

**Response by Plymouth & South West Co-operative Society to issues raised by the Redtree Planning Application and their submissions on Days 2 & 3.**

In their statements to Days 2 and 3 Redtree raise a number of points in relation to the relative merits of their proposals and the Sherford Refined scheme promoted by the Plymouth and South West Co-op. On Day 2 Redtree have concentrated on the relative comparison of different linkages, whilst on Day 3 they have extended those arguments to extolling the virtues of accessing the Sherford development primarily from the A38 Trunk Road rather than the A379. This note addresses the key issues raised by Redtree, particularly in the context of the Transport assessment (TA) submitted with the planning application, and identifies that a number of the facts contained in the various Redtree Documents are at best wrong and at worst highly misleading.

**Locational Issues**

- 1.0. The five route options identified in Figure 2 of Redtree's Day 2 submission were the subject of extensive technical assessment by the Sherford Transport Working Group during the early stages of the EbD process. The Technical Working Group was formed by representatives of Plymouth City Council/Devon County Council/Scott Wilson on behalf of Redtree and Itp on behalf of the Plymouth and South West Co-operative Society.
- 2.0 The Working Group assessment concluded that for many of the relevant criteria there was little to choose between the route option via Chittleburn (Option 1) and the via Haye Road (Option 3). However the assessment also showed that Option 1 had significant advantages in terms of overall transportation integration and impact on residential amenity. The study identified that whilst Option 3 had less landscape and bio-diversity impact, the one principal disadvantage of Option 3

was its impact on Haye Road and, in particular, the extensive land acquisition required and, in particular, the impact on the King George V playing fields.

- 3.0 Subsequent studies undertaken, particularly by Plymouth City Council, provided a firmer basis for assessing the access requirements for Sherford and in particular the High Quality Public Transport (HQPT) options. The "Plymouth Strategic High Quality Public Transport (HQPT) Network" Route Development Report has identified the key criteria for developing a robust and effective public transport network for Plymouth, including serving the Eastern Corridor and Sherford. These criteria have been taken forward into Plymouth's Eastern Corridor Study (ECS).
- 4.0 The key findings of the ECS Study are that, whilst eventually the Eastern Corridor should be provided for by a dedicated off-highway public transport route, in the short to medium term public transport access to Sherford should be provided by an on-road segregated route via the A379 to the southern end of Sherford. The ECS established that 43% of trips to Sherford would be to central and southern Plymouth with a potential to achieve up to 45% transfer to public transport with a segregated route.
- 5.0 In considering the ability of the AAP proposals, or the Redtree application, to deliver an acceptable development at Sherford it is important not to lose sight of one of the fundamental criteria for the new community i.e. that to meet the objectives of creating a sustainable community it must achieve the delivery of a high quality, high frequency public transport link to Plymouth at the outset of development. Furthermore, all the studies undertaken by the three highways authorities (Highways Agency, Devon County Council and Plymouth City Council) recognise the overall benefits of running the public transport route along the A379.
- 6.0 In order to more readily understand the varied approaches to the delivery of HQPT taken by the AAP, the Redtree scheme and the Sherford Refined proposals, a comparison between the public transport proposals for the three

schemes is set out in **Table 1** attached. This includes the key elements of the proposals including the route of the HQPT service between the site and the city centre, deliverability of the HQPT link, frequency of services, journey time and the extent of bus priority measures.

- 7.0 Table 1 demonstrates that in principle the AAP scheme as currently promoted can achieve the majority of the objectives of the public transport strategy but will require a route which crosses the King George V (KGV) playing fields and a major modification of the Stanborough Cross junction with all the associated potential legal and procedural delays. The AAP scheme is also deficient in not providing any facilities for existing car users to access the proposed HQPT route in the Eastern A379 corridor.
- 8.0 By comparison, Option 1 (Chittleburn) can deliver all the objectives of the ECS HQPT strategy from the outset of development with no delays. The only disadvantage of Option 1 is that it would increase the overall route length by approximately 800m and the journey time by about 1 minute. However in terms of achieving a maximum take up of public transport usage such a variation is insignificant.
- 9.0 In contrast the Redtree scheme as now developed through the Scott Wilson TA fails to meet even the basic objectives of the Plymouth HQPT and ECS studies and is incompatible with the requirements of Policy SNC7 of the Sherford AAP. As stated in para 5.1 of their response to Day3 question (d), Redtree's position is that "There is no question that the primary access to Sherford will be the Deep Lane junction on the A38". On closer examination of the Scott Wilson TA this is clearly because they are unable to deliver an access to the A379 which meets even the minimum public transport requirements. This issue is dealt with further in response to matters raised on Day3 in paragraphs 12.0 to 19.0 of this note.
- 10.0 Dealing in detail with the Redtree Statement to Day 2 a number of facts are simply wrong:

a) *Desire Line*

Based on site measurements and Scott Wilson's own figures as submitted in their assessment to the Sherford Working Group, the difference in journey length between Deep Lane and Stanborough Cross between Options 1 and 3 is 0.8km **NOT** 1.1km..

b) *Infrastructure*

- The Option 1 alignment through the site is based on the requirement of the Plymouth HQPT Study which identifies a maximum gradient of 13% for all forms of Standard, Guided and Light Transit vehicles and 10% for Tram/Light rail (note: Nottingham Tram has maximum gradients of 8.5%). The indicative horizontal and vertical alignment of the Option 1 route is shown on Drawing No **4004-20** (attached) from which it can be seen that the actual maximum gradient is 7.7%. The suggested requirement for Bendi-buses of 1 in 20 (5%) is both incorrect and irrelevant.
- The alignment of the spine route through Sherford Refined is designed to balance cut and fill and minimise structural requirements.
- The length of unimproved single carriageway on the A379 with Option 1 is 800m **NOT** 1.5km. The entry junction into Sherford Refined has been designed to accommodate existing flows, background growth and traffic generation by the Sherford development. In any event, traffic flows on this section of the A379 are low and there is ample opportunity to achieve enhancements to ensure appropriate bus priority measures.
- Redtree make the case that to accommodate the HQPT lane, together with footpath/cycleway requirements, a widening of the

unimproved section of the A379 by 6.5m would be required. This would effectively create an overall width of 13m. It should be noted that Redtree have not applied this principle to their access via Haye Road, with Haye Road remaining at 6.5m wide without separated bus facilities or dedicated footpaths/cycleways throughout its length.

- The cost estimates previously prepared by both DTA and Scott Wilson show that costs of constructing either Option 1 or 3 to the same standards will be similar.

11.0 The suggestion by Redtree that the Sherford Refined proposals are debilitating is totally incorrect and not supported by the evidence.

### **Transport Issues**

A number of the issues raised on Day 2, and responded to above, are repeated in Redtree's Day 3 statement. In particular the issues raised by Redtree in their Day 3 statement under topics (a) and (c) are addressed above. The additional relevant Day 3 issues are dealt with in the following paragraphs.

### **Relationship of New Community to A379 and A38**

12.0 In their statements Redtree have focused a number of their criticisms of the Sherford Refined scheme on the relative distances to the A379 from the centre of the new community for the alternative Redtree and Sherford Refined schemes. This hides the fact that the scheme which Redtree is now promoting largely ignores the A379 corridor concentrating access onto the A38 at Deep Lane. Therefore a key issue to be considered in assessing the soundness of the Masterplan for the new community is the relative relationship of the new community to the A379 and the A38, and how these routes are used to provide access to Plymouth.

- 13.0 From examination of the Scott Wilson Transport Assessment (TA), it is unclear precisely how it is proposed to deliver the required level of high quality, high frequency public transport to serve the new community in the Redtree scheme. However it is apparent that Redtree recognised the difficulties in delivering a HQPT link to the A379 from the outset if the AAP Masterplan with a route through the KGV playing fields was to be followed.
- 14.0 The public transport proposals for the new community in the Redtree scheme, as described in the Scott Wilson TA, focus on the providing the principle transport access to the Sherford development via the A38. Indeed the only access to the A379 is via a substandard overcapacity link to Haye Road with an associated modification to an existing bus route offering an hourly service to Plymouth along an unimproved A379. This is far removed from the vision of a highly sustainable development with a High Quality High Frequency public transport linkage to Plymouth from the outset. This approach is clearly not consistent with the objectives of the adopted Structure Plan or the Plymouth City Council Transport Strategy, and is a major departure from the principles of the AAP scheme placing a greater emphasis on the use of the A38 Trunk Road for both public transport and private car access. This also raises key policy issues related to the use of the Trunk Road for local traffic which are considered in greater detail in paragraphs 20.0 to 23.0
- 15.0 In addition to the conflict with underlying policy, the Redtree proposals fail to provide a technically sound transport strategy to support the Sherford community. In particular the approach proposed in the Scott Wilson TA relies on Public Transport access via the A38 which depends upon the delivery of a commercially viable Park and Ride site with bus access to Sherford provided as an add-on to the Park and Ride service. The approach is flawed for the following reasons:
- i) It is highly unlikely that a Park & Ride site at Deep Lane served by a bus service along the A38 will achieve its objectives. It would offer no journey time or cost advantages and would require drivers to leave a



generally free flowing dual carriageway for a slower more expensive mode. Redtree suggest an abstraction level in the am peak of some 320 cars. (ref. Day 3 statement para 4.4). This figure is taken from the Eastern Corridor Study however that is on the assumption of the implementation of the Plymouth HQPT plan with a dedicated link through Sherford to the A379. In the absence of that link and the associated initiatives within Plymouth a more realistic abstraction rate (based on the HQPT study and experience elsewhere) would be about 3% of the total flow passing the site towards Plymouth City Centre. This is equivalent to approximately 90 to 100 peak hour trips which clearly falls far short of the planning objectives.

- ii) The expectation that travellers from Sherford to Plymouth City Centre would utilize a Public Transport system which is an extension of a P+R service from Deep Lane via the A38 is totally unrealistic. The route from the centre of Sherford to Plymouth City Centre is some 4.5 kilometres further via the A38 than the A379. The forecast journey time by public transport from Sherford to Plymouth via the A38 is some 21 minutes against a journey time by car of 15 minutes via the A38 and 18 minutes via the A379. The equivalent public transport journey time via an HQPT system utilizing the A379 corridor is 12.5 minutes (ECS study recommended package). Clearly the step change in sustainable travel required to support the Sherford proposals will only be achieved by the provision of an HQPT system running through the Sherford development to the A379 corridor from the outset.
- iii) The adoption of a Transport Strategy which concentrates access onto the A38 rather than the A379 fundamentally affects the role of the new community in relation to the Plymouth urban area. This is demonstrated by the anticipated trip distributions identified in the ECS and the Scott Wilson TA and summarised in the table below:

<i>Destination</i>	<i>Eastern Corridor Study</i>	<i>Scott Wilson TA</i>
Central Plymouth ( via A379)	43%	26%
A38 Corridor (west)	13%	32%
A38 Corridor ( east)	12%	24%
A379	5%	2%
Local	27%	16%

This table clearly demonstrates that whilst the ECS is planning for a community where some 70% of trips are either Local or to Central Plymouth, the Redtree proposals will only generate 42% of trips to these destination with the majority seeking destinations along the strategic A38 corridor.

- iv) Both the Redtree proposals and the AAP scheme preclude the ability to provide a transport interchange at the Eastern end of the A379 corridor. This will result in existing car users being unable to transfer to the HQPT scheme with the resultant increase in pressure on routes into Central Plymouth. This deficiency is addressed by the Sherford Refined proposals.

### **Access via Haye Road**

16.0 It is clear from analysis of the Redtree TA that the access proposals included in the Redtree planning application, as described in the Scott Wilson Transport Assessment, have insufficient capacity to adequately serve the Sherford new community and effectively rely on delivery of the major infrastructure improvements identified in the Eastern Corridor Study. This has significant implications for the ability of the Redtree scheme to deliver a high quality, high capacity, high frequency public transport link between the new community and Plymouth from the commencement of development, consistent with the



requirements of Structure Plan policies and Plymouth City Council's approved transport strategy.

- 17.0 In Policy SNC7, the Area Action Plan requires an "appropriate direct road link" to the A379 "from the commencement of development" but make no reference as to how this will be achieved other than noting in para 7.73 that there will be an all modes access from the new community to the A379 corridor at Stanborough Cross. The AAP makes no specific reference to the use of, or treatment of, Haye Road. In their attempt to deliver the AAP scheme Redtree have proposed access to the A379 via Haye Road. However the Redtree approach is flawed on a number of accounts.
- 18.0 As discussed in para 15.0 above the Redtree scheme heavily relies on access to the A38 for both cars and Public Transport from the commencement of development. This assumed distribution of traffic from the development, as defined in the Scott Wilson TA, and the reliance on the A38, reduces the assignment of trips to the A379. The TA then attempts to establish that, with this distribution of trips, the access arrangements to the A379 via Haye Road would be adequate. However, even with this heavy reliance on access via the A38 Trunk Road, the route via Haye Road is unable to adequately accommodate the residual traffic and totally fails to provide an adequate HQPT link to Plymouth via the A379.
- 19.0 A detailed analysis of the results presented in the Scott Wilson TA identifies the following deficiencies:
- 19.1 The junction between the proposed Sherford Main Street and Haye Road (Scott Wilson Dwg No. D108875-713) has a number of significant geometric deficiencies largely caused by the severe deflection of Haye Road to the West to avoid encroachment into the KGV playing field land. Consequentially, approaching from the south, there is no forward visibility to the signal heads until around 70m. Visibility to the back of the queue is less, probably around 30-40m. Regardless of the design speed, this is not safe. Even if visibility were to be

improved, there would still be high risk that drivers would not understand the layout and therefore greater physical separation of traffic streams would be required i.e. by extending the splitter island to the south. This would require further land that does not appear to be available. Other issues include inadequate lane width on the north arm exit and splitter islands barely wide enough to mount bollards. These deficiencies appear to be as a result of distorting the geometry of the junction to avoid land take from the KGV playing fields.

19.2 The degrees of saturation at both the Access junction and Stanborough Cross exceed capacity even in the 2016 peak hour with maximum diversion to the A38 and only a limited local bus service. Any attempt to enhance the junctions to meet the aspirations of the AAP would require significant additional land take. In particular:

i) At the Haye Road /Sherford Main Street junction the degree of saturation (DOS) on the Main Street approach is 120% with a queue of 77 pcu in the 2016 AM peak hour. The commentary (in Table 14-41) explains, the 'Mean Maximum Queue of held back traffic [is] to facilitate bus gate and single passage of HQTP Bus through Haye Road'. However, although a 475m bus lane has been provided and a 77 pcu queue is equivalent to around 450m, the 77 pcu queue is a mean maximum. Therefore, roughly half way through the peak, the queue length would be exceeded and by the end of the hour, it would be roughly double. Therefore, the proposed operation of the junction would not secure the bus priority.

ii) At the Stanborough Cross junction:

- The Haye Road approach is 101% saturated in the AM peak with a Mean Max Queue of 44 (39+5). It is likely therefore that this queue would block back to the Main Street access.
- The A379(E) right turn lane is a short flare, approx 3 pcu in length, with a modelled DOS of 89% and a queue of 13 pcu. In practice, this lane is fed

from the ahead lane and will tend to block the straight ahead movement which itself is 101% saturated with a queue of 50 pcu.

- The A379(W) right turn lane is a very short flare, perhaps 1 pcu in length. This is not practical and it would only be used rarely, other than as a short deceleration lane.

19.3 From Scott Wilson drawing numbers **D108875-713 & 714** it is clear that there is no adequate provision for pedestrian and cyclists at either Stanborough Cross or along Haye Road. There is no cycleway provision on Haye Road and the pedestrian crossing on Haye Road at the Stanborough Cross junction has been off-set to the north with staggered pedestrian crossings provided on all other arms. The provision of staggered crossings on a junction operating on a 120s cycle time is undesirable as pedestrians may need to wait nearly two cycles (4 minutes) to cross one arm. Worse still, it could take four cycles (8 minutes) to cross diagonally etc. The staggered pedestrian crossing on Stanborough Road to the south leaves no room for pedestrians once the barriers and poles are installed.

19.4 The scheme for Haye Road and Stanborough Cross shown on Scott Wilson drawing numbers **D108875-713 & 714** fails to meet the ECS aspirations of segregated bus facilities, dedicated footways/cycleways and 25m turn radius. To produce such an HQPT route would require a scheme of the scale and form shown on the attached drawing **4004-18**. It can be seen that this would require significant additional land take along Haye Road and would inevitably impact on the KGV playing fields.

### **Impact on A38**

20.0 The Highways Agency have set out their position in relation to the A38 in their Statement to the Inquiry. In this they reiterate their previous position that they need to be satisfied that the proposals for the new community at Sherford take account of the impact of the development on the A38. The HA's submitted statement seeks to build upon the previous representations submitted by the HA

and considered in the context of the Agency's response to the RSS. These particularly noted concerns about the impact of the proposed level of development on the A38 Trunk Road.

- 21.0 The submission states that the Agency's assessment indicated that the A38 to the east of Plymouth currently accommodates 62,000 vehicles per day with problems evident at many of the A38's junctions, notably Deep Lane. Furthermore, in their submission to the Plymouth LDF Core Strategy Examination dated December 2006, the HA actually state that the A38 *'is already close to capacity for much of the day, with particular concern expressed in relation to the capacity of key junctions including Manadon, Marsh Mills and Deep Lane'*.
- 22.0 The HA in their statement to both the AAP and the Plymouth LDF Core Strategy examination reiterate the concerns expressed in their submissions to the RSS that *'much of the transportation infrastructure – especially that catering for non-car based travel, will not be in place to serve the needs of the residential and employments of the Eastern Corridor.'* The Agency has expressed their concern in these submissions *'without a clear programme for delivery of the infrastructure to cater for non-car travel, the proposed development will have a detrimental impact on the A38'*.
- 23.0 It is clear, therefore that the adoption of a Master Plan for the new community which is focused towards the A38 for its transport access, and for its public transport link to the City Centre, would not be sound in the context of the Highways Agency's stated concerns regarding the operation of the A38 Trunk Road.

**Table 1: Comparison of HQPT proposals**

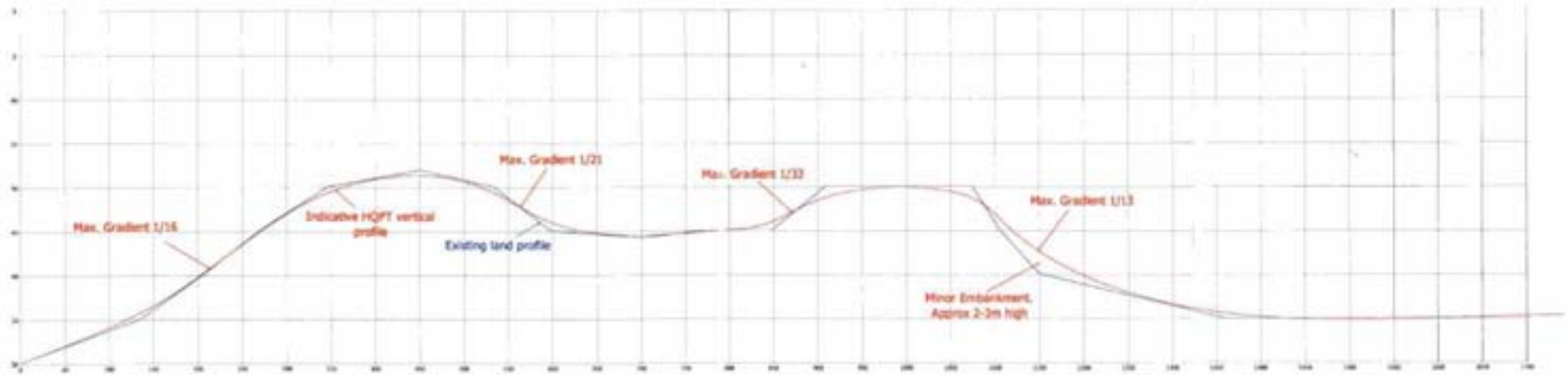
	<b>AAP Scheme</b>	<b>Redtree Application</b>	<b>Sherford Refined</b>
<b>Route of link to City Centre</b>	Via King George V Playing Fields and Haye Road and then along improved A379	Via A38 in conjunction with A38 Park & Ride, with potential additional local service via A379	Via purpose built access from new community to A379 and then along improved A379
<b>Delivery of HQPT link from Commencement of development</b>	No - unless overall development delayed	No – relies on use of Park & Ride service along A38	<b>Yes</b>
<b>Constraints to Delivery of HQPT link via A379</b>	Uncertain timescale for delivery of links via KGV playing fields and Haye Road	Uncertain timescale for HQPT link via Haye Road to the A379	<b>None</b>
<b>Frequency</b>	Up to 12 per hour	Route via A38 – unspecified Route via A379 - hourly	Every 10 minutes
<b>PT Journey Times: Deep Lane to City Sherford to City</b>	14.8 mins 12.5 mins	16 mins (via A38) 21 mins (via A38)	15.5 mins 13.5 mins
<b>Bus Priority Measures</b>	LTP improvements along A379 between Stanborough Cross and Lara Bridge	None identified in TA	Bus lane utilising unused carriageway on the A379: Junction improvement and bus priority at the Billacombe Road roundabout immediately to the east of Lara Bridge. (LTP scheme to be brought forward to start of development): Junction improvements with bus priority to be brought forward through the LTP for the junctions along the A379 between Billacombe Road and Sherford Road.

Indicative HQPT Route  
Scale 1/1000



13m Corridor,  
Max Radius = 125m  
Max Gradient = 1/13

Indicative HQPT Long Section  
Scale V = 1/2500, H = 1/250



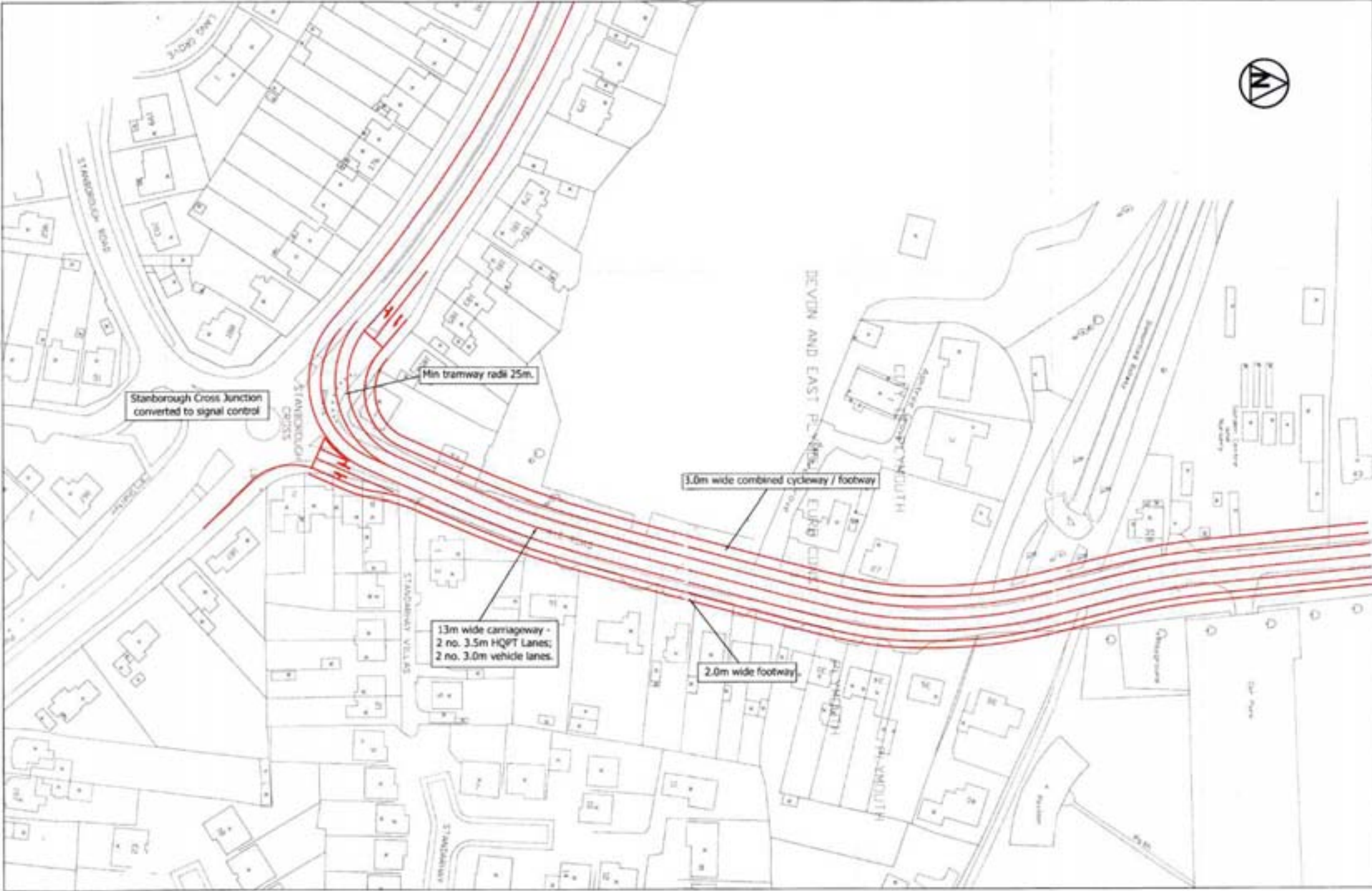
NO.	DESCRIPTION	DATE	BY	CHECKED	DATE



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The Centre, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

PROJECT	Ordnance, Plymouth	DATE	Plymouth & SW Co-Op
CLIENT	Indicative HQPT route and Long Section		
SCALE	As shown	DATE	04/04
PROJECT NO.	40/M - 10	DATE	04/04





Based upon the ORDINANCE SURVEY MAPS  
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THE NEW QUARTERS DEVELOPMENT LIMITED,  
11 New College Lane, Plymouth PL4 8AA

REV	DESCRIPTION	DATE	BY	CHECKED BY	DATE



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PROJECT	Sherford	CLIENT	Plymouth SW Co-op
DRAWING NO.	Hove Road Improvement Scheme		
SCALE	1/500	SECTION	04
DATE	13/01/2011	DRAWN BY	4/004-18