

TRANSPORT ASSESSMENT ADDENDUM

Chapter 2 – Development Proposals

Figure 2.7 ‘Sherford Internal Construction Phasing Strategy’ is replaced with revised Figure 2.7 in this section of the Addendum.

Highway Phasing (p.22)

Figure 2.8 ‘Highway Phasing Programme’ is replaced with revised Figure 2.8 in this section of the Addendum.

Paragraphs 2.3.6 to 2.3.9 are replaced with the following paragraphs:

“In Year 1 the section of the Main Street between Haye Road and the south west corner of the secondary school, as shown in Figure 2.8, will be built to its full specification. This road will be available for construction traffic from the outset and the small number of dwellings occupied in the first year will use Sherford Road for their access. Movement to the north is via the existing Sherford Road to Brixton Road, and then along Ridge Road to Deep Lane Junction. Construction traffic will use Ridge Road and a site entrance on Vinery Lane. Once on site access into development areas will be via a series of new, temporary roads within the Phase 1 development area.

During Year 2, the Main Street is built to its full specification between the south west corner of the secondary school and Brixton Road. For most of this year, residents of Sherford will use Sherford Road. In the third quarter of Year 2, Haye Road will be opened for residents to use if traffic levels on Sherford Road dictate this requirement. However, in the interests of both safety and network operation it would be beneficial to utilise this access purely for construction traffic only. Access to the north will be via the new section of the Main Street, then north along Brixton Road to the southern section of Ridge Road, then east to Deep Lane Junction. Construction traffic will, during this period, move to the Haye Road access, and Vinery Lane will revert to resident-only traffic.

In Years 3 and 4, Sherford High Street is built to its full specification and the section of the Main Street from Brixton Road to Deep Lane Junction will be completed. All residents will use the Main Street for their access into and out of Sherford, and Ridge Road will be closed to vehicular traffic. Construction traffic will continue to use either Haye Road (light vehicles) or Deep Lane Junction (heavy goods vehicles).”

Development Phasing (p.23)

Paragraphs 2.3.14 to 2.3.15 are replaced with the following paragraphs:

“The Phasing Plan for Sherford anticipates the town being built from the south west moving up along the Main Street towards the town centre. Supporting infrastructure will initially be connected to existing services on the outskirts of Elburton, with the main infrastructure being built once development has reached the High Street and the Main Street is completed.

Development of the town centre and surrounding development parcels, primarily consisting of commercial and residential land use, will take place

during Years 4 and 5 when suitable road infrastructure is in place. This will include the construction of the Health Centre, located near to the town centre.”

Paragraphs 2.3.17 to 2.3.18 are replaced with the following paragraphs:

“The construction of the required network of schools to support the predicted total Sherford population will begin in Year 2, with the development of the first primary school. A secondary school towards the western periphery of the site follows, once pupil numbers reach the appropriate quantum. Primary School 2 will be developed in Year 7 and Primary School 3 to the east of the development site in Year 10.

Early retail and commercial provision is provided within Phase 1 in the south west neighbourhood centre. The main retail and commercial provision is provided on the High Street in Phase 2, with further commercial areas developed in the north east neighbourhood in Phases 3 and 4.”

Paragraph 2.3.19 is replaced with the following paragraph:

“Throughout the construction of Sherford, a number of neighbourhood centres will be introduced in conjunction with the development of residential land parcels. The first neighbourhood, the south west neighbourhood, which includes the Youth Centre, will be built just south of the proposed secondary school in Phase 1. This will be closely followed by the construction of the High Street and the town centre neighbourhood in the centre of the development in Phase 2. The southern ‘half’ neighbourhood and the north east neighbourhood will be created in Phases 3 and 4.”

Chapter 3 – Existing Highway Environment

A379 / Sherford Road / Springfield Road (p.44)

Paragraph 3.2.13 is replaced with the following paragraph:

“Prior to the construction of the Haye Road link, Sherford Road will be used to service up to 200 dwellings. Traffic monitoring and management along this road will seek to ensure that capacity is available for the new dwellings and that the status quo for residents is not affected by the development of the 200 dwellings. With the creation of the new Haye Road link, it is anticipated that the section of Sherford Road between the development and Elburton roundabout could continue to serve as a minor access route to Sherford, primarily from the south. However, through-traffic currently using this route will also use the new Haye Road link, which combined with proposed speed and traffic calming measures, should ensure that the relative net impact of the proposed development is minimised. This issue is considered later in this assessment in Section 14.”

Paragraph 3.2.16 is replaced with the following paragraph:

“Vinery Lane connects Plympton Hill in the north to Sherford Road in the south. It provides access to Deep Lane via an east-west connection running alongside the A38. This route is used as a local distributor for traffic travelling to/from the A38. Prior to the completion of the Haye Road link in Year 1, the northern part of Vinery Lane connecting Sherford with Ridge Road will be used to provide construction access .”