

Issues Raised	Summary of Comments Received	Sherford Consortium Response
<p style="text-align: center;">Ecology</p>	<p>Recommendation that wildlife should be considered in the design and construction of individual dwellings, gardens, and communal spaces.</p> <p>Recommendation that integral nest sites for swifts (swift bricks) are built into the external walls of new dwellings, at an overall ratio of one per dwelling across the development. These should be sited at least 5m above ground level, under the eaves – gable ends may be most suitable.</p> <p>Recommendation that garden and other boundaries are permeable.</p>	<p>Biodiversity has been considered from the outset of the Masterplan design. This will continue for the detailed design of dwellings. Bird boxes, bat boxes and bee boxes will be proposed; the ratio of boxes: dwellings will be determined on a phase by phase basis. Gaps under garden boundary fencing will be proposed to allow movement of wildlife such as hedgehogs. Wildlife information leaflets will also be provided for all new residents to highlight the importance of wildlife areas within the Sherford development and also in the surrounding area e.g. Plymouth Estuary, Dartmoor.</p>
	<p>Concern that the amended drainage proposals will increase net developable area and create greater flood risk.</p>	<p>To address changes in legislation and best practice the new drainage proposals will include greater areas of integrated green spaces, with drainage features such as ponds and drainage basins. This approach will not create greater flood risks but will in fact provide a betterment.</p>
	<p>Request that the proposed drainage arrangements are professionally and technically assessed by the Councils hydrology engineers and the Environment agency.</p>	<p>Drainage strategies are to be submitted with the S73 outline planning application. Further detailed drainage details, based on the outline proposals, will subsequently be submitted with a reserved matters planning application. At both stages drainage engineers at the Lead Local Flood Authority (Devon County Council) and the Environment Agency will check and approve the submitted designs.</p>
<p style="text-align: center;">Drainage</p>	<p>There are drainage problems on Hercules Road, which are considered to be the result of flooding in heavy rain.</p>	<p>This issue will be investigated and resolved by the site team. Future phases of development will not put additional pressure on the existing drainage systems.</p>
	<p>Concern that the fields surrounding Hareston Cottages contain a large amount of underground springs. In periods of heavy rain, the fields and surrounding roads are flooded. In the past it proved necessary for a retaining wall to be built on the north boundary of the Cottages in order to prevent excessive surface water entering into our properties.</p>	<p>It would appear there is a crest in the local topography between Hareston Cottages and the extent of new development, hence they lie in separate drainage catchments. New development in this area will drain to Sherford Stream. Due to the increase in impermeable areas and reduction in infiltration to ground and the crest in topography, it is unlikely the new development will contribute to increased groundwater flows to springs in the area.</p>

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Transport and Traffic	<p>Concern that having one access road to the A38 will cause gridlock.</p> <p>Concern that an increase in traffic on Red Lion Hill will create highway safety issues.</p> <p>Concern regarding the width of this road and speed of traffic.</p>	<p>The impact of the development has been fully assessed through the Transport Assessment. Several access points into the development will be delivered and this will allow development traffic to disperse within the road network. The methodology to assess the development impacts was discussed and agreed by the regulatory Highway Authorities. The capacity of the road network has been assessed, concluding that the road network will operate within acceptable thresholds.</p>
	<p>Access proposals should include traffic calming measures.</p> <p>Wish to see the original Sherford Estate traffic plan adhered to. Which is the closing of Sherford Road to all traffic other than emergency vehicles and buses.</p>	<p>The access strategy delivers several points, all of which will disperse the development traffic. This will avoid overloading any one location. In relation to Sherford Road, a planning condition was approved through the consent that considered traffic calming on Sherford Road, with the aim of controlling traffic volumes.</p>
	<p>Concern that the rate and speed of traffic has worsened since the closure of Vinery Lane; and the width of the road is inadequate for the volume of traffic.</p> <p>Traffic calming would be welcome in Sherford Road.</p> <p>Support for temporary closure of Sherford Road in order to facilitate access of plant to the new Sherford development.</p> <p>Support for the permanent closure of Sherford Road at the boundary of the new town.</p> <p>Sherford Road has been used as a rat run and cannot support the volume of vehicles using it. The road surface is badly pot-holed, and drivers do not comply with the 30mph speed limit.</p>	<p>The impact of the development has been fully assessed through the Transport Assessment. Several access points into the development will be delivered and this will allow development traffic to disperse within the road network. The methodology to assess the development impacts was discussed and agreed by the regulatory Highway Authorities. The capacity of the road network has been assessed, concluding that the road network will operate within acceptable thresholds.</p> <p>A planning condition was approved through the consent that considered traffic calming on Sherford Road, with the aim of controlling traffic volumes and to encourage motorists to use alternative routes.</p>
	<p>Concern that the proposed park and ride at Deep Lane will be used by Sherford residents, especially in the south of the development. There must be sufficient parking in the park and ride otherwise overflow will end up in the commercial areas.</p> <p>Bus services will have to be very carefully planned if Sherford residents are to be well served. Request for more information for residents on the public transport plans.</p>	<p>The impact of the development has been fully assessed through the Transport Assessment. The delivery of the park and ride will benefit both the development and the wider area through the removal of trips from the A38 and has been sized in consultation with the local authorities to fulfil expected demand. As part of the sustainable strategy, High Quality Public Transport (HQPT) network has been identified. This will deliver public transport services between the development and Plymouth. The HQPT strategy has been developed through the planning process and this will deliver a viable and attractive alternative to the car, which will reduce the number of car trips generated by the development.</p>

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Transport and Traffic	<p>Query as to whether Sherford Road will be closed to through traffic and a 'minor' road established to connect Sherford Village to the remains of Sherford Road as a T junction at Plot W.</p> <p>Wish for the total closure of Sherford Road at the edge of the development, incorporating access for emergency vehicles to Sherford Village from Elburton</p> <p>Concern regarding highway safety.</p> <p>Request for the high street to be opened up to Deep Lane ASAP to enable access to A38 and boost employment opportunities - also to relieve pressure on Cot Hill and Plympton.</p> <p>Concern regarding access onto Sherford Road being opened up too early and this becoming a "rat run."</p> <p>Concern regarding increased traffic on Brixton Road and small lanes impacting on highway safety.</p>	<p>A Transport Assessment has been prepared that fully assess the impact of the proposed development. A number of access points into the development are proposed allowing development traffic to disperse within the road network.</p> <p>The methodology to assess the development impacts was discussed and agreed by the regulatory Highway Authorities. The capacity of the road network has been assessed, concluding that the road network will operate within acceptable thresholds. Planning condition was approved through the consent that considered traffic calming on Sherford Road, with the aim of controlling traffic volumes and to encourage motorists to use alternative routes. The complete closure of Sherford Road is not considered necessary.</p>
	<p>Query as to whether Hercules Road will have double yellow lines added to improving movement of vehicles.</p>	<p>The outline application considered the delivery of the complete development and as such would not necessarily pick up such a specific issue. This situation can be monitored by the Local Authority to see if there is a need to implement parking restrictions.</p>
	<p>Concerns about access to 5-acre field on Ridge Road, which contains a Telecoms Utility requiring access from both Brixton Road (West) and Deep Lane (East).</p>	<p>The highway proposals will maintain existing access points to third party land</p>
	<p>It is considered imperative to open up the main street as soon as possible. Fear that parking will be difficult on that street because the pavements are wide.</p> <p>Request for an expeditious implementation of transport links. Currently there is no footpath to get in or out of Sherford. Cycle paths are needed for commuting to work.</p> <p>Bus service are considered to be needed urgently.</p> <p>Direct access to A38 needed.</p>	<p>The phasing plan for Sherford includes the timings for the delivery of highway links. This was discussed at the outline stage and continues through the reserved matters applications. These discussions include both the Local Authorities and the developers, this will ensure the delivery of infrastructure coincides when it is required.</p> <p>Bus services to Sherford are expected to commence within the next six months.</p>

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Transport and Traffic	Request for the high street to be free of too much parking.	The design of the High Street forms part of the outline application and will be considered in detail at the respective reserved matters stage. The current design is considered reflective of the design philosophy and the street character we aspire to.
Master-planning	Concern that the proposals lower the quality of development.	The High Quality of the development remains a key principle of the proposals, which will be maintained.
	Request that some of the 3-storey houses be offered as apartments, maintaining the scale as set out in the approved masterplan.	This will be accommodated within the detailed response to the future Design Codes submission as part of the next phase of development.
	Query as to the location of the land set aside for a permanent place of worship and vicarage.	The place of worship and vicarage land will be offered in future development phases. The exact location is not yet known.
	Concern over car parking in front of houses.	This will not be the only parking scenario, which has been added to the Code to allow the most appropriate parking response to any design situation.
	Disappointment that there is little detail on house types and street scenes that are affected by the proposed amendments to the masterplan.	This information is contained within the Town Code and has been approved.
	Request that solar panels and ground source heaters are included.	The manner in which energy efficiency is delivered will be agreed with the LPA and all relevant technology will be explored. Sherford will meet very high standards for sustainable energy measures.
	Surprise that buyers are resistant to the town houses (size of gardens, parking etc) seemed to be cited at the consultation as one reason for making changes.	Noted.
	Concern that the development is not a new town, but a large housing estate.	The new proposals will be brought forward in line with the original vision, which is to create a vibrant market town development containing a mix of uses.
	No evidence to date that the masterplan will deliver a multi-generational settlement. No reference provided to the provision of lifetime homes.	Lifetime homes are provided throughout Sherford and will continue to feature in future phases when appropriate.
Would like more consideration to community facilities appearing early on in the development (i.e. children's centre, youth centre) plus public transport routes set up to insure families are not isolated.	This first primary school is under construction and all other facilities are to be provided as per the relevant triggers held within the approved S106 agreement.	
Would like to see a unified style of housing though, not convinced about changes to the homes or keen on new designs.	Noted.	