

DAVIDSONS DEVELOPMENTS LTD

PROPOSED RESIDENTIAL DEVELOPMENT
ON LAND OFF LUTTERWORTH ROAD, BURBAGE, LEICESTERSHIRE

TRAVEL PLAN

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EXECUTIVE SUMMARY

ADC Infrastructure Ltd were commissioned by Davidsons Developments Ltd to provide transport and highways advice in support of an outline planning application for a residential development on land east of Lutterworth Road, in Burbage, Leicestershire. A Transport Assessment has been produced to accompany the planning application. This report is the Travel Plan and builds on the information in the Transport Assessment.

According to the National Planning Practice Guidance:

“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.”

The planning application is for up to 165 residential dwellings, with associated parking. The development will be accessed via a new T-junction on Lutterworth Road.

The development site is accessible by a range of sustainable travel modes, and is therefore suitable for residential development. The facilities within Burbage are within acceptable walking distance of the site, and appropriate infrastructure is provided along the desire lines, allowing good opportunities for pedestrian travel. Similarly, given the areas contained within cycling distance, there are good opportunities for cycle travel between the development and the local area. There are also opportunities for bus travel, with a regular, hourly bus service to Hinckley and Lutterworth within walking distance of the site.

As part of the proposed development, a new footway will be provided along the eastern side of Lutterworth Road to connect the proposed site access with the existing infrastructure further north. The existing public footpath across the site, and the pedestrian connection to Lychgate Lane to the north will be retained.

The proposed residential dwellings will generate up to 99 two-way traffic movements in a peak hour. In addition, they will generate eight pedestrian journeys, three cycle journeys and four public transport journeys during a peak hour.

The following targets are proposed:

- Target 1 - Residents will be aware of the Travel Plan.
- Target 2 - The Travel Plan Co-ordinator will promote the opportunities and benefits of sustainable modes of travel, with the aim to achieve a 10% reduction in the residents' single occupancy vehicle car driver modal share, by the end of the five year post occupation monitoring period.

Various measures and incentives are proposed to achieve these targets, including the appointment of a Travel Plan Co-ordinator to implement and monitor the Travel Plan process, and the provision of travel information via voluntary induction sessions and the provision of travel packs

A monitoring regime is proposed to ensure that the Travel Plan achieves the objective and targets, including annual resident travel surveys and the preparation of annual monitoring reports using STARSfor.

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ADC2041-DR-004 P2 Proposed access junction layout

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Appendix A Illustrative development masterplan

1.0 INTRODUCTION

- 1.1 Davidsons Developments Ltd commissioned ADC Infrastructure Ltd to produce a Transport Assessment and Travel Plan in support of an outline planning application for residential development on land to the east of Lutterworth Road, in Burbage, Leicestershire. The general and detailed site locations are shown in **Figures 1 and 2** respectively, and an aerial photograph is shown in **Figure 3**.
- 1.2 The development proposals comprise up to 165 dwellings with associated parking. The development will be accessed via a new priority-controlled T-junction on Lutterworth Road.
- 1.3 A Travel Plan is required to support the planning application, and will be included in the planning conditions. According to the National Planning Practice Guidance:
“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.”
- 1.4 A Travel Plan is therefore a living document that sets out 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 travel 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.
- 1.5 A residential Travel Plan is concerned with origin-based travel, with journeys made from a single origin (home) to multiple and changing destinations, with the time and travel mode all varying. A successful residential Travel Plan therefore has the potential to achieve a high proportion of trips by sustainable modes and reduce the number of single occupancy car trips generated by a development.
- 1.6 This Travel Plan includes all of the necessary contents and predominantly focuses on providing information on the opportunities for travel to and from the site by sustainable modes, to empower residents and visitors alike to take ownership and make informed decisions about their travel choices.

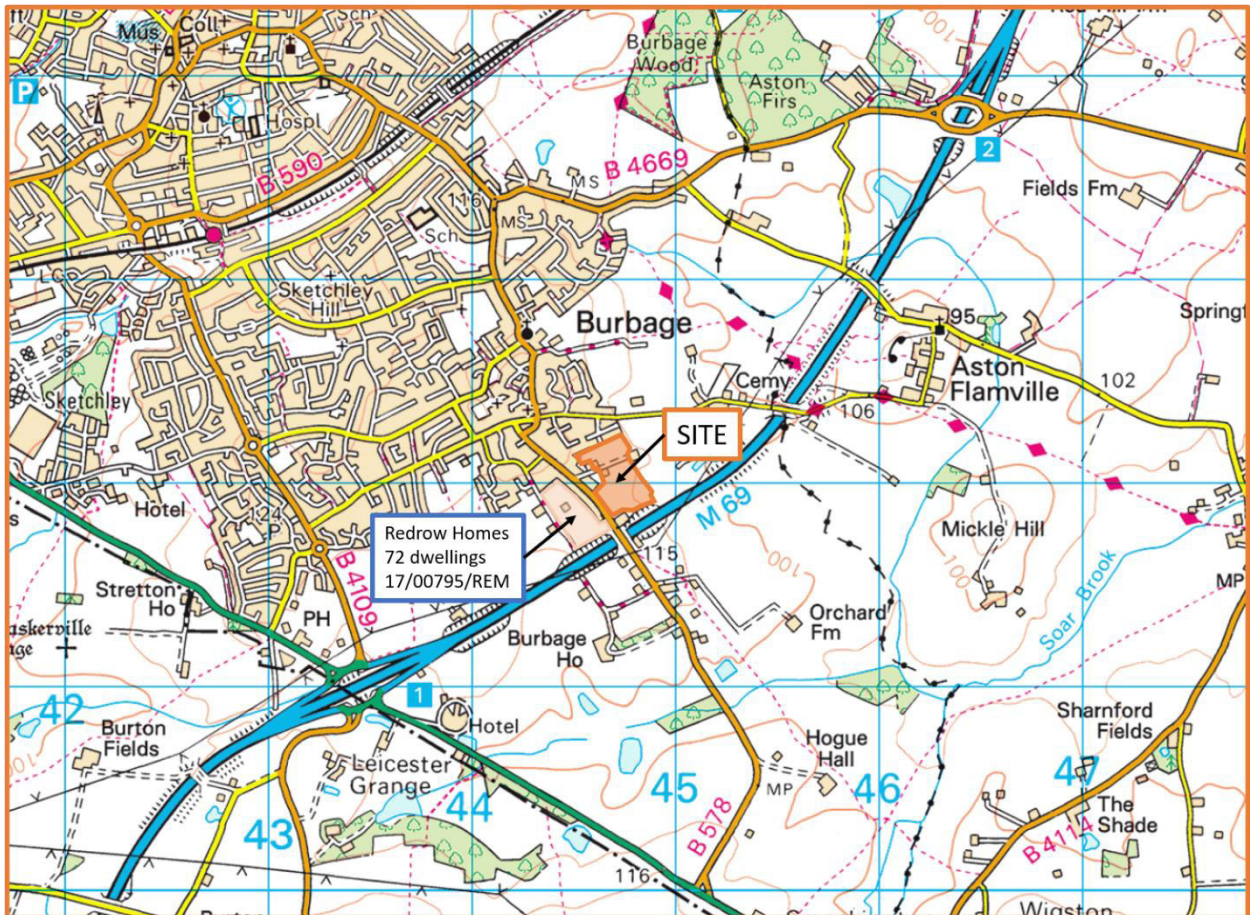


Figure 1: General site location



Figure 2: Detailed site location



Figure 3: Aerial photograph

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 and outcomes

- 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*, and the *Making Residential Travel Plans Work*, 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 cycling and walking 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

3.0 EXISTING CONDITIONS

Site location and existing use

- 3.1 As shown in **Figures 1 and 2**, the development site is located to the east of the B578 Lutterworth Road, on the southern edge of Burbage. It is bordered by residential development to the north, fields to the east, the M69 to the south, and Lutterworth Road to the west.
- 3.2 The site currently comprises fields used for agriculture. The field fronting onto Lutterworth Road is ridge and furrow, and the layout of the proposed development seeks to preserve this, as shown in the illustrative masterplan contained in **Appendix A**.

Highway network

- 3.3 The proposed development will be accessed from Lutterworth Road. Lutterworth Road forms part of the B578 connecting Burbage to the north, to the A5 Watling Street to the south.
- 3.4 In the vicinity of the site, Lutterworth Road provides direct frontage access to residential dwellings, and to the new Redrow Homes housing estate with 72 dwellings on the opposite side of the road (application references 15/01292/OUT and 17/00795/REM).
- 3.5 Along the site frontage, Lutterworth Road is subject to a 30mph speed limit, and this changes to the national speed limit to the south-west of the site. There are vehicle activated signs along Lutterworth Road to enforce the 30mph speed limit. There are no on-street parking restrictions on Lutterworth Road, and whilst on-street parking occurs to the north of the site, no on-street parking was observed along the site frontage.
- 3.6 To the north, Lutterworth Road routes north through Burbage. It joins Windsor Street and Lychgate Lane at a priority-controlled crossroads. Windsor Street merges into Coventry Road, which in turn provides access to Rugby Road. Rugby Road runs north into Hinckley, and south to connect to the M69 and A5 at the M69 Junction 1.
- 3.7 Further north, Lutterworth Road joins Burbage Road and Sapcote Road at a priority-controlled T-junction with ghost island right turn lane and diverge left turn lane. Burbage Road provides access towards Hinckley and Sapcote Road provides access to the M69 Junction 2.
- 3.8 To the south, Lutterworth Road becomes a rural road and provides access to the A5 Watling Street at a simple priority-controlled T-junction with ghost island right turn lane. The junction is subject to the national speed limit.
- 3.9 The A5 is the key route in the area, running between M1 to the east and the M6 to the west. More locally, the A5 connects to the M69 at Junction 1 and to the A47, providing access to Nuneaton.
- 3.10 Therefore, there are two possible routes between the development site and the M69 Junction 1. The route north via Lutterworth Road, Windsor Street, Coventry Road and Rugby Road is the same length and journey time as the route north via Lutterworth Road and the A5.
- 3.11 The site is therefore well located for access to the local road network within Burbage and Hinckley, and the wider highway network via the A5, A47 and M69.

Opportunities for pedestrian travel

- 3.12 The desirable walking distance² for commuters and school pupils is up to 500 metres, whilst up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance.
- 3.13 **Figure 4** shows the pedestrian catchment area based on a 2,000 metres walking distance from the centre of the site. The catchment area covers the education, health and retail facilities within Burbage. This includes the Burbage Church of England Infant School, Burbage Junior School, Sketchley Hill Primary School and Hastings High School. It also includes the Burbage Surgery and Lloyds Pharmacy, and Burbage Dental Practice. The pedestrian catchment area also includes a Spar convenience store, a library, village hall, and several pubs and restaurants.
- 3.14 With regards to pedestrian infrastructure, there are street-lit footways on both sides of Lutterworth Road to the north of the site, and a footway on the western side of Lutterworth Road along the site frontage. These connect to a network of footways through Burbage.
- 3.15 In addition, as shown in **Figures 2 and 3**, a public footpath runs through the site, and connects to Lychgate Lane to the north.

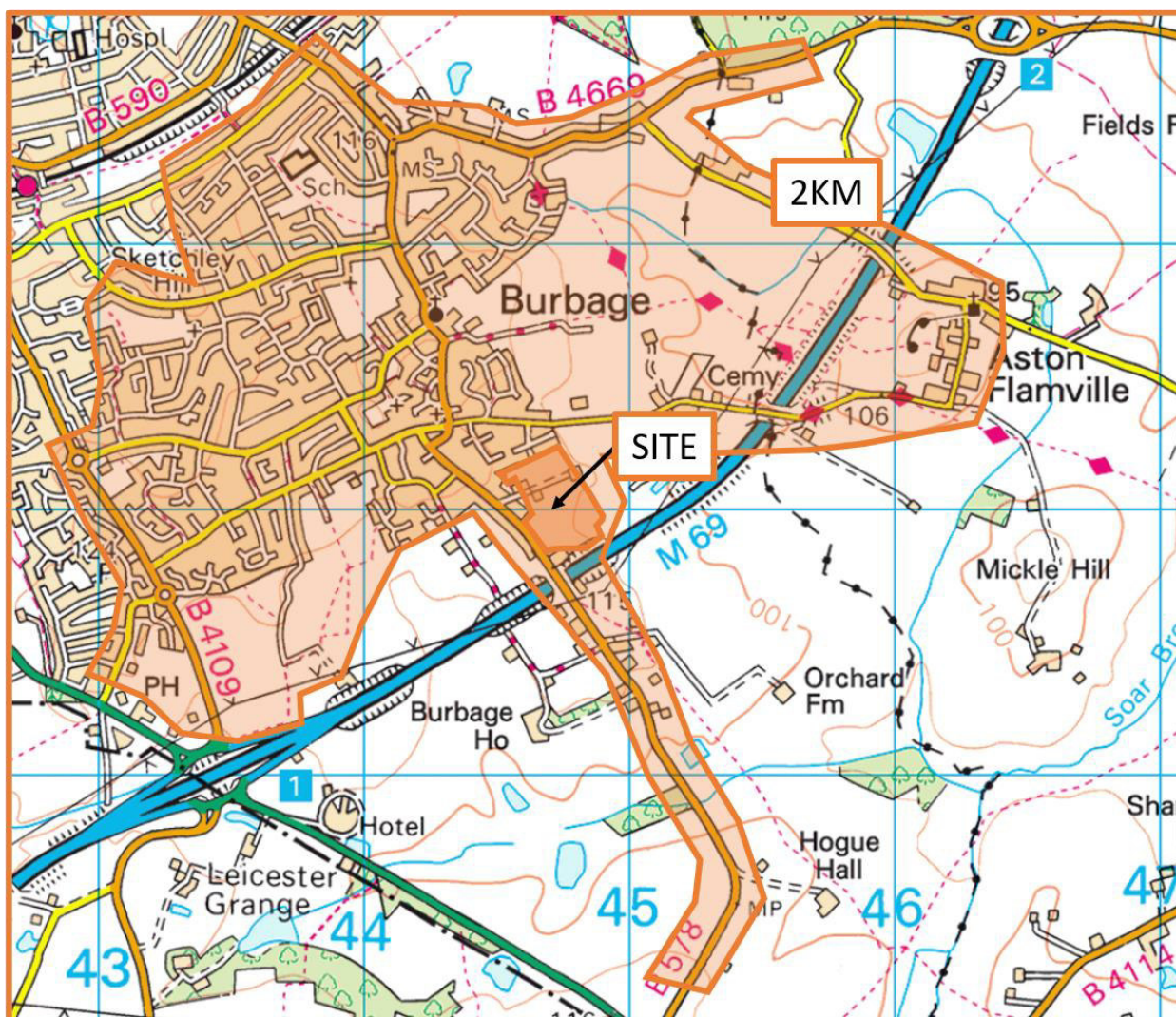


Figure 4: 2km pedestrian catchment area

² Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000

Opportunities for cycle travel

- 3.16 Cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to school or work. **Figure 5** shows the cycle catchment area based on a 5km distance from the centre of the site. It covers Burbage, Hinckley, Stoney Stanton and Sapcote. There are no designated cycle routes in the vicinity of the site, but experienced cyclists can use the carriageways. There have been no recorded accidents involving cyclists on Lutterworth Road or the A5 within the study area.

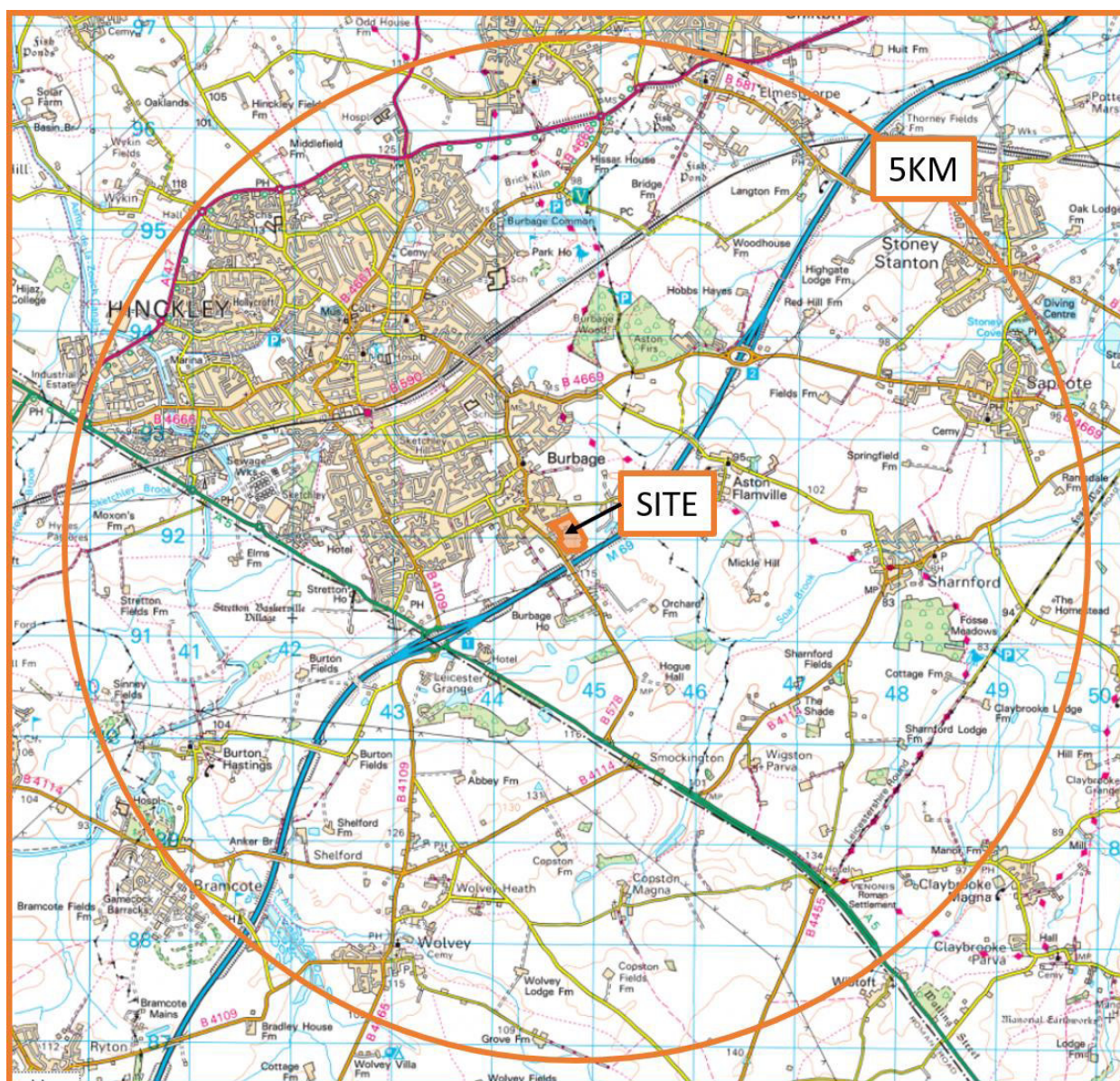


Figure 5: 5km cycle catchment area

Opportunities for bus travel

- 3.17 As shown in **Figure 6**, bus service 8 runs along Lutterworth Road, between Hinckley bus station and Lutterworth at an hourly frequency from Monday to Saturday. There are no bus services on Sundays.
- 3.18 The nearest bus stops are on Lutterworth Road to the north of the site boundary, and within 400 metres walking distance of nearly all parts of the site. The bus stops comprise a flag and pole, with timetable information and raised kerbs.

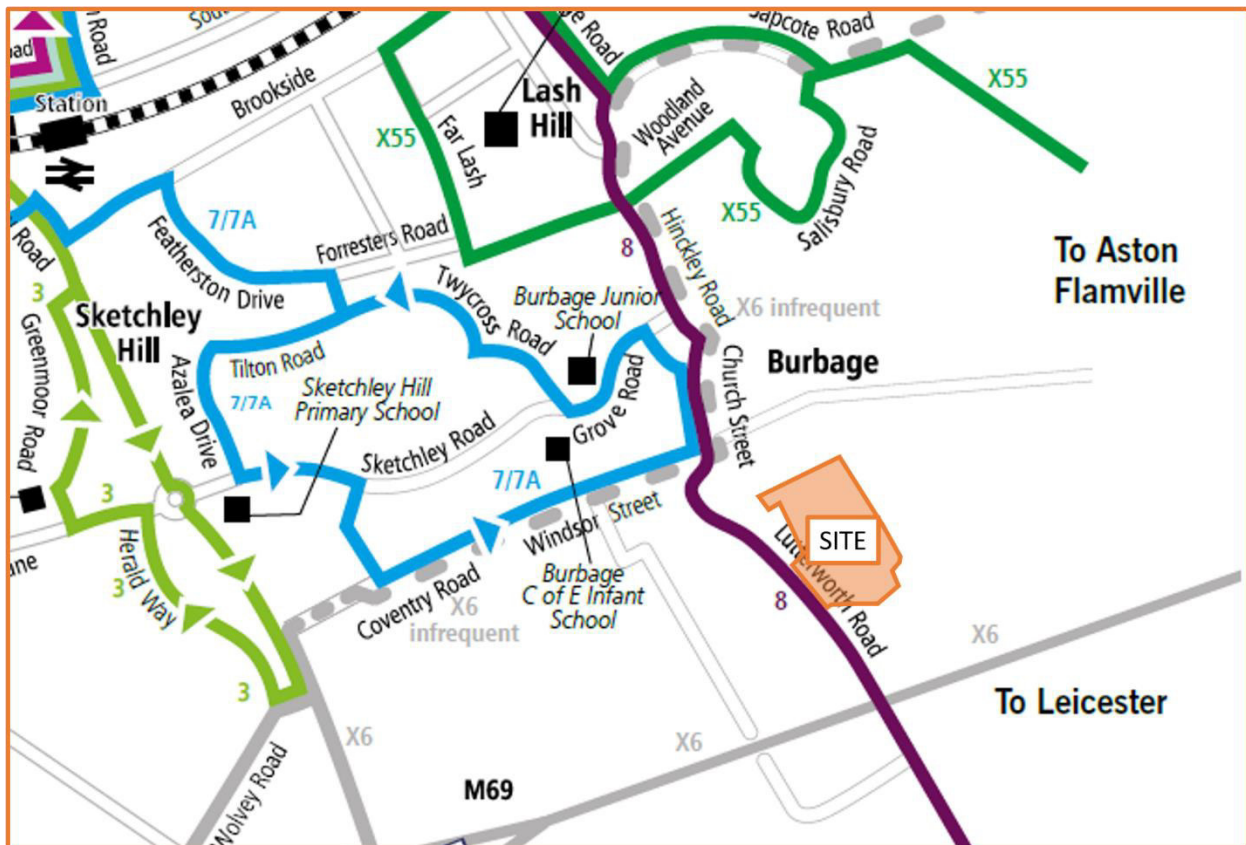


Figure 6: local bus services

Summary

- 3.19 The site is located to the east of Lutterworth Road, in Burbage. There are good opportunities for pedestrian and cycle travel, with a number of facilities within walking and cycling distance, and good quality infrastructure provided along the desire lines. There are also good opportunities for bus travel, with a frequent bus service between Hinckley and Lutterworth approximately hourly within walking distance of the site.

4.0 PROPOSED DEVELOPMENT

Development proposals

- 4.1 The development proposals comprise up to 165 residential dwellings, and a copy of the illustrative layout is contained in **Appendix A**.

Car parking

- 4.2 The planning application is in outline, and therefore the number of car parking spaces that would be provided is not confirmed at this stage. Nevertheless, the residential car parking spaces would be provided in line with the likely car parking demand, to avoid the development leading to excessive on-street parking both within the site and on the local highway network. The likely provision is 1 to 2 spaces for each of the smaller dwellings, and 2 spaces plus a garage for the largest dwellings.

Access

- 4.3 The proposed development will be accessed via a new T-junction on Lutterworth Road. The proposed junction layout is shown in **Drawing ADC2041-DR-004 P2**. As shown, a simple priority-controlled T-junction is proposed.
- 4.4 The proposed access junction would be designed to the relevant standards and would provide sufficient visibility, such that it would be a safe and suitable access for the development.

Internal layout

- 4.5 The internal layout would have a 20mph design speed, with the road layouts designed to achieve this. Away from the main access road, the internal layout would include a mix of shared space roads, accessways and private driveways. The internal layout would be designed to ensure that service vehicles can enter, manoeuvre and exit the site in a forward gear, with the provision of appropriate turning heads. Appropriate provision would be made for emergency service vehicles.

Sustainable travel infrastructure

- 4.6 To encourage pedestrian travel, footways and shared space environments would be provided throughout the site. In order to connect to the existing off-site infrastructure on Lutterworth Road, 2 metres wide footways would be provided on both sides of the site access road, as shown in **Drawing ADC2041-DR-004 P2**, and in the masterplan in **Appendix A**.
- 4.7 The existing public footpath through the site would be retained, and could be improved with surfacing and lighting.
- 4.8 Cyclists would be encouraged to cycle on the carriageways throughout the site and it is not necessary to provide designated cycle lanes. Cycle storage would be provided within the curtilage of each dwelling, in sheds and garages.
- 4.9 With regards to bus travel, the existing bus stops on Lutterworth Road are within walking distance of the site.
- 4.10 The new houses will be provided with broadband connections. In this way, technology can be used to allow flexible working practices, and connections to internet resources such as car share databases, internet shopping deliveries, and other ways that reduce the need to travel.

5.0 TRIP GENERATION AND TARGETS

- 5.1 As the development is not currently operational, no surveys have been carried out to determine the baseline modal split. However, the Transport Assessment forecast that the proposed residential development would generate the peak hour traffic generation shown below.

		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.127	0.473	0.600
	PM peak hour	0.444	0.149	0.593
vehicle trips (165 dwellings)	AM peak hour	21	78	99
	PM peak hour	73	25	98

- 5.2 The Transport Assessment identified that the proposed residential development would generate the modal split and peak hour person trip generation shown below.

	on foot	bicycle	bus	train	m/cycle	car driver	passenger
	6.8%	2.4%	1.6%	1.3%	0.7%	82.2%	4.9%
peak hour	8	3	2	2	1	99	6

Targets

- 5.3 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 targets for the development:
- Target 1 - Residents will be aware of the Travel Plan.
 - Target 2 - The Travel Plan Co-ordinator will promote the opportunities and benefits of sustainable modes of travel, with the aim to achieve a 10% reduction in the residents' single occupancy vehicle car driver modal share, by the end of the five year post occupation monitoring period.
- 5.4 With regards to Target 1, every resident over the age of 16 years is to be 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 to the development.
- 5.5 With regards to Target 2, the 10% reduction in the single occupancy vehicle trips will be complimented by an increase in the proportion of walking, cycling, public transport and car sharing travel modes, and also by a reduction in overall travel.
- 5.6 To quantify, a 10% reduction in the 77.3% single occupancy vehicle car driver modal share (82.2% drivers-4.9% passengers) will equate to a 7.7% reduction, and thus a single occupancy car driver modal share of 69.6%.
- 5.7 In terms of vehicle trip generation, a 10% reduction in the number of single occupancy car trips will equate to the following maximum number of single occupancy car trips being generated by the 165 dwellings, calculated as follows:

	average peak hour
vehicle trip generation (includes vehicles with passengers)	99
number of vehicles with passengers (modal split from para 5.3)	6
number of single occupancy vehicles	93
number of single occupancy drivers shifted by a 10% reduction	9
number of single occupancy drivers with 10% reduction in place	84

6.0 MEASURES AND INCENTIVES

Introduction

- 6.1 As concluded in Section 3, the site is in a sustainable location, with good opportunities for travel by foot, cycle, and bus. Therefore the measures and incentives put in place to achieve this Travel Plan's targets can focus on promoting all modes.
- 6.2 As detailed in Section 1, 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

- 6.3 The following measures will be funded and implemented by the developer during the construction process and prior to occupation:
- Appointment of a Travel Plan Co-ordinator, to co-ordinate the implementation and monitoring of the Travel Plan. The Travel Plan Co-ordinator role will be undertaken by a Sales Advisor, with senior management support.
 - The Travel Plan Co-ordinator will give a Travel Plan briefing to all other sales/marketing staff associated with the development. This will involve them explaining the Travel Plan and the travel opportunities at the development, so that the sales staff can also inform all potential residents about the Travel Plan process, and answer any questions that residents 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 and promotion 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.
 - Provide funding for a STARSfor monitoring fee, usually secured via Section 106 Agreement. This will allow the Travel Plan Co-ordinator to use their monitoring portal.

Travel Plan Co-ordinator's commitments post occupation

- 6.4 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.
- 6.5 The role of the Travel Plan Co-ordinator will begin from the date construction first begins until the 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.

- 6.6 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.
- 6.7 With the aim of raising and maintaining awareness of the Travel Plan, each newly occupied home will receive a voluntary induction visit, at which the Travel Plan Co-ordinator will take the householders through the travel opportunities and explain the Travel Plan process.
- 6.8 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. The Welcome Pack will also include details of the range of tickets available, and the costs of these tickets. Contact details where further information can be obtained, including website addresses, will also be included. 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.
- 6.9 To facilitate continued promotion and awareness raising, the Travel Plan Co-ordinator will also act as a point of contact for all residents and visitors requiring information. The Travel Plan Co-ordinator will promote national events, such as national bike to work week and walk to work day.
- 6.10 Where necessary, the Travel Plan Co-ordinator will direct residents to contact LCC for further information and advice:
Travel Choice and Access Team
c/o Customer Service Centre
Leicestershire County Council
Glenfield, Leicestershire, LE3 8RJ
Tel: 0116 305 0002
Email: customerservices@leics.gov.uk

7.0 IMPLEMENTATION AND MONITORING

- 7.1 This Travel Plan is not intended to be a static document, but is intended to be updated as required through its lifetime. The responsibility for the maintenance of the Travel Plan lies with the Travel Plan Co-ordinator. The Travel Plan Co-ordinator will undertake on-going 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 five years following first occupation of the development. LCC use Modeshift STARSfor (Sustainable Travel Accreditation and Recognition Scheme) (<https://starsfor.org>) to monitor travel plans, and therefore this Travel Plan adopts STARSfor.
- 7.4 To monitor the targets, a travel survey will be completed by each resident within three months of their occupation. The surveys will be produced and issued by the Travel Plan Co-ordinator using the STARSfor system, but will be undertaken as part of a wider post-occupation survey process carried out by the housebuilders in which they gather feedback on the development from the new occupants.
- 7.5 The surveys would determine the baseline modal split and travel patterns of each household, and thus at the site as a whole, the uptake of any measures and incentives proposed in this Travel Plan (including the uptake of the voluntary induction visits), and help identify any further measures that need to be investigated and proposed. The STARSfor monitoring surveys will therefore allow appropriate monitoring of Target One (Travel Plan awareness), Target Two (modal split).
- 7.6 A first Monitoring Report will be compiled by the Travel Plan Co-ordinator and issued to LCC within two months of the travel surveys being completed.
- 7.7 The STARSfor surveys and monitoring report will then be completed again in a neutral month the following year and on an annual basis for five years after initial occupation. The Travel Plan Co-ordinator would seek to gain a 100% response rate. The results will be summarised and issued to LCC in a monitoring report within two months of completion of the travel surveys.
- 7.8 The Monitoring Report will include:
- an introduction
 - the annual survey results including an analysis of trends against previous years
 - details of measures implemented throughout the year
 - an action plan of what is to happen the following year, including a marketing plan of how the initiatives will be promoted e.g. leaflets, newsletters, etc. with examples
 - up to date contact details for the TPC
 - appendices to contain any meeting notes, letters to residents, leaflets distributed, additional information, etc.
- 7.9 The Monitoring Reports and hence details of the survey results will be made available to the residents by the Travel Plan Co-ordinator to ensure they are aware of the progress being made. This will also help to ensure that residents are engaged in the plan and encouraged to take on increasing responsibility for its delivery.

- 7.10 To assist in the management of a successful Travel Plan, the transition of ownership and responsibility should be planned. Therefore, towards the end of their role, the Travel Plan Co-ordinator will seek to establish a Travel Plan Steering Group, to demonstrate ongoing community responsibility for sustainable travel. The Steering Group should comprise local residents, and a representative from LCC and the Parish Council will also be invited to join.

APPENDIX A

ILLUSTRATIVE DEVELOPMENT LAYOUT



LEGEND

- Site boundary
0.02ha / 22.05 acres
- Vehicular access
- Key landmark building
- New pedestrian link

- Retained Public Right of Way
- Grassed area
- Existing tree
- Proposed trees and hedgerows

- Key arrival space
- Play space
- Retained Ridge and Farrow
- Landscape buffer
- Public open space
- Existing hedgerow retained
- Proposed field access for agricultural purposes

A	Revised field access retained following plan	02/10/19	19	19
B	Lease option to allow for nearby residential access	19/03/20	21	16
Rev	Description	Date	Drawn	Drawn