TRAVEL PLAN

RESIDENTIAL DEVELOPMENT AND VILLAGE HALL
LITTLEWORTH DROVE, DEEPING ST NICHOLAS, LINCOLNSHIRE

ADC Infrastructure Limited, City Buildings, 34-36 Carrington Street, Nottingham, NG1 7FG
tel. 0115 941 4817, www.ADCinfrastructure.com

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1.0 INTRODUCTION

1.1 In November 2024, Emerald Homes were granted full planning consent for the erection of 119 dwellings and a village hall on land at Home Farm, on Littleworth Drove, in Deeping St Nicholas (application H03-0598-24, from outline approval H03-0161-17). The site location is shown in **Figures 1 and 2,** and the consented layout plan is in **Appendix A.**

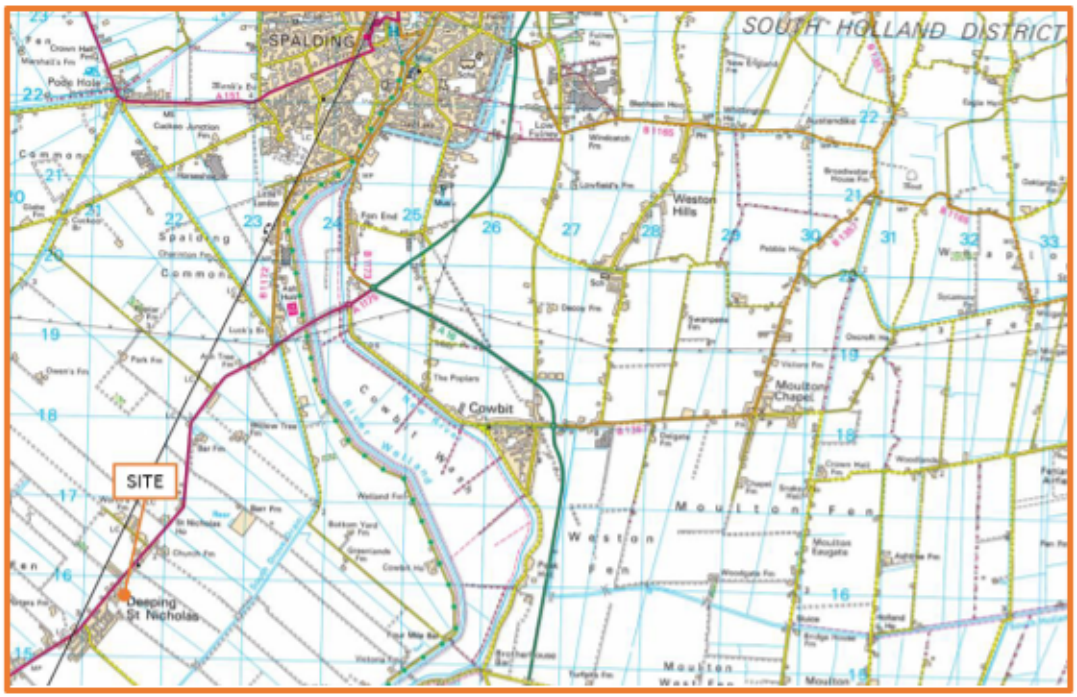


Figure 1: general site location

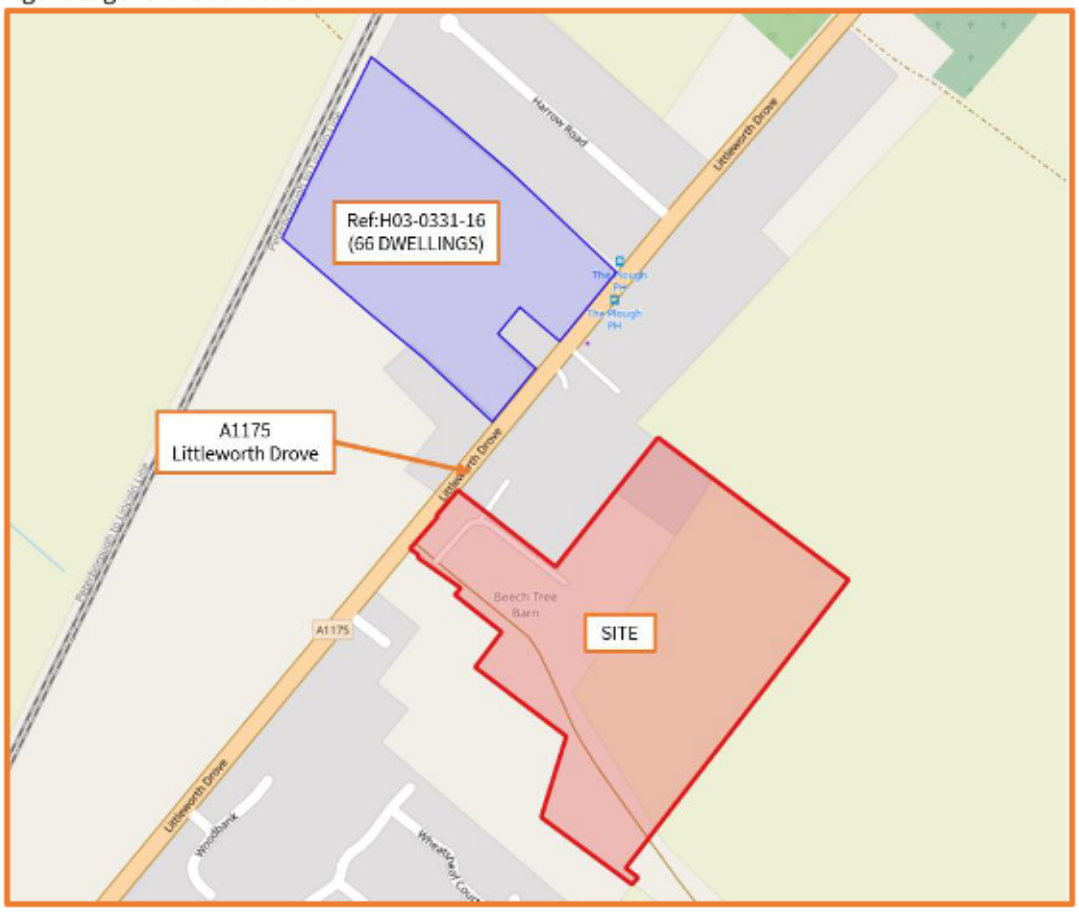


Figure 2: detailed site location

1.2 ADC Infrastructure Ltd prepared the Transport Assessment and Travel Plan to support the outline application, which was for up to 120 dwellings and a village hall.

1.3 However, Condition 7 on the Decision Notice for application H03-0598-24 states that:
"The development shall not be occupied until an updated Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The travel plan shall include an updated timetable and measures of implementation together with liaison arrangements with Lincolnshire County Council. The updated Travel Plan shall continue to be implemented for the lifetime of the development.

Reason: In recognition that Section 117 of the National Planning Policy Framework, December 2023 requires that developments that generate significant amounts of movement should be required to provide a travel plan, to reduce car dependency and increase more sustainable forms of travel.

This Condition is imposed in accordance with Policy 33 of the South East Lincolnshire Local Plan, 2019."

1.4 This report therefore presents the updated Travel Plan, and has been prepared to discharge the condition and be implemented at the site by Emerald Homes. It has prepared following comments from Lincolnshire County Council (LCC) Highways on an initial version (v1).

1.5 This updated Travel Plan has been prepared with reference to the National Planning Practice Guidance[1] 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."

1.6 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. The ongoing monitoring of the Travel Plan will be funded by the Section 106 Agreement contributions.

1.7 This report has also been prepared with reference to Lincolnshire County Council's (LCC) Travel Plan guidance[2].

[1] Travel Plans, Transport Assessments and Statements, Planning Practice Guidance, Department for Levelling Up, Housing and Communities and Ministry for Housing, Communities and Local Government, March 2014
[2] Guidance Notes for the preparation and implementation of Development Travel Plans, Lincolnshire County Council, December 2021

2.0 OBJECTIVES 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 consented residential development and village hall, by promoting and supporting the use of alternative modes of travel (walking, cycling, public transport, and car sharing) and reducing the overall need to travel.

Benefits

2.2 LCC's guidance highlights the potential benefits of successfully implementing a Travel Plan, including:

- reducing the demand for parking.
- enabling more people to be able to access a site.
- a reduction in traffic congestion in and around the site.
- easing delays to deliveries and movement of goods on or off site.
- personal cash savings from not running a car as often or from participating in a car share scheme.
- health and wellbeing benefits from walking and cycling.
- environmental benefits of reducing car use.
- reduced car usage on site resulting in a more pedestrian friendly environment.
- highlighting the choice of travel modes that are available to travel to and from the site.

2.3 *Making Residential Travel Plans Work*[3] 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 of the development 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.

[3] Making residential Travel Plans work: good practice guidelines for new development, Department for Transport, September 2005

3.0 EXISTING CONDITIONS

Existing travel patterns

3.1 The site is undeveloped and therefore has no existing travel patterns. However, in order to understand the existing travel patterns of existing residents within Deeping St Nicholas, reference was made to the 2011 National Census 'Method of travel to Work' data (dataset QS701EW) for the parish of 'E04005853: Deeping St Nicholas'. The resultant modal split (excluding those who work from home or are not in employment) is summarised below. This data was used in the Transport Assessment.

	on foot	bicycle	bus	train	m/cycle	car driver	passenger	taxi
modal split	4.4%	0.7%	1.0%	1.7%	0.6%	86.1%	5.5%	0.0%

3.2 As shown, Deeping St Nicholas generates 8.4% of trips by sustainable modes, and 91.6% of trips by car as a driver or passenger.

Local highway network

3.3 The A1175 runs between the A1 at Stamford to the south, and the A16 at Spalding to the north, and also provides access to the A15 at Market Deeping. Along the site frontage, the A1175 is a 7m wide road with hatched central markings and is subject to a 40mph speed limit.

3.4 To the west of the site is the A1175/St Nicholas Way priority-controlled T-junction with ghost island right turn lane. This forms the main access for all the residential dwellings within Deeping St Nicholas on the southern side of the A1175.

3.5 To the west of the A1175/St Nicholas Way junction is a level crossing where the road crosses the railway line. Beyond the level crossing, the speed limit on the A1175 reduces to 30mph towards the primary school.

Opportunities for pedestrian travel

3.6 The CIHT document *Guidelines for Providing for Journeys on Foot*[4] describe acceptable walking distances for commuters and school pupils, where up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance. The 2km pedestrian catchment from the centre of the site is shown in **Figure 4** below.

3.7 The catchment includes all of Deeping St Nicholas and its associated facilities such as Deeping St Nicholas Primary School, farm shops, café, and a village store. With regards to pedestrian infrastructure, there are approximately 2m wide footways on either side of Littleworth Drove, connecting to the wider footway network in the village. In line with planning Condition 8 imposed on the consented development, the pedestrian infrastructure will be improved with the provision of two tactile crossing points at Herdsman Close and Woodbank to the south of the development, on the desire lines through Deeping St Nicholas.

3.8 At the level crossing, the pedestrian route is marked by painted solid white lines, and to the south of the level crossing, there is a footway on the western side of Littleworth Drove, providing a

[4] Guidelines for Providing for Journeys on Foot, Chartered Institution of Highways and Transportation, 2000

pedestrian route to the primary school. There are pedestrian crossings with dropped kerbs, tactile paving, and central islands on Littleworth Drove on both sides of the St Nicholas Way junction to the west of the site, to facilitate pedestrian movements across the main road.

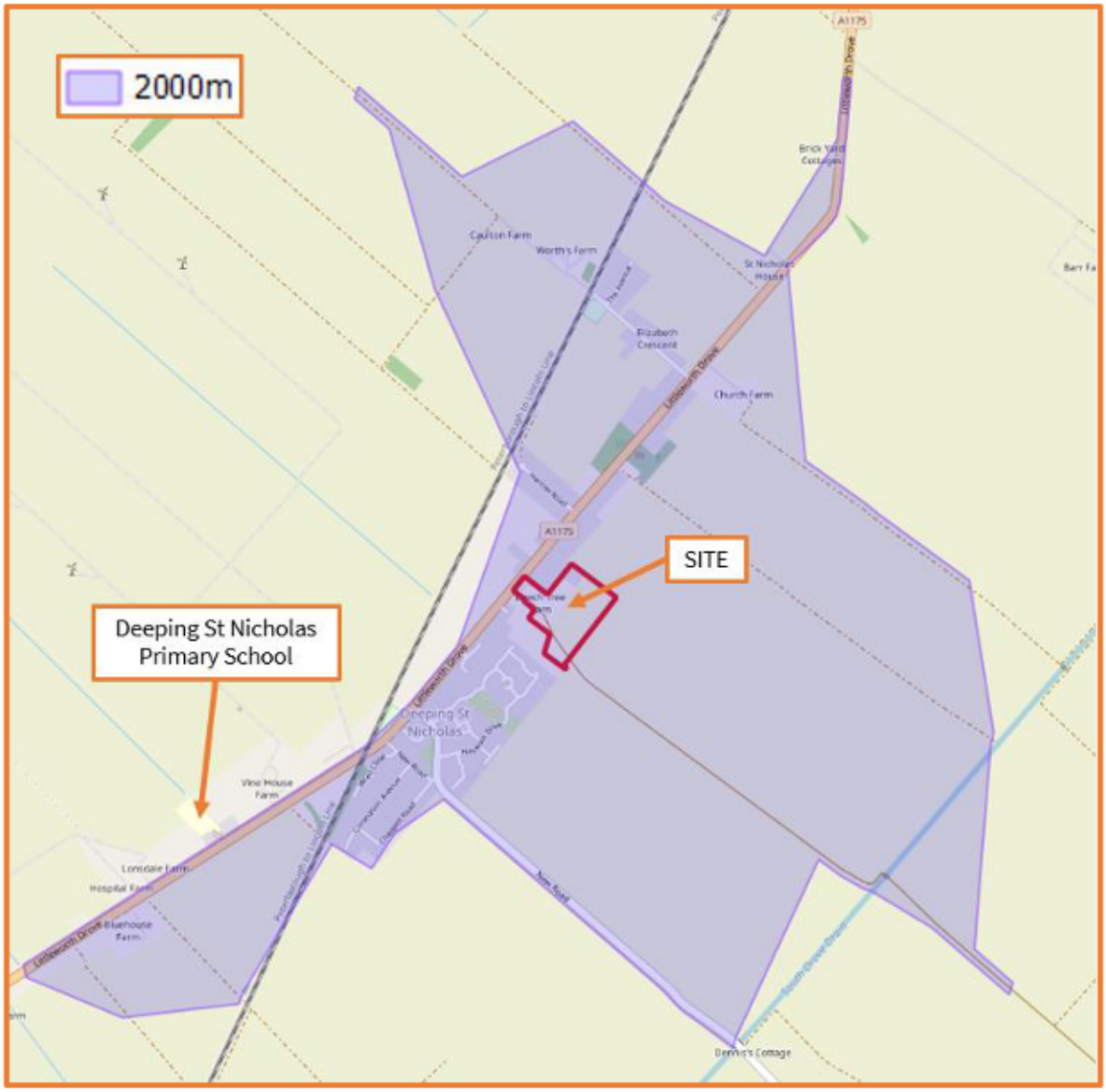


Figure 4: pedestrian catchment area

Opportunities for cycle travel

3.9 Data from the 2019 National Travel Survey indicates that the average length of a cycle journey is 5km, although cyclists will commute significantly longer distances than this if the topography and highway conditions are favourable. A 5km catchment from the centre of the site is shown in **Figure 5** below.

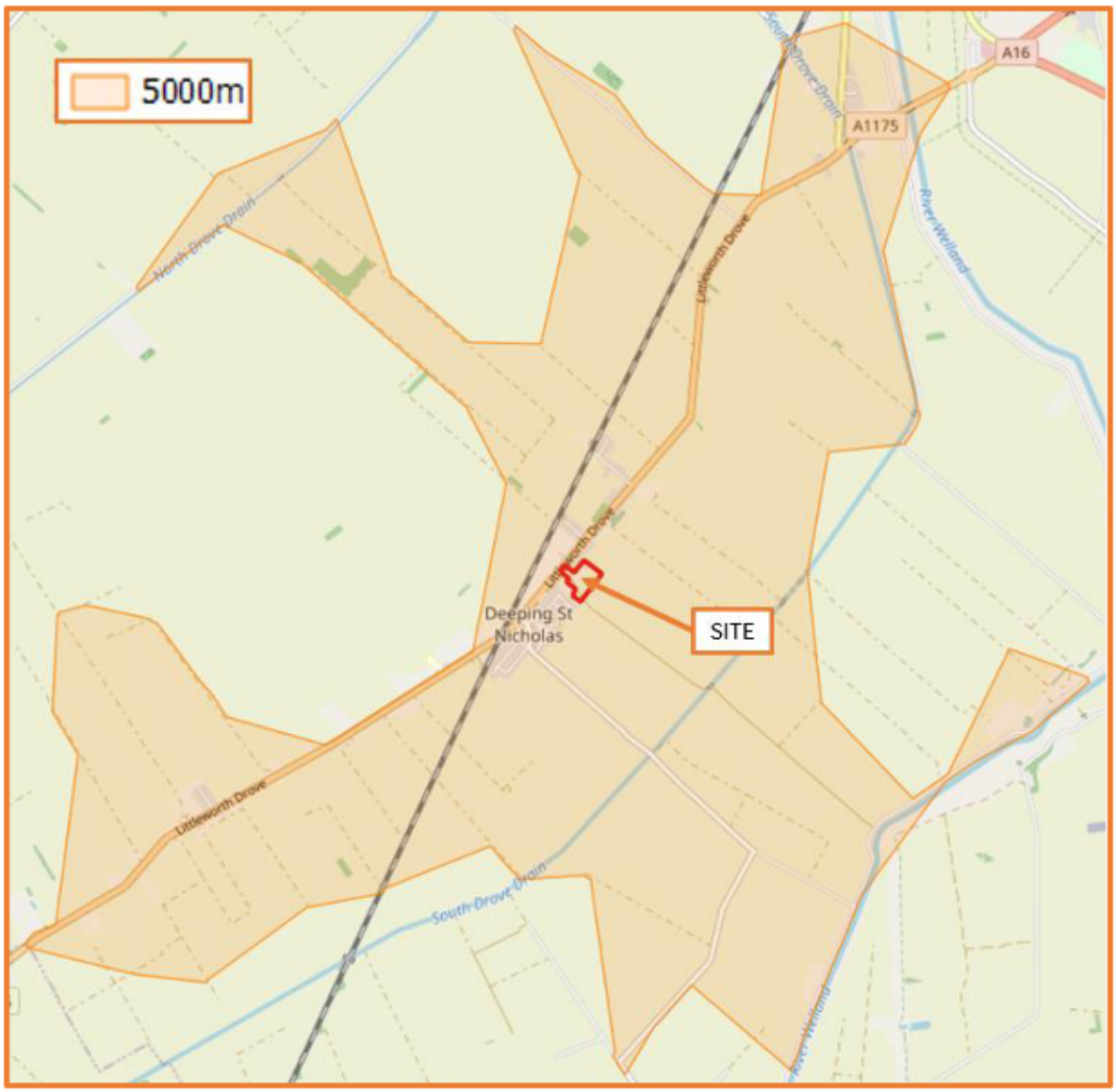


Figure 5: cycle catchment area

3.10 The catchment includes all of Deeping St Nicholas and extends to the southwestern fringe of Spalding and its associated facilities. Dedicated cycle infrastructure in the vicinity of the site, and in the wider area, is limited so any residents of the development would need to cycle on the surrounding road network.

Opportunities for bus travel

3.11 As shown in **Figure 6** below, the nearest bus stops are approximately 250m walking distance from the site on the A1175, placing them within 400m of all residents of the development. The southbound stop is a flag and pole arrangement whereas the northbound has a shelter with a timetable.



Figure 6: bus stops in the vicinity of the site

3.12 Both the northbound and southbound stops are served by the bus services 301 and 302.

- The bus service 301 runs hourly on weekdays between Spalding and Stamford.
- The bus service 302 runs four weekday services between Spalding and Bourne.

Opportunities for rail travel

3.13 Spalding train station is the nearest railway station located approximately 9km from the site and can be accessed using the bus service 301. The station provides hourly northbound services to Lincoln, five trains extending to Doncaster per day and hourly southbound services to Peterborough on weekdays and Saturdays. The station is also served by a single daily service to and from Newark North Gate.

Summary

3.14 The site is accessible by all modes of transport and is therefore well located for residential development.

4.0 CONSENTED DEVELOPMENT

Development

4.1 The consented development includes 119 2- and 3-bedroom residential dwellings, including 11 affordable homes, and a village hall with car park.

Access

4.2 The development will be accessed via a new priority T-junction on Littleworth Drove. The junction has been designed in accordance with the requirements for a major access road as detailed in LCC's Design Guide for Residential Areas.

Sustainable travel infrastructure

4.3 Footways and shared space environments will be provided throughout the site to encourage pedestrian travel.

4.4 Cyclists will be encouraged to cycle on the carriageways throughout the site.

4.5 With regards to bus travel, the existing bus stops on Littleworth Drove are within 400m walking distance of the site.

4.6 Where possible, high speed broadband connections will be provided to each new dwelling. This will facilitate working from home/internet shopping etc and thus help reduce the need to travel to and from the site.

Parking

4.7 Each dwelling is provided with two car parking spaces.

4.8 Electric vehicle charging points are provided at each dwelling.

4.9 Secure cycle parking is also provided with two cycle parking spaces provided in each plot, either in the garage or via secure cycle storage hoops for those dwellings without a garage.

4.10 In their comments on V1 of this Travel Plan, LCC state that *"it is recommended that dwellings without a garage are provided access to multiple communal secure storage areas that provide shelter to bikes from being exposed to the weather. These should be situated in active areas for security purposes. It is recommended that Sheffield stands are installed, with alternative stands for accessible and cargo bikes installed also."*

4.11 However, Condition 6 of H03-0161-17 required that:
"Prior to the commencement of the first use of the development hereby permitted details of provision for the storage/parking of at least 2 bicycles for all approved dwellings shall be approved in writing by the Local Planning Authority.

Reason: To ensure that adequate secure facilities are provided for cyclists using the site. This Condition is imposed in accordance with Policy 36 of the South East Lincolnshire Local Plan, 2019."

4.12 The details for the cycle parking were approved by LCC discharged as part of application H03-1043-24 on 29 January 2025:

"Details of construction management, mud precautions, bicycle storage/parking, public open space, proposed boundary treatments and bird/bat boxes (Conditions 4, 5, 6, 12, 17 and 20 of H03-0161-17)."

4.13 The details showed 2 cycle spaces for each dwelling, with those dwellings which did not have a garage provided with *"secure screwed wall mounted padlock haps within private garden area"*. This is shown in the plan in **Appendix B.** The approved cycle parking provision is therefore acceptable.

4.14 A car park is also provided for the new village hall, as shown in the consented masterplan. This consists of 26 parking spaces, including three disabled parking spaces, and secure cycle parking for eight bicycles. The planning officer has confirmed that eight secure cycle spaces, via Sheffield stands, are acceptable.

5.0 TRIP GENERATION AND TARGETS

5.1 The Transport Assessment identified that the proposed residential development would generate the peak hour vehicle trip rates (per dwelling) and traffic generation shown in the table below.

proposed vehicle trip rates and traffic generation		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.113	0.5	0.613
	PM peak hour	0.388	0.233	0.621
vehicle trips (119 dwellings)	AM peak hour	13	60	73
	PM peak hour	46	28	74

5.2 The Transport Assessment identified that the proposed residential development would generate the same modal split as detailed in Section 3.1, given that new residents will generate similar travel patterns to existing residents in the village. The modal split and resultant average peak hour person trip generation is shown in the table below.

	on foot	bicycle	bus	train	m/cycle	car driver	passenger	taxi
modal split	4.4%	0.7%	1.0%	1.7%	0.6%	86.1%	5.5%	0.0%
AM peak	4	1	1	1	1	73	5	0
PM peak	4	1	1	2	1	74	5	0

5.3 The above modal split and person trip generation does not take into account the effects of this Travel Plan. Nevertheless, it is considered that the existing and proposed routes in and around the site would be able to accommodate the increase in pedestrian, cycle and public transport movements. It would also accommodate pedestrian and cycle trips to and from the new village hall.

Proposed travel plan targets

5.4 The proposed targets for the Travel Plan are as follows:

- Target One – All residents and potential purchasers will be aware of the Travel Plan prior to occupation or within two weeks of occupation. This can aid residents' own self-discovery of alternative sustainable modes of transportation.
- Target Two – The opportunities and benefits of sustainable modes of travel will be promoted, with the aim to achieve a 10% reduction in the residents' single occupancy vehicle car driver modal share, by the end of the monitoring period. This target is in line with the advice provided in LCC's Travel Plan guidance for new developments in rural areas.

5.5 With regards to Target One, every resident over the age of 16 years is to be made aware of the objective of the Travel Plan (see Section 2), the measures that are on offer (see Section 6), how to contact the Travel Plan Co-ordinator (Section 6), 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.

5.6 With regards to Target Two, 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 a reduction in overall travel.

5.7 A 10% reduction in the 80.6% single occupancy vehicle car driver modal share (86.1% drivers minus 5.5% passengers) will equate to an 8.1% reduction, and thus a single occupancy car driver modal share of 72.5%. In terms of 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 119 dwellings, calculated as follows:

	average peak hour
vehicle trip generation (includes vehicles with passengers)	74
number of vehicles with passengers	5
number of single occupancy vehicles	69
number of single occupancy drivers shifted by a 10% reduction	7
number of single occupancy drivers with 10% reduction in place	62

6.0 MEASURES AND INCENTIVES

Introduction

6.1 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 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.

Developer commitments prior to occupation

6.3 The following measures will be funded and implemented by Emerald Homes 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 (see below).
- The Travel Plan Co-ordinator will give a Travel Plan briefing to all 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 the dwellings.
- The Travel Plan will be promoted in the marketing and promotion of the development, on both the website and through sales literature.

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.

6.5 The Interim Travel Plan Co-ordinator is:
Nathan Marshall
Emerald Homes
Enterprise Way
Pinchbeck
Spalding
PE11 3YR
Email: Nathan.Marshall@rtwdevelopments.co.uk
Phone: 07866 045778 or 01775 712027

6.6 Full contact details of the ultimate 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.

6.7 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.

6.8 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, and when the new household will move in, in order to allow them to arrange the induction session.

6.9 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.

6.10 In addition, the Travel Plan Co-ordinator will provide Travel Packs to residents upon occupation. These will be funded by Emerald Homes 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.
- Wayfinding maps that clearly identify walking and cycling zones of 2km and 5km respectively. The map will show key destinations, such as local shops and schools etc, and the location of any public cycle parking facilities.
- Information on local walking/cycling shops and discount codes for residents.
- 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 also be included.
- Information to support behaviour change, such as encouragement for participating in campaigns such as Bike Week, Cycle to Work month through Love to Ride.
- 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.
- 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.
- Contact details of the Travel Plan Co-ordinator, and LCC's Travel Plan Officer.

6.11 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. As noted above, the Travel Plan Co-ordinator will promote national events, such as national bike to work week and walk to work day.

6.12 Where possible, the Travel Plan Co-ordinator will also liaise with the Travel Plan Co-ordinator at Deeping St Nicholas Primary School, to help promote sustainable travel to and from school.

6.13 In line with LCC's recommendations, the Travel Plan Co-ordinator will also seek to:

- further support residents to walk and cycle more by facilitating 'Learn to Ride' sessions for both adults and young people, that can be delivered on site or within the local community.
- offer 'Dr Bike' sessions, where residents can have their bikes safety checked and basic maintenance carried out free of charge.
- make residents aware of opportunities to report information to LCC using LCC's 'Fix My Street' (https://fixmystreet.lincolnshire.gov.uk) and Love to Ride's Rate my Route feature (www.lovetoride.net/uk/pages/rate-my-routes).
- encourage local Police to support maintenance workshops or sustainable travel campaigns by providing bike marking registration opportunities for security assurances.

6.14 Where necessary, the Travel Plan Co-ordinator will direct residents to contact the relevant representatives from LCC for advice and guidance.

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 Most 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.

7.4 To monitor the targets, an occupier travel survey will be completed by each resident within three months of their occupation. LCC uses a package called MODESHIFT STARS to assist developers in producing and monitoring Travel Plans. MODESHIFT STARS can provide electronic surveys for the monitoring process.

7.5 The surveys would determine the baseline modal split and travel patterns of each household, and thus 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 monitoring surveys will therefore allow appropriate monitoring of Target One (Travel Plan awareness), and 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 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.

APPENDIX A

SITE LAYOUT PLAN

This drawing is the copyright of Lincs Design Consultancy and must not be reproduced without written consent. The client/contractor is responsible for taking and checking all dimensions on site prior to commencement, particularly where building elements have not been accessible during surveys, and reporting back to the architectural consultant any discrepancies. All materials specified on this drawing are to be used in strict accordance with manufacturers written instructions and current codes of practice.

All Details and Specification on this drawing are in relation to this specific project should be adhered to. If any deviations occur the contractor / client should inform Lincs Design Consultancy immediately as we cannot be held responsible for errors resulting from unchecked details and specification changes.

DRAWING ISSUES AND REVISIONS

Rev.A	Plan Amends	28/08/2024
Rev.B	Plan Amends	20/09/2024
Rev.C	Plan Amends	30/09/2024
Rev.D	Plan Amends	17/10/2024
Rev.E	Plan Amends	21/10/2024
Rev.F	Plan Amends	23/10/2024
Rev.G	Plan Amends	28/10/2024

EXISTING HORSE CHESTNUT TREE TO BE RETAINED

APPROXIMATE LOCATION OF EXISTING STREETLIGHT WHICH WILL REQUIRE RELOCATING

EXISTING ASH TREE TO BE RETAINED

PROPOSED SITE ENTRANCE

VILLAGE HALL CAR PARK

VILLAGE HALL

BIN STORE

PRIVATE DRIVE

EXISTING WILLOW TREE TO BE RETAINED

PROPOSED STOPPING UP OF EXISTING ACCESS

EXISTING HEDGEROW TO BE RETAINED

INDICATIVE OF TREES TO BE REMOVED (PROVIDED THAT THEY ARE WITHIN THE SITE BOUNDARY)

EDGE LANE

PUMPING STATION

PUBLIC OPEN SPACE

2NO LARGE REPLACEMENT TREES

ATTENUATION POND

Highways to extend to the red line boundary inline with LCC Highways

Highways to stop short of the site boundary. Any building, structures, fence, hedges or landscaping taking place within 9m of the IDB Drain "Picks Home Farm Dyke" will require prior written consent of the Board

KEY:

- TYPE A (2 BEDROOM SEMI-DETACHED)
- TYPE B (2 BEDROOM SEMI-DETACHED)
- TYPE C (3 BEDROOM SEMI-DETACHED)
- TYPE D (3 BEDROOM SEMI-DETACHED)
- TYPE E (3 BEDROOM DETACHED)
- TYPE F (3 BEDROOM DETACHED)
- TYPE G (UNIT 1: 2 BEDROOM SEMI-DETACHED, UNIT 2: 3 BEDROOM SEMI-DETACHED)
- TYPE H (4 BEDROOM DETACHED)
- TYPE I (4 BEDROOM DETACHED)
- TYPE J (1No 4 BEDROOM + 3No 2 BEDROOM TERRACE)
- TYPE K (1 BEDROOM SEMI-DETACHED)
- TYPE L (2No 2 BEDROOM + 1No 3 BEDROOM TERRACE)
- GRASS
- PROPOSED TREES
- RETAINED / ADJACENT TREES
- ATTENUATION POND
- ROAD
- SHARED SURFACE
- PRIVATE DRIVE
- PATH
- FILTER STRIP / FILTER DRAIN
- SERVICE STRIP
- LOW LEVEL PLANTING

PROPOSED SITE PLAN

scale 1:500

ldc

Lincs Design Consultancy
12 Vickers Lane
Louth
Lincolnshire
LN11 9PJ
T | 01507 611155
E | admin@lincsdesignconsultancy.co.uk
www.lincsdesignconsultancy.co.uk

PROJECT	Residential Development Land Off of Littlewarth Drove Deeping St Nicholas
DATE	October 2024
TITLE	Proposed Site Plan
SCALE	1:500
ORIGINAL SIZE	A1
DRG STATUS	PLANNING
DRAWING NUMBER	LDC4244-102G

APPENDIX B

PLAN SHOWING APPROVED CYCLE DETAILS TO DISCHARGE CONDITION 6



CONDITIONS PLAN

LANDSCAPING DETAILS

PLANTING SPECIFICATION

LANDSCAPING LEGEND

PROPOSED SMALL TREES

PROPOSED MEDIUM TREES

PROPOSED LARGE TREES

SHRUB - MIXED

MAINTENANCE PLAN & MAINTENANCE SCHEDULE

MARINE BRINGING MIX

ZOOMIX HEDGING

GRASS MIX A - ENDOPHYTE FREE TBC

PUBLIC OPEN SPACE DETAILS

PUBLIC OPEN SPACE (FACILITIES)

BOUNDARY TREATMENT

CYCLE STORAGE DETAILS

UNIVERSAL NEST BRICKS

ldc