FOREWORD

Red Tree (2004) LLP submitted a planning application for 'Sherford' to both South Hams District Council and Plymouth City Council in November 2006.

Since then the local planning authorities and Red Tree have undertaken extensive consultation with consultees, stakeholders and the local communities.

This submission in October 2007 provides further information to support the planning application in the form of addenda to some of the application documents as follows (the document you are reading is in bold):

- Masterplan Book Addendum
- Town Code Addendum*
- Transport Assessment Addendum
- Environmental Statement Addendum
- Report to Inform an Appropriate Assessment Addendum*
- Flood Risk Assessment Addendum
- **Main Street: Deep Lane Junction to Stanborough Cross Addendum**

* The addenda to the 'Town Code' and the 'Report to Inform an Appropriate Assessment' completely replace those documents submitted in November 2006.

The entire planning application and any supporting documents can be viewed at www.redtreellp.com

If you would like to formally comment on the planning application, please contact the determining authorities – South Hams District Council and/or Plymouth City Council.

If you require any further details from Red Tree, please contact the following:

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MAIN STREET DETAILED APPLICATION ADDENDUM

Main Street Design Statement

Honiton High Street

Paragraph 1 is replaced with the following paragraph:

> "*The detailed design is based upon guidance provided in the new 'Manual for Streets' published by the Department for Transport and Department for Communities and Local Government in 2007. Andrew Cameron is a key contributor to the advice contained in this publication.*"

Deep Lane Junction to the Park and Ride/A38 Westbound Slip Road

Paragraph 2 is replaced with the following paragraph:

> "*The overall proposed improvement for Deep Lane is split into two stages. The stage one junction improvement works are described below as they form part of the detailed planning application. The stage two junction improvement works are described within Chapter 4 of the Masterplan Book as they form part of the outline planning application."*

The following paragraphs are inserted after paragraph 2:

> *"The stage one improvements initially involve upgrading the simple priority slip road junctions to traffic signals in order to provide additional capacity through the effective control of traffic flows and queuing. Following the Red Tree planning submission, the existing junction between the eastbound slip roads and Deep Lane has been upgraded from a priority arrangement to a signalised layout; therefore this junction will no longer need to be upgraded as part of the Stage 1 improvements.*
>
> *"The stage one improvements also include the closure of the existing spiral westbound on slip and the construction of a new replacement westbound merge slip road that will provide access to the Park and Ride Interchange and thereby facilitate the early delivery of the High Quality bus system. The junction between the new westbound on slip and the A38 will be formed using a lane gain with ghost island merge; therefore it will be necessary to upgrade the existing junction between the A38 and the existing westbound off slip to a ghost island diverge with lane drop in order to ensure that the westbound merge and diverge layouts will be compatible."*

Paragraph 4 is replaced with the following paragraph:

> *"This will be the busiest section of the street in terms of vehicle flows, however pedestrian and cycle movements across the junction will be comparatively low. Nevertheless, a footway and cycleway are provided along this length of street to encourage these modes, and to facilitate a future segregated pedestrian and cycle connection to Langage and National Cycle Network 2, respectively.*

Deep Lane Junction to the Park and Ride/A38 Westbound Slip Road continued

Paragraphs 5 is replaced with the following paragraph:

> *"A new signalised junction will be provided to enable vehicles to access the A38 westbound merge slip road from Deep Lane. This new junction will incorporate a signal controlled dedicated right turn facility on the southbound carriageway, and southerly movements across the junction will be unrestricted.*

Paragraphs 6 is replaced with the following paragraph:

> *"The westbound merge slip road accommodates one-way traffic in a westerly direction only; therefore vehicles will not be permitted to gain access to Deep Lane via the A38 westbound merge slip road. The westbound merge slip road incorporates a left turn facility into the Park and Ride and a bus stop is provided on the slip road, adjacent to the Park and Ride, to facilitate services running on the A38."*

Northern Avenue to Southern Avenue Junctions (Lavigne Lonsdale sheet No's 3 and 4)

Paragraph 1 is replaced with the following paragraph:

> *"This section defines the built edge of the Town and creates the eastern gateway to Sherford. A formal entrance is proposed to announce arrival within the development. The Main Street continues as a dual carriageway up to Southern Avenue and bus priority is introduced with the provision of a segregated lane to allow buses direct access to the stop line in both directions. The development on each side of the street is served by two parallel access roads flanking the through route."*

Southern Avenue to Main Street Bridge (Lavigne Lonsdale Sheets No's 5 and 6)

Paragraph 2 is replaced with the following paragraph:

> *"The bridge creates a gateway into the High Street and defines the entrance into the early phases of development. It creates 'breathing space' in the Town, permitting views up and down the green corridor, acting as a transition point on the street. Key Buildings will be required along this section to act as taller focal points along vista lines from the High Street. The bridge will have sufficient width to accommodate a possible future demand for Light Rail Transit. However, the carriageway width will be artificially reduced to 5.5m over the structure, through the provision of edge strips, low level stonework vehicle parapets and oversized footways, in order to help restrict traffic speeds on the eastbound approach to the High Street."*

Bridge to Brixton Road (High Street) (Lavigne Lonsdale Sheets No's 7 and 8)

Paragraph 1 and 2 are replaced with the following paragraph:

> *"This section runs the length of the town centre in Sherford. The High Street is significantly wider and has features based on the Main Street in Marlborough, a successful market town in Wiltshire which has the old London to Bath carriage route (A4) passing through it. The street has two carriageways, segregated by a central parking area, which will convert to bus only, two way running lanes, should traffic flows and activity require the HQPT buses to be segregated through this section."*

Paragraph 3 is replaced with the following paragraph:

> *"Parking directly on the street is a key ingredient to a successful High Street. Parallel parking is provided on both edges of the street and in order to increase parking numbers in the early years, 60^{o} chevron parking has been introduced into the central area. This parking arrangement results in slow vehicles manoeuvring in and out. In order to reduce conflict with through traffic, a second running lane has been introduced to enable traffic to move around these slower vehicles. Traffic speeds are effectively controlled to 20mph through the extensive vehicular and pedestrian activity during the course of the day. Pedestrian activity will be safely accommodated within the High Street through the provision of three stage courtesy crossings."*

Paragraph 5 is replaced with the following paragraph:

> *"The junction with Brixton Road is shown to be signalised in order to provide HQPT bus priority. However, it is also designed as a shared space with footway and carriageway materials being laid at the same level to form a uniform area shared by all modes. The design of bus stop shelters will form part of the first phase detailed design process and will be sensitive to their exposed and therefore significant positioning."*

Paragraph 6 is replaced with the following paragraph:

> *"The shared space with Brixton Road forms the town square and includes the entrance to the central Primary School. This is a key civic space and the building within it forms a nodal point for views along the Main Street."*

Brixton Road to Secondary School (Lavigne Lonsdale Sheets No 10)

Paragraph 2 is replaced with the following paragraph:

> *"The section of road in front of Sherford Quarry forms part of one of the wildlife/bat corridors. Semi-mature tree planting is proposed very close to the carriageway to encourage a closed tree canopy. Elevated wire rope bridges and wildlife culverts also cross the road at this point and lighting will be kept to minimum standards in order to further aid bat movements in this area. Additional tree planting around the Quarry will also contribute to buffering the bat kiln roosts from the road."*

Secondary School to Haye Road

The following paragraph is inserted after Paragraph 2:

> "*A wildlife/bat corridor is provided on the eastern side of Vinery Lane and semi-mature tree planting is proposed close to the carriageway. The Main Street carriageway is widened where it passes through the bat corridor to accommodate a central island that will contain dense tree planting. These additional trees are provided in the centre of the carriageway to encourage a closed tree canopy and support elevated wire rope bridges that cross the road at this point. Wildlife culverts and low level lighting will also be provided at this location to further encourage bat movements across the new carriageway. The dense semi-mature tree planting on the eastern side of Vinery Lane will create an attractive western gateway to Sherford and it will also act as a traffic calming measure to reduce the speed of vehicles.* "

Paragraph 3 is replaced with the following paragraph:

> "*The closure of Vinery Lane, shown on sheet 9, needs to be carefully managed. Vehicles will not be permitted to gain access to Vinery Lane from the Main Street, however they will be permitted to turn in either direction out of the junction that is situated on the south side of the Main Street. Pedestrian and cycle movements will be permitted in either direction along Vinery Lane and a new uncontrolled crossing will be provided to enable these non motorised users to safely negotiate the Main Street carriageway*."

Non Motorised Users

Paragraph 2 is replaced with the following paragraph:

> *"Pedestrian crossing facilities are provided throughout the length of the street. Inside the urban area there are potentially seven sets of traffic signals, that majority of which will have an all red pedestrian "call off" phase. The all red phase allows pedestrians to diagonally cross junctions, which is often a desire line. A further signalised pedestrian crossing facility is located outside the Sports Centre to provide a safe connection to the sports fields to the north of the Main Street. Informal crossing facilities, in the form of a central refuge, are provided at the north eastern end of the Main Street where traffic flows are highest. A number of three stage courtesy crossings are provided on the High Street to enable pedestrians to safely negotiate the bi-directional carriageway and bus lanes. Elsewhere, uncontrolled crossing points are situated on both sides of each junction in order to provide as much flexibility in crossing locations as possible"*

Non Motorised Users continued

Paragraph 3 is replaced with the following paragraph:

> *"The cycle strategy is shown on Drawing Reference D115800-700-001. A signed segregated cycle route will be provided on the Northern and Southern Avenues, and while it is considered that the permeable grid of streets as a whole allows for any series of routes through Sherford, depending on your cycling purpose and ability, it is intended to designate the Northern Avenue as the NCN route. The cycle route on Northern Avenue will be connected to the National Cycle Route NCN2 at Deep Lane by a new segregated cycle route that will extend along the eastern side of the Main Street and Deep Lane carriageway. The cycle route on Northern Avenue will be extended in a westerly direction to provide a connection to Vinery Lane through the provision of a new segregated cycle facility on the southern side of the Main Street carriageway. This design will enable a direct segregated connection to be provided from the National Cycle Route Network 2 at Deep Lane to the National Cycle Route Network 2 on the A379 in the future, if Vinery Lane and Portway Close are upgraded to accommodate a cycle route, though this provision will not be delivered by Sherford. Cyclists can however choose to continue around the rural edge route to connect via the valley to the NCN2.*

The following paragraph is inserted after Paragraph 3:

> *"A segregated rural edge route is provided around the perimeter of the development, and a separate cycle route will be provided that extends from the southwest corner of the development to the National Cycle Route NCN2 on the A379. The Sherford street network has been designed to provide a connected permeable network; therefore cyclists may easily travel from the signed cycle routes on the Northern and Southern Avenue to the rural edge route. Segregated cycle routes are also provided within the greenways that dissect the site, which are likely to form leisure routes."*

Drainage

The diagram below paragraph 1, which shows a detail of porous paving, is removed.

Alignment

Paragraph 1 is replaced with the following paragraph:

> *"The Main Street route is entirely located on Greenfield agricultural land, with few constraints to its alignment. It was the proposed urban form of Sherford and a desire to seek the less steep areas of topography, which confirmed the detailed route."*

Alignment continued

Paragraph 2 is replaced with the following paragraph:

> *"The topography is generally rolling grassland, which drops 70m from the highest point at Deep Lane Junction to the connection point at Haye Road, a distance of approximately 3.5km. The steeper gradients are generally at the eastern end however no gradients are greater than 5% (1 in 20). Scott Wilson Drawings D108875/717 to 722 show a 'long section' drawn through the centreline of the Main Street and they demonstrate that the proposed finished road level generally follows the existing ground. This therefore limits the amount of earthworks involved in the construction of the street. The Cross-Section Drawings D108875/723 to 733 also demonstrate that, in general, the development on each side of the street can be constructed at the back of footpath level again without substantial amounts of earthworks. This design philosophy ensures that the Main Street Design will comply with the requirements of "The Disability Discrimination Act 2005".*

Urban Design and Surface Finishes

Paragraph 2 is replaced with the following paragraph:

> *"Despite the wide range of materials available to today's designers, Sherford and the Main Street in particular, seeks to use a simple palate of colours and materials in order to maintain a consistent character throughout. The surface finishes include the following five types of materials:-*
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> - *Black Asphalt Macadam for the carriageway running lanes;*
> - *Buff coloured spray tar and chip (rolled) for adjacent footways;*
> - *Reconstituted paving in flags and blocks for footways in key character areas;*
> - *Reconstituted block paviour (100 x 200-300mm) feature paving in carriageways to define pedestrian crossings, bus lanes and service streets*

Drawings

The drawings contained within the following sections of this addendum replace the drawings with the corresponding reference number that are contained within the original Main Street Document:-

- *The Application Addendum*
- *Proposed Finishes Addendum*
- *Engineering Addendum*

The drawings contained within the section entitled "Character Setting Addendum" are added after Sheet 10 in the section entitled "Character Setting", which is contained within the original Main Street Document.