



TRAVEL PLAN

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

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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 Drive, 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**.

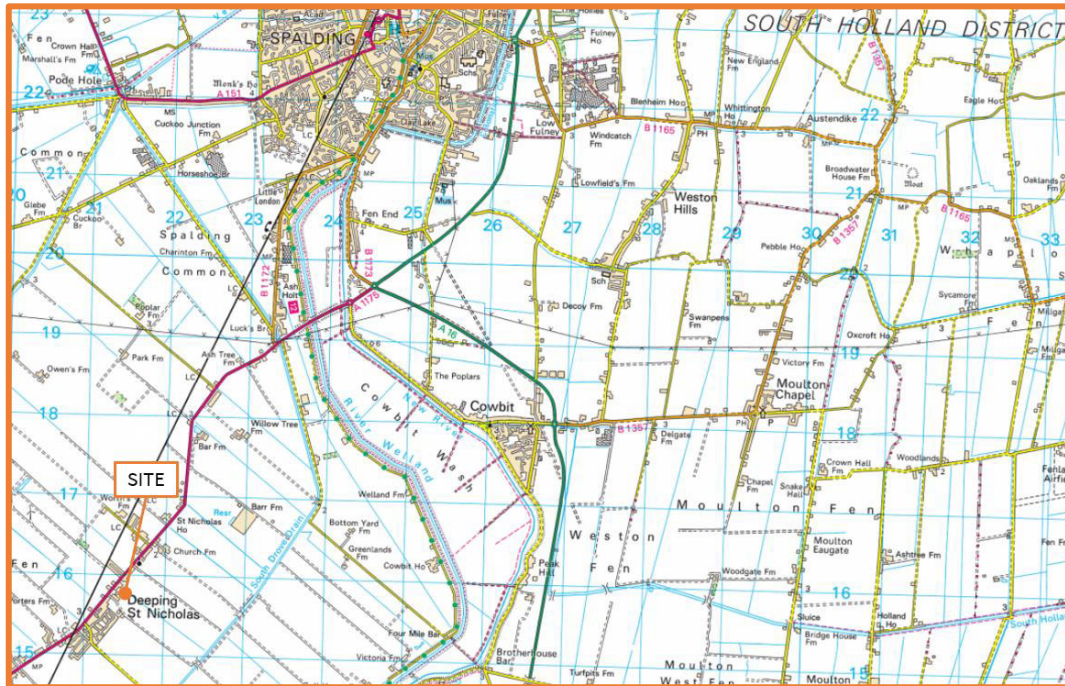


Figure 1: general site location

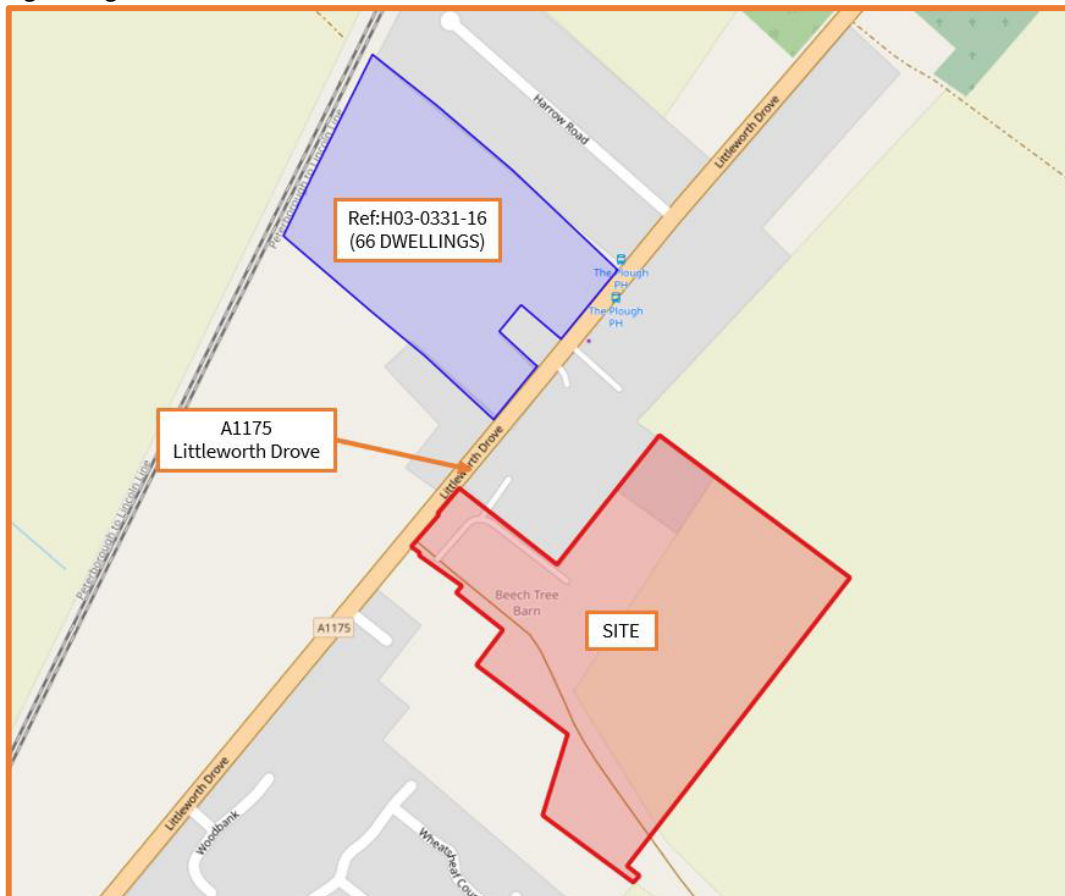


Figure 2: detailed site location

- 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 been prepared following comments from Lincolnshire County Council (LCC) Highways on an initial version (v1) (comments dated 14 February 2025), further comments received on the updated version (v2) (updated comments received 8 July 2025), and comments on version 3 of the report (comments dated 29 June 2026).

- 1.5 This Travel Plan has been prepared with reference to the National Planning Practice Guidance¹ 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 guidance².

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 identify the residents of the consented development's likely travel patterns, reference was made to data on the travel patterns of existing residents within Deeping St Nicholas.
- 3.2 Initially, 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%

- 3.3 As shown, Deeping St Nicholas residents generate 8.4% of trips by sustainable modes, and 91.6% of trips by car as a driver or passenger.
- 3.4 In their subsequent comments, LCC reviewed this data, and suggested that 2021 Census data should be used instead, which shows noticeable changes in 'travel to work' statistics.
- 3.5 However, use of the 2011 Census data remains relevant, given that the 2021 Census data related to travel to work is too heavily impacted by the Covid-19 pandemic to give reliable information. The ONS website specifically states that the *"Census 2021 took place during the coronavirus (COVID-19) pandemic, a period of unparalleled and rapid change; the national lockdown, associated guidance and furlough measures will have affected the travel to work topic. Take care when using these data for planning and policy purposes."*
- 3.6 At the time of the 2021 Census, UK government guidance and lockdown restrictions meant many people were working from home or on furlough. Evidence shows that those that were travelling to work tended to walk, cycle or drive, and use of public transport dropped significantly.
- 3.7 Furthermore, 2021 Census data is not provided at parish level, and is limited to MSOA level.
- 3.8 Nevertheless, as requested by LCC, reference was made to the 2021 dataset for the South Holland 005 MSOA, within which the site is located. The modal split is shown in the table below.

	on foot	bicycle	bus	train	m/cycle	car driver	passenger	taxi
modal split	5.2%	3.0%	0.5%	0.5%	0.6%	84.3%	5.6%	0.3%

- 3.9 In their subsequent comments, LCC state that *"the assessment should be strengthened to better reflect current local travel behaviours, rather than relying primarily on Census journey-to-work data. This can be addressed through a brief qualitative overview of likely trip purpose (e.g. school, shopping and leisure), local constraints, and opportunities influencing mode choice, and a clearer explanation of how post-occupation surveys will establish a robust baseline across all journey types"*.
- 3.10 Therefore, until travel surveys are undertaken by each household(see Section 7), which will establish actual travel patterns at the development, reference was made to the 2025 National

Travel Survey, to provide information on likely trip purposes beyond travel-to-work. Use of the 2025 data is appropriate as the 2026 data is not released until August 2027.

- 3.11 The data shows that trip purposes vary by time period, and the table below summarises the trip purposes during the morning and evening peak hours and daily⁴. As shown, education trips are the main journey purpose during the morning peak hour of 8-9am, whilst commuting is the main journey purpose during the evening peak hour of 5-6pm. Over the course of the day (Monday to Friday), journeys are made for a variety of different purposes.

	commuting	business	education	escort education	shopping	other	visiting friends, entertainment and sport	holidays and day trips	all purposes
8-9am	15%	2%	29%	27%	4%	12%	4%	7%	100%
5-6pm	28%	2%	2%	3%	12%	20%	21%	12%	100%
all day	16%	3%	10%	9%	15%	17%	17%	13%	100%

- 3.12 The National Travel Survey also provides data on the travel mode for different journey purposes⁵. The table below presents the average number of trips by purpose and main mode (trips per person per year) in 2025. As shown, car use is the primary mode for all journey purposes except just walking.

	commuting	business	education	shopping	Other escort	Personal business	Leisure	Just walk	all purposes
walk	12	2	48	40	11	18	33	79	243
cycle	5	[low]	2	1	[low]	1	5	0	15
car driver	62	12	28	65	40	31	86	0	323
car passenger	8	1	26	27	20	16	69	0	166
motorcycle	1	[low]	[low]	[low]	[low]	[low]	[low]	0	2
bus	10	0	9	9	2	3	9	0	43
rail	12	2	2	2	0	2	10	0	29
taxi	1	[low]	1	1	[low]	1	4	0	10

- 3.13 The following sections detail the opportunities for walking, cycling and bus travel at the development site, and the local opportunities and constraints for each mode. It is demonstrated that all of Deeping St Nicholas and its associated facilities such as Deeping St Nicholas Primary School, farm shops, café, and a village store are within walking and cycling distance, and that appropriate infrastructure such as street-lit footways are provided. Hence, there are opportunities for some commuting, education, shopping and leisure trips to be made by walking. The following sections also show that there are bus stops within 400m of the development, providing access to an hourly bus service between Spalding and Stamford. Hence, there are opportunities for residents at the development to make varying journey purposes by different

⁴ NTS0502 'trip start time by trip purpose'

⁵ NTS0409 'average number of trips and distance travelled by purpose and main mode'.

travel modes, proportionate with the rural location of Deeping St Nicholas. Travel surveys will be undertaken by all households at the development to establish actual travel patterns. This is detailed further in Section 7.4-7.5. The post-occupation travel surveys will establish a robust baseline across all journey types.

Local highway network

- 3.14 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.
- 3.15 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.
- 3.16 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

- 3.17 The CIHT document *Guidelines for Providing for Journeys on Foot*⁶ 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.
- 3.18 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.
- 3.19 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 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.

⁶ Guidelines for Providing for Journeys on Foot, Chartered Institution of Highways and Transportation, 2000

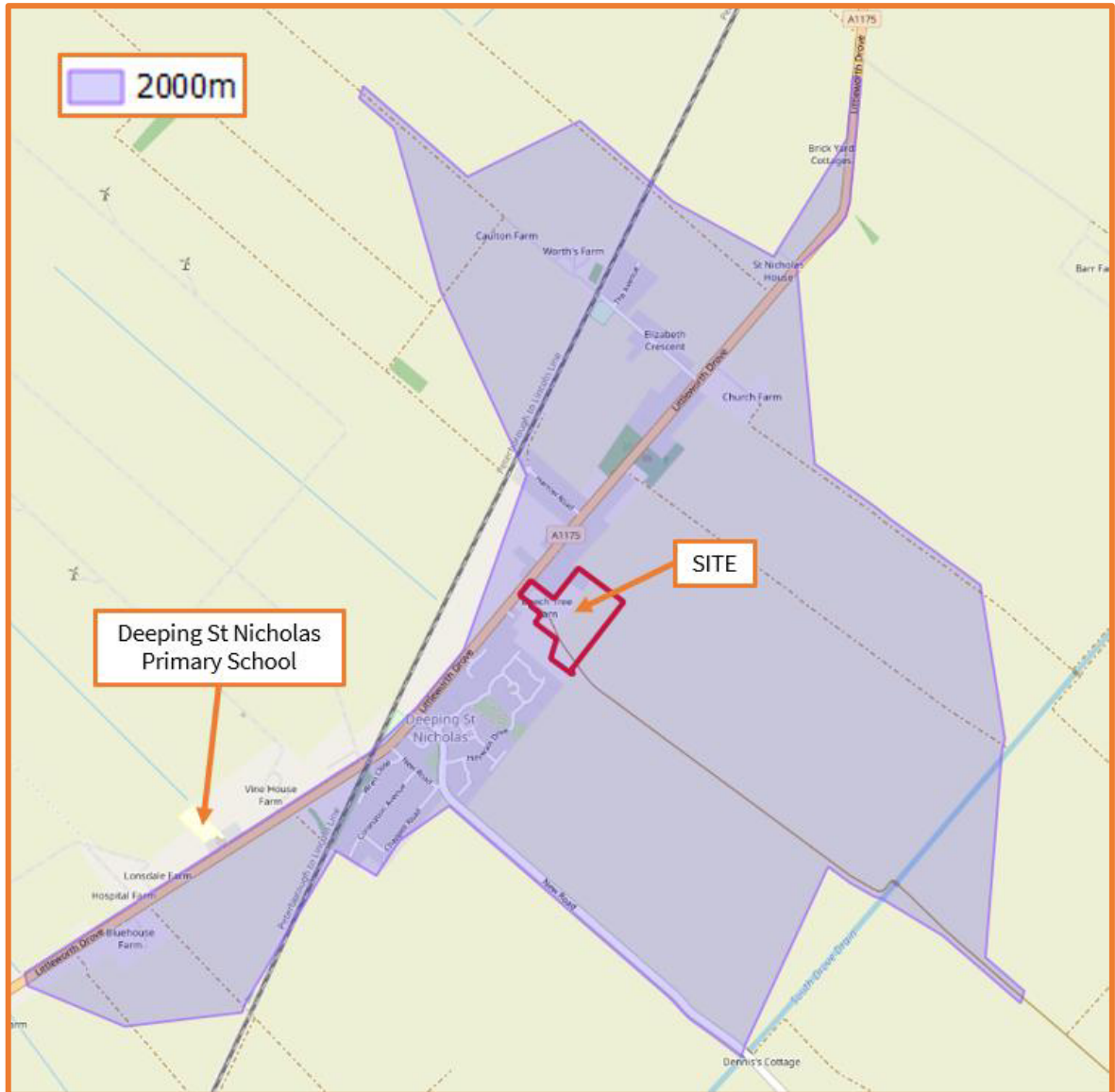


Figure 4: pedestrian catchment area

Opportunities for cycle travel

- 3.20 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.

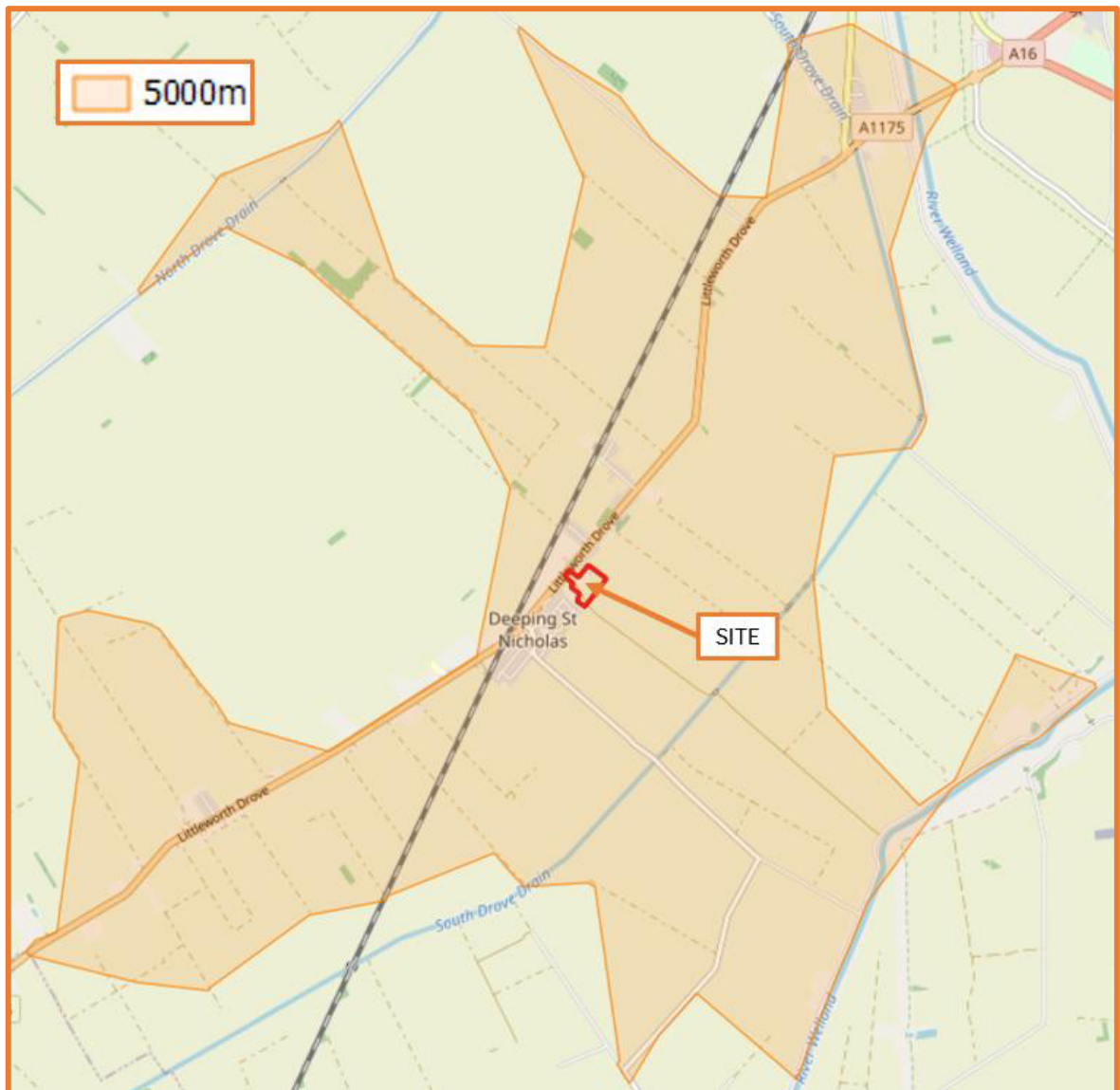


Figure 5: cycle catchment area

- 3.21 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

- 3.22 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

- 3.23 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

- 3.24 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

- 3.25 The site is accessible by all modes of transport and is therefore well located for residential development. There are opportunities for residents at the development to make varying journey purposes by different travel modes, proportionate with the rural location of Deeping St Nicholas.

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 In their comments on V2 of this Travel Plan, LCC state that *"residential cycle parking should ideally be secure and covered, according to LTN1/20 Table 11-1, and provide 1 cycle parking space per bedroom, as per this recommendation."*
- 4.12 However, LTN1/20 is guidance and the above recommendation is overtaken by Condition 6 of outline consent H03-0161-17, which 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.”

- 4.13 The details for the cycle parking were approved by LCC and 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).”
- 4.14 The details showed 2 cycle spaces for each dwelling, with those dwellings which do 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**.
- 4.15 The approved cycle parking provision is therefore acceptable, and cycle parking will be provided in line with the approved details and the Local Plan, rather than the guidance in LTN1/20.
- 4.16 A car park is also provided for the new village hall, as shown in the consented masterplan. This consists of 26 car 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.
- 4.17 LCC have noted that the village hall should have 1 short stay cycle parking space per 50sqm. The village hall has a GFA of 323sqm, which equates to six cycle parking spaces. The provision of eight cycle parking spaces therefore exceeds the minimum requirement.
- 4.18 In their comments on V3 of this Travel Plan, LCC have stated that “*whilst Sheffield standards are provided at the village hall, and the quantum of provision is acceptable, further clarification is required to confirm the inclusion of weather protection and provision for accessible and cargo cycles, in line with LCC guidance*”.
- 4.19 In response, the architect has confirmed that the cycle parking will be provided with a Broxap Archimedes cycle shelter (or similar) as shown in the illustration below, providing weather protection for the eight Sheffield cycle parking stands, and any accessible and cargo cycles parked and secured within it. Accessible and cargo bikes can use the Sheffield stands, designed with enough space between the stands, as shown in the plan in **Appendix C**.



Broxap ‘Archimedes’ cycle shelter

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 development would generate the following modal split and average peak hour person trip generation.

	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 table below presents the modal split and person trip generation based on the 2021 Census data.

	on foot	bicycle	bus	train	m/cycle	car driver	passenger	taxi
modal split	5.2%	3.0%	0.5%	0.5%	0.6%	84.3%	5.6%	0.3%
AM peak	4	2	0	0	0	59	4	0
PM peak	4	2	0	0	0	59	4	0

5.4 The above modal splits are based on travel-to-work data, but as detailed in Section 2, residents will make journeys with a number of trip purposes, including trips for education, shopping and leisure. The actual travel patterns of residents will be established by post occupation travel surveys undertaken by each household, as detailed in Section 7.4-7.5. These post occupation surveys will establish a robust baseline across all journey types.

Proposed travel plan targets

5.5 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.

5.6 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.

- 5.7 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.
- 5.8 As an example, 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	<u>5</u>
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

- 5.9 As detailed in Section 7, the actual baseline modal split will be established through travel surveys undertaken by each household within three months of occupation.

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 household 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

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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



- 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



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PROJECT Residential Development
Land Off of Littleworth Drove
Deeping St Nicholas

DATE October 2024
TITLE Proposed Site Plan

SCALE 1:500
ORIGINAL SIZE A1
DWG STATUS PLANNING
DRAWING NUMBER LDC4244-102G

APPENDIX B

PLAN SHOWING APPROVED CYCLE DETAILS TO DISCHARGE CONDITION 6



LANDSCAPING LEGEND

PLANTING SPECIFICATION

Additional topsoil to be supplied where required and to comply with BS 3882: 1994 general grade topsoil. To be 150mm deep for grass areas, 300mm deep for hedges and shrubs, and 750 deep x 1500 square for tree planting.

All planting operations shall be carried out in accordance with BS 4428. Planting pits are to be dug at a size in excess of the roots to allow the roots to be spread out in the pit. All plants are to be planted at their natural depth as they exist in the nursery. Peat free planting compost or well rotted manure is to be incorporated in the backfill off all tree pits.

Trees

Bare rooted stock only to be planted November - to - March. If planting is to be carried out at other times then container grown stock should be used. If planted in late spring or early summer, plants should be watered during dry spells for the first growing season. Avoid planting in frosty, cold or windy, hot, sunny or drying conditions. Choose cloudy, drizzly weather when possible.

Trees on highway edge to be staked and guarded as shown below.

All other trees are to be staked with low stakes, 1500mm long, 750mm into the ground and the tree secured by one tree tie. All plants are to have rabbit spirals and biodegradable mulch mats as specified or mulched with a bark mulch; 1m diameter round the base of each standard tree is to be mulched 75mm deep with medium grade bark mulch - where possible. **All highways trees to incorporate root directors to prevent lateral damage to the highway.**

Hedges

Excavated trench to be 450mm wide and cultivated to 300mm deep. All pernicious weeds are to be eradicated. Plants are to be planted in single rows at the density stated above. Hedging is either to be planted through a weed control geo textile or mulched with 75mm of bark mulch. All hedging stock to be protected with rabbit guards.

1. Weld Mesh guard (12 gauge wire)

2. 80mm mulch to aid moisture retention and weed suppression
3. Dig and loosen base to aid drainage and root growth
4. Tree root barrier or preformed root director (Only to highways adoptable trees - see notes below)

Where trees are to be planted within 5m of footways or highways a root barrier is required between the tree root system and the highway structure. A proprietary, high strength, photo and bio degradation resistant root barrier 2mm thick with a minimum width of 1.00m should be used. Where individual trees are to be planted in tree pits with highways or footways adjacent, the use of preformed root directors may be more appropriate.

SCHEDULE

Task	Time of Year	Frequency
Trees		
Inspection of mature trees	March-September	Annually
Selective felling of over mature/declining species	October to February	As required
New planting to broaden/supplement diversity of tree stock	October to March	Annually
Other works - removal of debris trapped in branches etc.	As necessary	Annually
Removal of self seed seedlings	January	Annually
Selective thinning and pruning to be undertaken to ensure there is sufficient light through the tree canopy	As necessary	As required

Hand weeding	Hand pulled or hoeed	Annually
Chemical weed control along base	In winter & summer only when other methods have failed	Annually
Fertilising	Spring	Annually
New Planting	October-March	Annually
Litter/Debris	Throughout	Daily
Watering	As necessary, depending on weather	

Grass cut, leave arisings, trim edges and collect trimmings	April-October	Every 2 weeks
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Activity	Time	Frequency
Fertiliser-Autumn	October	Annually
Scarification	March	Annually
Spiking	Autumn	Twice Annually
Reforming of edges to paths and	Autumn	Annually

PUBLIC OPEN SPACE DETAILS

PUBLIC OPEN SPACE (POS)

Public open space to be planted with 'Emorsgate Seeds' EG1 General Purpose Meadow Grass Mixture.

LN 31 A

All to comply with, and carried out in accordance with requirements noted for Grass Mix A

- Denotes cycles to be stored within the garage
 -  Denotes plots without garages, plots are to be provided with secure screwed wall mounted padlock haps within private garden area.
- Note:** A minimum of 2no spaces must be provided in all instances.

UNIVERSAL NEST BRICKS

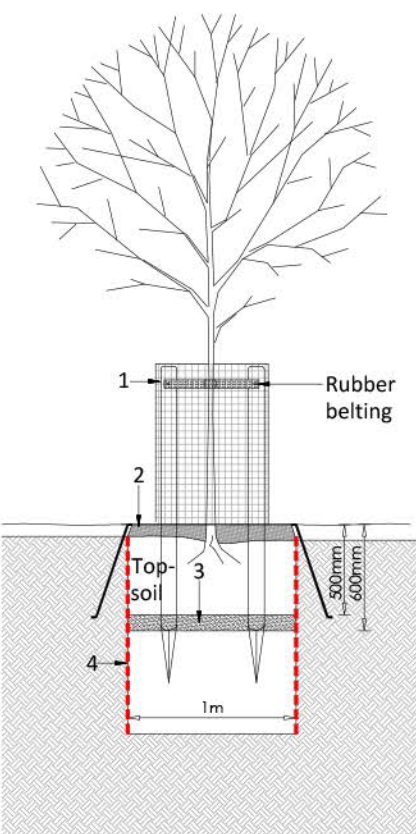
- Denotes locations of integrated universal nesting bricks / boxes

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DRAWING ISSUES AND REVISIONS

Rev.A Drawing Amend	18/12/2024
Rev.B Boundaries Amend	10/01/2025
Rev.C Boundaries Amend	14/01/2025



PROPOSED SMALL TREES		ST
Species		Notes
<i>Acer Campestre</i> 'Elegant'	ST1	Selected from Species List
<i>Betula Pendula</i> 'Fastigiata'	ST2	
<i>Crataegus Monogyna</i> 'Hawthorn'	ST3	All Standards BR 8-10cm Girth
<i>Fagus Sylvatica</i> 'Dawycyk Beech'	ST4	
<i>Malus</i> spp	ST5	
<i>Prunus Padus</i> 'Bird Cherry'	ST6	
<i>Prunus</i> x <i>Subhirtella</i> 'Autumn Cherry'	ST7	
<i>Pyrus Calleryana</i> 'Chanticleer Pear'	ST8	
<i>Quercus Palustris</i> 'Green Pillar'	ST9	
<i>Sorbus Aucuparia</i> 'Edulis'	ST10	

PROPOSED MEDIUM TREES		MT
Species		Notes
Acer Campestre 'Field Maple'	MT1	Selected from Species List Standard Heavy BR 12-14cm Girth
Betula Ulis 'Jacquemontii'	MT2	
Quercus Robur 'English Oak'	MT3	
Ilex Cordata 'Small-leaved Lime'	MT4	

PROPOSED LARGE TREES		LT
Species		Notes
<i>Castanea Sativa</i> 'Sweet Chestnut'	LT1	Selected from Species List
<i>Tilia Platyphyllos</i> 'Large-Leaved Lime'	LT2	Standard Heavy BR 12-14cm Girth

SHRUB - MIXED (LOW LEVEL PLANTING)	
Species	Notes
<i>Cotoneaster sal.</i> 'Autumn Fire'	Size: all to be 3 Litre
<i>Escallonia</i> 'Donard Seedling'	
<i>Hebe albicans</i>	Plant in groups of 3/4 of same species in a irregular layout' at 4 plants per sqm.
<i>Hebe 'Mrs Winder'</i>	
<i>Lonicera pileata</i>	
<i>Pyracantha coccinea</i>	Planted areas to receive 50mm bark chipping's after planting.
<i>Rosa glauca</i>	
<i>Sarcococca confusa</i>	
<i>Viburnum tinus</i>	Following establishment, plants should be trimmed to provide an overall formal shape.

NATIVE HEDGING MIX		
%	Species	Notes
15	<i>Acer Campestre</i> 'Field Maple'	Plant at 4 plants / meter in double staggered row species mix at random.
15	<i>Carpinus Betulus</i> 'Hornbeam'	
25	<i>Crataegus Monogyna</i> 'Hawthorn'	
10	<i>Pinus Sylvestris</i> 'Scott's Pine'	
25	<i>Prunus Spinosa</i> 'Blackthorn'	
10	<i>Rosa Canina</i> 'Dog Rose'	Bare root plants.

DOMESTIC HEDGING			
Species	Root	Size cm	Density
HEDGE 1 			
<i>Fagus sylvatica</i>	BR	40-60	300mm Centres
HEDGE 2 			
<i>Lonicera nitida</i> 'Baggesen's Gold'	5L	40-60	3 plants/m2
HEDGE 3 			
<i>Ligustrum ovalifolium</i> 'Aureum'	BR	40-60	300mm Centres

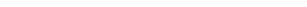
GRASS MIX A - 'EMORSGATE SEEDS' EG1		
To be planted with 'Emorsgate Seeds' EG1 General Purpose Meadow Grass Mixture		
Suggested Sowing Rates:		
50kg/ha	20kg/acre	5g/m ²

Ground Preparation
Select ground that is not highly fertile and does not have a problem with perennial weeds. First remove any weeds using repeated cultivation. Then plough or dig to bury the surface vegetation, harrow or rake to produce a medium tilth, and roll, or tread, to produce a firm surface.

Sowing
Best sown in the autumn or spring, but can be sown at other times of the year if there is sufficient warmth and moisture.

The seed must be surface sown and can be applied by machine or broadcast by hand. To get an even distribution and avoid running out, divide the seed into two or more parts and sow in overlapping sections. Do not incorporate or cover the seed but firm in with a roll, or by treading, to give good soil/seed contact.

Refer to 'Emorsgate Seeds' EGI General Purpose Meadow Grass for further information regarding management.

BOUNDARY TREATMENTS	
Black Metal Railings to 1.2m	
2.4m Close Boarded Timber Fence	
1.8m Close Boarded Timber Fence	
1.2m Close Boarded Timber Fence	
1.8m Masonry Boundary Wall comprising facing brickwork	
Hedgerow	

APPENDIX C

VILLAGE HALL CYCLE PARKING PLAN

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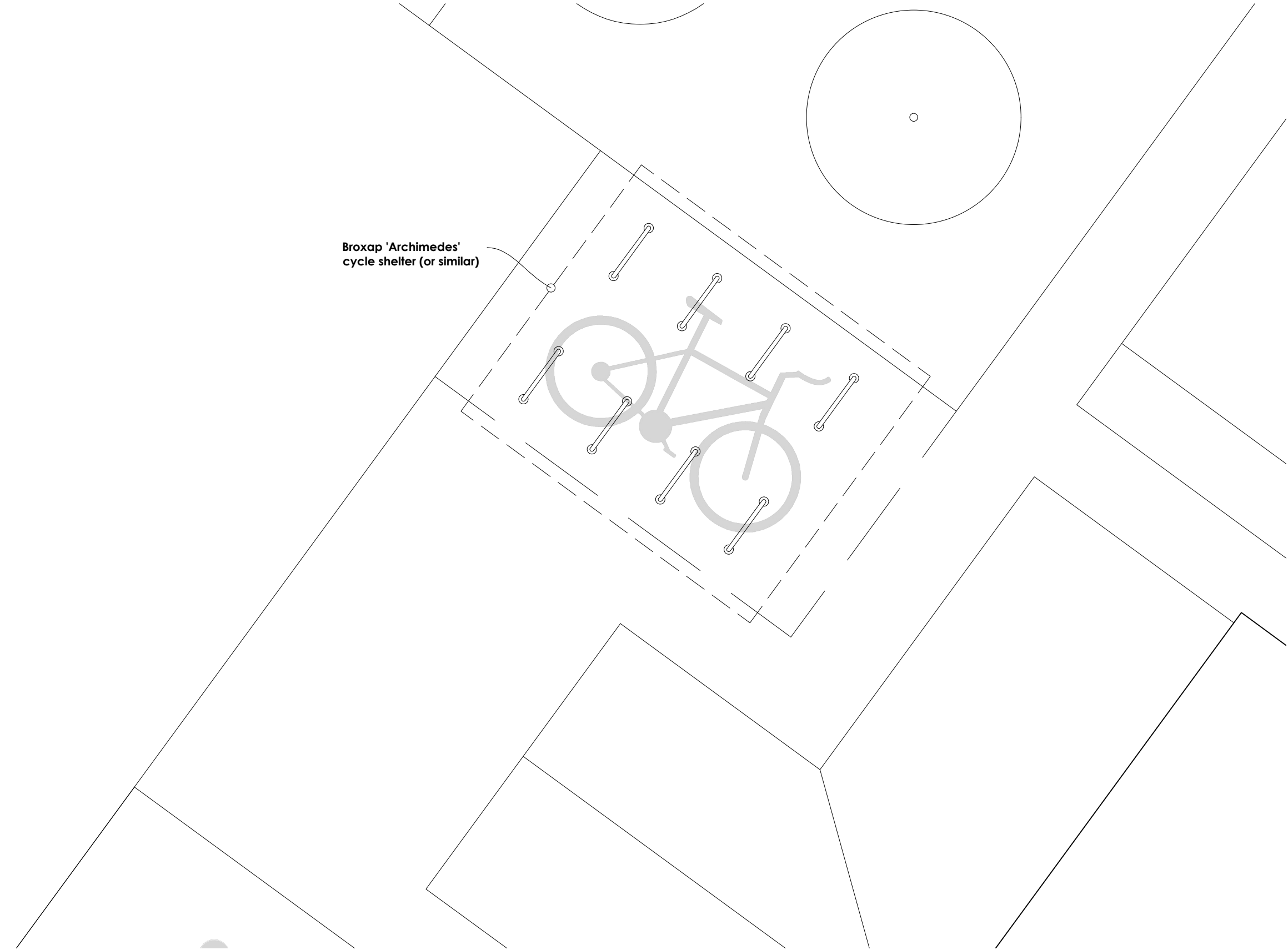
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DRAWING ISSUES AND REVISIONS



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PROJECT	Residential Development Land Off Littleworth Drove Deeping St Nicholas
DATE	September 2026
TITLE	Village Hall Cycle Parking
SCALE	1:50
ORIGINAL SIZE	A3
DRG STATUS	CONCEPT
DRAWING NUMBER	LDC4244-500



PROPOSED VILLAGE HALL CYCLE PARKING
scale 1:50