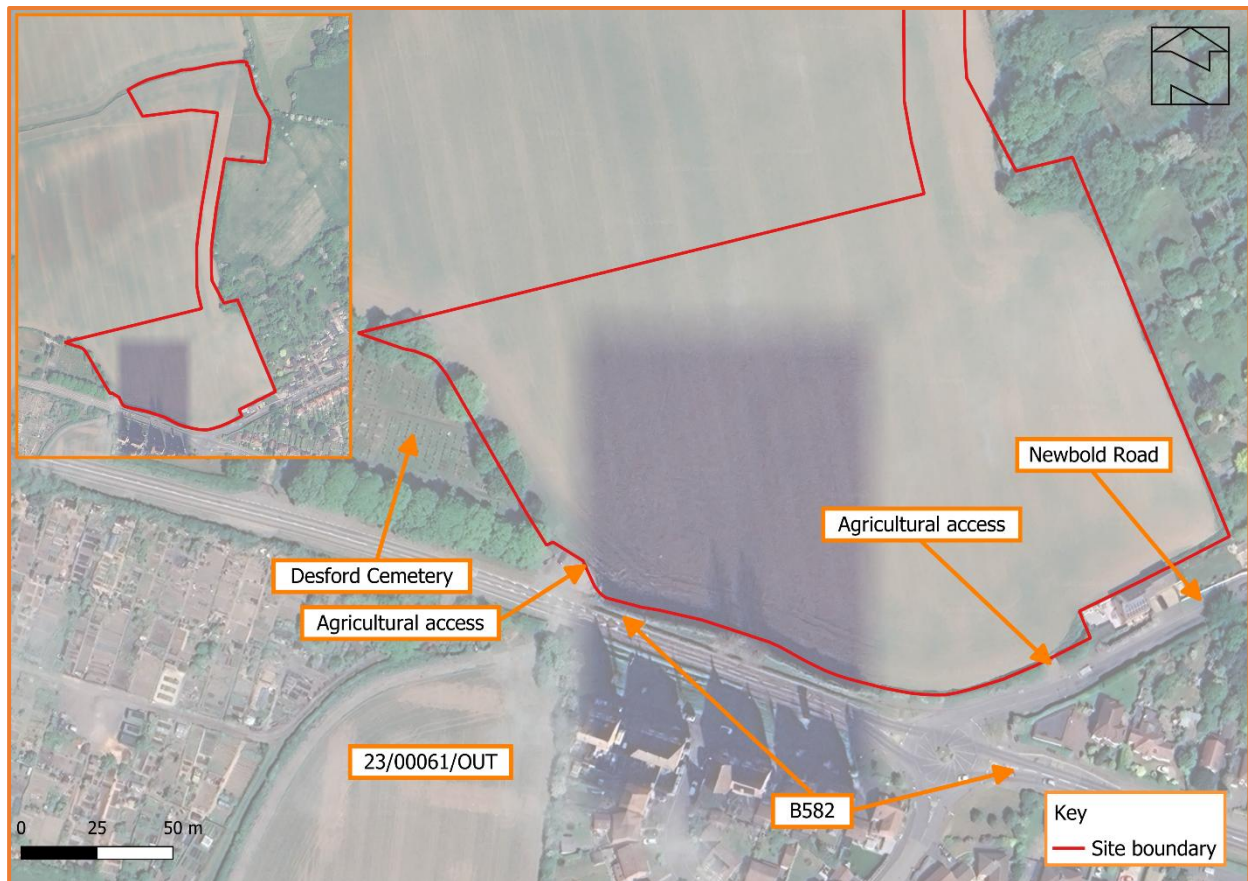


Figure 2: detailed site location

- 3.2 The site currently benefits from two field accesses; one off Newbold Road situated approximately 30m from the B582 roundabout, and the other to the rear of the cemetery car park.

Local highway network

- 3.3 The local highway network within the vicinity of the site is shown overleaf in **Figure 3**.

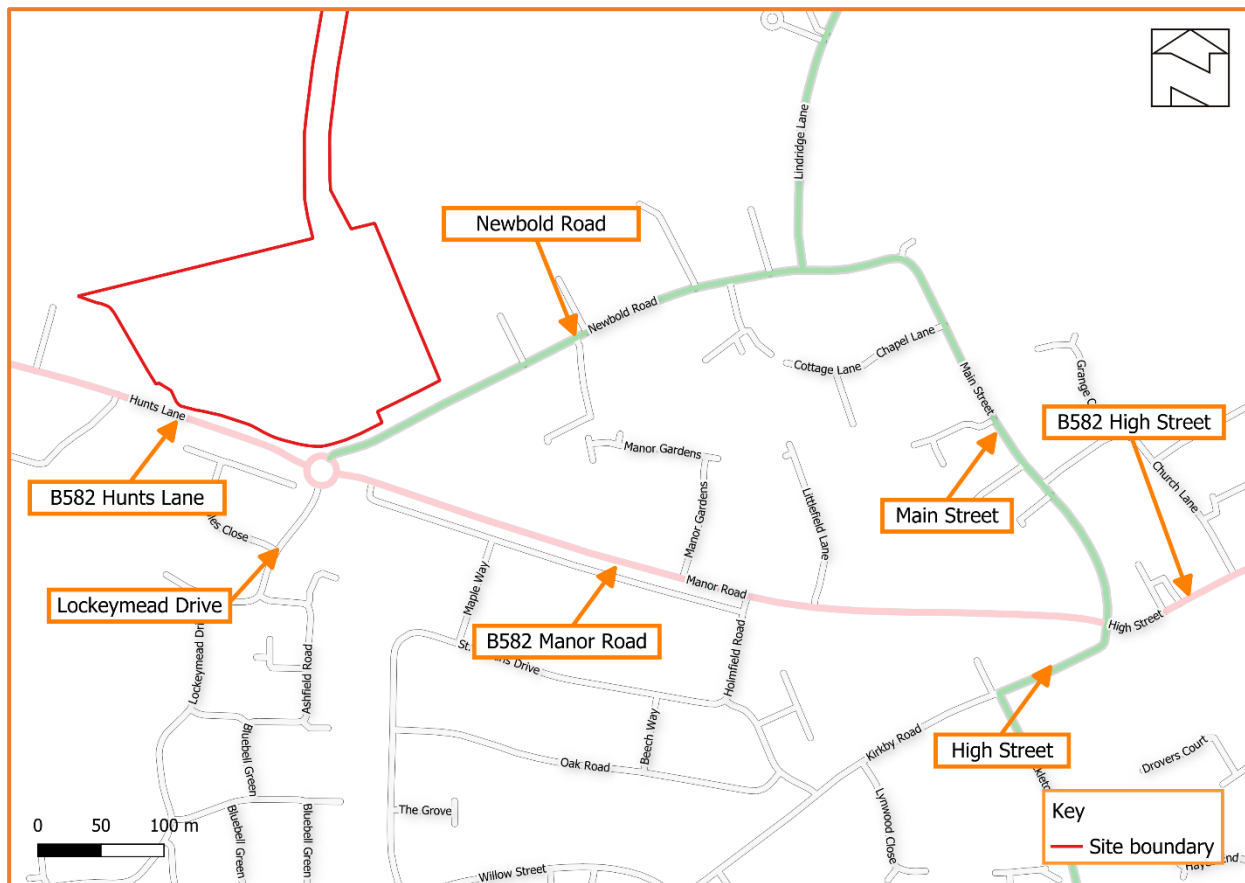


Figure 3: local highway network

- 3.4 The B582 Hunts Lane comprises a single carriageway with an approximate width of 6.75m and footways on both sides of the route, separated from the carriageway by grass verges. Within the vicinity of Desford, Hunts Lane is governed by a 30mph speed limit. Towards the western boundary of the site, the speed limit changes from 30mph to 40mph to the west of Desford.
- 3.5 Directly west of the site, an access north of Hunts Lane serves a small car park connected to Desford cemetery. Approximately 60m further west, an additional parking area for the cemetery is provided in the form of a layby to the north of Hunts Lane.
- 3.6 The B582/Newbold Road/Lockeymead Drive roundabout is situated directly south of the site. The B582 forms the eastern and western arms of the junction, with Newbold Road the northern arm, and Lockeymead Drive the southern arm.
- 3.7 Further afield, west of the site, the B582 continues towards Newbold Verdon and Barlestone. East of the site the B582 routes through Desford. In the centre of the village, the B582 meets with Manor Road and High Street at a four-arm priority controlled mini roundabout. Further east, beyond Desford, the B582 meets the A47 at a signal-controlled crossroads, known as 'Desford Crossroads', representing a strategic connection to the wider primary road network.
- 3.8 Traffic volumes and speeds have been obtained through commissioning of an Automatic Traffic Count (ATC) on Hunts Lane at the change in speed limit for a 7-day period commencing 11 October 2025. The results of the survey indicate that typical traffic volumes along Hunts Lane are approximately 10,000 vehicles a day (two-way), with 85th percentile vehicle speeds of 38-39mph.

Active Travel

- 3.9 The site is located close to the centre of Desford and thus is within proximity to a good range of amenities that are accessible by walking and cycling.

Walking

- 3.10 According to the National Design Guide³, local facilities are considered to be within a ‘walkable’ distance if they are located within a 10 minute (800m) walk from a site. Therefore, an 800m pedestrian catchment, measured from the centre of the site, is presented at **Figure 4**. Several key amenities located within an acceptable walk of the site have been identified and are detailed within the table below.

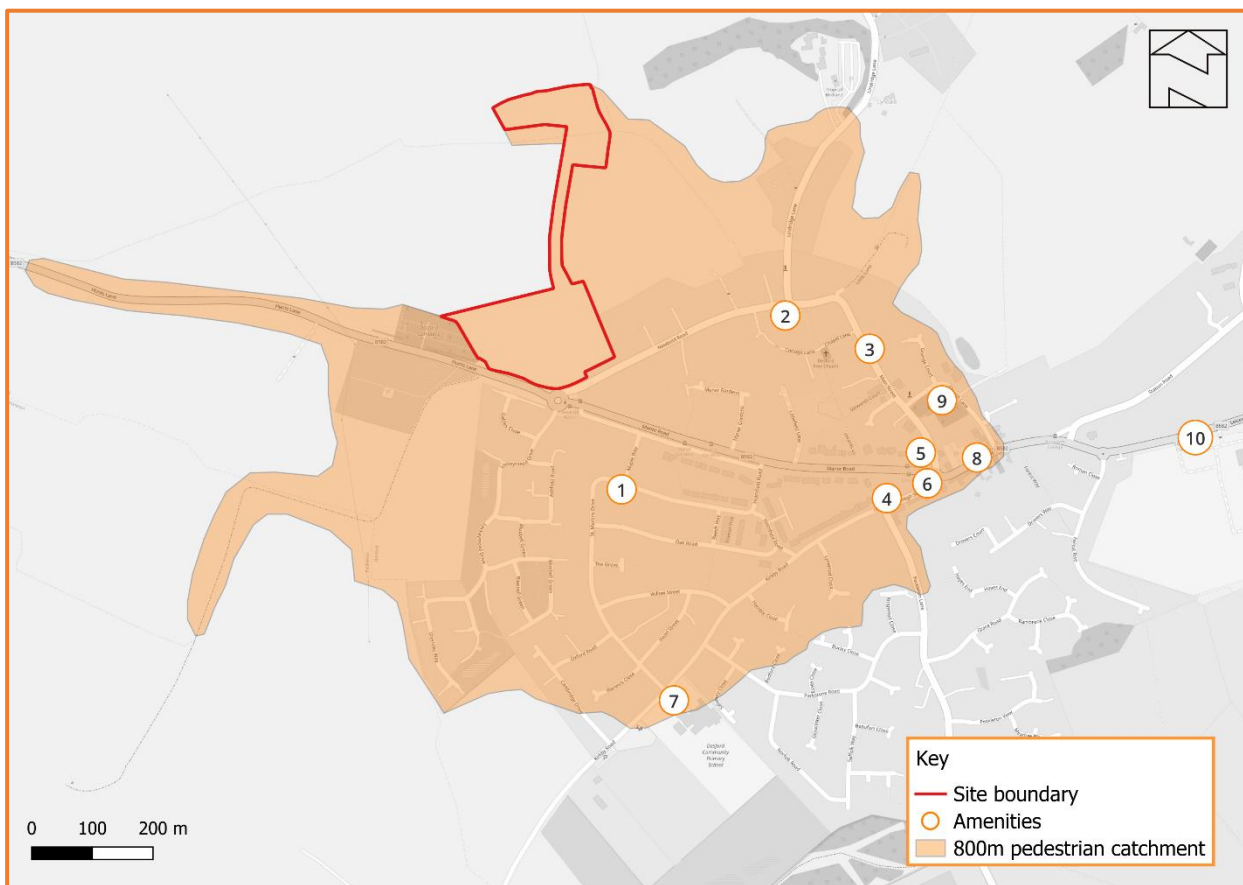


Figure 4: 800m pedestrian catchment

reference	amenity	walk distance
1	Convenience store and takeaway restaurants	320m
2	Co-op food store	470m
3	Desford Medical Centre	650m
4	Co-op food store and Pharmacy	660m
5	Desford library	720m
6	Post Office	740m
7	Desford Community Primary School	770m
8	Public House	790m
9	St Martin's Church	800m
10	Bosworth Academy	1,150m

³ National Design Guide, Ministry of Housing, Communities & Local Government (January 2021)

- 3.11 The table above presents a number of local schools, shops, and key amenities that are located within an acceptable walking distance of the site. The level of infrastructure provision for pedestrians within Desford is very good, particularly along key desire lines which are along the B582 and to the Primary School.
- 3.12 In addition to the footway network running alongside the local highway network, there are several designated Public Rights of Way (PRoW) within Desford, as presented at **Figure 5**.

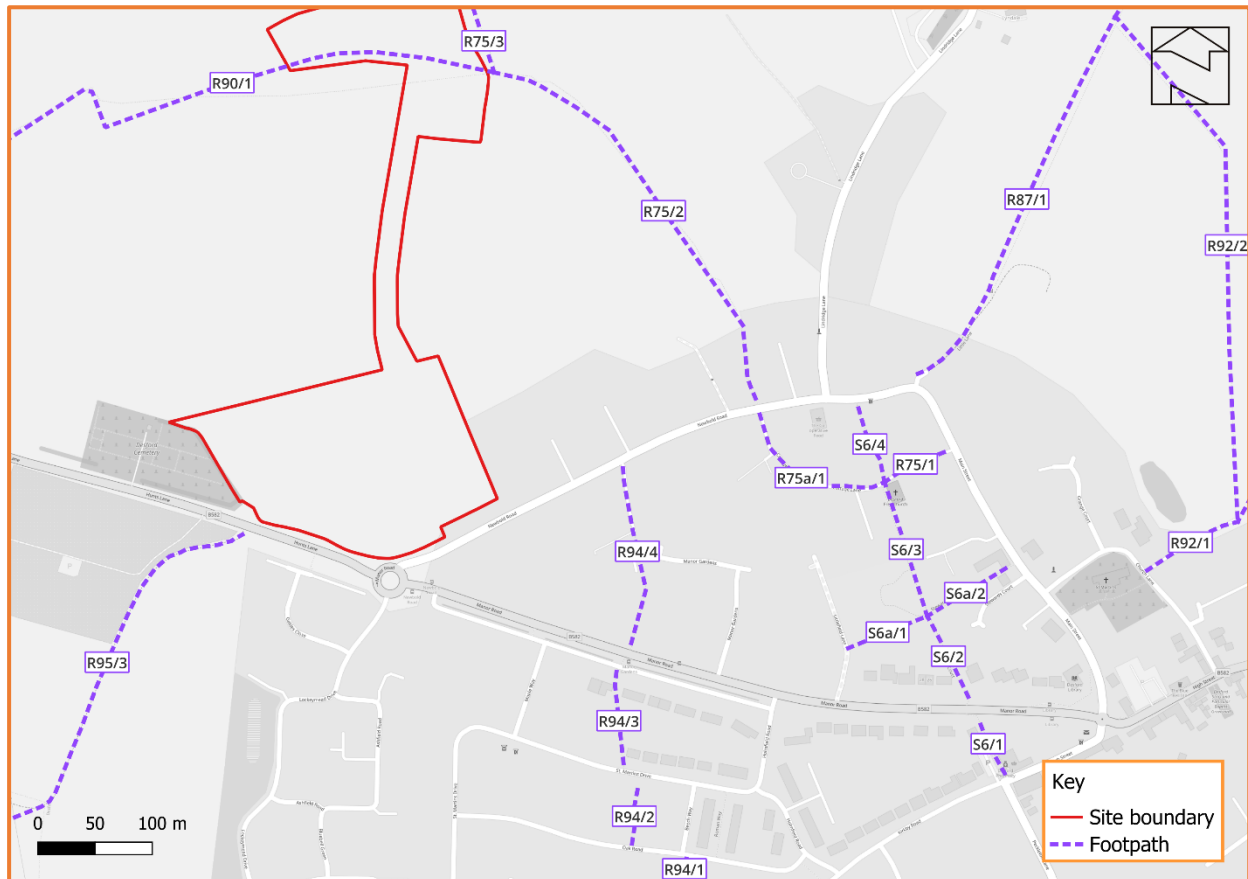


Figure 5: public rights of way network

- 3.13 Footpath R90/1 intersects the site to the north. Elsewhere, Desford benefits from a dense network of designated footpaths which aid pedestrian mobility throughout the village, including footpaths R75/3 and R95/3 which pass in close proximity to the site.

Cycling

- 3.14 Statistics from the National Travel Survey 2024⁴ indicate that the average length of a cycle journey is approximately 5.6km, although it is generally recognised that this is an average and that cyclists will commute significantly longer distances if the topography and highway conditions are favourable. For robustness, a 5km cycle catchment measured from the centre of the site is shown in **Figure 6**.

⁴ National Statistics, National Travel Survey (2024)

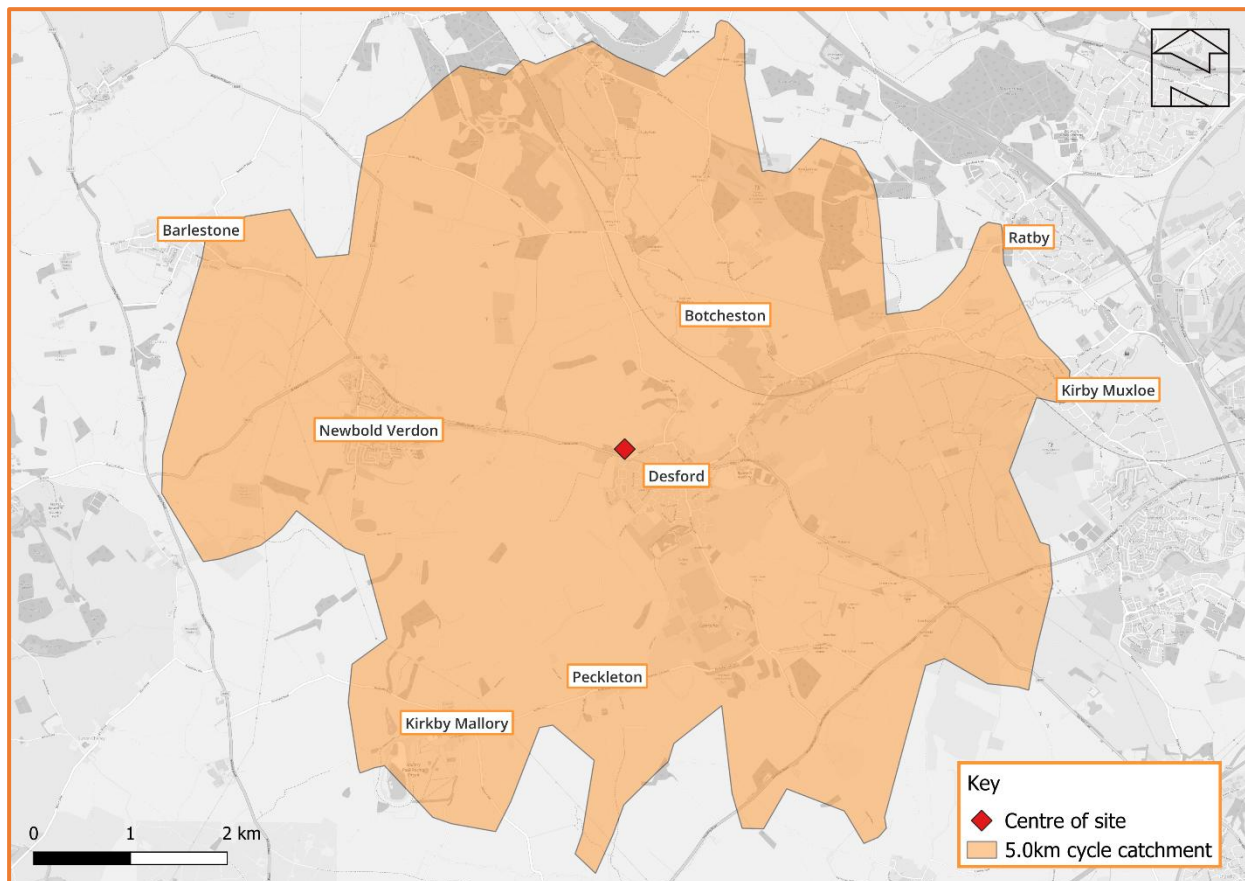


Figure 6: 5km cycle catchment

- 3.15 As shown, a number of local villages are situated within a 5km cycle of the site. The local highway network generally comprises single-carriageway roads, suitable for cycling. An extract from the LCC interactive cycle map⁵ is presented at **Figure 7**, and indicates that several nearby routes (Lindridge Lane, Station Road, Desford Lane, and Desford Road), are quieter routes. The centre of Desford benefits from a designated 'Leisure Route' connecting to a signed off-road route leading to Peckleton, south of the site.
- 3.16 The National Cycle Network (NCN) Route 63 is located approximately 3 miles to the north of the site. Route 63 runs between Burton on Trent to Wisbech. The route comprises a mix of surfaces, and near to the site, provides connectivity to central Leicester, Ratby, and Ibstock.

⁵ Interactive Cycle Map, Leicestershire County Council, <https://leicestershire.activemap.co.uk/>



Figure 7: extract from LCC interactive cycle map

Public transport

Bus travel

- 3.17 LCC guidance⁶ states that; “Walking distances to bus stops in urban areas should be a maximum of 400m and preferably no more than 250m. In rural areas the walking distance should not be more than 800m.” As shown at **Figure 8**, all of the site lies within a 250m walk of the nearest set of bus stops. Both set of stops comprise a shelter and raised kerb, whilst the stop for eastbound services is also provided within a layby. Further stops are found along the B582 throughout Desford.
- 3.18 All sets of bus stops within Desford, including those adjacent to the site, are served by the 153 service operated by Arriva Midlands. The 153 service runs in both directions between Market Bosworth and Leicester, serving Barlestone, Newbold Verdon, Desford, and Kirby Muxloe. From Monday to Friday buses stop hourly adjacent to the site, running between 07:13 and 20:48 westbound, and 07:02 and 21:21 eastbound. On Saturdays, westbound buses run between 07:29 and 20:27, and eastbound buses between 08:11 and 20:59.
- 3.19 In summary, the site benefits from bus stops within its immediate proximity, at which regular services to Leicester and Market Bosworth, alongside other local destinations, are provided six days a week.

⁶Pedestrian access to bus routes, Passenger Transport, Highways layouts and design, LCC Highways Design Guide (www.leicestershirehighwaydesignguide.uk)

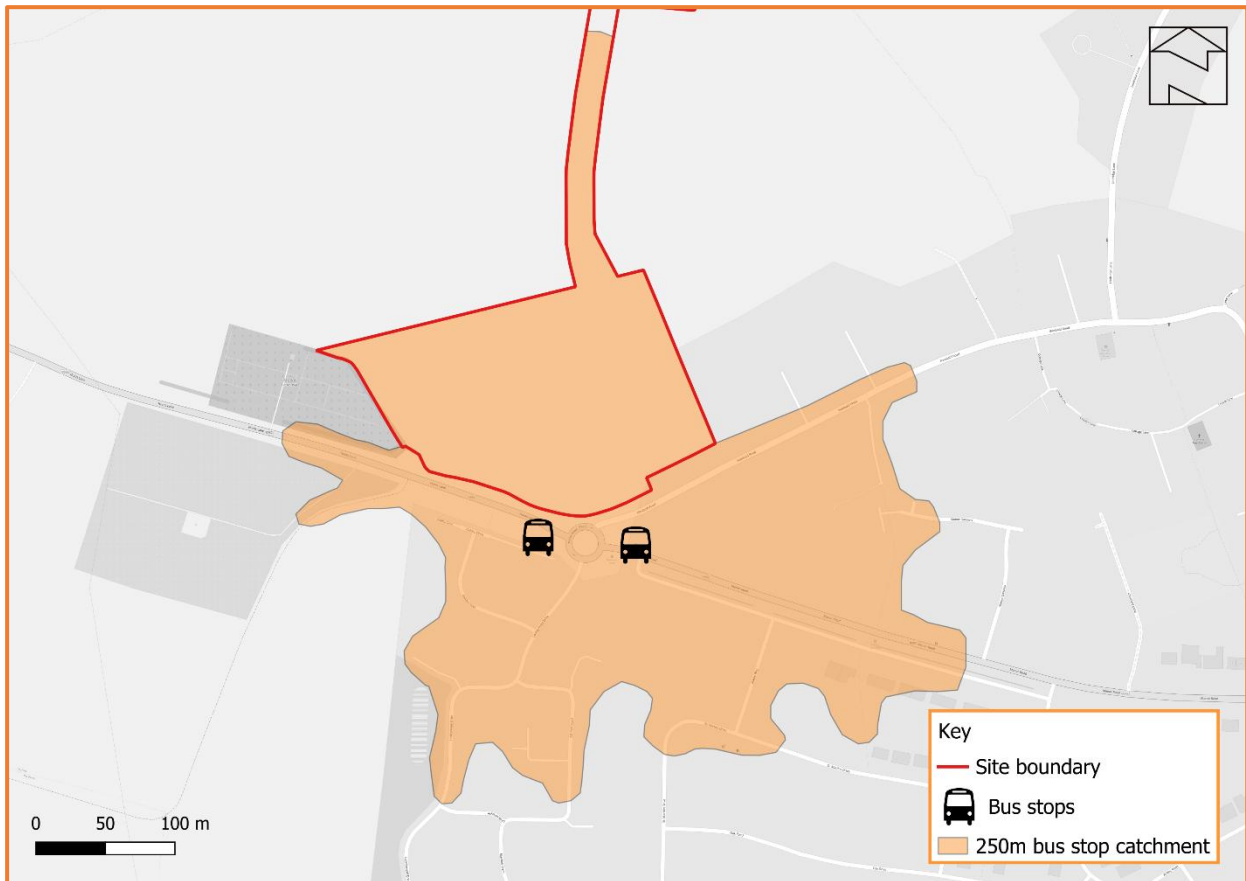


Figure 8: nearest bus stops to the site

Rail travel

- 3.20 The nearest railway station to the site is Narborough, located approximately 10km southeast of the site. The station is operated by East Midlands Railway and includes a ticket office (open 06.40 – 13.00, Monday to Saturday), a 45-space car park, and 20 cycle parking spaces.
- 3.21 Hourly cross-country services are available during the week between Birmingham New Street and Leicester, providing connectivity to Nuneaton and Hinckley.

4.0 PROPOSED DEVELOPMENT

Development proposals

- 4.1 The development proposals comprise the construction of up to 75 dwellings with associated landscaping, open space, drainage infrastructure and associated works (all matters reserved except access from Hunts Lane). An illustrative masterplan of the proposals is included at **Appendix A**.

Vehicle access

- 4.2 Vehicle access to the site would be taken via provision of a simple priority T-junction to the north of the B582 Hunts Lane. The primary highway corridor through the site would have a carriageway width of 5.5m, bounded by a 2m wide footway on either side. Junction radii of 6m would be provided at the junction with Hunts Lane, together with visibility splays of 65m in each direction from a minor road setback of 2.4m. This accords with the measured 85th percentile vehicle speeds along Hunts Lane. The proposed site access layout is shown on the drawing at **Appendix B**.
- 4.3 It is proposed that the existing 30mph speed limit would be extended approximately 100m further west along Hunts Lane, together with provision of associated village gateway treatment to match the existing provision (signing, roadmarkings etc.) should this be supported by LCC, although it is important to note that provision of a safe and suitable access is not reliant on an extension of the speed limit.

Sustainable transport infrastructure

- 4.4 To encourage pedestrian travel, footways and shared space environments would be provided throughout the site. At the site access, on both sides of the carriageway, 2m wide footways would be provided and the footway to the north of Hunts Lane would be widened to 2m along the site frontage.
- 4.5 Improvements to the crossing provision over Hunts Lane would be provided with a formal, uncontrolled, crossing point with tactile paving being provided to the east of the proposed site access. This would provide a convenient link to the bus stop on the south side of Hunts Lane.
- 4.6 In addition to the main site access, three further pedestrian connections will be provided to the site, as indicated on the illustrative masterplan. It is envisaged that there will be a link to Hunts Lane, east of the site access, plus a link to Newbold Road towards the eastern end of the site frontage. These links will enhance connectivity to the existing network. A further link will be provided to the cemetery car park at the western boundary of the site.
- 4.7 It is also proposed that two private footpath links will be provided from the north of the site to enable connectivity to existing public footpath route R90/1.

Internal layout and parking

- 4.8 The planning application is an outline application and therefore the internal layout of the site will be considered at the detailed design stage. The cycle and car parking provision will also be determined at this stage and will be provided in accordance with relevant standards.

5.0 VEHICLE TRIP GENERATION AND TARGETS

Vehicle trip generation

- 5.1 As the development has not yet been built, no surveys have been carried out to determine the baseline modal split. However, the Transport Assessment produced in support of the proposals forecast that the development would generate the peak hour traffic generation shown below.

	AM peak			PM peak		
	arrive	depart	two-way	arrive	depart	two-way
vehicle trip rates (per dwelling)	0.113	0.500	0.613	0.331	0.244	0.575
vehicle trips (75 dwellings)	8	38	46	25	18	43

Targets

- 5.2 Travel Plans, and the promotion of sustainable travel modes, have a significant impact on the modal split of a development and the proportion of car trips. Therefore, this Travel Plan adopts the following primary targets for the residential development:
- Target 1 – All residents over 16 and potential purchasers will be made aware of the Travel Plan prior to occupation or within two weeks of occupation.
 - Target 2 – The opportunities and benefits of sustainable travel modes will be promoted, with the aim to achieve a 10% reduction in peak hour vehicle trip rates, by the end of the monitoring period.
- 5.3 With regard to Target One, every resident over the age of 16 years is to be made aware of the objective of the Travel Plan, the measures that are on offer, how to contact the Travel Plan Co-ordinator, and that the Travel Plan Co-ordinator can advise residents on alternative travel options for all types of journeys, within two weeks of moving into the development.
- 5.4 With regard to Target Two, the 10% reduction in the peak hour vehicle trips will be complimented by a corresponding increase in the proportion of walking, cycling, public transport and car sharing travel modes and also a reduction in overall travel.
- 5.5 The Travel Plan targets would not be changed or updated without prior written approval from LCC.

6.0 MEASURES AND INCENTIVES

Introduction

- 6.1 Once the development is occupied, there will be opportunities to travel by all modes of transport. Therefore, the measures and incentives put in place to achieve this Travel Plan's targets focus on promoting all modes. The measures focus on providing residents with the appropriate information to allow them to take ownership and make informed decisions about their travel choices. This promotion will be undertaken in a sensitive manner, so that it is not viewed as oppressive by residents, but rather as a helpful, informative process that allows them to make informed decisions based on the benefits of each mode.

House builder's commitments prior to occupation

- 6.2 The following measures will be funded and implemented by the developer during the construction process and until the end of the monitoring period unless agreed with LCC:
- Appointment of a Travel Plan Co-ordinator, or Interim Travel Plan Co-ordinator to coordinate the implementation and monitoring of the Travel Plan. At the point of the occupation of the first dwelling, a full Travel Plan Co-ordinator will be appointed, and their details will be supplied to LCC (If an interim Travel Plan Co-ordinator is appointed then their details will be provided until the permanent person is appointed.)
 - The Travel Plan Co-ordinator will give a Travel Plan briefing to all other sales/marketing staff associated with the development. This will involve the Travel Plan Co-ordinator explaining the Travel Plan and the travel opportunities at the site to the other sales/marketing staff so that they can inform all potential residents about the Travel Plan process and answer any questions they may have. This will help to ensure that the residents are fully aware of the Travel Plan process when they buy/rent the dwellings.
 - The Travel Plan will be promoted in the marketing of the development, on both the website and also through sales literature. Alternative means of travel will be sold as an attractive benefit for new residents.
 - Providing funding for travel welcome packs for each household. These would contain walking, cycling, and public transport information to promote the use of these modes.
 - Provide funding for a Modeshift Stars monitoring fee, usually secured via a Section 106 Agreement. This will allow the Travel Plan Co-ordinator to use their monitoring portal.

Travel Plan Co-ordinators commitments post occupation

- 6.3 The Travel Plan Co-ordinator will be responsible for introducing the Travel Plan to the prospective/confirmed residents. Full contact details of the Travel Plan Co-ordinator, including their name, addresses (postal and email) and telephone number, will be supplied to LCC as soon as they are appointed. LCC will be informed of any changes to the Travel Plan Co-ordinator contact details.
- 6.4 The role of the Travel Plan Co-ordinator will begin from the date construction first begins until one-year following occupation of the final dwelling. The Travel Plan Co-ordinator will therefore be involved throughout the construction, marketing, sale/rent, and occupation processes. Their role will be to:
- secure and manage a budget for the implementation of the Travel Plan measures and monitoring of the Travel Plan;
 - promote the Travel Plan to potential and confirmed residents;
 - act as a point of contact for all residents and visitors requiring information;

- represent the ‘human face’ of the Travel Plan – explaining the purpose and the opportunities on offer, including the travel welcome packs and the induction sessions;
 - take a key role in the monitoring and review of the Travel Plan.
- 6.5 The Travel Plan Co-ordinator will also:
- liaise with sales and marketing staff regarding the Travel Plan, so that they can also promote it as a positive extra benefit for new residents; and
 - liaise with sales and marketing staff so that they are fully informed each time a dwelling is sold/rented, and when the new household will move in, in order to allow them to arrange the induction session.
- 6.6 In addition, the Travel Plan Co-ordinator will provide Travel Packs to residents upon occupation. These will be funded by the house builders and be produced by either the Travel Plan Co-ordinator or LCC, and contain the following:
- Promotional information on the benefits of walking, cycling, public transport use, and car sharing, and the social, environmental, and economic costs of each mode.
 - A pedestrian route map to key destinations, such as local shops and schools etc, with distances and journey times.
 - A cycle route map to key destinations, with distances and journey times. The map will also show the location of any public cycle parking facilities.
 - Public transport information, including a bus route map, and the latest bus timetables and ticketing information. The Welcome Pack will also include two vouchers for bus taster tickets. Contact details where further information can be obtained, including website addresses will be included, such as www.choosehowyoumove.co.uk.
 - Contact details and a location map showing local car hire firms, and taxi companies, based on postcode information.
 - Information about the benefits of car sharing
 - Advertise details of relevant car share schemes, including LCC’s car share database accessed via www.choosehowyoumove.co.uk/carshare.
 - Contact details of local supermarkets and retail outlets that provide a home delivery service. This would result in a reduction in the need to travel.
 - Information about home working and home shopping.
- 6.7 To encourage increased walking to/from the proposed development, the Travel Plan Co-ordinator will provide local walking maps as part of the residents’ travel packs and will promote local and national walking initiatives (e.g. National Walking Month, Walk to Work week and Walk to School week). The Travel Plan Co-ordinator will also seek to liaise with the local schools to promote walking initiatives (e.g. walking bus) and look at the potential to set up a local walking/cycling group.
- 6.8 To encourage increased cycling to/from the proposed development the Travel Plan Co-ordinator will investigate the potential for discount vouchers to be provided to residents to purchase cycling equipment at local cycle shops. The Travel Plan Co-ordinator will look to promote cycling events and initiatives such as National Bike Week.
- 6.9 The measures/initiatives listed are not exhaustive and will be refined/adapted throughout the period of the Travel Plan and as the development is progressed.

7.0 IMPLEMENTATION AND MONITORING












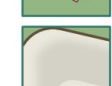
- 7.1 The Travel Plan should not be a static document but is intended to be updated throughout its lifetime. The responsibility for the maintenance of the Travel Plan lies with the Travel Plan Co-ordinator, who will undertake ongoing monitoring and evaluation of site travel patterns, to review and develop the Travel Plan, and report back to LCC.
- 7.2 The majority of measures to reduce car use, and promote walking, cycling, public transport, and car sharing will be implemented during the construction process, or within two weeks of occupation. This will allow people to assess the potential to travel by alternative modes of travel and allow a sustainable travel culture to emerge from the start.
- 7.3 Nevertheless, the Travel Plan will be monitored for a period of one year following final occupation of the development. LCC use Modeshift (www.modeshift.org.uk) to monitor travel plans, and therefore this Travel Plan refers to Modeshift.
- 7.4 To monitor the Travel Plan, travel surveys will be undertaken at each household within one year of the first occupation on the site. The surveys will be produced by the Travel Plan Co-ordinator with approval from LCC and will determine the baseline modal split and travel patterns of each household, and thus at the site as a whole. They will report on the uptake of any measures and incentives proposed in this Travel Plan and help identify any further measures that need to be investigated and proposed. The Modeshift monitoring surveys will therefore allow appropriate monitoring of Target One (Travel Plan awareness), and Target Two (trip generation). The Travel Plan Co-ordinator will also record general resident feedback on the Travel Plan and any travel issues.
- 7.5 An ATC survey at the site access will also be undertaken for a 7-day period (to be agreed with LCC) to establish vehicle trip rates for the ongoing development. The surveys will therefore allow appropriate monitoring of Target One (Travel Plan awareness), and Target Two (vehicle trip rate).
- 7.6 A monitoring report will be compiled by the Travel Plan Co-ordinator and issued to LCC within one month of the travel surveys being completed. This will be informed by the travel surveys, traffic counts, and resident feedback.
- 7.7 The Modeshift surveys and monitoring report will then be completed again in a neutral month the following year and on an annual basis for one year following final occupation, and the results summarised and issued to LCC.
- 7.8 The annual report will include an introduction, the annual survey results, including analysis of trends against previous years, and brief details of measures implemented throughout the year.
- 7.9 The Monitoring Reports and hence details of the survey results will be issued to the residents by the Travel Plan Co-ordinator to ensure residents are aware of the progress being made by the Travel Plan. This will also help to ensure that residents are engaged in the plan and encouraged to take on increasing responsibility for its delivery.

APPENDIX A

ILLUSTRATIVE MASTERPLAN



Key

-  Application site boundary
-  Other land in control of applicant
-  Existing (retained) trees & hedgerow
-  Indicative proposed planting
-  Open space
-  Indicative surface water attenuation basin
-  Existing Public Right of Way
-  Proposed pedestrian link
-  Proposed vehicular access
-  Potential for children's play (LAP)
-  Visual links
-  Indicative extent of residential area



nineteen47
CHARTERED TOWN PLANNERS
& URBAN DESIGNERS

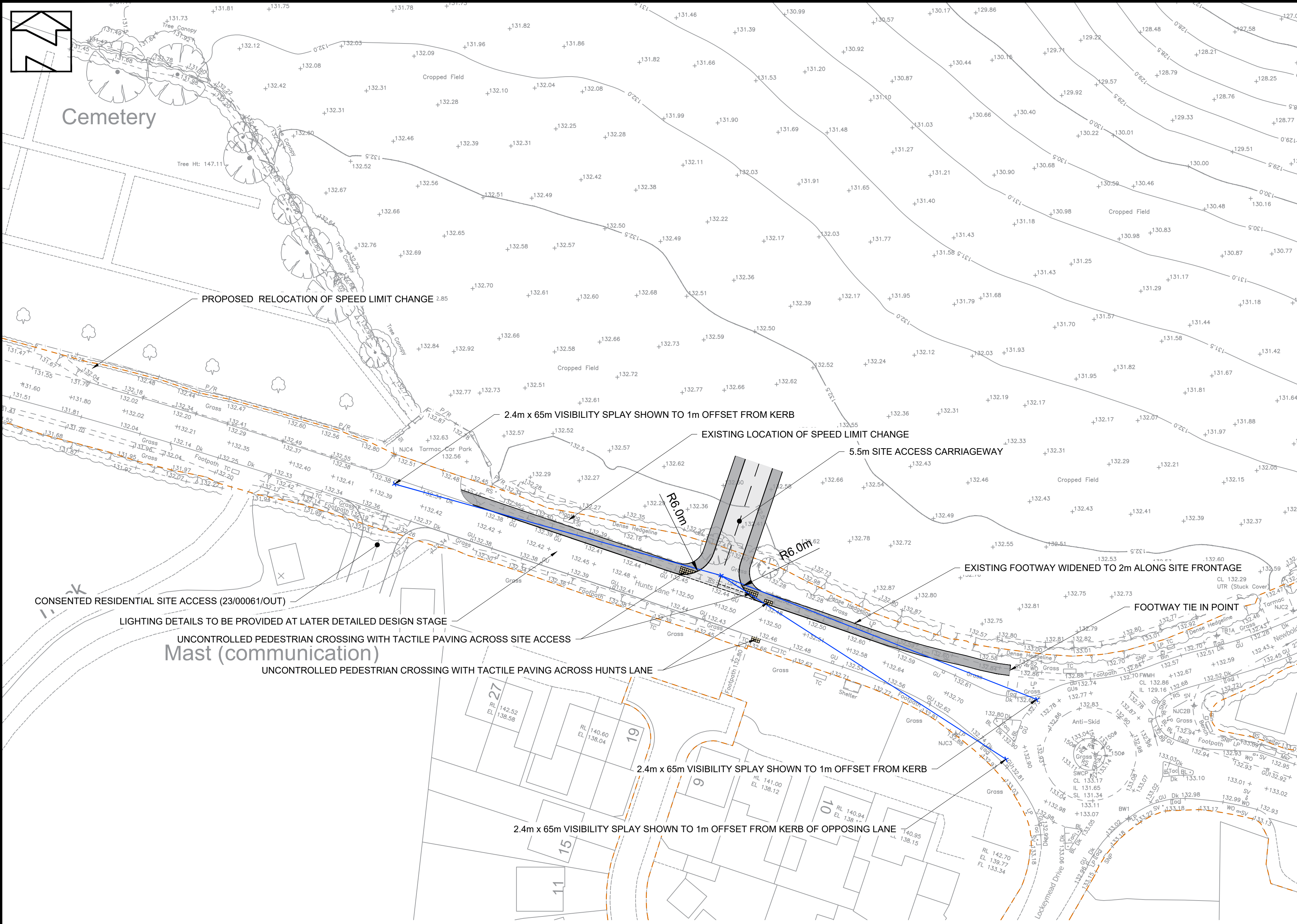
Project
Hunts Lane, Desford

Drawing Title
Illustrative Masterplan

Project Code	Drawing Nr	Rev
n1426	005	G
Date	Drawing Scale	
17.11.2025	1:1,250 @ A3	

APPENDIX B

PROPOSED SITE ACCESS LAYOUT



- General Notes
1. Do not scale this drawing. All dimensions must be checked/verified on site.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key

----- Adopted highway boundary

P03	11.11.25	Updated following Stage One RSA	CD	JC
P02	29.10.25	Second Issue to client team	CD	JC
P01	10.10.25	Preliminary Issue	CD	JC
Rev	Date	Description	Dr	Ch

Client:


Peveril Homes

Project:

Hunts Lane, Desford

Title:

Proposed Site Access Layout



ADC
INFRASTRUCTURE

© ADC Infrastructure Limited

Size:	A2	Scale:	1:500					
Status:	PRELIMINARY							
Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3964	- ADC - HGN - XX - DR - CH - 0100	S1	P03					