

## Ward Councillors Briefing note on; Sherford Construction Management Plan (traffic), Sherford Road and Vinery Road Schemes

November 2015

### **1. Background**

The Sherford New Community planning permission was granted in November 2013 by Plymouth City Council and South Hams District Council. The planning permission decision notice 06/02036/OUT and can be read on the PCC website.

There are a number of conditions that need satisfying that set out how the developers intend to minimise the impact of construction activities on the local roads around Sherford. In particular, these conditions require the developers to provide their proposals in relation to; delivery of the new highway infrastructure serving the development; measures to control vehicle movements from the existing network; movements for construction traffic; measures to restrict movement on Sherford Road and Vinery Lane. This briefing note summarises the developer's submissions for discharging these conditions.

### **2. Construction Management Plan (for Traffic): Condition 26 Construction Management Plan (for Traffic)**

The CEMP (traffic) seeks to protect the residential and general amenity of the area from the negative impacts of construction work and the timing of new highway infrastructure to connect Sherford to the existing network.

The submitted CEMP (traffic) can be read at;

<http://www.plymouth.gov.uk/planningapplications>

To summarise the construction related traffic route;

- Construction traffic access will be at Deep Lane South via the A38 – construction vehicles will follow Ridge Road, left at Brixton Road and entry to the site via a new haul route at Vealhome Farm.
- Residential Access will be via Haye Road and the new Main Street that links Sherford to Haye Road to the south of the Quarry (north of KGV playing fields).
- No construction traffic is allowed on Sherford Road, Vinery Lane, Bullers Hill (Plympton Hill) and Red Lion Hill.
- It is also a requirement of the outline permission that there is to be no increase in volume of any traffic along Sherford and Vinery Lane.
- All routes will have traffic counters to ensure this is monitored and the condition is complied with. It will also identify vehicle classifications. Regular reports will be compiled and sent to the council for review.
- Once constructed Sherford Main Street will also be used as a secondary access for construction traffic if there is a need to access the site via the A379.

The developers in the CEMP have stated that **first phase** of the scheme will consist of:

1. Enabling works – demolition of properties, site set up and development of the haul route.
2. Highway Works Includes;
  - a) Deep Lane Junction South, upgrade to an ‘all movements’ junction which includes the revocation of the existing right turn ban on to the A38;
  - b) Three Arm Junction at Haye Road to connect Haye Road with the Main St
  - c) The construction of Main Street between Haye Road and the PCC/ DCC boundary.
  - d) Housing construction within Phase 1 (see attached plan) this encompasses almost 700 dwellings. Construction of houses is programmed to start in January 2016.

Please see a plan illustrating this at appendix a

### **3. Sherford Road and Vinery Road (condition 29 and 45)**

As part of the outline planning application, it was originally envisaged that a temporary residential access from Sherford Road would be formed to the development site, to serve the first 170 residential dwellings, until such time as the new Main Street link road between Haye Road and the PCC/DCC administrative boundary was complete. Since this time, the delivery strategy for Sherford has evolved and this will no longer be the case. It is now intended that the first residential dwellings will be served via the Sherford Main Street (the new link road from Haye Road) from first occupation. Therefore the delivery of the Main Street Phase 1 between Haye Road and the first show homes at the western edge of the Sherford development area, will be given priority in the construction process, with the remainder of Main Street Phase 1 to the east completed thereafter.

The change in the strategy means that the Main St (Haye Road Link) will provide the access route in from day one of housing occupations, making sure that no additional traffic generated by Sherford will be on Sherford Road

#### **3.1 Sherford Road (what will happened in the first phase of development)**

Sherford Road is to be protected from any construction traffic and additional traffic to the existing situation. The existing Sherford Road provides direct access to residential dwellings within Elburton as well as additional access roads serving residential areas. Along the length of the road, there are already engineering features that control the free flow of traffic. This includes road narrowing's and mini roundabout junctions. Furthermore, the integration of Sherford Road into the development (as shown on the attached plan) will reduce the attractiveness of this road to through traffic, given that relative to the existing arrangement, the route will be less direct as vehicles will be required to traverse the residential streets, and general traffic speeds will be reduced and both journey distance and time will be extended.

It is intended that Sherford Road (between Elburton and Brixton Road) will remain in its current form until a link between Sherford Road and the new Main Street Phase 1 is established, this is likely to be when the first 170 home are constructed. At this point the section of Sherford Road that is within the development would be stopped up so that construction can commence over this section. Traffic moving through Sherford will then be able to ‘bypass’ Sherford Road via the first phase of Main Street.

To further discourage traffic using Sherford Road, it is considered appropriate that additional measures are included at the point of interaction between Sherford Road and the new development.

The following proposals from the developer are;

- That the speed limit is reduced to 30mph, reflecting the revised status of this section of Sherford Road. Currently the national speed limit applies to the section of Sherford Road beyond number 79 (within DCC area). This will however be subject to consultation and require a Traffic Regulation Order (TRO) application to Devon County Council.
- A footway link is proposed between the development and Sherford Road. This will be an off carriageway route running parallel with Sherford Road before crossing the same.
- Introduction of a short section of a 1.5m wide cycle lane between Sherford Crescent and Elburton Road. This will improve cycle connectivity with Elburton Road. This will be achieved through the use road markings and as such does not specifically hinder the movement of public transport vehicles.
- Heading east from Portway Close, an additional traffic calming measures along Sherford Road will be included, a further mini-roundabout at the junction with Hartwell Avenue. This will act as a further traffic calming measure and introduce a measure to interrupt traffic flow on a long straight section of Sherford Road.

### **3.2 Vinery Lane (what will happen in the first phases of development)**

Prior to the opening of Main St it is the intention that Vinery Lane will be de-prioritised through the implementation of a priority junction.

Vinery Lane north and South of Main St will be restricted to vehicular traffic once the connection between Main Street Phase 1 and Sherford Road is opened (as described above) The action will protect residential properties along Vinery Lane from additional traffic and existing rat running. A turning head is provided at the intersections on Vinery Lane North and South of Main Street. This restricts vehicular traffic but allows the free flow of pedestrian and cyclists onto Main Street. The turning head will be protected through the inclusion of parking restrictions, which will require the introduction of a Traffic Regulation Order.

Once Main St Phase 1 is opened, Vinery Lane will become a quiet lane with no vehicular access to Main St, this will be its permanent status. Those wanting to access Deep Lane, A38 from Elburton will be able to do so at Hays Road and via Sherford's Main St. The closure of Vinery Lane to through traffic will significantly reduce traffic levels on this section of road. At the time of closure, it is proposed that the link from south of the Main Street to Vinery Lane is promoted as a shared surface. The focus for this route will be walking and cycling.

Appendix B shows the Construction route, Link between Main St Phase 1 and Sherford Road and the routing proposals for Residential traffic.

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