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A Memorandum of Understanding prepared on behalf of
**THE NORTH EAST CHELMSFORD
GARDEN VILLAGE CONSORTIUM**

in respect of
**North East Chelmsford Garden Village,
CHELMSFORD**

Memorandum of Understanding

March 2018



DOCUMENT SIGNATURE AND REVIEW SHEET

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| | Prepared By: | Checked By: | Approved for issue |
| Name | Rupert Lyons | Daniel Ekstrand | Rupert Lyons |
| Signature | <i>RTBL</i> | <i>DE</i> | <i>RTBL</i> |
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Issued by:

Bristol
 Cambridge
London
 Manchester
 Oxford
 Welwyn Garden City

Transport Planning Associates
 25 Southampton Buildings
 London
 WC2A 1AL



020 3709 9405
 london@tpa.uk.com
 www.tpa.uk.com

| CONTENTS | PAGE |
|---|-------------|
| 1 INTRODUCTION | 1 |
| 2 NORTH EAST CHELMSFORD GARDEN VILLAGE – CONCEPT | 2 |
| The Proposed Development Site | |
| The Proposed Development | |
| 3 NORTH EAST CHELMSFORD GARDEN VILLAGE – PROPOSED TRANSPORT STRATEGY | 5 |
| Constraints and Opportunities | |
| Walking and Cycling | |
| Local Bus Services | |
| Park & Ride Services and Facilities | |
| Principal Means of Vehicular Access | |
| Chelmsford North East Bypass | |
| Outer Radial Distributor Road | |
| Sustainable Travel Initiatives | |
| 4 NORTH EAST CHELMSFORD GARDEN VILLAGE – DELIVERY OF TRANSPORT INFRASTRUCTURE AND SERVICES | 8 |
| Walking and Cycling | |
| Principal Means of Vehicular Access | |
| Chelmsford North East Bypass | |
| Outer Radial Distributor Road | |

LIST OF DRAWINGS

| | |
|----------------|---|
| 1409-02/EL01/B | PROPOSED TRANSPORT STRATEGY: CONSTRAINTS AND OPPORTUNITIES |
| 1409-02/EL02/A | PROPOSED TRANSPORT STRATEGY: EXISTING LOCAL BUS SERVICES |
| 1409-02/PL03/B | PROPOSED TRANSPORT STRATEGY: PRINCIPAL MEANS OF VEHICULAR ACCESS |
| 1409-02/PL04/B | PROPOSED TRANSPORT STRATEGY: PRINCIPAL MEANS OF VEHICULAR ACCESS INDICATING PHASING OF DELIVERY |
| 1409-02/PL05/A | PROPOSED TRANSPORT STRATEGY: PROPOSED LOCAL BUS SERVICES |
| 1409-02/PL06 | PROPOSED TRANSPORT STRATEGY: WALKING AND CYCLING |

1 INTRODUCTION

- 1.1 Transport Planning Associates (“TPA”) has prepared this *Memorandum of Understanding* (“MoU”) on behalf The North East Chelmsford Garden Village Consortium (the “Garden Village Consortium”) in order to present the concept and anticipated delivery programme for the emerging transport strategy for the proposed mixed-use development at North East Chelmsford Garden Village (the “proposed development”).
- 1.2 The Garden Village Consortium comprises Cliffords Ltd and the Clifford Family Trust, Countryside Zest, Hanson Quarry Products Europe Ltd, Threadneedle Pensions Ltd and Ptarmigan Land Ltd. TPA and Mayer Brown are transport planning and infrastructure design consultants retained by members of the Garden Village Consortium.
- 1.3 The proposed development site is identified as Strategic Growth Site 4 in Chelmsford City Council’s *Cheltenham Draft Local Plan, Pre-Submission Document* (January 2018)¹ (the “Draft Local Plan”) within Growth Area 2 – North Chelmsford². It lies north of and beyond the existing developments at Beaulieu and Channels, and includes the former Boreham Airfield. The City Council envisage **“a high-quality comprehensively-planned new sustainable Garden Community that maximises opportunities for sustainable travel, in a landscaped setting”**³.
- 1.4 The evidence base for the Draft Local Plan comprises a series of traffic modelling reports prepared by consultant Ringway Jacobs, through Essex County Council (the local highway authority)⁴.
- 1.5 Having reviewed that evidence base insofar as it relates to the proposed development site, the Garden Village Consortium, TPA and Mayer Brown are satisfied that it provides a robust assessment of the transport implications of the proposed development and its associated transport infrastructure requirements, including improvements to the wider highway network.

¹ Pages 141-144

² Draft Local Plan, §7.2.05-7.2.08 and Figure 10 (on pages 139-140)

³ *Ibid*, Page 141

⁴ *Ibid*, §3.15 (on page 33)

2 NORTH EAST CHELMSFORD GARDEN VILLAGE – CONCEPT

The Proposed Development Site

- 2.1 The proposed development site is identified on the *Chelmsford Urban Area* policies map (“Policy Map 1”) contained within the Draft Local Plan.
- 2.2 In terms of transport infrastructure, that map also identifies:
- the alignment of the existing radial distributor road (“RDR1”);
 - the location of the Chelmer Valley Park & Ride facility;
 - the safeguarded corridor for the proposed Chelmsford North East Bypass (“CNEB”); and
 - an indicative location for a new outer radial distributor road (“RDR2”).
- 2.3 The proposed development site identified in Policies Map 1 identifies land within the ownership of the members of the Garden Village Consortium and those members seek the allocation of the proposed development site in the emerging Chelmsford Local Plan as a strategic growth site, including land which will be available for development during the plan period (2021-2036) and land that will be developed post-2036.

The Proposed Development

- 2.4 The Garden Village Consortium aim to realise the principles of Garden City development identified by the Town and Country Planning Association⁵, in a way that is consistent with the spatial principles set out in the Draft Local Plan⁶. In particular, it will demonstrate that the proposed development site is a well-connected location on strategic transport corridors in an areas **“with a good level of existing or proposed transport infrastructure including sustainable transport”⁷**.
- 2.5 The development of the masterplan for the proposed development respects the modal hierarchy identified in paragraph 4.10 (on page 40) of the Draft Local Plan.
- 2.6 The proposed development will make a significant contribution to the delivery of much needed transport infrastructure and services to support the growth of North Chelmsford, including a comprehensive package of major road and other transport infrastructure and services improvements, such as the CNEB, in a way that is **“deliverable and viable”⁸** which has long been an aspiration of the City and County Councils.

⁵ In *The Art of Building a Garden City – Garden City Standards for the 21st Century* (TCPA, July 2014)

⁶ Draft Local Plan, Strategic Policy S1 – Spatial Principles (on page 38)

⁷ *Ibid*, §4.9 (on page 39)

⁸ *Ibid*, §4.18 (on page 41)

- 2.7 Ultimately, the proposed development will create in the region of 5,500 new homes⁹ of which 3,000 are proposed to be delivered in the plan period¹⁰, together with circa 45,000m² of high-tech employment space, ancillary community facilities (including new schools) and major new green, blue and grey infrastructure (including a new Country Park and RDR2), in an exemplary Garden Village setting.
- 2.8 In terms of accessibility and the provision of transport infrastructure, the masterplan will respect the safeguarded corridor for the CNEB and will provide:
- walking, cycling and (where appropriate) equestrian connections within the proposed development site and to the wider area (including the Chelmer North Green Wedge, existing development in Beaulieu and Channels, Beaulieu Station, and the new Country Park – including multi-user crossings of RDR2 and the CNEB;
 - well-connected internal road layouts that allow good accessibility for bus services and bus priority measures;
 - extensions to existing Chelmsford Area Bus Based Rapid Transit (“ChART”) infrastructure;
 - the safeguarding of land for a future extension to the existing Chelmer Valley Park & Ride facility;
 - a dedicated Car Club that will be available to residents, employees and the wider community in North East Chelmsford;
 - main vehicular access from the A130, Essex Regiment Way;
 - additional vehicular accesses from the CNEB, RDR2, and the existing Radial Distributor Road (“RDR1”); and
 - improvements to the local and strategic road network, as necessary and appropriate.¹¹
- 2.9 Sustainable travel choices at the proposed development will support the City Council’s *Vision for Chelmsford* by maximising opportunities for walking cycling and the use of public transport¹².
- 2.10 Walking and cycling will be first choice for journeys within the community itself, and the masterplan will identify how green infrastructure will also provide a network of corridors for the movement of pedestrians and cyclists, especially for journeys to and from schools, shops and other facilities in the employment and neighbourhood hubs.
- 2.11 Land will be safeguarded for an extension to the existing Chelmer Valley Park & Ride facility which will be enhanced to respond to the City Council’s desire that this facility becomes a comprehensive **“transportation hub”**¹³ providing access to other onward and return bus services to Chelmsford Station, Beaulieu Station and Stansted Airport, local schools and employment which will encourage reverse commuting from the City Centre by existing P&R

⁹ Draft Local Plan, §7.215 (on page 145)

¹⁰ *ditto*

¹¹ *Ibid*, Strategic Growth Site 4 – North East Chelmsford (on page 141)

¹² *Ibid*, fifth bullet on page 37

¹³ *Ibid*, §D.46 (on page 297)

bus services to the proposed development, particularly for employees and visitors. It will also include for the provision of Car Club spaces and cycle hire.

- 2.12 The Garden Village Consortium recognises the importance of ensuring that through traffic currently using the A130 and A131 corridors for journeys to North and South Essex will need to be diverted away from the proposed development site and the existing development at Beaulieu Park and Channels. The masterplan will make provision for RDR2 and the first phase of the CNEB in order to provide an effective strategic link between the A131 and the Boreham Interchange (with the A12).
- 2.13 Combined with the implementation of appropriate traffic management and public transport priority measures on the existing local highway network, the combination of RDR2 and the first phase of the CNEB will provide an effective strategic link between the A131 and the A12 to ensure that through traffic does not use the local highway network.

3 NORTH EAST CHELMSFORD GARDEN VILLAGE – PROPOSED TRANSPORT STRATEGY

Constraints and Opportunities

- 3.1 The existing primary highway, footpath, bridleway, and byway network in the vicinity of the proposed development together with the extent of the safeguarded corridor for the CNEB is identified in TPA's *Proposed Transport Strategy: Constraints and Opportunities* drawing (number 1409-02/EL01/B).

Walking and Cycling

- 3.2 The proposed transport strategy seeks to connect the existing network of public rights of way ("PRoW") through and in the vicinity of the proposed development site with the proposed green infrastructure routes identified in the masterplan.
- 3.3 The diversion of existing PRoW will be identified in the proposed transport strategy, as appropriate to ensure that a comprehensive and attractive network of routes for pedestrians and cyclists is provided that will encourage the use of these modes of travel.
- 3.4 A new pedestrian/ cycle overbridge will be provided on the A130, Essex Regiment Way in order to facilitate the provision of an attractive a green route between Broomfield and the new Country Park.
- 3.5 The principal walking and cycling routes are identified in TPA's *Proposed Transport Strategy: Walking and Cycling* drawing (number 1409-02/PL06).

Local Bus Services

- 3.6 The routes of existing local bus services are identified in TPA's *Proposed Transport Strategy: Existing Local Bus Services* drawing (number 1409-02/EL02/A).
- 3.7 The proposed development will be served by extensions to the existing bus routes serving the existing Beaulieu and Channels developments and will be supplemented by the provision of new local and limited-stop express services to key trip attractors utilising bus priority measures within and beyond the proposed development site to ensure that they provide fast and frequent bus services to the City Centre, Beaulieu Station, Springfield and other parts of the wider Chelmsford area.
- 3.8 Indicative routes related to the emerging masterplan are identified in TPA's *Proposed Transport Strategy: Proposed Local Bus Services* drawing (number 1409-02/PL05/A).

- 3.9 Further development of the extent of those routes will be undertaken collaboratively with relevant officers of the County Council and representatives of local bus service providers.

Park & Ride Services and Facilities

- 3.10 The existing facilities at the Chelmer Valley P&R site will be enhanced to provide access to local and limited-stop express bus services to Beaulieu Station, local schools, employment and throughout the proposed development in order to allow a comprehensive network of local bus services to provide access to onward travel to and from City Centre destinations.
- 3.11 Indicative routes related to the suggested re-routing of bus services to, from and through the Chelmer Valley P&R site are identified in TPA's *Proposed Transport Strategy: Proposed Local Bus Services* drawing (number 1409-02/PL05/A).
- 3.12 Access to Car Club vehicles and cycle hire will be provided.

Principal Means of Vehicular Access

- 3.13 The principal means of vehicular access to the proposed development will comprise:
- a new *Gateway* junction with the A130, Essex Regiment Way;
 - from Pratts Farm Roundabout;
 - two new intermediate junctions with RDR1;
 - two new intermediate junctions with RDR2;
 - a new grade separated junction with the CNEB.
- 3.14 The principal means of vehicular access to the proposed development are illustrated in TPA's *Proposed Transport Strategy: Principal Means of Vehicular Access* drawing (number 1409-02/PL03/B).

Chelmsford North East Bypass

- 3.15 The first phase of the CNEB will be provided linking RDR1 to the A131, Braintree Road and intersecting with RDR2 in order to provide a functional route for through traffic between the A131 and the Boreham Interchange (with the A12).
- 3.16 The Garden Village Consortium acknowledge that the first phase will be implemented in stages and that a functional route between a modified Wheelers Hill Roundabout (at the intersection of the A130, Essex Regiment Way and Wheelers Hill) and the CNEB will be available prior to the 1,700th residential occupation.
- 3.17 An indicative alignment of the CNEB is illustrated in TPA's *Proposed Transport Strategy: Principal Means of Vehicular Access* drawing (number 1409-02/PL03/B).

Outer Radial Distributor Road

- 3.18 The Garden Village Consortium acknowledge that RDR2 (and its intersection with the first stage of the first phase of the CNEB) will be complete prior to the 1,700th residential occupation.
- 3.19 An indicative alignment of RDR2 is illustrated in TPA's *Proposed Transport Strategy: Principal Means of Vehicular Access* drawing (number 1409-02/PL03/B).

Sustainable Travel Initiatives

- 3.20 The proposed transport strategy will include for the provision of various sustainable travel initiatives including for the establishment of a Car Club for use by registered residents and employees within the proposed development that will also be available for use by registered members of the wider community. The Car Club will provide access to cars and light vans located in a network of dedicated parking spaces throughout the proposed development site and within an enhanced Chelmer Valley P&R facility.
- 3.21 Similarly, registered residents and employees will have access to cycles which will be distributed in various locations throughout the proposed development site, and within an enhanced Chelmer Valley P&R facility and at Beaulieu Station.
- 3.22 The City Council (and its partners) will be invited to participate in the establishment of these initiatives and to explore the potential of their expansion in order to provide access to the wider community.
- 3.23 The Garden Village Consortium will establish a *Framework Travel Plan* below which a variety of community and employee travel plans will be implemented. It will appoint a Travel Plan Co-ordinator to oversee their implementation and to liaise with community and employer representatives, and the City and County Councils and other appropriate transport agencies and service providers. It will also monitor the effectiveness of the travel plan initiatives and report its findings, as appropriate.

4 NORTH EAST CHELMSFORD GARDEN VILLAGE – DELIVERY OF TRANSPORT INFRASTRUCTURE AND SERVICES

4.1 The proposed development will make a significant contribution to the delivery of much needed transport infrastructure and services to support the growth of North Chelmsford, including a comprehensive package of major road and other transport infrastructure and services improvements, such as:

- pedestrian, cycle and where appropriate Bridleway connections between the site and the wider area, including a new Footpath/ cycleway bridge over the A131, Essex Regiment Way;
- extension of existing and additional ChART services
- RDR2 (including, where appropriate, multi-user crossings);
- the first phase of the CNEB (including, where appropriate, multi-user crossings); and
- improvements to the local and strategic road network, as necessary.

4.2 The Garden Village Consortium recognises the importance of ensuring that through traffic currently using the A130 and A131 corridors for journeys to North and South Essex will need to be diverted away from the proposed development site and the existing development at Beaulieu Park and Channels. The masterplan will make provision for RDR2 and the first phase of the CNEB (a single carriageway road) in order to provide an effective strategic link between the A131 and the Boreham Interchange (with the A12) by the 1700th residential occupation.

4.3 Combined with the implementation of appropriate traffic management and public transport priority measures on the existing local highway network, the combination of RDR2 and the first phase of the CNEB will provide an effective strategic link between the A131 and the A12.

4.4 The Garden Village Consortium are supportive of the summary of the *Chelmsford Infrastructure Delivery Plan* Summary¹⁴ and note that it is currently a 'live' document¹⁵. With regard to the delivery of Beaulieu Station, it is noted that the funding gap identified¹⁶ is expected to be met by a Community Infrastructure Levy charge or from other funding sources¹⁷¹⁸.

Walking and Cycling

4.5 The Garden Village Consortium note that the proposed development will fund the implementation of walking, cycling and (where appropriate) equestrian connections within the

¹⁴ Draft Local Plan, Appendix 12

¹⁵ Infrastructure delivery plan §10 (on page 2)

¹⁶ *Ibid*, Table 1: Summary of Chelmsford-wide known infrastructure costs and funding (on page 2)

¹⁷ *Ibid*, Table 2: Funding of infrastructure items (on page 3)

¹⁸ A Forward Fund Housing and Infrastructure Fund bid has been submitted by Chelmsford City Council

proposed development site and to the wider area, including multi-user crossings of RDR2, the CNEB and a new pedestrian/ cycle overbridge of the A130, Essex Regiment Way¹⁹.

- 4.6 Further that the new pedestrian/ cycle overbridge of the A130, Essex Regiment Way these will be delivered between 2022/23 and 2025/26 prior to the 550th residential occupation²⁰. Other items of walking and cycling infrastructure will be delivered as appropriate in the context of the implementation of the masterplan.

Principal Means of Vehicular Access

- 4.7 The phasing of the principal means of vehicular access to the proposed development is illustrated in TPA's *Proposed Transport Strategy: Principal Means of Vehicular Access Indicating Phasing of Delivery* drawing (number 1409-02/PL04/B).

Chelmsford North East Bypass

- 4.8 The Garden Village Consortium note that the proposed development will fund the implementation of the first phase of the CNEB between RDR1 and RDR2, and that it will contribute to the implementation of the first phase of the CNEB between RDR2 and the A131²¹.
- 4.9 Further that it is expected that the first phase of the CNEB between RDR1 and RDR2 is to be delivered between 2026/27 and 2030/31 prior to the 1,750th residential occupation, and that the first phase of the CNEB between RDR2 and the A131 is expected to be delivered between 2031/32 and 2035/36²², subject to land assembly and funding.

Outer Radial Distributor Road

- 4.10 The Garden Village Consortium note that the proposed development will fund the implementation of RDR2²³ and that it is expected to be delivered between 2022/23 and 2030/31²⁴ and the 1,700th residential occupation.

¹⁹ *Ibid*, Table 2: Funding of infrastructure items (on page 3)

²⁰ *Ibid*, Table 4: Infrastructure phasing and cashflow – North East Chelmsford (on page 4)

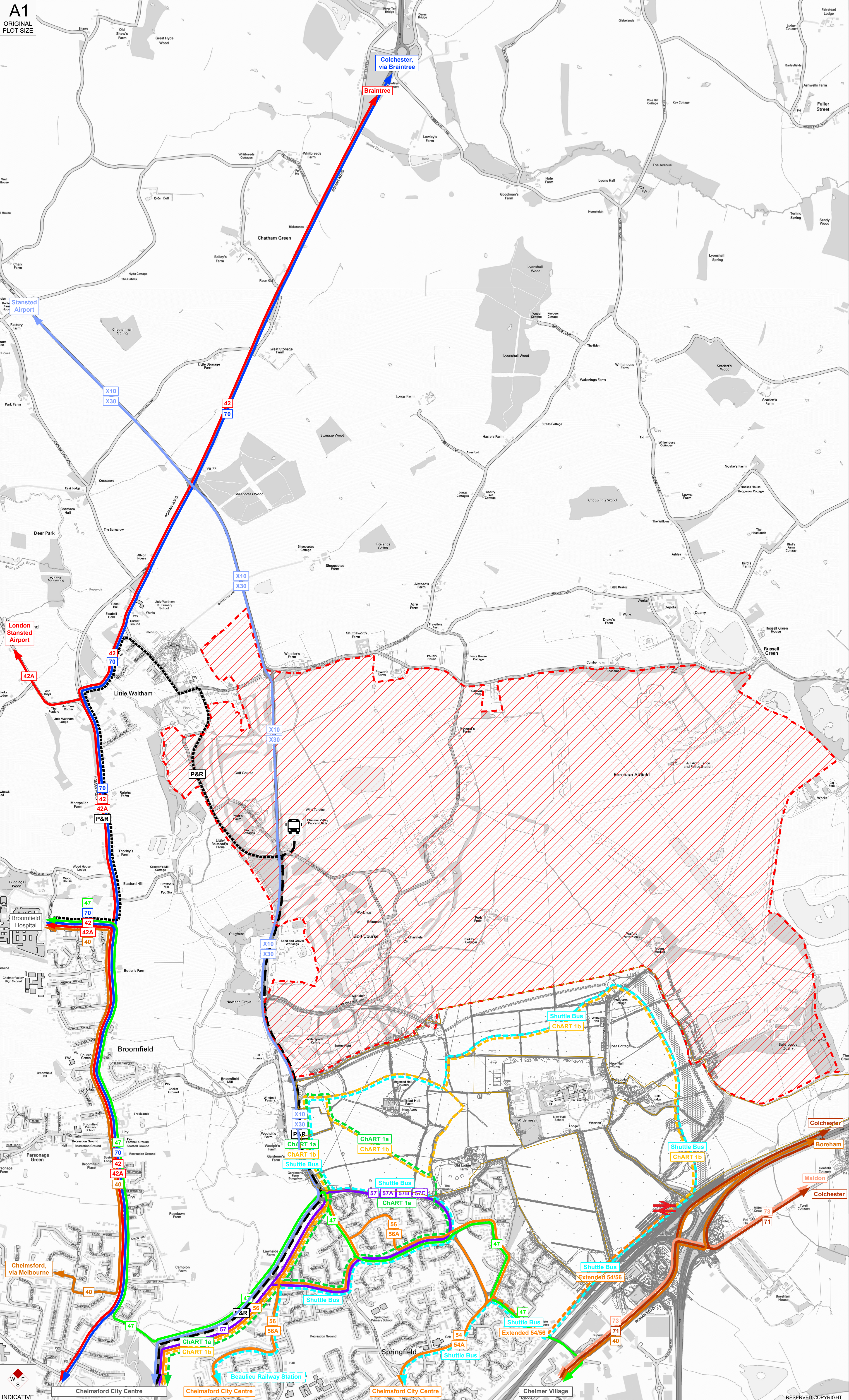
²¹ *Ibid*, Table 2: Funding of infrastructure items (on page 3)

²² *Ibid*, Table 4: Infrastructure phasing and cashflow – North East Chelmsford (on page 4)

²³ *Ibid*, Table 2: Funding of infrastructure items (on page 3)

²⁴ *Ibid*, Table 4: Infrastructure phasing and cashflow – North East Chelmsford (on page 4)

DRAWINGS



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KEY

- North East Chelmsford Garden Village (Strategic Growth Site 4)
- Chelmer Valley Park and Ride (1,003 spaces)
- Beaulieu Railway Station
- Chelmer Valley Park and Ride Route
- Broomfield Hospital Shuttle Bus
- Bus 40
- Bus 42, 42A
- Bus 47
- Bus 51
- Bus 70
- Bus X10, X30
- Bus 54, 54A, 56, 56A
- Bus 57, 57A, 57B, 57C
- Bus 71, 71A1 71X
- Bus 73
- Bus 54 / 56 Extension (Beaulieu Park)
- Bus ChART 1a (Beaulieu Park)
- Bus ChART 1b (Beaulieu Park)
- Shuttle Bus Service (Beaulieu Park)

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| A | 02/02/18 | Beaulieu Park routes added; minor other amendments | GDG | RTBL | | |

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PROJECT: NORTH EAST CHELMSFORD GARDEN VILLAGE

TITLE: PROPOSED TRANSPORT STRATEGY: EXISTING LOCAL BUS SERVICES

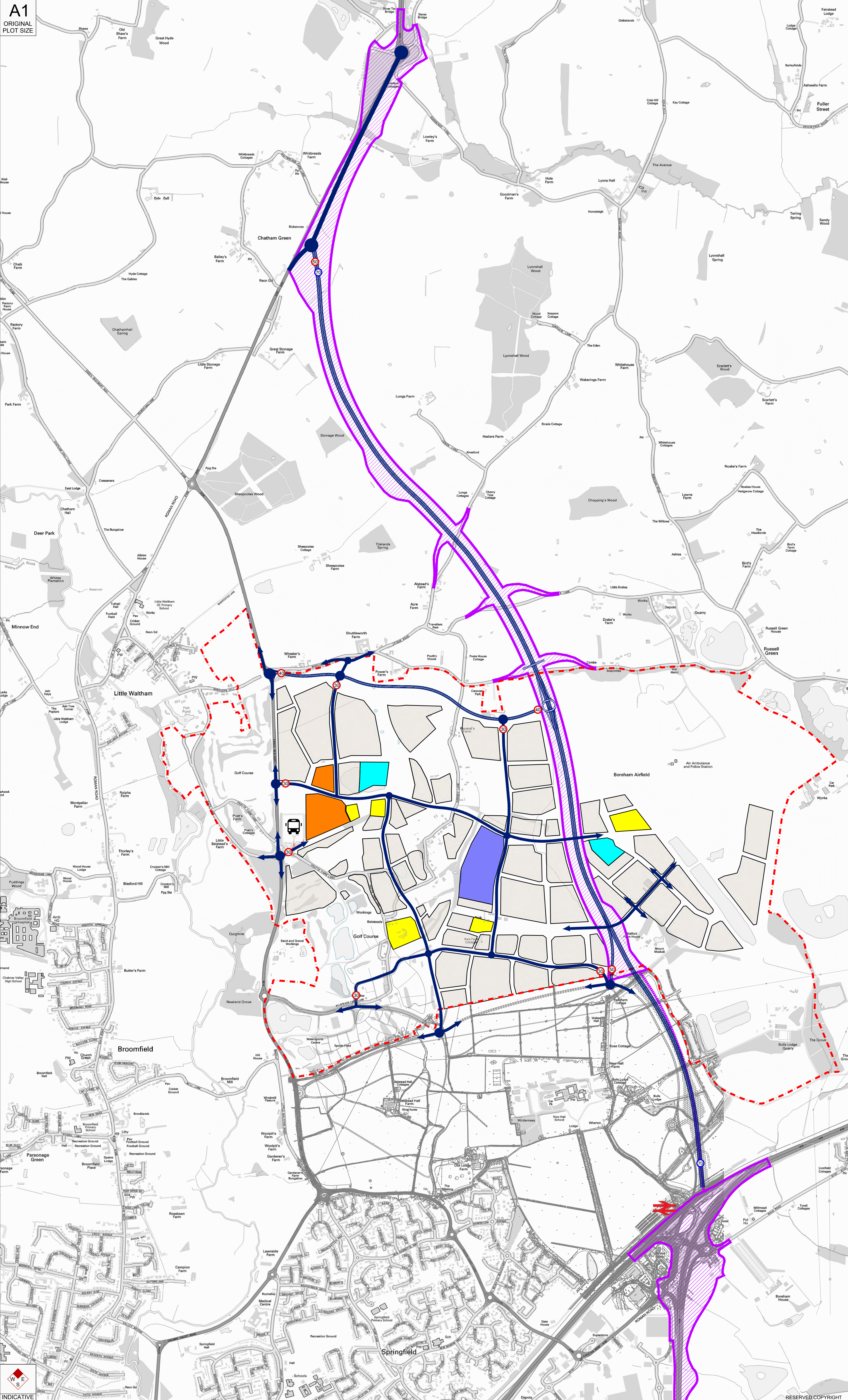
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KEY

- North East Chelmsford Garden Village (Strategic Growth Site 4)
- North East Chelmsford Bypass Safeguarded Corridor
- Chelmer Valley Park and Ride (1,003 spaces)
- New Beau Lieu Railway Station
- Proposed Vehicular Access Points and Routes

Masterplan:

- Residential
- Primary School
- Secondary School
- Neighbourhood Centre
- Science and Business

| | | | | |
|-----|----------|---|----------|------------|
| B | 13/03/18 | Revised Masterplan (12-03-18); routes amended | GDG | RTBL |
| A | 02/02/18 | Revised Masterplan (02-03-18); minor other amendments | GDG | RTBL |
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Transport Planning Associates

25 Southampton Buildings
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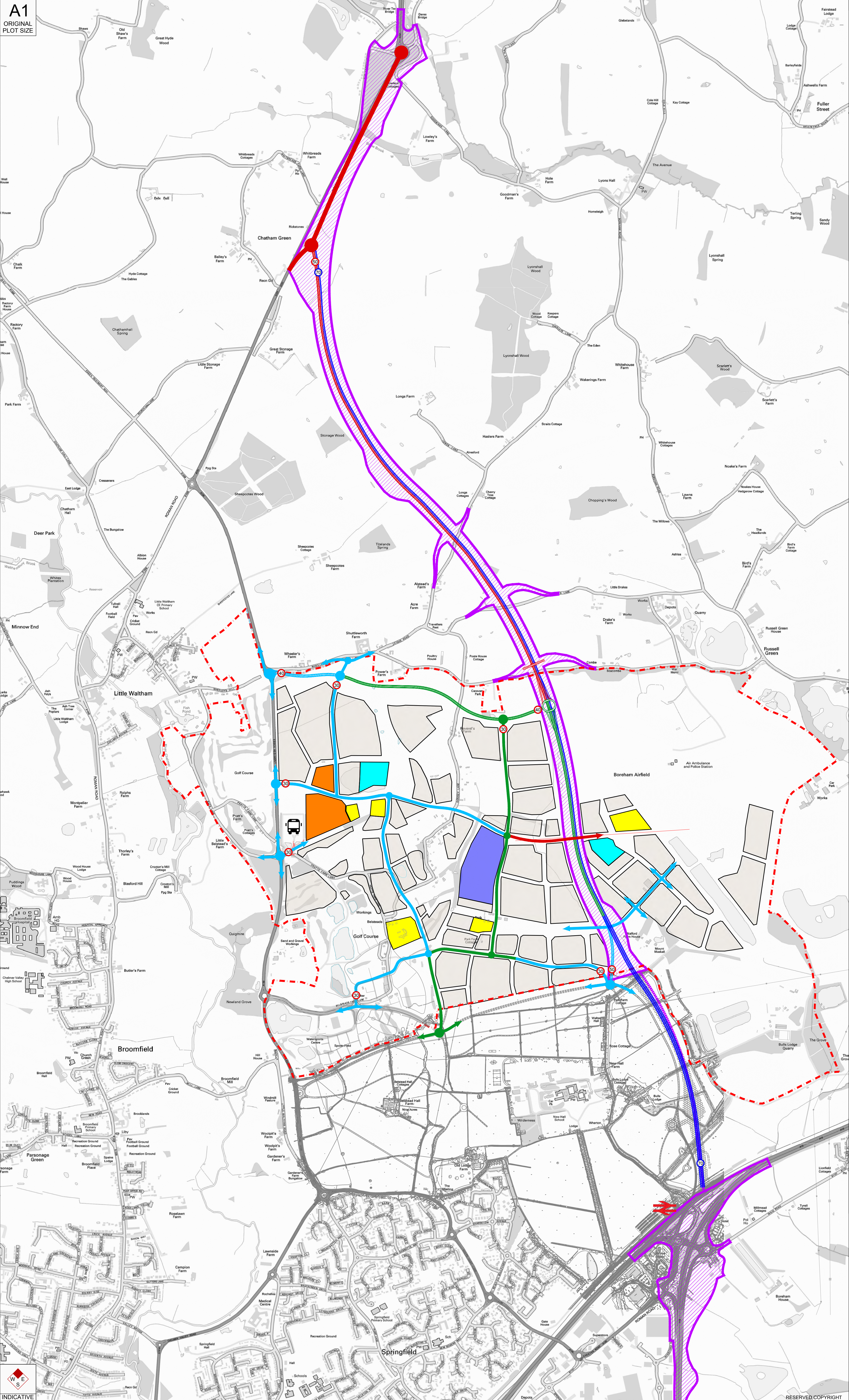
PROJECT: NORTH EAST CHELMSFORD GARDEN VILLAGE

TITLE: PROPOSED TRANSPORT STRATEGY: PRINCIPAL MEANS OF VEHICULAR ACCESS

STATUS: FOR INFORMATION

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KEY

- North East Chelmsford Garden Village (Strategic Growth Site 4)
- North East Chelmsford Bypass Safeguarded Corridor
- Chelmer Valley Park and Ride (1,003 spaces)
- New Beau Lieu Railway Station

Proposed Vehicular Access Points and Routes:

- Phase I
- Phase II
- Phase III
- Post 2036 (North-East Chelmsford Bypass Dualing)

Masterplan (prepared by JTP and received on 12/03/18, amended by TPA to reflect new Red Line boundary received on 13/03/18)

- Residential
- Primary School
- Secondary School
- Neighbourhood Centre
- Science and Business

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| B | 13/03/18 | Revised Masterplan (02-03-18); routes amended | GGG | RTBL | RTBL |
| A | 02/02/18 | Revised Masterplan (02-03-18); minor other amendments | GGG | RTBL | RTBL |

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Transport Planning Associates

25 Southampton Buildings
London
WC2A 1AL
020 3709 9405
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PROJECT:
**NORTH EAST
CHELMSFORD GARDEN
VILLAGE**

TITLE:
**PROPOSED TRANSPORT STRATEGY:
PRINCIPAL MEANS OF VEHICULAR
ACCESS INDICATING PHASING OF DELIVERY**

STATUS:
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| SCALE: | DATE: | DRAWN: | CHECKED: | APPROVED: |
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