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Land at Hartnolls Farm, Tiverton

**Rebuttal Proof of Evidence of Neil Thorne
BSc (Hons) MSc MCILT MCIHT MTPS**

Covering Highways and Transportation Matters

Local Planning Authority Reference – 21/01576/MOUT

Planning Inspectorate Reference – APP/Y1138/W/22/3313401

September 2023





Document Control

Job No.	23-0585	
Project Name	Land at Hartnolls Farm, Tiverton	
Document Title	Rebuttal Proof of Evidence of Neil Thorne BSc (Hons) MSc MCILT MCIHT MTPS	
Status	Final for Submission	
Client	Waddeton Park Ltd.	
Prepared By	Neil Thorne	September 2023

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Appendix NT1 – Drawing 48582/5501/SK02 Rev H



1 Introduction

Qualifications and Experience

- 1.1 My name is Neil Thorne BSc (Hons) MSc MCILT MCIHT MTPS.
- 1.2 I am Transport Planning Director at Rappor, infrastructure and environmental consultants, having joined in June 2023. I have over 23 years' experience in Transport Planning and Engineering matters, beginning my career at Peter Brett Associates in 2000.
- 1.3 I am a Bachelor of Science in Human and Physical Geography and a Master of Science in Transport Planning and Management; I am a member of the Chartered Institute of Logistics and Transport, a member of the Chartered Institute of Highways and Transportation and a member of the Transport Planning Society.
- 1.4 I provide a wide range of Transportation and Engineering advice to public and private sector clients, covering site development, masterplanning, integrated transport strategies, highway design and detailed design issues. In particular, I have advised clients with regard to residential and mixed-use developments ranging from small sites through to large scale urban extensions and Strategic Development Areas.
- 1.5 My evidence has been prepared and will be given in accordance with the guidance of my professional institution and I confirm that the opinions expressed are my true and professional opinions.
- 1.6 My Rebuttal Proof of Evidence is submitted in respect of the planning appeal (APP/Y1138/W/22/3313401), made on behalf of Waddeton Park Ltd. ("the Appellant") against the refusal of planning application 21/01576/MOUT by Mid Devon District Council, the Local Planning Authority.



- 1.7 In particular, whilst there are no Highways and Transportation Reasons for Refusal, and all relevant matters were agreed with the Local Planning and Highway Authorities well before the appeal was brought against non-determination, this Rebuttal Proof focuses on the new sustainability issues raised by Mr Aspbury in his Proof of Evidence. I understand that these have since been withdrawn by the Council, who have confirmed that they do not contend that the appeal scheme is an unsustainable location in transport terms.
- 1.8 This rebuttal also considers the submission from Halberton Parish Council.
- 1.9 I am familiar with the site and issues applicable to the area, having visited the site and the surrounding locality on numerous occasions, including walking between the site and key local facilities and amenities.
- 1.10 I have been involved with the assessment of the site since the initial scoping discussions were held with Devon County Council (DCC, the Local Highway Authority) from May 2021.

Summary and Appeal Proposals

- 1.11 The application was submitted in outline with all matters reserved for subsequent approval apart from the means of access (Drawing No. 48582/5501/SK02 Rev H). The application submission included a Transport Assessment (TA) and Framework Travel Plan (FTP), both dated July 2021, to support the site. A Technical Note (Response to Highway Consultation Comments) was later submitted in April 2022, following post application discussions with DCC.
- 1.12 The description of development was:
- “Outline for the extension of existing business park for up to 3.9ha of employment land and up to 150 dwellings with associated infrastructure and access with all other matters reserved”.*



1.13 Following submission of the application, and subsequently the Response to Highway Consultation Comments, all highways and transportation technical matters were agreed with DCC ahead of determination. This is confirmed within final DCC comments on application, dated 20th June 2022. This confirmed no objection to the application, subject to Conditions.

Reason for Refusal

1.14 As set out in Mr Seaton's Proof of Evidence, the Council originally advanced six putative reasons for refusal. However, five of the six reasons or refusal have subsequently fallen away or will be addressed by planning obligations in the unilateral undertaking.

1.15 The only remaining putative reason for refusal is RfR1, which states:

“By reason of the site's location, which is defined as countryside, on Grade 1 BMV agricultural land, beyond a settlement boundary identified within strategic policies S10-S13 of the adopted Local Plan, and because the Local Planning Authority can demonstrate an up-to-date housing 5 year land supply, the proposed development of 150 dwellings is contrary to Policies S1, S2, S3, S4 & S14 of the Mid Devon Local Plan 2013-2033 and guidance within the National Planning Policy Framework.”

1.16 Despite the lack of any highways and transportation objections or reasons for refusal, Mr Asbury, in his Proof of Evidence retrospectively raised concerns in an attempt to substantiate RfR1.



1.17 Paragraph 10.4 of Mr Aspbury's Proof states that:

"Whilst I have noted the Appellant's proposals to optimise sustainable transport access, including the Framework Travel Plan, I consider that the strategic location of the Appeal Site and its relationship to the rest of Tiverton, mean that the development would not be sustainable or be capable of being made so and it would be heavily dependent on the private motor car mode, contrary to Paragraph 105 of the Framework.

In my view this is not a location which is, or is likely to be in the foreseeable future, adequately served by sustainable transport modes for the scale of development proposed. In this context, I consider that the Appeal Site, by its location, would be heavily dependent on the progress of the implementation of the adjoining EUE and on the delivery over time of the sustainable transport infrastructure it provides. As already noted above, the full delivery of the EUE, particularly the phases closest to the Appeal Site is likely to evolve over some years."

1.18 This Rebuttal Proof of Evidence therefore specifically sets out the appellant's response in relation to the Highways and Transportation concerns retrospectively raised by Mr Aspbury.

1.19 Since finalising this Rebuttal evidence, and having queried the Council's case in light of Mr Aspbury's evidence, the Appellant received a letter from the Council dated 23rd August 2023. This letter confirms that the Council do not contend that the appeal proposals would be unsustainable in transport terms and will therefore no longer rely upon Paragraphs 10.4 and 10.5 of Mr Aspbury's evidence. The Council also confirm that Para 10.7 of Mr Aspbury's evidence will be amended to delete the associated reference, and that highway matters are not in dispute between the parties.

1.20 Nevertheless, given that this issue has been raised in a proof of evidence, I have been asked to provide a brief rebuttal, explaining why, as all parties to the appeal agree, the appeal scheme is in a sustainable location in transport terms.



- 1.21 The Transport Assessment and Framework Travel Plan both provide considerable detail on sustainable movement to and from the site. It is the objective of this Rebuttal to provide clarity on the detail around the location of existing key destinations in the vicinity of the site and the proposed access strategy to improve the sustainable access infrastructure.
- 1.22 In combination, I will demonstrate that the site is accessible by non-car modes of transport and aligns with the sustainable access objectives of Policy S1 (Sustainable Development Priorities) of the Mid Devon Local Plan 2013-2033, as well as the National Planning Policy Framework.
- 1.23 The other Policies quoted in RfR1; namely S2 (Amount and Distribution of Development), S3 (Meeting Housing Needs), S4 (Ensuring Housing Delivery) and S14 (Countryside) are not relevant to highways and transportation matters and are dealt with in Mr Seaton's Proof of Evidence.

Scope and Structure of this Rebuttal Proof of Evidence

- 1.24 With reference to the above, my evidence is broken down into the following sections:
- In **Section 2**, I refer to the previous assessment of access by sustainable transport and update where necessary.
 - In **Section 3**, I set out details of the Sustainable Transport Strategy for the proposed development.
 - In **Section 4**, I set out my assessment and response to Mr Aspbury's retrospectively raised (but now deleted) concerns.
 - In **Section 5**, I set out my response to Halberton Parish Council's concerns.



2 Sustainable Transport Context

Introduction

- 2.1 The Transport Assessment (TA) and Framework Travel Plan (FTP) presents details of the existing character of the local transport network and the location of a range of facilities within walking and cycling distance from the site that are likely to be utilised by future residents.
- 2.2 The TA concludes that the development is well located to provide future residents with a range of existing and future facilities and amenities within walking and cycling distance. This will, in my opinion, result in the creation of a sustainably accessible community that does not need to rely on a private car for day-to-day journeys.
- 2.3 Since the TA was produced in July 2021, the only change to the sustainable transport context is the provision of local bus services. A summary of the updated destinations, routes and frequencies of bus services from the existing Post Hill bus stops is presented in **Table 3.1**.

No.	Operator	Route	Frequency		
			Weekday Frequency (First / Last Service)	Saturday Frequency (First / Last Service)	Sunday Frequency (First / Last Service)
1	Stagecoach	Tiverton – Cullompton - Exeter	Hourly (07:03 & 19:34)	Hourly (07:55 & 17:55)	Every two hours (08:30 & 19:57)
373	Stagecoach	Tiverton – Uffculme - Cullompton	Hourly - additional services provided for school travel (06:21 & 20:40)	Hourly (06:22 & 18:53)	No service
X22	Buses of Somerset	Tiverton – Uffculme - Taunton	Five per day (07:21 & 18:11)	Every two hours (10:21 & 15:21)	No service

Table 3.1 Summary of Local Bus Services (updated August 2023)



- 2.4 The first bus to Tiverton Town centre from these stops is at 08:25, provided by the Number 373 service. Additional services at 08:35 / 08:41 (depending on school holidays) are provided by the Number 1 service, with journey times of approximately 8 minutes. The last westbound service is at 20:40 (373 service). These services therefore provide for commuting as well as other journey (e.g. leisure) purposes to Tiverton town centre.
- 2.5 The first eastbound service from these stops to Tiverton Parkway Station is at 06:21 and the last returning service is at 18:53 (both provided by 373), which would offer longer distance commuters to make journeys from the site via a combination of bus and train.
- 2.6 The frequencies and timings of these existing services, even without the potential enhancements to be delivered by the EUE, are therefore considered to offer a genuine opportunity for commuting to and from the site by public transport, as well as a range of other journey purposes.
- 2.7 The existing provision (and future EUE) facilities within walking and cycling distance, and via available public transport services, are more than satisfactory to support sustainable travel at the site and reduce the need for residents to rely on the private car.
- 2.8 Further details of the sites sustainable access strategy and how this will enhance safe and efficient movement to the facilities and infrastructure described above is set out in the following section.



3 Sustainable Transport Strategy

Introduction

- 3.1 In the preceding section, I have referenced the assessment of existing and future proposed location of facilities and sustainable travel amenities within close proximity to the site. I have concluded and evidenced that there are a wide range of services and amenities currently accessible by sustainable modes of travel and in the future.
- 3.2 In the following paragraphs, I present details of the Sustainable Access Strategy of the site. This will demonstrate that the development is sustainable, and counters the points retrospectively raised in Mr Aspbury's Proof.
- 3.3 In line with the NPPF, which places a strong focus on sustainability, it has been demonstrated that the proposals maximise the potential to travel by modes other than the private car.

Proposed Active Travel Connectivity

- 3.4 Good quality walking links into existing communities are essential for future residents in order to provide everyday access to jobs, education, local amenities and services. Good pedestrian links will help to encourage sustainable travel, reduce vehicular trip generation and benefit the health and wellbeing of existing and future residents. The site allows for high quality pedestrian connectivity into the existing community and provides connections to the existing network of footways.
- 3.5 **Drawing 48582/5501/SK02 Rev H** (within my **Appendix NT1**) illustrates details of the proposed improvements to the pedestrian footway network. On the southern side of Post Hill, the existing footway will be extended from its existing extent to the west of Manley Lane junction along the northern frontage of the site to the site access junction. This footway will be 2m in width throughout.



- 3.6 Dropped Kerbs will be provided at Manley Lane to facilitate crossing of this carriageway, whilst an informal crossing facility with tactile paving will be provided on Post Hill to the west of Manley Lane to allow pedestrians to cross the carriageway.
- 3.7 This crossing will provide access to a new proposed bus stop located on the northern side of Post Hill for eastbound services. A complimentary westbound bus stop will be provided immediately adjacent to the northern site boundary which will also be accessible via the new footway facility.
- 3.8 In addition, given increased pedestrian / cycle movements in the vicinity, the extension of streetlighting along Post Hill to the proposed site access can be explored with the Local Highway Authority at the detailed design / s278 stage.
- 3.9 As a result of the proposed improvements described above, pedestrians and cyclists will be able to access the site via several routes. A pedestrian / cycle connection will be provided in the north western corner of the site, along the desire line to travel to the town centre, immediately south of the proposed westbound bus stop and connecting to the internal footways. This will ensure pedestrians can easily travel to and from the site to both the footway for local destinations, or to access the bus stops. Alternatively, pedestrians will be able to access and egress the northern boundary of the site via the vehicle access junction.
- 3.10 Further, additional pedestrian / cycle links would be provided on the western boundary of the site, connecting to Manley Lane.
- 3.11 In the period before the EUE is fully developed, these access points will facilitate north / south pedestrian and cycle movements. Pedestrians may choose to use the leisure route that uses the canal path for much of its length, connecting Manley Lane to Tiverton town centre. Cyclists could also use the links to Manley Lane to travel to and from Tiverton town centre via NCR 3 that connects to Manley Lane to the south.



3.12 The pedestrian and cycle access points on Manley Lane will provide connections to the eastern parcel of the EUE, facilitating east / west movements from the site. Future residents and employees of the site will therefore be able to gain direct access to the EUE, including the facilities that will be delivered as part of the development. The proposed access strategy will therefore provide seamless connections to the EUE in the future.

Proposed Public Transport Connectivity

3.13 As described above, new bus stops will be delivered as part of the development access strategy. These bus stops will be accessible via the internal pedestrian network and the new offsite footway improvements, including the uncontrolled crossing point facilitating access to or from eastbound bus services. Both the eastbound and westbound bus stops will be provided with cantilever shelter and timetables.

3.14 The stops are served by several frequent services, described in more detail in Section 3, which provide connections to Tiverton, Cullompton, Exeter, Taunton and Tiverton Parkway amongst other local destinations. Connections to Tiverton Parkway Rail Station means that residents, employees and visitors could therefore use a combination of bus and train to easily access the site.

Proposed Travel Planning

3.15 In addition to the above, a Framework Travel Plan (FTP) for the site has been developed in accordance with appropriate national guidance.

3.16 The FTP is a standalone document and covers all residents, employees and visitors at the proposed development. The FTP sets out a holistic package of measures designed to reduce single occupancy car use associated with the proposed development by supporting and providing alternative forms of transport. These measures will be integrated into the design, marketing and occupation of the site.



3.17 It is anticipated that individual occupiers of the proposed employment units will prepare travel plans specifically relevant to their own employees that will be designed in line with the Framework Travel Plan that covers the site.

3.18 The broad aims and objectives of the Framework Travel Plan are to:

- Reduce reliance on the private car, with a strategy of mode shift away from single occupancy private car trips;
- Build upon good urban design principles that maximise the permeability of the development for promoting alternative sustainable modes of travel such as walking, cycling, public transport use and car-sharing; and
- Reduce road traffic congestion and damage to the environment through mitigating the impact of additional traffic generation through the use of sustainable transport measures, in line with the approach advocated by Government policy.

3.19 There are a range of measures proposed to enhance sustainable travel at the site and behavioural initiatives to encourage improved travel activity which will be managed by a Travel Plan Coordinator.

3.20 The Framework Travel Plan has been agreed with DCC, the Local Highway Authority.

Wider Community Benefits

3.21 I also wish to present the wider benefits that will be brought about by the development's access strategy.

3.22 Mr Seaton has already presented within his evidence the very significant benefits that will be created through the completion of the link road through the site to Post Hill.



- 3.23 As well as the Officers Report, referenced within Mr Seaton's Proof, the Authorities own Draft Tiverton Eastern Urban Extension Area B Masterplan SPD (Dec 2019) also sets out the benefits of continued access through the Appeal site to Post Hill (e.g. Pages 62 and 69).
- 3.24 As well as unlocking Area B by means of access, Mr Seaton also correctly identifies that the completion of the link road will make the EUE more accessible by sustainable modes of transport. The completed link road would enable the EUE bus service to operate along a through-route through the site, rather than a significantly less efficient internal loop arrangement, as preferred by Devon County Council (see also Area B Draft SPD, Page 89).
- 3.25 In addition, the provision of the footway and bus stop improvements along Post Hill will improve the accessibility of the existing Hartnoll Business Park by walking and public transport.
- 3.26 The provision of Travel Planning activities, events and information would also benefit existing employees and users of the Business Park.



4 Response to Mr Aspbury's Proof

Introduction

4.1 In this section, I set out my response to Mr Aspbury's Proof, in particular the assertions made at his Para 10.4, 10.5 and 10.7.

4.2 As set out in my introduction, the Council have subsequently confirmed that they do not contend that the appeal proposals would be unsustainable in transport terms and will therefore no longer rely upon Paragraphs 10.4 and 10.5 of Mr Aspbury's evidence. The Council also confirm that Para 10.7 of Mr Aspbury's evidence will be amended to delete the associated reference, and that highway matters are not in dispute between the parties.

4.3 The Council's position and evidence is now consistent with the Officers Report to Committee. In particular, the following Paragraphs within the Officers Report.

4.4 Para 1.18, which states that:

"...The Council's Economic Team are supportive of the proposed employment space and have stated that: "... The close proximity of the business park to the allocated residential developments in the EUE will provide residents with employment opportunities, within easy walking distance."

4.5 Para 4.12 (under the title 'Sustainable Transport, Highway Safety & Parking'), which states:

"The Highway Officer has confirmed that the proposed TA, addendum and TP is fit for purpose and that the proposed access with Post Hill road is acceptable in terms of highway safety including alignment and visibility. In accordance with LP policy and the NPPF it is considered that appropriate opportunities to promote sustainable transport modes have been considered, that safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on the transport network (in terms of



capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

4.6 Para 4.15 continues by stating that:

“The proposed development is considered to be in accordance with Policies S1, S8, DM1 & DM3.”

4.7 I strongly agree with these conclusions.

4.8 This agreed position is also now recognised within the Additional Statement of Common Ground with MDDC (August 2023), which states that:

“MDDC does not contend that the appeal scheme is otherwise in an unsustainable location (e.g. by virtue of its accessibility to local facilities or choice of transport modes it offers) or that is contrary to policy outlined in NPPF, para 105.”

4.9 I have set out within Section 2 my Rebuttal that there are a wide variety of existing local facilities accessible by active and sustainable modes of transport. The site’s location is therefore already sustainable.

4.10 In addition, the facilities proposed as part of the EUE development, once delivered, will also be within walking distance from the site, along existing routes as well as new routes through the development, thereby providing future residents and employees with additional services and amenities in the immediate vicinity of the site.

4.11 I set out within Section 3 of my Rebuttal that a set of transport proposals has been developed to maximise the potential to travel by modes other than the private car. This includes improvements to the pedestrian footway network, streetlighting and the provision of new bus stops on Post Hill, enabling safe and sustainable access to the town centre, Cullompton, Exeter, Taunton and Tiverton Parkway rail station.



- 4.12 A pedestrian / cycle connection will be provided in the northwestern corner of the site. This will ensure pedestrians can easily travel to and from the site to both the footway for local destinations, or to access the bus stops.
- 4.13 Further, additional pedestrian / cycle links will be provided on the western boundary of the site, connecting to Manley Lane. In the period before the EUE is fully developed, these will provide for cycle trips to the town centre via the NCR 3, and for leisure walking trips along the canal path.
- 4.14 These connections will also provide connections to the eastern parcel of the EUE, once developed, facilitating east / west movements from the site. Future residents and employees of the site will therefore be able to gain direct access to the EUE, including the facilities that will be delivered as part of the development, and vice versa. The proposed access strategy will therefore provide seamless connections with the EUE in the future.
- 4.15 In addition to the above, I have confirmed that a Framework Travel Plan (FTP) for the site has been developed in accordance with appropriate national guidance. This contains a range of measures proposed to improve sustainable travel at the site and behavioural initiatives to encourage improved travel activity which will be managed by a Travel Plan Coordinator. The Framework Travel Plan has been agreed with DCC, the Local Highway Authority.
- 4.16 I also summarise the wider community benefits within Section 3 of this rebuttal. As well as unlocking Area B by means of access, the completion of the link road would enable the EUE bus service to operate along a through-route through the site, rather than a significantly less efficient internal loop arrangement, in accordance with the preference set out within the Area B Draft SPD.
- 4.17 In addition, the provision of the footway and bus stop improvements along Post Hill will improve the accessibility of the existing Hartnoll Business Park by walking and public transport.



- 4.18 The provision of Travel Planning activities, events and information would also benefit existing employees and users of the Business Park.
- 4.19 In accordance with Mid Devon Local Plan Policy S1, the development will support sustainable communities, by promoting sustainable transport and by delivering appropriate infrastructure, reducing the need to travel by car, integrating public transport and other forms of sustainable travel such as walking and cycling, and providing safe environments.
- 4.20 In accordance with Policy S8, the development will be served by necessary infrastructure in a predictable, timely and effective fashion, the development has been coordinated with transport planning to improve accessibility for the whole community and promote the use of sustainable modes of transport.
- 4.21 In accordance with Policy DM8, the design of the proposed development creates safe and accessible places that also encourage and enable sustainable modes of travel such as walking and cycling.
- 4.22 In accordance with Policy DM3, the development ensures safe access to the transport network, as agreed with the Local Highway Authority.
- 4.23 I consider that the development proposals are in line with the NPPF, on the basis that the development is located in a sustainable location, limits the need to travel and offers a genuine choice of transport modes (Para 105), and on the basis that (Para 110):
- i. appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location;
 - ii. safe and suitable access to the site can be achieved for all users; and
 - iii. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.



4.24 Finally, the proposals do not have an unsafe or 'severe' impact as a result of traffic movements and is in compliance with Policy Paragraph 111 of the NPPF.

4.25 I am therefore of the view that the proposed development is in accordance with both local and national transport policy, that the site constitutes a sustainable location, and there are no transport impediments to planning permission being granted.



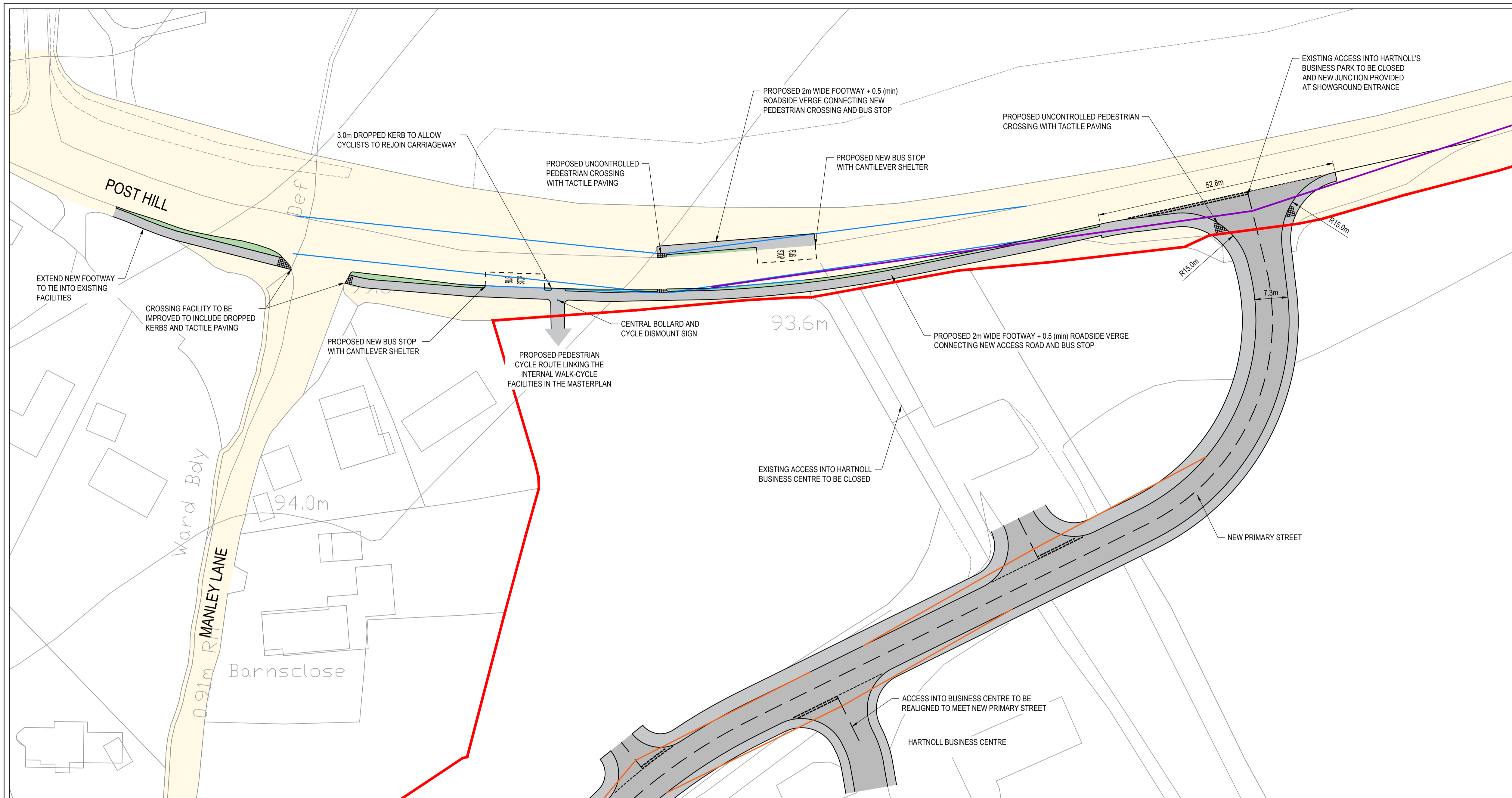
5 Response to Halberton Parish Council

Introduction

- 5.1 Halberton Parish Council have submitted comments to the Inquiry. These confirm that the Parish Council object to the proposed development, citing reasons of traffic impact and road safety concerns.
- 5.2 As set out above, the planning application submission included a Transport Assessment, dated July 2021. This assessment was prepared following a detailed scoping exercise with DCC and is in accordance with best practice guidance.
- 5.3 A Technical Note (Response to Highway Consultation Comments) was later submitted in April 2022, following post application discussions with DCC.
- 5.4 All highways and transportation technical matters, including matters related to traffic impact and highway safety are agreed with DCC. DCC and MDDC confirm no objection to the application, subject to Conditions.



Appendix NT1 – Drawing 48582/5501/SK02 Rev H

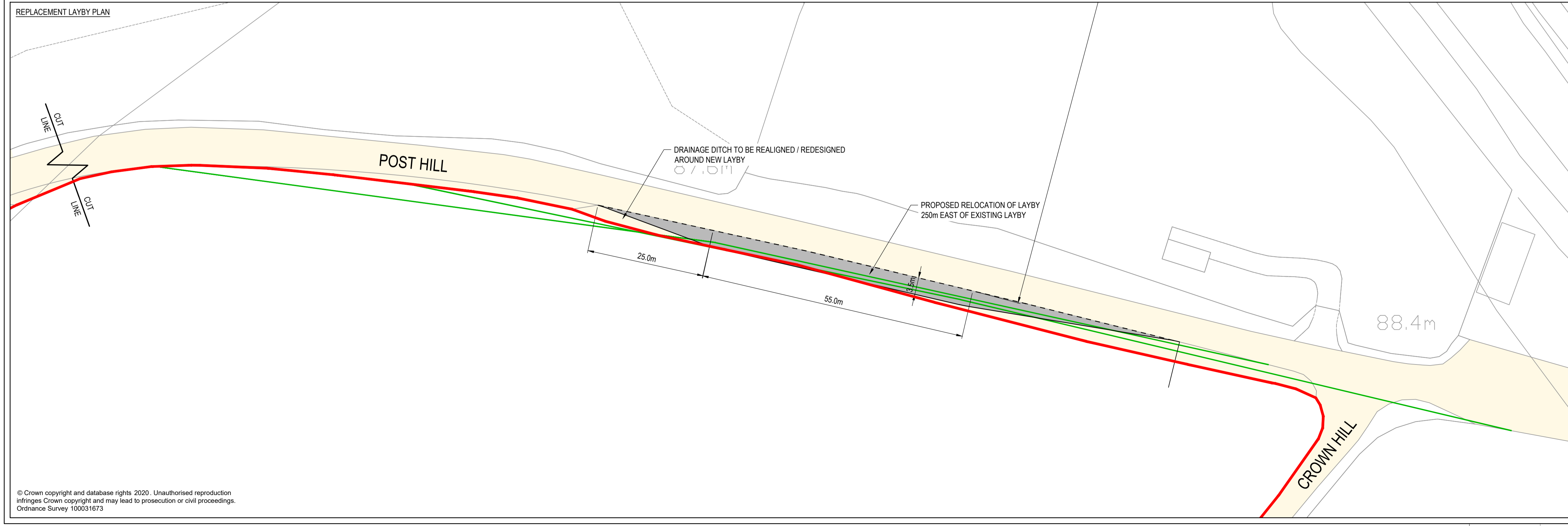


NOTES:

- THE LAYOUT IS SUBJECT TO DETAILED DESIGN, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;
- THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS;
- THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS;
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS;
- THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS;
- THE DESIGN HAS BEEN BASED ON OS DATA AND THEREFORE REQUIRES CONFIRMATION WITH A TOPOGRAPHICAL SURVEY; AND
- SUBJECT TO REVIEW AND COMMENTS FROM THE LOCAL HIGHWAY AUTHORITY.

KEY:

- HIGHWAY MAINTAINED AT PUBLIC'S EXPENSE AS PER DCC PLAN DATED 23/09/20
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED VERGE
- INDICATIVE RED LINE BOUNDARY (INTERPRETED FROM TITLE PLANS DNG59066 & DNG59766)
- 4.5m x 120m VISIBILITY SPLAY (IN LINE WITH DMRB GUIDANCE FOR 40mph DESIGN SPEED)
- 120m LAYBY VISIBILITY SPLAY (IN LINE WITH DMRB GUIDANCE FOR 40mph DESIGN SPEED)
- 2.4m x 43m VISIBILITY SPLAY (IN LINE WITH MIS GUIDANCE FOR 30mph DESIGN SPEED)
- 80m PEDESTRIAN CROSSING VISIBILITY (TRAFFIC SIGNS MANUAL CHAPTER 6)



H	AMENDED FOR CLIENT COMMENTS	16.07.21	CE	JH	NK
G	CYCLE TRANSITION ONTO POST HILL	14.07.21	CE	JH	NK
F	LAYBY RELOCATED AND BUS STOPS ADDED + TITLE REVISED	07.07.21	CE	JH	NK
E	EXTENT OF HMPE UPDATED	24.09.20	SEL	NK	NK
D	AMENDED FOR CLIENT COMMENTS	15.07.20	SEL	NK	NT
C	AMENDED FOR CLIENT COMMENTS	13.07.20	SEL	NT	NT
B	REVISED VISI SPLAY	13.07.20	SEL	NK	NT
A	UPDATED ACCESS LOACTION	13.07.20	SEL	NK	NT
Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR PLANNING

**LAND AT HARTNOLL'S FARM,
PROPOSED SITE ACCESS STRATEGY**

Client
WADDETON PARK LTD.

Date of 1st Issue: 07.07.20
Designed: SEL
Drawn: SEL
A1 Scale: 1:500
Checked: NK
Approved: NT

Drawing Number: **48582/5501/SK02**
Revision: **H**

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