

**Oversight and Governance**

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CABINET – SUPPLEMENT PACK 2

Monday 18 March 2024
9.30 am
Council House, Plymouth

Members:

Councillor Evans OBE, Chair

Councillor Laing, Vice Chair

Councillors Aspinall, Briars-Delve, Coker, Cresswell, Dann, Haydon, Lowry and Penberthy.

Members are invited to attend the above meeting to consider the items of business overleaf.

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Tracey Lee

Chief Executive

Cabinet

5. **Woolwell To The George Transport Improvements: (Pages 1 - 140)**
Compulsory Purchase Order & Side Roads Order Resolution:

Cabinet



Date of meeting:	18 March 2024
Title of Report:	Woolwell To The George Transport Improvements: Compulsory Purchase Order & Side Roads Order
Lead Member:	Councillor Mark Coker
Lead Strategic Director:	Anthony Payne (Strategic Director for Place)
Author:	Steven Flaxton
Contact Email:	steven.flaxton@plymouth.gov.uk
Your Reference:	WTTG/01/approvals/cabinet report/18 March 2024
Key Decision:	Yes
Confidentiality:	Part I - Official

Purpose of Report

This report provides a further update since Cabinet approved the scheme and gave in principle approval to proceed with a Compulsory Purchase Order (CPO) in November 2021, with particular reference to the land requirements and implications.

Cabinet are being asked to approve the final CPO & Side Roads Order (SRO) boundaries and changes made since the in principle approval.

This report summarises the development of the Woolwell To The George (WTTG) Transport Improvement Scheme ("the Scheme") since November 2021 and identifies the land impacts of the scheme and final CPO boundary which contains the final land requirements for the scheme.

The report also seeks approval to place identified S106 and Integrated Transport Block Grant contributions into the capital programme.

Negotiations with landowners will continue and it remains the Council's preference to secure the land needed for the Scheme through negotiation. Starting the formal processes required for the making of a CPO and SRO now will provide certainty to both landowners and the Council and will provide the opportunity for the Council acquire any remaining property interests that are required for the Scheme that cannot be secured via negotiated settlement.

This report provides a reminder of the benefits of the Scheme and the strategic importance of the Scheme in delivering the growth identified in the Plymouth & South West Devon Joint Local Plan (JLP), particularly in the north of the City at Derriford and Woolwell.

Recommendations and ReasonsCabinet is recommended to:

1. Authorise the making of a compulsory purchase order to be known as The City of Plymouth (A386 Tavistock Road) Compulsory Purchase Order 2024 ("the CPO") under sections 239, 240, 246, 250 and 260 of the Highways Act 1980 and the Acquisition of Land Act 1981 to secure the compulsory acquisition of the land shown within the red boundary on the CPO Resolution Area plan as shown in more detail on the plot plans shaded blue and orange and the new rights over the land shown hatched blue at Appendix E of this report ("the Order Land");

Reason: To ensure that the programme for delivery of the Scheme can still be met in the event that not all land can be acquired through negotiation.

2. Authorise the making of a side roads order to be known as The City of Plymouth (A386 Tavistock Road) (Side Roads) Order 2024 ("the SRO") under sections 14 and 125 of the Highways Act 1980 to construct new highways and public rights of ways, stop up, divert, improve or otherwise deal with a highway including public rights of ways and the closure and creation of private means of access as shown in the SRO Maps at Appendix F to this report

Reason: To enable the procedural measures to be carried out efficiently and to allow alterations to the highway and private means of access in relation to affected land.

3. To note, and have due regard in determining whether or not to authorise the making of the Orders, the public sector equality duty contained in section 149 of the Equality Act 2010 and the requirements of the Human Rights Act 1998, as detailed further in section 2.4 of this Report;

Reason: To eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Equality Act 2010. To advance equality of opportunity between people who share a protected characteristic and those who do not. To foster good relations between people who share a

protected characteristic and those who do not including tackling prejudice and promoting understanding.

4. That the Service Director for Strategic Planning and Infrastructure be authorised in consultation with the Head of Legal Services to:

- (i) finalise and make, if necessary, any minor or technical amendments, modifications and deletions to the CPO Maps and SRO Maps should this be considered appropriate;
- (ii) agree the precise scope of rights to be acquired over properties that surround the Order Land;
- (iii) finalise the CPO and the SRO (collectively referred to as “the Orders”), and the Statement of Reasons;
- (iv) to take all necessary steps to make (including any associated or ancillary applications to the Secretary of State under the Acquisition of Land Act 1981 publish, and obtain confirmation of the Orders including (but not limited to) the publication and service of all statutory notices and presentation of the Council’s case at any Public Inquiry or through written representations, to secure the confirmation of the Orders (with or without modifications) by the Secretary of State for Transport and implement the Orders associated with the Scheme;
- (v) continue, in accordance with the Cabinet authority dated 9 November 2021, discussions and negotiations with landowners and stakeholders with a view to reaching voluntary agreements with landowners and to purchase and/or reserve land and rights by agreement for the scheme;
- (vi) negotiate, agree terms and enter into agreements with affected parties including agreements for the withdrawal of blight notices and/or the withdrawal of objections to the Orders and/or undertakings not to enforce the Orders on specified terms, including (but not limited to) where appropriate seeking exclusion of land from the Orders, making provision for the payment of compensation and/or relocation;
- (vii) in the event the Orders are confirmed by the Secretary of State or an Inspector in the case of delegation, to advertise and give notice of confirmation and thereafter to take all steps to implement the Orders including, as applicable to execute general vesting declarations and/or to serve notices to treat and notices of entry in respect of interests and rights in the Order Land; and
- (viii) take all steps in relation to any legal proceedings relating to the Orders including defending or settling claims referred to the Upper Tribunal and/or applications to the courts and any appeals.

Reason: To ensure that the land acquisition can be undertaken swiftly providing certainty for affected parties and to ensure the wider delivery of the Scheme can still be met in the event that not all land can be acquired through negotiation.

5. Allocate an additional £3,916,433 into the capital programme for the scheme funded by the identified £1,957,433 Section 106 contributions and £1,959,000 Integrated Transport Block grant and remove £755,000 Capital receipts previously anticipated.

Reason: To provide certainty for the Scheme in order to proceed to construction and provide financial assurance for the Compulsory Purchase Order processes.

Alternative options considered and rejected

Alternative options considered and rejected in respect of the land needed to be required:

1. Do nothing. This was rejected as this section on the A386 is a notorious congestion hot spot and without intervention will mean that the planned development identified in the Plymouth and South West Devon Joint Local Plan will not be able to come forward.
2. Continue with the same land requirement as approved in principle in November 2021. This was rejected as in some instances we have been able to design out some previously affected landowners and reduce the land take for others through the design development process.
3. Provide a de-scoped Scheme to further reduce land requirement. This was rejected as this did not meet the aims and objectives of the project nor improve the resilience of the network. Opportunities for value engineering have been explored and taken where appropriate as well as a review of design which has led to less land being required in some locations.

Relevance to the Corporate Plan and/or the Plymouth Plan**The Corporate Plan:****Unlocking the City's Potential**

An efficient and sustainable transport network:

This Scheme will improve journey times and reduce congestion while improving the resilience of the transport network in the north of the City. The Scheme will add capacity into the transport network, which will give reassurance to key partners such as National Highways that the planned growth, as set out in the Plymouth and South West Devon Joint Local Plan (JLP), is deliverable and will reduce the risk of decisions of the Local Planning Authority not being able to follow recommendations of Highways England and having them referred up to the Secretary of State to intervene.

A wide range of homes:

The Scheme will provide a key piece of infrastructure required to help deliver the 4,412 new homes identified for the Derriford and Northern Corridor Growth Area. This Scheme will provide improved transport links which will give confidence to developers and create the conditions for growth. It will directly unlock 2,000 new homes at the Woolwell Urban Extension (WUE).

A vibrant economy offering quality jobs and skills:

This Scheme will provide a key piece of infrastructure required to help deliver the employment space (including a new district shopping centre) planned for the Derriford area.

Infrastructure Schemes not only allow development to come forward but also provide a cash injection to the local economy during construction. An example of this effect is the Forder Valley Link Road Scheme which is completed construction in 2023 achieved 85% local spend and utilising 88% local labour and has placed orders in excess of £19m through local Small and Medium Enterprises (SME).

A green, sustainable city that cares about the environment:

The Scheme has been subject to an Environmental Impact Assessment Screening. The proposals will provide a comprehensive landscape plan and environmental management and enhancement plan which not only mitigates the Scheme's impact but will also provide a net gain in biodiversity.

The modelling work undertaken to support the Levelling Up Fund bid, submitted to the Department for Transport (DfT) on 18th June 2021, shows that the Scheme will reduce carbon emissions by 36.6 million tonnes across the 60 year appraisal period. This is achieved by providing significant walking and

cycling infrastructure along the A386 and expansion of the number of parking spaces at the George park and ride site. The Scheme also reduces congestion on a key pinch point on the highway network.

Caring for people and communities

The Scheme will improve road safety along one of busiest sections of the City's road network including widening of footways, new and improved pedestrian crossing points and new cycling infrastructure that will provide safe and active travel opportunities for all abilities and ages.

The Scheme has a keen focus on providing local construction job opportunities as well as delivering infrastructure which will facilitate employment development sites in the north of the city.

The Plymouth Plan

The Scheme specifically supports the following Strategic Objective and policies within the Plymouth Plan:

Strategic Objective 1: Delivering a Healthy City "Providing a safe, efficient, accessible and health-enabling transport network which supports freedom of movement and active travel and promotes low carbon lifestyles

Policy HEA6: Delivering a safe, efficient, accessible, sustainable and health-enabling transport system.

Policy GR04: Using transport investment to drive growth

Implications for the Medium Term Financial Plan and Resource Implications: Funding

The funding for the scheme was confirmed at the [Cabinet meeting on 09 November 2021 \(Item 201\)](#). At this meeting, Cabinet approved £33,501,475 to be added to the capital programme which, including previous allocations, made a total scheme budget of £41, 841,475 to fund the scheme.

Since this time the design has been refined enabling the final scheme and land requirements to be confirmed. However, inflation since 2021 also needs to be factored in and the previously anticipated Capital Receipts of £755,000 will now not be realised. It is therefore now necessary to request a further £1,959,000 of Integrated Transport Block (ITB) Grant and increase the S106 contributions by £1,957,433.

Land Implications:

The Scheme requires the acquisition of 32 land parcels from third party land owners and occupiers as well as some unregistered land. In order to assist landowners and to make clear the intent to give back land required temporarily, these land parcels have been broken down into sub-plots so they can be easily identified from that of the land and access rights required permanently.

The Council's preference will always to be to negotiate land acquisitions however a CPO process is required to enable the delivery of the full Scheme.

Financial Risks:

The main financial risks have been identified as follows:

- There is a risk that, in the event that not all land can be acquired through negotiation, the CPO process may take longer than anticipated;
- There is a risk that inflation may be higher than anticipated, including for land, materials, equipment and labour costs; or that there may be difficulties sourcing labour and materials which could be exacerbated due to global economic events and the Covid 19 Pandemic;
- There is a risk that unforeseen services/utilities are discovered;

- There is a risk of unfavourable ground conditions;

These risks are being mitigated through prudent financial and programme planning and advanced surveys of the scheme area. In addition the delivery team has experience of delivering a major scheme (the Forder Valley Link Road) through the current pandemic.

Carbon Footprint (Environmental) Implications:

The modelling work undertaken to support the Levelling Up Fund bid following the Department for Transport's "Webtag" methodology, shows that the Scheme will reduce carbon emissions by 36.6 million tonnes across the 60 year appraisal period. This is achieved by providing significant walking and cycling infrastructure along the A386, expansion of the number of parking spaces at The George park and ride site and reducing congestion on a key pinch point on the highway network. The scheme will also open up new routes to the Woolwell area for public transport via Woolwell Crescent and will help improve the reliability of bus services enabling to better meet the timetabled information.

The Scheme will result in the loss of some trees which border the current A386 which unfortunately is unavoidable in all scenarios due to the need to widen the road and provide the new signalised junction at Woolwell Road. However, the scheme will include new landscaping and planting, including new trees to mitigate the loss, and provide an overall increase in biodiversity.

The Scheme helps the Council with the climate emergency agenda as without it, the performance of the transport network on the Northern Corridor will further deteriorate across all modes, including buses. Currently, the Park and Ride site is at capacity, meaning further growth in sustainable transport travel to the City Centre from the Park and Ride is constrained. The Scheme provides an additional 100 spaces to help meet the current and suppressed demand.

The Scheme provides a significant improvement in walking and cycling facilities on a key section of Plymouth's Strategic Cycle Network and will provide a direct link to the new development at WUE. Without this, the Council's aspirations for increased travel by active modes on this corridor, which are central to the JLP and Plymouth's Transport Strategy, will be difficult to achieve.

Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:

** When considering these proposals members have a responsibility to ensure they give due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not.*

Consideration is given to the rights set out in Article 1 of the first protocol of the European Convention on Human Rights in respect of the impact of a CPO Resolution on the existing landowners and occupiers. The impact this proposal may have on the owners / occupiers of the land in question and other third parties have been carefully considered. It is not considered that any of the owners / occupiers have any special / unusual circumstances that would need to be specifically considered under the Human Rights Act. It is considered that the wider benefit to the community and the residents of Plymouth documented in this section 1.3 of this report significantly outweigh the impact on individual affected parties.

Since the November 2021 Cabinet approval, four properties have been designed out of the Scheme and therefore removed from the land acquisition requirement. The development of the Scheme has resulted in needing less land from another 18 properties. There have however, been 12 properties who have had an increase in the land needed for the Scheme, 8 of which at the very southern extent of the scheme in an area of verge opposite the main property plot.

Two new additional land interest requirements are included to ensure that the Council will be able to secure access rights of land to allow access for future maintenance needs.

The main risks are summarised under financial risks section above. The risks are actively managed through a Quantified Risk Register and is regularly reviewed to ensure that appropriate mitigation is put in place to reduce the risks identified. All risks identified and have fed directly into the cost estimate and programme of works. In addition the delivery will be by the experienced Strategic Transport Team who have delivered the award winning Derriford Hospital Interchange Improvement

Scheme, Charles Cross scheme and the most recently the multi-award winning Forder Valley Transport Improvements scheme.

Appendices

**Add rows as required to box below*

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) <i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>						
		1	2	3	4	5	6	7
A	Summary Paper							
B	Equalities Impact Assessment							
C	Carbon Impact Assessment							
D	General Arrangement Drawing							
E	CPO Drawings							
F	SRO Drawings							

Background papers:

**Add rows as required to box below*

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of any background paper(s)	Exemption Paragraph Number (if applicable)						
	If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.						
	1	2	3	4	5	6	7

Sign off:

Fin	CH 08.03. 24 1557	Leg	LS/00 0013 12/2/ AC/8/ 3/24	Mon Off		HR		Asset s		Strat Proc	
Originating Senior Leadership Team member: Paul Barnard – Service Director for Strategic Planning & Infrastructure											

Please confirm the Strategic Director(s) has agreed the report? Yes

Date agreed: 08/03/2024

Cabinet Member approval:

Councillor Mark Coker, Cabinet Member for Strategic Planning and Transport.

Date approved: 08/03/2024

I Scheme Context

I.1 Background

- I.1.1 The Woolwell to The George (WTTG) Transport Improvements Scheme (“Scheme”) will alleviate congestion at the notorious pinch-point between Woolwell and The George junction, on the A386 Tavistock Road. More than 30,000 vehicles use this section of road each day and there are regularly queues and delays at peak times, caused by traffic having to merge over very short distances. The impact of this congestion extends far beyond the immediate Woolwell area, affecting the A386 Tavistock Road as far south as Manadon Roundabout and also disrupts the reliability of the bus network. The route also has poor provision for pedestrian and cyclists and crossing the A386 in particular is very difficult in busy periods.
- I.1.2 The problems faced along this section of the transport network are well documented and included as far back as the late 1970’s. The 1979 Devon County Council (DCC) adopted Devon Structure Plan identified the need to dual from Derriford Roundabout to Roborough.
- I.1.3 Widening along the A386 between Woolwell and The George Junction featured annually within Devon County Council’s Transport Policies and Programme (TPP) submission for many years during the 1980s and early 1990s.
- I.1.4 DCC consulted on a scheme for between Woolwell and The George and secured some plots of land via a widening line within the current Scheme area and further to the south as well.
- I.1.5 In 1980 DCC held a consultation which considered the A386 route in three sections:
- Derriford Roundabout to The George;
 - The George to Woolwell; and
 - Woolwell to Roborough
- I.1.6 DCC, the then Highway Authority, made the decision to build the Roborough Bypass first to provide a new dual carriageway between Woolwell and Roborough which opened in 1992 to serve northern Plymouth as well as the Woolwell estate.
- I.1.7 The rest of the A386, Derriford to Woolwell was also split into 3 phases;
- 2a Signal controlled junction at The George,
 - 2b Dual George to Woolwell and
 - 2c Dual Derriford Roundabout to The George.
- I.1.8 In 1995, DCC held a further consultation asking for opinions on the order in which schemes should be constructed. 2a Signalisation of George Junction came out on top and it was the implementation of that scheme which Plymouth City Council (PCC) inherited in 1998 when Plymouth became a Unitary Authority and was delivered in the early 2000’s. The other two schemes remain to be implemented and explains therefore why the Scheme continues to be required to this day.
- I.1.9 The Council’s Third Local Transport Plan 2011-2016 expressly identifies that highway improvements are required between Woolwell and The George.
- I.1.10 The problems identified in this document have continued and have subsequently led to their inclusion in the Plymouth and South West Devon Joint Local Plan (JLP), including an Infrastructure Needs Assessment, which was consulted upon in 2017 and adopted in 2019. The

inclusion of the Scheme in the City's key spatial planning documents is in recognition of the wider benefits that the Scheme will deliver to local communities and to the City.

- 1.1.1 With significant growth planned for the north of the City and forecast levels of traffic to increase along this route, it is vital to provide improvements that will encourage more walking, cycling and bus travel, as well as minimise congestion and delays for general traffic. With future growth that is allocated to the Northern Corridor, the performance of the network is forecast to deteriorate further, with worsening journey times and reliability.

1.2 Woolwell To The George Transport Improvements Scheme Description

1.2.1 The Scheme will deliver:

- Dedicated walking and cycling facilities, linking the George Park and Ride site with the existing Woolwell community and 2,000 new houses at the WUE development and improving access to the George Park and Ride site from Plymouth's Strategic Cycle Network (SCN).
- A new signalised junction will be created where Woolwell Crescent joins Tavistock Road. This new junction replaces the right turn that currently takes place out of Woolwell Road, onto Woolwell roundabout. Vehicles wishing to head south will still be able to turn left here or use Woolwell Road. A new left turn into Woolwell Crescent will also be created.
- Woolwell Roundabout will be upgraded to a signalised junction, increasing capacity and improving pedestrian and cycle crossings.
- Improved capacity on the A386 Tavistock Road by providing a dual carriageway from Woolwell Roundabout to the George Park and Ride site, enhancing accessibility to the George Park and Ride site by vehicles travelling in from Northern Plymouth and beyond.
- Increase parking capacity at The George Park and Ride by circa 100 additional spaces.

1.3 Scheme Benefits

- 1.3.1 The Scheme is of significant strategic importance to the City and is in accordance with the Transport Strategy included within the JLP.

- 1.3.2 The Scheme will directly unlock large scale development at the WUE in the region of 2,000 new homes as well as improves access to existing key industrial, technical, business and medical site along the norther corridor.

1.3.3 The key issues that the Scheme will address are:

- Existing high levels of congestion on the A386 and at Woolwell Roundabout due to high traffic volumes and poor network performance
- Poor connectivity acting as a barrier to development growth on the northern corridor, and constraining economic growth
- Delays to bus travel times and poor reliability due to existing levels of congestion at Woolwell Roundabout and on the A386
- Limited capacity at the existing Park and Ride site constraining growth in use of the Park and Ride
- Limited facilities for walking and cycling from beyond Woolwell Roundabout to the Derriford area, Park and Ride site and on into the City Centre.

- I.3.4 The outputs that the Scheme will deliver, and how these will provide outcomes that realise the planned benefits are summarised below:

Output 1:

- I.3.5 Expanded Park and Ride site to provide 100 additional parking spaces, and EV chargepoints

Outcomes:

- I.3.6 Promote public transport use by providing increased accessibility to the Park and Ride site, and reliable routes for buses into the City.
- I.3.7 Supporting economic development by improving sustainable connectivity into the City Centre and providing transport infrastructure to support the delivery of planned growth in the Northern Corridor.

Impacts:

- I.3.8 Improved bus accessibility and journey times, increasing bus mode share, reducing car dependency and improving air quality.
- I.3.9 Improved accessibility to the Derriford area, strengthening the local economy and facilitating delivery of the JLP.

Output 2:

- I.3.10 High quality walking and cycling infrastructure consisting of improved footways, cycleways and crossing points.

Outcomes:

- I.3.11 Encouraging use of active travel modes and providing a direct link between the existing and new Woolwell community to the Park and Ride site and Derriford area.

Impacts:

- I.3.12 Increased use of active travel modes, leading to reduced car dependency and improved air quality and health impacts.

Output 3:

- I.3.13 New signalised junction replacing Woolwell Roundabout, and dual carriageway link to the Park and Ride site.

Outcomes:

- I.3.14 Reduced congestion by providing additional network capacity for all users on the A386 and improved access to the Park and Ride site.
- I.3.15 Supporting economic development by providing transport infrastructure to support planned growth in the north of the City.
- I.3.16 Promoting public transport use by providing direct access to the Park and Ride site and improved bus journey times and reliability.

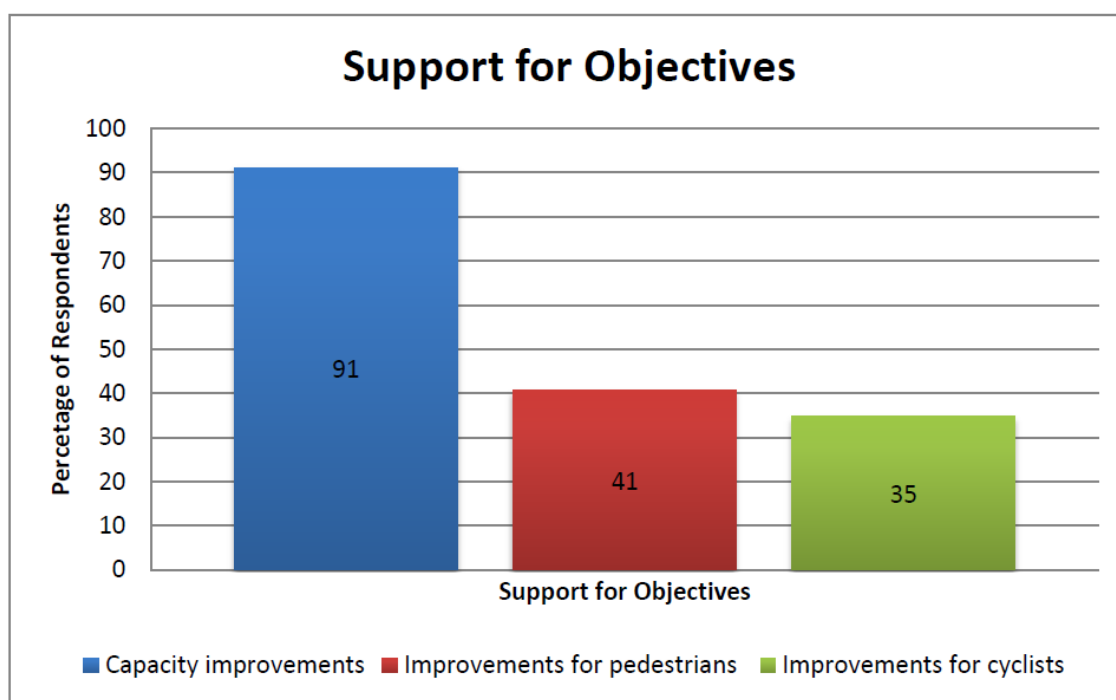
Impacts:

- I.3.17 Improved performance of the transport network demonstrated by improved traffic flow, reduced queuing and improved journey times.
- I.3.18 Improved connectivity and accessibility to the Derriford area, and improved connectivity to the City Centre by all modes.
- I.3.19 I.3.5 The wider Scheme benefits and objectives are:

- Reduce daily congestion and journey times along this section of the corridor;
- Promote bus use by providing increased accessibility to the George Park and Ride site, and reliable routes for buses into the City;
- Improve resilience on the transport network;
- Improve accessibility to the north of the City, strengthening the local economy and facilitating delivery of strategic development site which underpin the JLP;
- Provide critical infrastructure for sustainable travel choice through improved facilities for walking, cycling and bus travel.

1.4 Public Consultation

- 1.4.1 A public consultation was carried out in October/November 2017 on improvements to this section of the northern corridor. In total 9,000 letters were sent to residents and businesses in the local area and a total of 591 responses were received, equating to a 6% response rate. During the first two weeks of the consultation, three separate exhibition events were held close to the Scheme area. 82% of respondents reported that they travel through the Scheme area most days. The consultation received overwhelming support for the proposed dual carriageway with 80% of respondents in favour of the proposal. 42% of respondents preferred the signal junction while 58% preferred the roundabout to be maintained. 48% of respondents supported a lower speed limit while 52% did not.

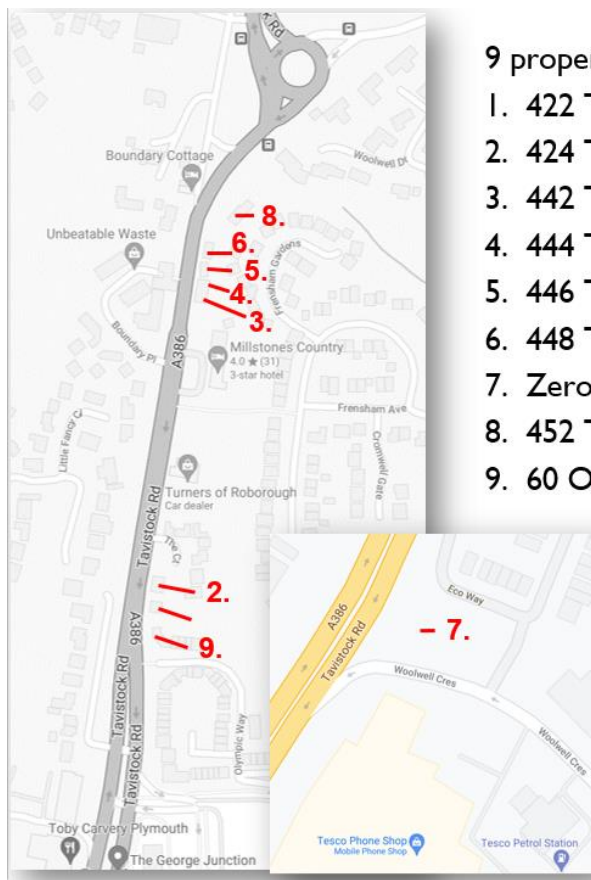


- 1.4.2 Since the 2017 consultation, the Scheme has been refined leading to the development of the proposed preferred option. This preferred option includes the popular dual carriageway and also the signalised junction which, although slightly more respondents preferred the roundabout option, the signalised junction performs better at this location.
- 1.4.3 In August and September 2021, the opportunity was taken to feedback to the public on the work that had been happening to develop the Scheme and to explain the preferred option to be taken forward. Due to the global Covid-19 pandemic, the majority of this was undertaken online, taking place between 20 August 2021 to 12 September 2021. This included letters sent to businesses, organisations and residents in the Scheme area as well as face to face meetings with landowners directly affected by the Scheme.

2 Land Acquisition

2.1 Land Implication Update

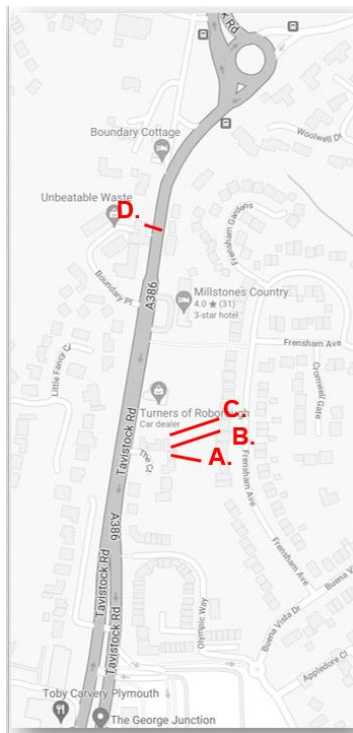
- 2.1.1 In order to address many of the transport problems in this part of the City, the Scheme will require additional land from outside of the current Highway Boundary or from the Council's own land.
- 2.1.2 The Scheme has now been designed in sufficient detail to identify all of the land and rights required to ensure its successful delivery, as identified on the plans appended to this report at Appendix E. Members should note that these plans contain land which will be required permanently and/or permanent access rights, as well as land required only for temporary access and working space. The current law relating to compulsory purchase does not allow acquiring authorities to distinguish between the two but the intention would be to negotiate temporary licences (in respect of the latter) preferably before, but if not, then after the confirmation of the Orders rather than acquire such areas permanently. To assist members, Appendix E also contains plans which identifies land and rights required permanently and temporarily in the CPO Resolution plan. This shows land to be acquired permanently coloured blue and the land required temporarily shown coloured pink and orange.
- 2.1.3 The November 2021 Cabinet report identified 33 land parcels that were required to deliver the Scheme. The number of land parcels now needed to be acquired to deliver the Scheme and realise the benefits, including newly identified unregistered land, is now 32.
- 2.1.4 Since November 2021, one new property has been acquired through negotiation bringing the total to nine properties acquired which has de-risked the Scheme significantly.



9 properties already purchased:

1. 422 Tavistock Road (demolished)
2. 424 Tavistock Road (demolished)
3. 442 Tavistock Road (demolished)
4. 444 Tavistock Road (demolished)
5. 446 Tavistock Road (demolished)
6. 448 Tavistock Road
7. Zero C
8. 452 Tavistock Road
9. 60 Olympic Way

- 2.1.5 Also since the in principle approval was granted four properties that were within the CPO boundary have now been designed out of the Scheme and are no longer required along with permanent land take from Tesco and Woolwell Church Community Centre.



Plots removed / Designed Out

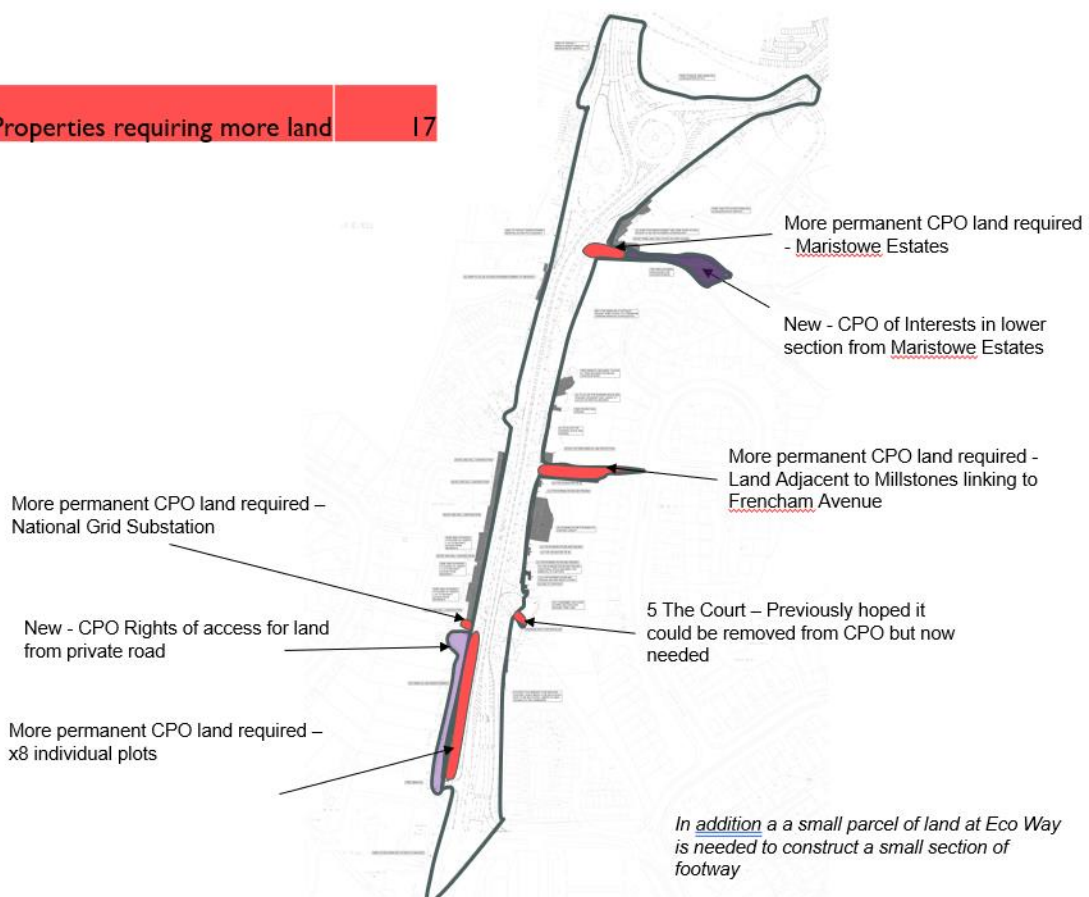
4 properties designed out and removed from land acquisition:

- A. No 4 The Court
 - B. No 3 The Court
 - C. No 2 The Court
 - D. 53 Boundary Place
- Tesco designed out of permanent works, however temporary land required
 - Woolwell Church Community Centre also designed out

This means with land already purchased, 14 land risks have been removed

- 2.1.6 Of the properties that could not be designed out of the Scheme, in many locations it has been possible to reduce the scale of impact on the property by reducing the overall footprint of the Scheme. 21 properties in total have benefited from a reduction.

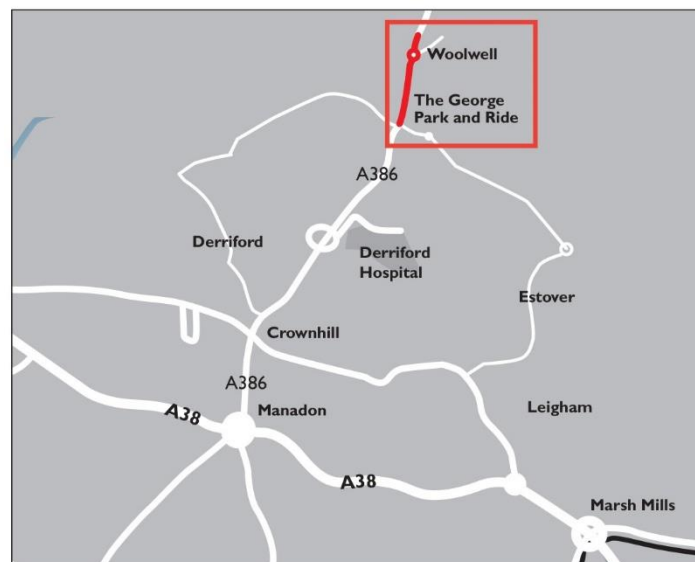
No. Properties requiring more land 17



- 2.1.7 In order to assist landowners and to make clear the intent to give back land required temporarily, these land parcels have been broken down into sub-plots so they can be easily identified from that of the land and access rights required permanently.
- 2.1.8 The decision to utilise third party land to deliver the Scheme has been carefully considered with the interests of the individuals affected by the Scheme balanced against the benefits of the Scheme to the wider communities and the city.
- 2.1.9 Members should note that agreeing in to use compulsory purchase powers in relation to the Order Land, it will not undermine due process of pursuing negotiation and fair acquisition terms for existing land owners. In fact, the approach of seeking a resolution to use CPO powers whilst continuing to try to negotiate acquisitions by private treaty agreement is in line with guidance published by the Department for Communities and Local Government in October 2015 entitled “Compulsory Purchase and the Crichel Down Rules” (“the Guidance”), which provides best practice advice for assembling land for schemes of this nature. It is considered that a resolution to use compulsory purchase powers facilitates negotiations because landowners would know that the Council genuinely means to progress the Scheme and if terms to acquire all land interests and new rights by agreement could not be achieved in a reasonable timescale, compulsory purchase powers will be used. This will encourage landowners to negotiate in a meaningful way.
- 2.1.10 Any decision to proceed with the making of a CPO would be contingent on a compelling case having been assembled in support of the need to make a CPO for the Scheme and the specific land or rights to be acquired.

2.2 Description of the Order Land

- 2.2.1 The Order Land is located in the north of the City of Plymouth adjacent to the A386 Tavistock Road between the local areas of Derriford and Woolwell.



- 2.2.2 The Order Land is identified on the CPO Resolution Area plan Drawing number PL1577909-71 Revision P10 and detailed in the accompanying schedule. The Order Land predominantly comprises of residential land which mainly forms the garden to affected properties.
- 2.2.3 There are also two commercial properties that border the Scheme, including a used car retailer, Turners of Roborough, and a former hotel, Millstones Hotel (which is currently no longer in operation and is in the process of being converted into residential flats). In addition

one plot forms an access path with associated adjacent land linking a neighbouring residential estate to the A386 for non-motorised road users.

2.3 2.3 Schedule Of Interests

2.3.1 The below table contains the proposed Schedule of Interests within the Order Land to be acquired and to help members and residents understand the changes since the November 2021 Cabinet decision, the differences in requirements has also been included.

Land Required: Address	Permanent Land Required (m2)		Difference (m2) (2021 to 2024) (+) / (-)	Temporary Land Required (m2)		Difference (m2) (2021 to 2024) (+) / (-)	Permanent Rights of Access (CPO) (m2)		Difference (m2) (2021 to 2024) (+) / (-)
	2021	2024		2021	2024		2021	2024	
Land Adjacent to Millstones linking to Frensham Avenue	52	633	+ 581	45	0	- 45			
Unregistered Land Adjacent to lane linking to Frensham Avenue	0	27	+ 27	0	0	+ 0			
432 Tavistock Road - Turners Garage	800	728	- 72	310	786	+ 476			
436-438 Tavistock Road – Former Millstones Hotel	421	271	- 150	397	172	- 225			
Unregistered Land Adjacent to 436-438 Tavistock Road	0	88	+ 88	0	0	+ 0			
440 Tavistock Road	199	172	- 27	95	206	+ 111			
Unregistered Land Adjacent to 440 Tavistock Road	0	22	+ 22	0	0	+ 0			
8 Woolwell Drive	239	206	- 33	270	520	+ 250			
451 Tavistock Road	66	54	- 12	63	96	+ 33			
7 Little Fancy Close	183	145	- 38	36	104	+ 68			
8 Little Fancy Close	300	224	- 76	58	153	+ 95			
11 Little Fancy Close	96	45	- 51	57	149	+ 92			
12 Little Fancy Close	111	51	- 60	29	230	+ 201			
13 Little Fancy Close	60	21	- 39	48	150	+ 102			
14 Little Fancy Close	45	10	- 35	24	170	+ 146			
15 Little Fancy Close	64	42	- 22	39	170	+ 131			
Unregistered Land Adjacent to 425 Tavistock Road	68	112	+ 44	38	14	- 24			
423 Tavistock Road	92	169	+ 77	80	0	- 80			
421 Tavistock Rd	75	163	+ 88	98	0	- 98			
Unregistered Land Adjacent to 419 Tavistock Road	35	122	+ 87	84	16	- 68			
417 Tavistock Rd	24	118	+ 94	103	0	- 103			
Unregistered Land Adjacent to 415 Tavistock Road	11	124	+ 113	103	16	- 87			
413 Tavistock Road	2	76	+ 74	79	11	- 68			
411 Tavistock Road	4	78	+ 74	78	0	- 78			
Land Adjacent to 409-425 Tavistock Road		1E-11	+ 0	0	131	+ 131	0	968	+ 968

I The Court	506	445	- 61	120	73	- 47			
5 The Court	79	37	- 42	0	0	+ 0			
Unregistered Land Adjacent to The Court		36	+ 36		0	+ 0			
Taylor Wimpy Land	2	2	+ 0	2		- 2			
Cann Woods Access	77	184	+ 107	257	828	+ 571	0	828	+ 828
National Grid UK Substation		4	+ 4		3	+ 3			
Land at ECO Way	0	42	+ 42	0	209	+ 209			

- 2.3.2 In addition to the land to be acquired, the following property owned by Plymouth City Council will also be included in the CPO boundary to ensure any third party access rights or any other interests in the land are captured. These plots are:

	Address
1	422 Tavistock Road (demolished)
2	424 Tavistock Road (demolished)
3	442 Tavistock Road (demolished)
4	444 Tavistock Road (demolished)
5	446 Tavistock Road (demolished)
6	448 Tavistock Road (to be demolished)
7	Land at Zero C
8	452 Tavistock Road (to be demolished)
9	60 Olympic Way (to be re-sold)

2.4 Human Rights Implications

- 2.4.1 In deciding whether to proceed with the CPO and the related Orders, the Council must consider whether there is a compelling case in the public interest that powers of compulsory purchase of land are necessary to enable the construction and maintenance of the highway and that the land and the rights to be acquired are properly required for this purpose.
- 2.4.2 When the Council decides to make a CPO, the Council must be sure that the purpose for which the land is required sufficiently justifies (or can be sufficiently justified in due course) interfering with the human rights of those with an interest in the land affected. It is acknowledged that the compulsory acquisition of the land in the Scheme area may amount to an interference with the human rights of those with an interest in the land. These include rights under Article 1 of the First Protocol of the European Convention on Human Rights (ECHR) (which provides that every natural or legal person is entitled to peaceful enjoyment of his possessions) and Article 8 of the ECHR (which provides that everyone has the right to respect for his private and family life, his home and his correspondence).
- 2.4.3 When preparing the case for making a CPO, officers have considered the need to balance the public interest and the individual's rights and that any interference with these rights will be necessary and proportionate. "Proportionate" in this context means that the interference must be no more than is necessary to achieve the identified legitimate aim. The effect on landowners of the CPO has been fully taken into account before putting forward this resolution for the

making of a CPO and as previously referenced, in many properties the impact has been reduced through the design development process.

- 2.4.4 Members are advised that on the basis of the information that is available to officers at present, officers are of the view that there is a compelling case in the public interest for the compulsory acquisition of the interests within the Order Land if they cannot be acquired by agreement. Therefore, the use of compulsory purchase powers in this case is likely to be proportionate. Without the use of these powers, the much-needed Scheme may not be achievable. Appropriate compensation will be available to those entitled to claim it under the relevant statutory provisions.
- 2.4.5 Any parties affected by the CPO, have right to a public and independent hearing if they object to the loss of their property, assets and rights under the compulsory purchase procedures and under the Human Rights Act 1998.

2.5 Legal Powers

- 2.5.1 The Council has the necessary powers to acquire land compulsorily for the Scheme. Part XII of the Highways Act 1980 ("1980 Act") includes a number of CPO powers to support the delivery of highways. These include:
- Section 239 of the 1980 Act pursuant to which the highway authority for the area may acquire land required for the construction of a highway, other than a trunk road, which is to become maintainable at the public expense, as well as any land required for the improvement of a highway.
 - Section 240 of the 1980 Act pursuant to which a highway authority may acquire land which is required for, or for use by them in connection with providing new means of access.
 - Section 246 of the 1980 Act pursuant to which the highway authority can acquire land for the purpose of mitigating any adverse effect which the existence or use of a highway constructed or improved by them has or will have on the surroundings of the highway.
 - Section 250 of the 1980 Act allows the highway authority to acquire rights over land, both by acquisition of those already in existence, and by the creation of new rights.
- 2.5.2 The Acquisition of Land Act 1981 governs the procedures which apply to compulsory acquisitions. The Compulsory Purchase Act 1965 governs post-confirmation procedures and the Land Compensation Act 1961 governs the amount and assessment of compensation. The Local Government (Miscellaneous Provisions) Act 1976 governs the granting of new rights.

2.6 Public Sector Equality Duty

- 2.6.1 The Public Sector Equality Duty applies to the Council when it makes decisions.
- 2.6.2 The duty requires us to have regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Equality Act 2010. In summary, the Act makes discrimination etc. on the grounds of a protected characteristic unlawful;
 - Advance equality of opportunity between people who share a protected characteristic and those who do not;

- Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

2.6.3 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, gender, and sexual orientation. The Equality Act states that 'marriage and civil partnership' is not a relevant protected characteristic for (b) or (c) although it is relevant for (a).

2.6.4 The completed Equality Impact Assessment (EIA) at Appendix B indicates that the Scheme will not have a disproportionately adverse impact on any people with a particular known characteristic. A second EIA was completed in relation to the known characteristics of plot owners and occupiers directly affected by this decision on 11 March 2024 and is included in Appendix B.

3 Side Roads Order

3.1 Side Roads Order Requirements

3.1.1 A Side Roads Order (SRO) is required as part of the delivery of the Scheme to confirm the following:

- Areas of existing highway that will require stopping up;
- Identifying which private accesses need stopping up (where a highway is stopped up the private access to that highway should also be stopped up in addition);
- Demonstrating alternative means of access being provided and planning status of such;
- Works.

3.1.2 The SRO would be made under section 14 and 125, and in accordance with Schedule 1 of the Highways Act 1980 and this can be progressed at the same time as the CPO.

3.1.3 Section 14 of the 1980 Act authorises the Council in relation to the classified road:-

- to stop up, improve, divert, raise or lower or otherwise alter a highway that crosses or enters the route of the road or is or will be otherwise affected by the construction of the road;
- to construct a new highway for purposes concerned with any such alteration as aforesaid or for any other purpose connected with the road or its construction and to close after such period as may be specified in the SRO any new highway so constructed for temporary purposes.
- Section 125 of the 1980 Act provides that any order made by the Council under section 14 may authorise the Council to:-
 - stop up each private means of access to premises adjoining or adjacent to land comprised in the route of the classified road, or forming the site of any works authorised by the order, and;
 - to provide new private means of access to any such premises

3.1.4 Details of the lengths of new highway, including footpaths and bridleways, are also given in the Schedules and shown on the SRO Plan (Appendix F). Private means of access to be stopped up and new private means of access being provided are also identified in the Schedules and Plans in Appendix

3.1.5 Under the terms of Paragraph 6 of Section 14, no order authorising the stopping up of a highway shall be made or confirmed by the Minister unless he is satisfied that another reasonably convenient route is available or will be provided before the highway is stopped up. For the Scheme, a reasonably convenient alternative route is either available or is being provided in all instances where stopping up is proposed.

3.1.6 Under the terms of Paragraph 3 of Section 125, no order authorising the stopping up of a means of access to premises shall be made or confirmed by the Minister unless he is satisfied that no access to the premises is reasonably required or that another reasonably convenient means of access to the premises is available or will be provided. For the Scheme, a reasonably convenient alternative means of access is either available or is being provided in all instances where stopping up of private means of access is proposed.

TABLE 1. LIST OF LOCATIONS TO INCLUDE IN THE ORDER

Location Ref.	Description	Road Identifier	Sheet ID
Tavistock Road (A386) Improvement	Tavistock A386 (classified road), from The George Junction up to and including Woolwell Roundabout	TR	WTG2-ACM-26-MZ-DR-HW000025
Woolwell Roundabout	Woolwell Roundabout (classified) circulatory carriageway	RB	WTG2-ACM-26-MZ-DR-HW000025
Woolwell Road	Woolwell Road (side road), from Woolwell Roundabout to Woolwell Drive	WR	WTG2-ACM-26-MZ-DR-HW000025
Tavistock Road	Tavistock Road (side road), verge belonging to plots 407-425 Tavistock Road	TI	WTG2-ACM-26-MZ-DR-HW000025
Tavistock Road	Tavistock Road (side road), carriageway located in front of plots 453-473 Tavistock Road	T2	WTG2-ACM-26-MZ-DR-HW000025
Cann Woods Access	Private access track (side road) from Tavistock Road (A386) to Cann Woods. Located north of 452 Tavistock Road	CW	WTG2-ACM-26-MZ-DR-HW000025
Tavistock Road to Frensham Avenue Footpath Link	Public footpath (side road) between Tavistock Road (A386) to Frensham Avenue. Located north of 432 Tavistock Road	FA	WTG2-ACM-26-MZ-DR-HW000025
The Court	The Court (side road). Accessed from Tavistock Road (A386).	TC	WTG2-ACM-26-MZ-DR-HW000025
Boundary Place	Boundary Place (side road). Accessed from Tavistock Road (A386).	BP	WTG2-ACM-26-MZ-DR-HW000025

3.2 Schedule for Side Roads Order

TABLE 2. HIGHWAY TO BE STOPPED UP

Identifier	Description	Ref no.	Drawing no.
RB	Woolwell Roundabout circulatory carriageway and central island is to be stopped up. The full extent of Woolwell Roundabout is to be stopped up.	S1	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
RB	Footpath is to be stopped up along the south-eastern extent of Woolwell Road. Between the connection to Tavistock Road (A386) and Woolwell Road.	S2	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
T2	Tavistock Road (spur to residences) is to be stopped up from the northern extent of carriageway for a distance of 28m in a southerly direction, and, from the exit from Tavistock Road (A386) west for a distance of 8m.	S3	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
T2	Tavistock Road (spur to residences) is to be stopped up from the access to Tavistock Road (A386) for a distance of 15m in a westerly direction, and from the access lane to Tavistock Road (A386) for a distance of 75m in a northerly direction.	S4	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
T2	Tavistock Road (spur to residences) is to be stopped up from the southern extent of carriageway for a distance of 43m in a northerly direction.	S5	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)

BP	Boundary Place is to be stopped up from the connection to Tavistock Road (A386) for a distance of 10m in a westerly direction.	S6	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
FA	Footpath is to be stopped up from the connection to Tavistock Road (A386) for a distance of 9m in an easterly direction.	S7	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TC	The Court is to be stopped up from the connection to Tavistock Road (A386) for a distance of 12m in an easterly direction.	S8	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Footpath and verge is to be stopped up to rear of plots 12, 13, 14 and 15 Little Fancy Close for a distance of 45m.	S9	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)

TABLE 3. NEW HIGHWAY

Identifier	Description	Ref no.	Drawing no.
WR	New highway, from a point on the edge of the existing highway boundary at the N1 rear of 3 Woolwell Drive. The new highway heads in a south westerly direction for a distance of 45m.		WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
WR	New highway, from the proposed junction of Woolwell Road and the realigned N2 Tavistock Road. The new highway heads in a easterly direction for a distance of 36m.		WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
CW	New highway, starting 10m east of the existing private means of access from N3 Tavistock Road on Cann Woods Access. The new highway heads in an easterly direction for a distance of 26m.		WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
FA	New highway, starting 8m east of the existing footpath connection to Tavistock new highway heads in an easterly direction for a distance of 54m. The new highway adjoins the existing footpath.		N4 WTG2-ACM-26-MZ-DRHW-000025 (WINDOW B)

TABLE 4. PRIVATE MEANS OF ACCESS TO BE STOPPED UP

Identifier	Description	Ref no.	Drawing no.
CW	Access from Tavistock Road (A386) to private access to Cann Woods.	X1	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 452 Tavistock Road.	X2	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 451 Tavistock Road.	X3	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 442, 444, and 448 Tavistock Road.	X4	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 440 Tavistock Road.	X5	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 436 and 438 Tavistock Road.	X6	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 436 and 438 Tavistock Road.	X7	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)

TR	Access from Tavistock Road (A386) to private premises 432 Tavistock Road.	X8	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 432 Tavistock Road.	X9	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW A)
TC	Access from The Court to private premises I The Court.	X10	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW A)

TABLE 5. PRIVATE MEANS OF ACCESS TO BE STOPPED UP

Identifier	Description	Ref no.	Drawing no.
TR	Access from Tavistock Road (A386) to private premises 424 Tavistock Road.	X11	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 422 Tavistock Road.	X12	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW A)

TABLE 6. HIGHWAYS TO BE IMPROVED

Identifier	Description	Ref no.	Drawing no.
TR	488 m of Tavistock Road (A386), North of The Court/Tavistock Road junction.	H1	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
WR	91m of Woolwell Road, east of existing splitter of the existing Woolwell Roundabout.	H2	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
BP	6m of Boundary Place, 9m west of existing connection to Tavistock Road.	H3	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
FA	83m of the Tavistock Road to Frensham Avenue footpath, starting 8m east of the existing footpath connection to the Tavistock Road.	H4	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
TC	24m of The Court, south-east of I The Court.	H5	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
T2	72m of Tavistock Road, alongside the existing grass verge opposite 461 Tavistock Road.	H6	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
T2	6m of Tavistock Road, 8m north of the access to 461 Tavistock Road.	H7	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)

TABLE 7. HIGHWAYS TO BE IMPROVED

Identifier	Description	Ref no.	Drawing no.
TR	251 m of Tavistock Road (A386), South of The Court/Tavistock Road junction.	H8	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)

TABLE 8. NEW PRIVATE MEANS OF ACCESS

Identifier	Description	Ref no. Drawing no.
T2	A new private means of access is to be created for access to 471 Tavistock a Road. The access is shown nominally across the highway boundary.	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
CW	A new private means of access is to be created for access to Cann Woods (Maristow Estate). The access is shown nominally across the highway boundary.	b WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
T2	A new private means of access is to be created for access to 451 Tavistock c Road. The access is shown nominally across the highway boundary.	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
TR	A new private means of access is to be created for access to 448 Tavistock d Road. The access is shown nominally across the highway boundary.	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
TR	A new private means of access is to be created for access to 440 Tavistock e Road. The access is shown nominally across the highway boundary.	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
TR	A new private means of access is to be created for access to 436 and 438 f Tavistock Road. The access is shown nominally across the highway boundary.	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
TR	A new private means of access is to be created for access to 432 Tavistock g Road. The access is shown nominally across the highway boundary.	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
TR	A new private means of access is to be created for access to 432 Tavistock h Road. The access is shown nominally across the highway boundary.	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)

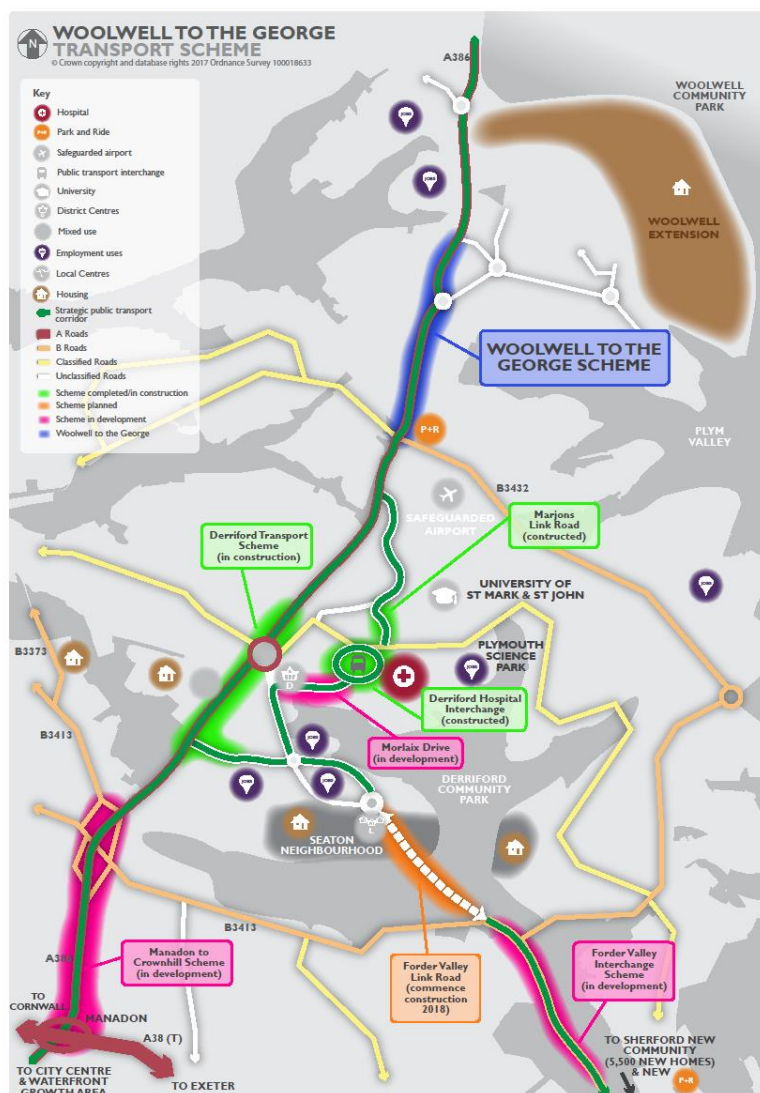
4 Policy Context

4.1 The Plymouth and South West Devon Joint Local Plan

4.1.1 The Scheme is critical to delivering the Plymouth and South West Devon Joint Local Plan (JLP) to grow the city by 50,000 to 300,000 population and The Scheme is specifically identified in policy PLY44 of the JLP.

4.1.2 The JLP identifies the Northern Corridor as one of three priority growth areas because of its potential to deliver a regionally significant number of new jobs and homes. 4,235 new homes have been identified for the Derriford and Northern Corridor Growth Area. 2,000 of these new homes are to be delivered by the WUE and are therefore directly unlocked by the Scheme.

4.1.3 The transport assumptions in the JLP require 10% of new trips to be made by sustainable modes. To encourage the necessary mode shift the Scheme must therefore include high quality walking and cycling facilities to link to and complement, existing provision both north and south of the Scheme area.



4.1.4 The Scheme directly supports the following JLP policies:

- Policy SPT8 – Strategic connectivity;
- Policy SPT9 – Strategic principles for transport planning and strategy;
- Policy SPT10 – Balanced transport strategy for growth and healthy sustainable communities;
- Policy SPT12 – Strategic infrastructure measures to deliver the spatial strategy;
- Policy PLY47 – Strategic infrastructure measures for the Derriford and Northern Corridor Growth Area.

4.1.5 The evidence base supporting the development identified in the Joint Local Plan shows that improvements to the transport network, for both highway capacity and sustainable transport links, are required to allow the WUE development to come forward.

- 4.1.6 The JLP sets ambitious but achievable targets for increasing public transport use, cycling and walking activity to deliver sustainable developments. Amongst the core measures to enable this increase in bus, cycle and pedestrian traffic is a focus on key movement corridors linking residential estates and major employment sites to public transport interchanges and the Plymouth Strategic Cycle Network. It is clear that significant further investment in the sustainable transport network alongside focused improvements to the highway network are required to enable the planned future development and this is further highlighted in Plymouth's Local Cycling and Walking Infrastructure Plan (LCWIP).
- 4.1.7 Policy PLY44 specifically relates to the Woolwell sustainable urban extension and identifies land at Woolwell allocated for comprehensive residential led mixed-use development to provide a sustainable urban extension and a defined edge to the north of the city. It is explicitly stated that there *"should be no occupation of new homes until the A386 Woolwell to the George Junction Transport Scheme has been implemented, with the exception of where this can be accommodated without resulting in a severe impact on the operation of the local road network"*.
- 4.1.8 There is clear evidence demonstrating that improvements to the sustainable transport and highways networks are essential in the delivery of development on the Northern Corridor and particularly the WUE development. The Plan is clear that without such investment, congestion around the growth areas will substantially worsen and growth and productivity will be constrained.

4.2 Climate Emergency

- 4.2.1 Tackling climate change is one of the Council's top priorities. In March 2019 Plymouth City Council unanimously adopted a 'Climate Emergency' declaration, pledging to achieve zero net carbon by 2030. The Climate Emergency Action Plan (CEAP) sets out the need to decarbonise mobility, without restricting access, as a core theme. This policy was replaced in 2023/24 by the Net Zero Action Plan (NZAP). One of the key priorities from both is to cut emissions from travel; it identifies actions that the Council are taking, as well as other partners in the Plymouth Net Zero Partnership, to reduce emissions across the city.
- 4.2.2 Tackling climate change represents a major challenge for the delivery of future growth and operation of the transport network. Providing significant walking and cycling infrastructure on Plymouth's northern corridor, as part of the Scheme, is a specific action within the CEAP
- 4.2.3 The Scheme provides a significant improvement in walking and cycling facilities on a key section of Plymouth's Strategic Cycle Network and will provide a direct link to the new development at WUE. Without this, the Council's aspirations for increased travel by active modes on this corridor, which are central to the JLP and Plymouth's Transport Strategy, will be difficult to achieve.
- 4.2.4 The Government's "Gear Change", an ambitious plan for cycling launched in July 2020, recognises that cycling will have to play a far bigger part in the nation's transport system from now on with significant increases in cycling required in our cities and towns.
- 4.2.5 Now, more so than ever, the provision of high quality walking and cycling facilities is of paramount importance to widen the available choice of transport modes for journeys in Plymouth and reduce car dependency. Equally, providing facilities to encourage more walking and cycling is included in the Council's adopted Climate Emergency Action Plans to reach Net Zero by 2030.
- 4.2.6 Carbon emissions from transport now account for approximately 30% of Plymouth's carbon footprint. Plymouth's Climate Emergency Action Plan sets out the urgent need to decarbonise

mobility and reduce emissions, without restricting access, as a core theme of achieving zero net carbon by 2030.

- 4.2.7 Without delivery of the Scheme, the performance of the transport network on the Northern Corridor will further deteriorate across all modes. Currently, the Park and Ride site is at capacity, meaning further growth in sustainable transport travel to the City Centre from the Park and Ride is constrained.

5 Anticipated Timeframes

5.1 Programme & Next Steps

5.1.1 The high-level programme for Phase 1, Woolwell Crescent Junction can be viewed below:

Activity	Timescale
Complete Pre-construction, including Detailed Design & traffic management	March 2024
Tendering of construction packages.	March – May 2024
Construction contract award	Mid to late May 2024
Start of works	June / July 2024 (approx. 12 months duration)

5.1.2 The high-level programme for Phase 2, The George to Woolwell Road can be found below:

Activity	Timescale
CPO Resolution	March 2024
Land negotiations and acquisitions	Ongoing
Complete Pre-construction, including Detailed Design & traffic management	Summer 2024
Construction	Autumn 2024 (approx. 19 months duration)

Appendix A: Cabinet Report Summary

Date of meeting: 18 March 2024

Title of Cabinet Report: **Woolwell To The George Transport Improvements: Compulsory Purchase Order & Side Roads Order Resolution**

Purpose of Summary Report

This report summarises the Woolwell To The George (WTTG) transport Improvement Scheme Cabinet Report which is to be discussed at the meeting on 18 March 2024.

Cabinet are to be asked to approve the final Compulsory Purchase Order (CPO) & Side Roads Order (SRO) boundaries and changes made since the in principle approval was given by Cabinet in November 2021.

In summary, the Cabinet report seeks approval to:

- Authorise the final CPO & SRO boundaries and to grant the necessary authority for officers to proceed with the process.
- Place identified S106 and Integrated Transport Block Grant contributions into the capital programme and remove the previously anticipated capital receipts which are no longer viable.

Negotiations with landowners will continue and it remains the Council's preference to secure the land needed for the scheme through negotiation.

The Cabinet Report provides a reminder of the benefits of the Scheme and the strategic importance of the Scheme in delivering the growth identified in the Plymouth & South West Devon Joint Local Plan (JLP), particularly in the north of the city at Derriford and Woolwell.

Implications for the Medium Term Financial Plan and Resource Implications: Funding

The funding for the scheme was confirmed at the [Cabinet meeting on 09 November 2021 \(Item 201\)](#). At this meeting, Cabinet approved £33,501,475 to be added to the capital programme which, including previous allocations, made a total scheme budget of £41, 841,475 to fund the scheme.

Since this time the design has been refined enabling the final scheme and land requirements to be confirmed. However, inflation since 2021 also needs to be factored in and the previously anticipated Capital Receipts of £755,000 will now not be realised. It is therefore now necessary to request a further £1,959,000 of Integrated Transport Block (ITB) Grant and increase the S106 contributions by £1,957,433.

I Scheme Context

I.1 Background

- I.1.1 The Woolwell To The George (WTTG) Transport Improvements Scheme will alleviate congestion at the notorious pinch-point between Woolwell and The George junction, on the A386 Tavistock Road. More than 30,000 vehicles use this section of road each day and there are regularly queues and delays at peak times, caused by traffic having to merge over very short distances. The impact of this congestion extends far beyond the immediate Woolwell area, affecting the A386 Tavistock Road as far south as Manadon Roundabout and also disrupts the reliability of the bus network. The route also has poor provision for pedestrian and cyclists and crossing the A386 in particular is very difficult in busy periods.
- I.1.2 The problems faced along this section of the transport network are well documented and included as far back as the late 1970's. The 1979 Devon County Council (DCC) adopted Devon Structure Plan identified the need to dual from Derriford Roundabout to Roborough.
- I.1.3 The Council's Third Local Transport Plan 2011-2016, expressly identifies that highway improvements are required between Woolwell and The George.
- I.1.4 The problems identified in this document have continued and have subsequently led to their inclusion in the Plymouth and South West Devon Joint Local Plan (JLP), including an Infrastructure Needs Assessment, which was consulted upon in 2017 and adopted in 2019. The inclusion of the Scheme in the City's key spatial planning documents is in recognition of the wider benefits that the Scheme will deliver to local communities and to the city.
- I.1.5 With significant growth planned for the north of the city and forecast levels of traffic to increase along this route, it is vital to provide improvements that will encourage more walking, cycling and bus travel, as well as minimise congestion and delays for general traffic. With future growth that is allocated to the Northern Corridor, the performance of the network is forecast to deteriorate further, with worsening journey times and reliability.

I.2 Woolwell To The George Transport Improvements Scheme Description

I.2.1 The Scheme will deliver:

- Dedicated walking and cycling facilities, linking the George Park and Ride site with the existing Woolwell community and 2,000 new houses at the WUE development and improving access to the George Park and Ride site from Plymouth's Strategic Cycle Network (SCN).
- A new signalised junction will be created where Woolwell Crescent joins Tavistock Road. This new junction replaces the right turn that currently takes place out of Woolwell Road, onto Woolwell roundabout. Vehicles wishing to head south will still be able to turn left here or use Woolwell Road. A new left turn into Woolwell Crescent will also be created (See Figure 1).
- Woolwell Roundabout will be upgraded to a signalised junction, increasing capacity and improving pedestrian and cycle crossings (see Figure 2).
- Improved capacity on the A386 Tavistock Road by providing a dual carriageway from Woolwell Roundabout to the George Park and Ride site, enhancing accessibility to the George Park and Ride site by vehicles travelling in from Northern Plymouth and beyond (see Figure 3).
- Increase parking capacity at The George Park and Ride by circa 100 additional spaces.

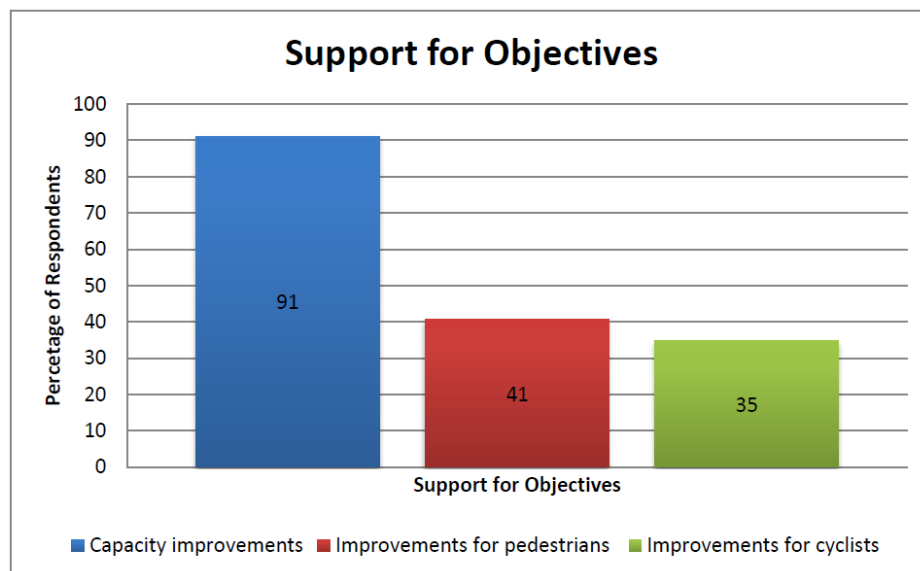
I.3 Scheme Benefits

- I.3.1 The Scheme is of significant strategic importance to the city and is in accordance with the Transport Strategy included within the JLP.
- I.3.2 The Scheme will directly unlock large scale development at the WUE in the region of 2,000 new homes as well as improves access to existing key industrial, technical, business and medical site along the norther corridor.
- I.3.3 The key issues that the scheme will address are:

- Existing high levels of congestion on the A386 and at Woolwell Roundabout due to high traffic volumes and poor network performance
- Poor connectivity acting as a barrier to development growth on the northern corridor, and constraining economic growth
- Delays to bus travel times and poor reliability due to existing levels of congestion at Woolwell Roundabout and on the A3896
- Limited capacity at the existing Park and Ride site constraining growth in use of the Park and Ride
- Limited facilities for walking and cycling from beyond Woolwell Roundabout to the Derriford area, Park and Ride site and on into the City Centre.

I.4 Public Consultation

- I.4.1 A public consultation was carried out in October/November 2017. 9,000 letters were sent to residents and businesses and a total of 591 responses were received. The consultation received overwhelming support for the proposed dual carriageway with 80% of respondents in favour. 42% of respondents preferred the signal junction while 58% preferred the roundabout to be maintained. 48% of respondents supported a lower speed limit while 52% did not.



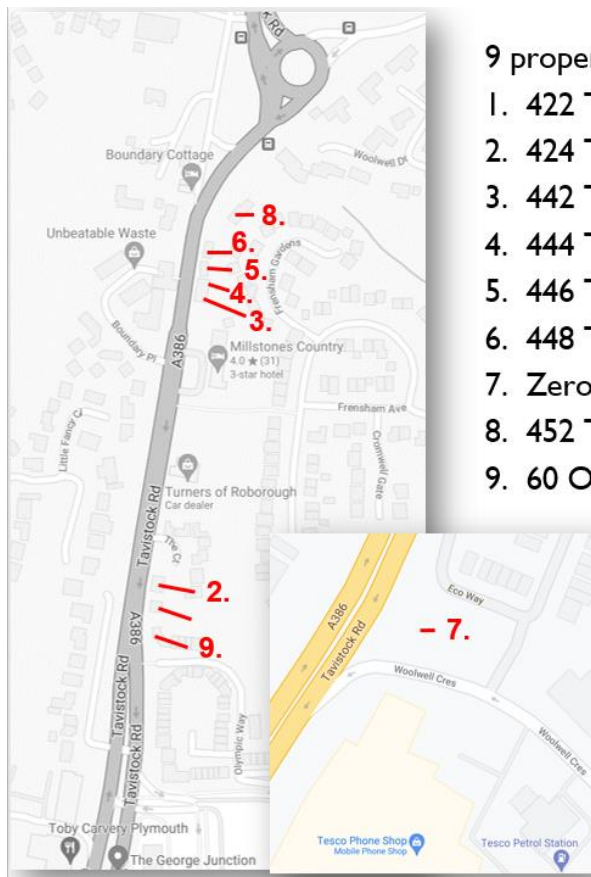
- I.4.2 Since the 2017 consultation, the Scheme has been refined leading to the development of the proposed scheme. This includes the popular dual carriageway and also the signalised junction which, although slightly more respondents preferred the roundabout option, the signalised junction performs better at this location.
- I.4.3 In August and September 2021, the opportunity was taken to feedback to the public on the work that had been happening to develop the Scheme and to explain the preferred option to be taken forward. Due to the global Covid-19 pandemic, the majority of this was undertaken

online, taking place between 20 August 2021 to 12 September 2021. This included letters sent to businesses, organisations and residents in the scheme area as well as face to face meetings with landowners directly affected by the scheme.

2 Land Acquisition

2.1 Land Implication Update

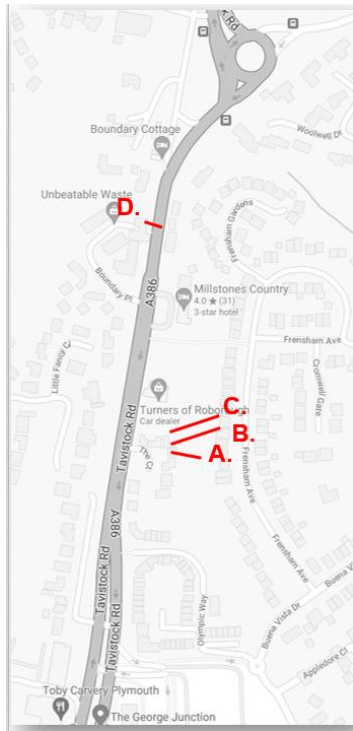
- 2.1.1 In order to address many of the transport problems in this part of the city, the WTTG Scheme will require additional land from outside of the current Highway Boundary or from Council's own land.
- 2.1.2 This project has now been designed in sufficient detail to identify all of the land and rights required to ensure its successful delivery. That land and those rights are identified on the plans appended to this report (Appendix E). Members are asked to note that these plans contain land which will be required permanently and/or permanent access rights, as well as land required for temporary access and working space. The current law relating to compulsory purchase does not allow acquiring authorities to distinguish between the two but the intention would be to negotiate temporary licences (in respect of the latter) preferably before, but if not, then after the confirmation of the Order rather than acquire such areas permanently. To assist members, Appendix E contains the CPO Resolution Area plan Drawing number PL1577909-71 Revision P10, which identifies land and rights required permanently and temporarily in the CPO Resolution plan.
- 2.1.3 The November 2021 Cabinet report identified 33 land parcels that were required to deliver the scheme. The number of land parcels that need to be acquired to deliver the Scheme and realise the benefits, including newly identified unregistered land, is now 32.
- 2.1.4 Since the November 2021 Cabinet approval in principle, one new property has been acquired through negotiation bringing the total to nine properties acquired which has de-risked the scheme significantly.



9 properties already purchased:

1. 422 Tavistock Road (demolished)
2. 424 Tavistock Road (demolished)
3. 442 Tavistock Road (demolished)
4. 444 Tavistock Road (demolished)
5. 446 Tavistock Road (demolished)
6. 448 Tavistock Road
7. Zero C
8. 452 Tavistock Road
9. 60 Olympic Way

2.1.5 Also since the approval in principle was granted four properties that were within the CPO boundary have now been designed out of the scheme and are no longer required along with Permanent works from Tesco and Woolwell Church Community Centre.



Plots removed / Designed Out

4 properties designed out and removed from land acquisition:

- A. No 4 The Court
 - B. No 3 The Court
 - C. No 2 The Court
 - D. 53 Boundary Place
- Tesco designed out of permanent works, however temporary land required
 - Woolwell Church Community Centre also designed out

This means with land already purchased, 14 land risks have been removed

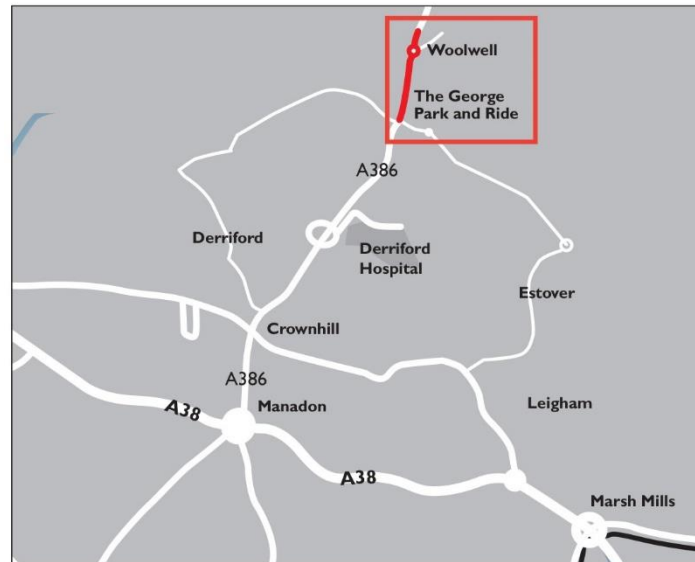
2.1.6 Of the properties that could not be designed out of the scheme, in many locations it has been possible to reduce the scale of impact on the property by reducing the overall footprint of the scheme. 21 properties in total have benefited from a reduction.

2.1.7 The decision to utilise third party land to deliver the Scheme has been carefully considered with the interests of the individuals affected by the Scheme balanced against the benefits of the Scheme to the wider communities and the city.

2.1.8 Members are asked to note that agreeing to use compulsory purchase powers in relation to the Order Land, will not undermine due process of pursuing negotiation and fair acquisition terms for existing land owners. In fact, the approach of seeking a resolution in to use CPO powers whilst continuing to try to negotiate acquisitions by private treaty agreement is in line with guidance published by the Department for Communities and Local Government in October 2015 entitled “Compulsory Purchase and the Crichel Down Rules” (“the Guidance”), which provides best practice advice for assembling land for Schemes of this nature. It is considered that a resolution to use compulsory purchase powers facilitates negotiations because landowners would know that the Council genuinely means to progress the Scheme and if terms to acquire all land interests and new rights by agreement could not be achieved in a reasonable timescale, compulsory purchase powers will be used. This will encourage landowners to negotiate in a meaningful way.

2.2 Description of the Order lands

2.2.1 The Order Land is located in the north of the City of Plymouth adjacent to the A386 Tavistock Road between the local areas of Derriford and Woolwell.



2.2.2 The Order Lands are identified on the CPO Resolution Area plan Drawing number PL1577909-71 Revision P10 and detailed in the accompanying schedule. The Order Lands predominantly comprise of residential land which mainly forms the garden to the affected property.

2.2.3 There are also two commercial properties that border the scheme, including a used car retailer, Turners of Roborough, and a former hotel, Millstones Hotel (which is currently no longer in operation and is in the process of being converted into residential flats). In addition one plot forms an access path with associated adjacent land linking a neighbouring residential estate to the A386 for non-motorised road users.

2.3 Schedule Of Interests

2.3.1 The schedule of interest can be found in the Cabinet Report.

2.4 Human Rights Implications

2.4.1 Consideration is given to the rights set out in Article 1 of the first protocol of the European Convention on Human Rights in respect of the impact of a CPO Resolution on the existing landowners and occupiers. The impact this proposal may have on the owners / occupiers of the land in question and other third parties have been carefully considered. It is not considered that any of the owners / occupiers have any special / unusual circumstances that would need to be specifically considered under the Human Rights Act.

2.4.2 In deciding whether to proceed with the CPO and the related Orders, the Council must consider whether there is a compelling case in the public interest that powers of compulsory purchase of land are necessary to enable the construction and maintenance of the highway and that the land and the rights to be acquired are properly required for this purpose.

2.4.3 When the Council decides to make a CPO, the Council must be sure that the purpose for which the land is required sufficiently justifies (or can be sufficiently justified in due course) interfering with the human rights of those with an interest in the land affected. It is acknowledged that the compulsory acquisition of the land in the Scheme area may amount to an interference with the human rights of those with an interest in the land. These include rights under Article 1 of the First Protocol of the European Convention on Human Rights (ECHR) (which provides that every natural or legal person is entitled to peaceful enjoyment of his possessions) and Article 8 of the ECHR (which provides that everyone has the right to respect for his private and family life, his home and his correspondence).

- 2.4.4 When preparing the case for making a CPO, officers have considered the need to balance the public interest and the individual's rights and that any interference with these rights will be necessary and proportionate. "Proportionate" in this context means that the interference must be no more than is necessary to achieve the identified legitimate aim. The effect on landowners and leaseholders of the CPO has been fully taken into account before putting forward this resolution for the making of a CPO and as previously referenced, in many properties the impact has been reduced through the design development process.
- 2.4.5 Since the November 2021 Cabinet approval in principle, four Properties have been designed out of the scheme and therefore removed from the land acquisition requirement. The development of the scheme has resulted in needing less land from 18 properties. There have however, been 12 properties who have had an increase the land needed for the scheme, 8 of which at the very southern extent of the scheme in an area of verge opposite the main property plot.
- 2.4.6 Two new additional land interest requirements are included to ensure that the Council will be able to secure access rights of land to allow access for future maintenance needs.
- 2.4.7 Members are advised that on the basis of the information that is available to officers at present, officers are of the view that there is a compelling case in the public interest for the compulsory acquisition of the interests within the Order Land if they cannot be acquired by agreement. Therefore, the use of compulsory purchase powers in this case is likely to be proportionate. Without the use of these powers, the much-needed Scheme may not be achievable. Appropriate compensation will be available to those entitled to claim it under the relevant statutory provisions.
- 2.4.8 Any parties affected by the Compulsory Purchase Order, have right to a public and independent hearing if they object to the loss of their property, assets and rights under the compulsory purchase procedures and under the Human Rights Act 1998.

2.5 Legal Powers

- 2.5.1 The Council has the necessary powers to acquire land compulsorily for the Scheme. Part XII of the Highways Act 1980 includes a number of CPO powers to support the delivery of highways.
- 2.5.2 The Acquisition of Land Act 1981 governs the procedures which apply to such an acquisition. The Compulsory Purchase Act 1965 governs post-confirmation procedures and the Land Compensation Act 1961 governs the amount and assessment of compensation. The Local Government (Miscellaneous Provisions) Act 1976 governs the granting of new rights.

3 Side Roads Order

3.1 Side Roads Order Requirements

- 3.1.1 A Side Roads Order (SRO) is required as part of the delivery of the WTTG Scheme to confirm the following:
- Areas of existing highway that will require stopping up;
 - Identifying which private accesses need stopping up (where a highway is stopped up the private access to that highway should also be stopped up in addition);
 - Demonstrating alternative means of access being provided and planning status of such works.
- 3.1.2 The SRO would be made under section 14 and 125, and in accordance with Schedule 1 of the Highways Act 1980 and this can be progressed at the same time as the CPO.

3.1.3 The SRO Schedule and highway affected can be found in the Cabinet Report.

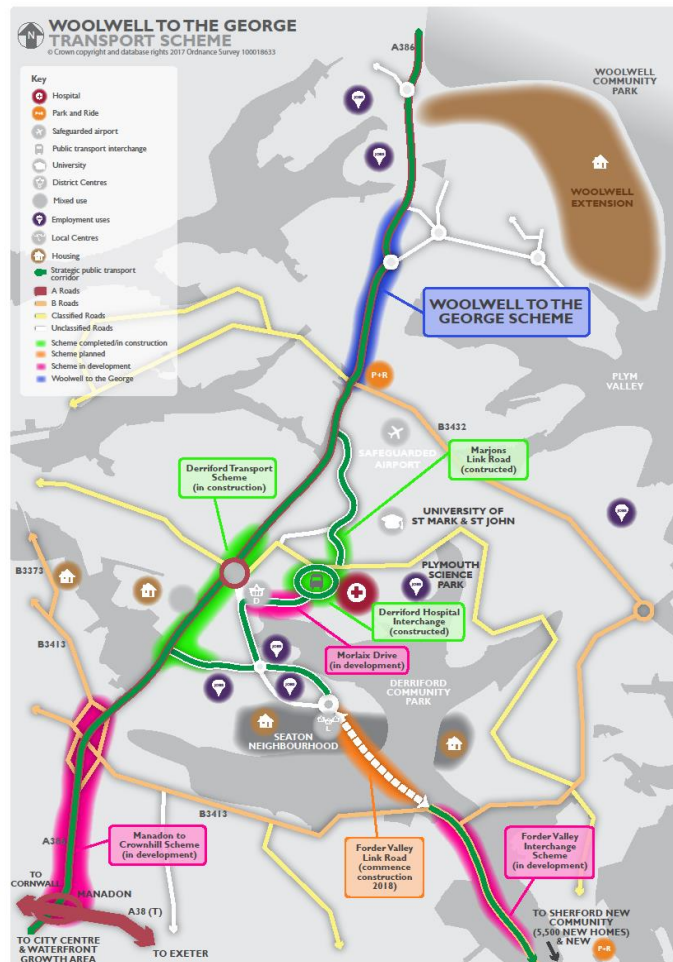
4 Policy Context

4.1 The Plymouth and South West Devon Joint Local Plan

4.1.1 The WTTG scheme is critical to delivering the Plymouth and South West Devon Joint Local Plan (JLP) to grow the city by 50,000 to 300,000 population and The scheme is specifically identified in policy PLY44 of the JLP.

4.1.2 The JLP identifies the Northern Corridor as one of three priority growth areas because of its potential to deliver a regionally significant number of new jobs and homes. 4,235 new homes have been identified for the Derriford and Northern Corridor Growth Area. 2,000 of these new homes are to be delivered by the WUE and are therefore directly unlocked by the WTTG scheme.

4.1.3 The transport assumptions in the JLP require 10% of new trips to be made by sustainable modes. To encourage the necessary mode shift the scheme must therefore include high quality walking and cycling facilities to link to and complement, existing provision both north and south of the scheme area.



4.1.4 The Scheme directly supports the following JLP policies: Policy SPT8; Policy SPT9; Policy SPT10; Policy SPT12; Policy PLY47

4.2 Climate Emergency

4.2.1 Tackling climate change is one of the Council's top priorities. In March 2019 Plymouth City Council unanimously adopted a 'Climate Emergency' declaration, pledging to achieve zero net carbon by 2030. The Climate Emergency Action Plan (CEAP) sets out the need to decarbonise mobility, without restricting access, as a core theme. This policy was replaced in 2023/24 by the Net Zero Action Plan (NZAP). One of the key priorities from both is to cut emissions from travel; it identifies actions that the Council are taking, as well as other partners in the Plymouth Net Zero Partnership, to reduce emissions across the city.

4.2.2 Tackling climate change represents a major challenge for the delivery of future growth and operation of the transport network. The Scheme provides significant walking and cycling infrastructure on Plymouth's northern corridor, as part of the Woolwell to the George Scheme, which is a specific action within the CEAP. The scheme will also open up new routes to the Woolwell area for public transport via Woolwell Crescent and will help improve the reliability of bus services enabling to better meet the timetabled information.

- 4.2.3 The scheme will result in the loss of some trees which border the current A386 which unfortunately is unavoidable in all scenarios due to the need to widen the road and provide the new signalised junction at Woolwell Rd. However, the scheme will include new landscaping and planting, including new trees to mitigate the loss, and provide an overall increase in biodiversity.
- 4.2.4 The scheme helps the Council with the climate emergency agenda as without it, the performance of the transport network on the Northern Corridor will further deteriorate across all modes, including buses. Currently, the Park and Ride site is at capacity, meaning further growth in sustainable transport travel to the City Centre from the Park and Ride is constrained. The scheme provides an additional 100 spaces to help meet the current and suppressed demand.
- 4.2.5 The Scheme provides a significant improvement in walking and cycling facilities on a key section of Plymouth's Strategic Cycle Network and provides a direct link to the new development at WUE. Without this, the Council's aspirations for increased travel by active modes, which are central to the JLP and Plymouth's Transport Strategy, will be difficult to achieve.

5 Anticipated Timeframes

5.1 Programme & Next Steps

5.1.1 The high-level programme for Phase 1, Woolwell Crescent Junction can be viewed below:

Activity	Timescale
Complete Pre-construction, including Detailed Design & traffic management	March 2024
Tendering of construction packages.	March – May 2024
Construction contract award	Mid to late May 2024
Start of works	June / July 2024 (approx. 12 months duration)


5.1.2 The high-level programme for Phase 2, The George to Woolwell Road can be found below:

Activity	Timescale
CPO Resolution	March 2024
Land negotiations and acquisitions	Ongoing
Complete Pre-construction, including Detailed Design & traffic management	Summer 2024
Construction	Autumn 2024 (approx. 19 months duration)

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EQUALITY IMPACT ASSESSMENT – WOOLWELL TO THE GEORGE

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Steven Flaxton	Department and service:	Strategic Transport, Strategic Planning and Infrastructure	Date of assessment:	11 March 2024
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Philip Heseltine	Signature:		Approval date:	11 March 2024
Overview:	<p>Aim: To increase capacity, reduce journey times and improve journey time reliability and to assist with accessing the George Park and Ride for public transport users whilst also bringing with it welcome benefits to cyclists and those who walk. A faster, more reliable road network will improve connectivity and unite local communities.</p> <p>The improvements that have been specifically identified are:</p> <ol style="list-style-type: none">1. Road widening on the A386 between the George Junction and Woolwell Roundabout.2. Removal of current roundabout to be replaced with a signal control junction.3. Improvements to Woolwel Crescent, allowing new right turns out and left turns in. <p>Objectives:</p> <ol style="list-style-type: none">1. Reduce congestion2. Support the Strategic Road Network3. Support all road users4. Support housing delivery5. Support economic growth and rebalancing				
Decision required:	Cabinet is recommended to:				

1. Authorise the making of a compulsory purchase order to be known as The City of Plymouth (A386 Tavistock Road) Compulsory Purchase Order 2024 (“the CPO”) under sections 239, 240, 246, 250 and 260 of the Highways Act 1980 and the Acquisition of Land Act 1981 to secure the compulsory acquisition of the land shown within the red boundary on the CPO Resolution Area plan and shown on the plot plans shaded blue and the new rights over the land shown hatched blue at Appendix E of this report (“the Order Land”);

Reason: To ensure that the programme for delivery of the Scheme can still be met in the event that not all land can be acquired through negotiation.
2. Authorise the making of a side roads order to be known as The City of Plymouth (A386 Tavistock Road) (Side Roads) Order 2024 (“the SRO”) under sections 14 and 125 of the Highways Act 1980 to construct new highways and public rights of ways, stop up, divert, improve or otherwise deal with a highway including public rights of ways and the closure and creation of private means of access as shown in the SRO Maps at Appendix F to this report

Reason: To enable the procedural measures to be carried out efficiently and to allow alterations to the highway and private means of access in relation to affected land.
3. To note, and have due regard in determining whether or not to authorise the making of the Orders, the public sector equality duty contained in section 149 of the Equality Act 2010 and the requirements of the Human Rights Act 1998, as detailed further in section **Error! Reference source not found.** of this Report;

Reason: To eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Equality Act 2010. To advance equality of opportunity between people who share a protected characteristic and those who do not. To foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.
4. That the Service Director for Strategic Planning and Infrastructure be authorised in consultation with the Head of Legal Services to:

(i) finalise and make, if necessary, any minor or technical amendments, modifications and deletions to the CPO Maps and SRO Maps should this be considered appropriate;

(ii) agree the precise scope of rights to be acquired over properties that surround the Order Land;

- (iii) finalise the CPO and the SRO (collectively referred to as “the Orders”), and the Statement of Reasons;
- (iv) to take all necessary steps to make (including any associated or ancillary applications to the Secretary of State under the Acquisition of Land Act 1981 publish, and obtain confirmation of the Orders including (but not limited to) the publication and service of all statutory notices and presentation of the Council’s case at any Public Inquiry or through written representations, to secure the confirmation of the Orders (with or without modifications) by the Secretary of State for Transport and implement the Orders associated with the Scheme;
- (v) continue, in accordance with the Cabinet authority dated 9 November 2021, discussions and negotiations with landowners and stakeholders with a view to reaching voluntary agreements with landowners and to purchase and/or reserve land and rights by agreement for the scheme;
- (vi) negotiate, agree terms and enter into agreements with affected parties including agreements for the withdrawal of blight notices and/or the withdrawal of objections to the Orders and/or undertakings not to enforce the Orders on specified terms, including (but not limited to) where appropriate seeking exclusion of land from the Orders, making provision for the payment of compensation and/or relocation;
- (vii) in the event the Orders are confirmed by the Secretary of State or an Inspector in the case of delegation, to advertise and give notice of confirmation and thereafter to take all steps to implement the Orders including, as applicable to execute general vesting declarations and/or to serve notices to treat and notices of entry in respect of interests and rights in the Order Land; and
- (viii) take all steps in relation to any legal proceedings relating to the Orders including defending or settling claims referred to the Upper Tribunal and/or applications to the courts and any appeals.

Reason: To ensure that the land acquisition can be undertaken swiftly providing certainty for affected parties and to ensure the wider delivery of the Scheme can still be met in the event that not all land can be acquired through negotiation.

5. Allocate an additional £3,916,433 into the capital programme for the scheme funded by the identified £1,957,433 Section 106 contributions and £1,959,000 Integrated Transport Block grant and remove £755,000 Capital receipts previously anticipated.

Reason: To provide certainty for the Scheme in order to proceed to construction and provide financial assurance for the Compulsory Purchase Order processes.

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	x
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	x
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	Yes		No	x
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	There is not anticipated to be any disproportional impacts on protected characteristics of plot owners, occupiers or other members of the community directly affected.			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
Age	Plymouth <ul style="list-style-type: none">16.4 per cent of people in Plymouth are children aged under 15.65.1 per cent are adults aged 15 to 64.	The scheme is not anticipated to have any adverse impact on specific age groups.	None.	N/A

	<ul style="list-style-type: none"> • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>			
<p>Care experienced individuals</p> <p>(Note that as per the Independent Review of Children's Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all</p>	<p>The scheme is not anticipated to have any adverse impact on care experienced individuals.</p>	<p>None.</p>	<p>N/A</p>

	<p>those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>			
Disability	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p>	The scheme is not anticipated to have any adverse impact on specific disability groups.	Formal crossing facilities will be upgraded to support the visually and mobility impaired.	Project Manager
Gender reassignment	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).	No adverse impact anticipated.	None.	N/A
Marriage and civil partnership	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	No adverse impact anticipated.	None.	N/A
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total	No adverse impact anticipated.	None.	N/A

	fertility rate (TFR) for Plymouth in 2021 was 1.5.			
Race	<p>In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	No adverse impact anticipated.	None.	N/A
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	No adverse impact anticipated.	None.	N/A
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impact anticipated.	None.	N/A
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of	No adverse impact anticipated.	None.	N/A

	residents describe their sexual orientation using a different term (2021 Census).			
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SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impact anticipated.	None.	N/A

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.			
Pay equality for women, and staff with disabilities in our workforce.	The scheme will improve journey times and reliability of journeys between major growth areas in the north of the city.		2025/2026 Head of Transport.
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024			
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.			
Plymouth is a city where people from different backgrounds get along well.			

EQUALITY IMPACT ASSESSMENT

Woolwell to the George



STAGE 1: What is being assessed and by whom?

<p>What is being assessed - including a brief description of aims and objectives?</p>	<p>Woolwell to the George</p> <p>Aim:</p> <p>To increase capacity, reduce journey times and improve journey time reliability and to assist with accessing the George Park and Ride for public transport users whilst also bringing with it welcome benefits to cyclists and those who walk. A faster, more reliable road network will improve connectivity and unite local communities.</p> <p>The improvements that have been specifically identified are:</p> <ul style="list-style-type: none">1. Road widening on the A386 between the George Junction and Woolwell Roundabout.2. Removal of current roundabout to be replaced with a signal control junction.3. Improvements to Woolwel Crescent, allowing new right turns out and left turns in. <p><u>Objectives:</u></p> <ul style="list-style-type: none">1. Reduce congestion2. Support the Strategic Road Network3. Support all road users4. Support housing delivery5. Support economic growth and rebalancing
<p>Responsible Officer</p>	<p>Philip Heseltine</p>

STAGE 1: What is being assessed and by whom?

Department and Service	Strategic Planning and Infrastructure
Date of Assessment	17 June 2021

STAGE 2: Evidence and Impact

Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
Age	50+ Plymouth - 34.1% (nationally - 33.3%) • 75+ Plymouth - 7.6% (nationally - 7.5%) • 0-15 Plymouth - 17.5% (nationally - 20.2%) • Over 75's predicted to rise faster than any other	The scheme is not anticipated to have any adverse impact on specific age groups.	None	N/A

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	group (19k in 2011 to 24k k in 2021).			
Disability	31,164 people declared themselves having long term health problem or disability.	The scheme is not anticipated to have any adverse impact on specific disability groups.	Formal crossing facilities will be upgraded to support the visually and mobility impaired.	Project Manager
Faith, Religion or Belief	<p>32.9% of the Plymouth population stated they had no religion.</p> <p>The 2011 Census data shows the following numbers of people identifying with the main religions:</p> <p>148,917 people (58.1%) identified themselves as Christian.</p> <p>Islam - 2,078 people (0.8%).</p> <p>Buddhism - 881 people (0.3%).</p> <p>Hinduism - 567 people</p>	The scheme is not anticipated to have any adverse impact on specific faiths, religions or beliefs.	None	N/A


STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	<p>(0.2%).</p> <p>Judaism - 168 people (0.1%).</p> <p>Sikhism - 89 people (<0.1%).</p> <p>0.5% of the population had a current religion that was not Christian, Islam, Buddhism, Hinduism, Judaism or Sikh.</p>			
Gender - including marriage, pregnancy and maternity	<p>50.6% of Plymouth's population are women.</p> <p>Of those aged 16 and over 90,765 (42.9%) people are married. 5,190 (2.5%) are separated and still legally married or legally in a same-sex civil partnership.</p> <p>There were 34 Civil Partnership Formations in Plymouth in 2013</p> <p>There were 3,280 births in 2011. Birth rate trends have been on the increase since 2001, but since 2010</p>	The scheme is not anticipated to have any adverse impact on gender.	None	N/A

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	<p>the number of births has stabilised.</p> <p>Plymouth's 2011 infant mortality rate (5.5/1000 live births) is higher than both the England (4.3/1000) and South West (3.7/1000) rates.</p>			
Gender Reassignment	<p>It is estimated that there may be 10,000 transgender people in the UK.</p> <p>26 referrals from Plymouth were made to the Newton Abbott clinic (the nearest clinic), in 2013/14 to February.</p>	The scheme is not anticipated to have any adverse impact on gender reassignment.	None	N/A
Race	<p>92.9% of Plymouth's population identify themselves as White British.</p> <p>7.1% identify themselves as Black and Minority Ethnic (BME) with White Other (2.7%), Chinese (0.5%) and</p>	The scheme is not anticipated to have any adverse impact on race.	None	N/A

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	Other Asian (0.5%) the most common ethnic groups. There are at least 43 main languages spoken in the city with Polish, Chinese and Kurdish as the top three.			
Sexual Orientation -including Civil Partnership	It estimated that there are 12,500 – 17,500 Lesbian, gay or bi-sexual people aged over 16.	The scheme is not anticipated to have any adverse impact on sexual orientation.	None	N/A

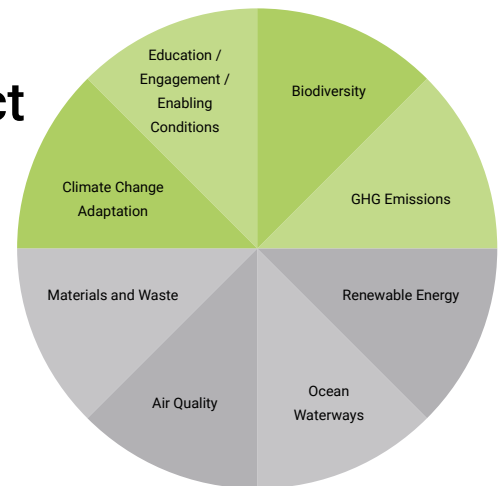
STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken		
Local Priorities	Implications	Timescale and who is responsible?
Reduce the inequality gap, particularly in health between communities.	The scheme will improve journey times and reliability of journeys between major growth areas in the north of the city.	2025/2026 Head of Transport.
Good relations between different communities (community cohesion).	The scheme will provide highway capacity improvements resulting in improvements in journey times and reliability for buses and general traffic. These improvements will benefit the existing local communities and those further to the north travelling	2025/2026 Head of Transport.

STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken		
Local Priorities	Implications	Timescale and who is responsible?
	<p>along the A386 and proposed new communities along the Northern Corridor. The scheme will be important in reducing the impact of these new developments on existing communities.</p> <p>The scheme also includes new widened footways and new pedestrian crossings, on and off road cycle ways (to support users of all abilities) and extension of the existing park and ride along a major bus corridor.</p>	
Human Rights	<p>It might not be possible to deliver the necessary improvements without land outside the Council's ownership, however impact on private landowners will be minimised as much as possible and every effort will be made to secure any necessary land through agreement. Throughout the scheme development regard has and must continue to be had to the fair balance that has to be struck between the competing interests of the individual and those of the community as a whole.</p> <p>Consultation and negotiation will take place with potentially affected landowners.</p>	<p>2025/2026</p> <p>Head of Transport.</p>

STAGE 4: Publication			
Director, Assistant Director/Head of Service approving EIA.		Date	17/06/2021

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Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



Assessment ID: W00388

Assessment Author: Leana Hannon

Assessment Initial Summary:

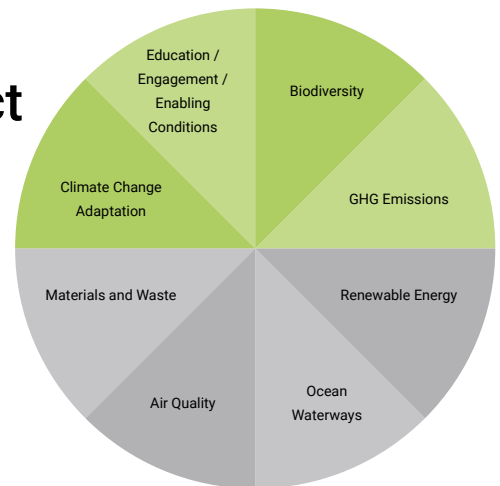
The Woolwell to The George (WTTG) Transport Improvement Scheme will alleviate congestion between Woolwell and The George Junction on the A386 Tavistock Road and unlock significant residential development in the north of Plymouth. The scheme will deliver:

- Dedicated walking and cycling facilities
- A new signalised junction at Woolwell Crescent
- Upgrade of Woolwell Roundabout to a signalised junction
- Increased capacity on the A386 Tavistock Road by providing dual carriageway from Woolwell Roundabout to The George P&R
- Increased parking capacity at The George P&R

Assessment Final Summary:

The Woolwell to The George scheme is a strategically important project, specifically identified in the Joint Local Plan. It directly unlocks significant residential development at Woolwell as well as improving access to existing key industrial, technical, business and medical sites on the northern corridor. The project will reduce congestion, improve journey times, promote walking, cycling and use of public transport, improve network resilience and accessibility. Integral to the scheme is high quality walking and cycling facilities including new and improved crossings to break down the A386 as a barrier to movement and also includes LTN1/20 compliant segregated cycleways. The scheme also includes the expansion of The George Park and Ride by 100 spaces and also includes the installation of electric charging bays and improved access for buses. The scheme is truly multi-modal and designed to encourage greater travel choice and sustainable travel options to encourage people to switch from car based travel to more active and sustainable forms. Tackling climate change represents a major challenge for the delivery of future growth and operation of the transport network. Providing significant walking and cycling infrastructure on Plymouth's northern corridor, as part of the Woolwell to the George Scheme, is a specific action within the Climate Emergency Action Plan. Without delivery of the Scheme, the performance of the transport network on the Northern Corridor will further deteriorate across all modes. Delivery of the scheme will be supported by the development and delivery of a Construction Environmental Management Plan (CEMP) to ensure delivery of the project in accordance with best practice. The CEMP and other project documents such as the Site Waste Management Plan will identify key mitigation to be implemented throughout construction. The nature of

Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



construction projects such as WTTG, means that the impact on some outputs such as materials and waste, air quality are considered to be neutral.

Biodiversity Score: 4

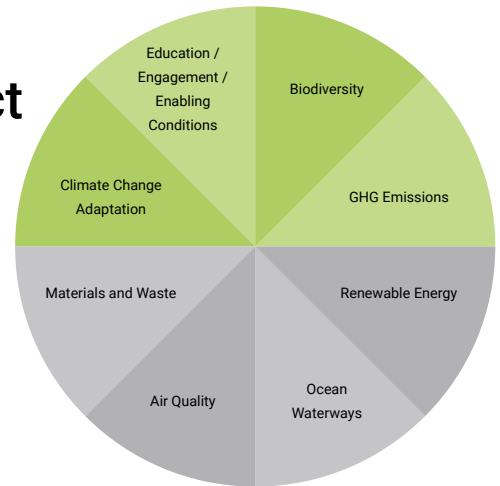
Biodiversity Score Justification: The scheme is not located within close proximity of any designated international or nationally protected sites and will not directly impact upon the conservation status of any designated site for nature conservation purposes. The dominant habitat of the site is hardstanding due to the current highway and associated infrastructure and the habitat is of negligible ecological value. Any measures identified in the Preliminary Environmental Assessments (and subsequent reports) will be incorporated within the Construction Environmental Management Plan (CEMP). In line with PCC's requirements, the scheme will deliver 10% biodiversity net gain (BNG).

Biodiversity Score Mitigate: No

GHG Emissions Score: 4

GHG Emissions Score Justification: The nature of construction work means that there is likely to be a short term negative impact on greenhouse gas emissions. Longer term, the scheme will deliver a more efficient highway network by reducing congestion and supporting a shift to sustainable modes. Whilst the scheme does provide increased capacity to not only relieve congestion now as well as accommodate future demand anticipated by the WUE, the road itself is not considered to generate significant increases in volumes of traffic as there are no alternative routes in this area of the City which may cause people to re-route or induce suppressed demand. Additional growth in trips will be derived from the proposed new developments which will be subject to their own CIA and checks through the planning system. The scheme will help to lower GHG emissions by significantly reducing existing congestion which not only causes increased emissions but also affects the reliability of bus services and timetabled information affecting people's confidence in the services offered. Integral to the scheme is high quality walking and cycling facilities including new and improved crossings to break down the A386 as a barrier to movement and also includes LTN1/20 compliant segregated cycleways. The scheme also includes the expansion of The George Park and Ride by 100 spaces and also includes the installation of electric charging bays and improved access for buses. The scheme is truly multi-

Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



modal and designed to encourage greater travel choice and sustainable travel options to encourage people to switch from car based travel to more active and sustainable forms. Modelling following the Department for Transport's prescribed WebTag methodology shows that the Scheme will reduce carbon emissions by 36.6 million tonnes across the 60 year appraisal period.

GHG Emissions Score Mitigate: No

Renewable Energy Score: 3

Renewable Energy Score Justification: It is not considered that the WTTG scheme will have any direct impact on renewable energy.

Renewable Energy Score Mitigate: No

Ocean and Waterways Score: 3

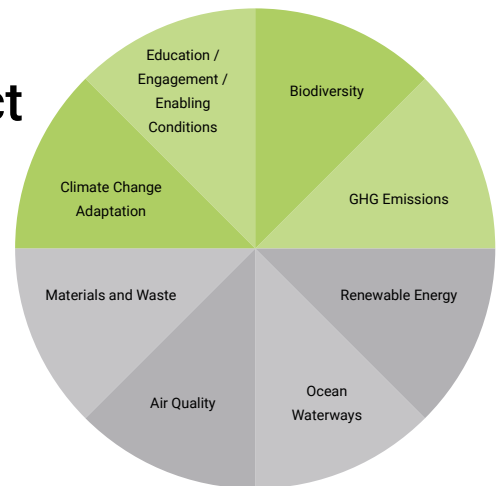
Ocean and Waterways Score Justification: Surface water run-off discharge to sewers will be appropriately restricted (in line with national and LLFA guidance) to ensure flood risk is not increased. A Construction Environmental Management Plan will detail best practice measures and mitigation to limit the risk of contamination of water resources.

Ocean and Waterways Score Mitigate: No

Air Quality Score: 3

Air Quality Score Justification: The scheme will help to improve local air quality by significantly reducing existing congestion which not only causes increased emissions but also affects the reliability of bus services and timetabled information affecting people's confidence in the services offered. Integral to the scheme is high quality walking and cycling facilities including new and improved crossings to break down the A386 as a barrier to movement and also includes LTN1/20 compliant segregated cycleways. The scheme also includes the expansion of The George Park and Ride by 100 spaces and also includes the installation of electric charging bays and improved access for buses. The scheme is truly multi-modal and designed to encourage

Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



greater travel choice and sustainable travel options to encourage people to switch from car based travel to more active and sustainable forms. An Air Quality Assessment has been undertaken for the WTTG scheme. The results show that the annual mean pollutant concentrations are well below the respective AQS objectives at all receptors modelled, with and without the scheme. There may be some short term temporary impacts on air-quality during the construction process but these will be offset by the longer term benefits the scheme will bring.

Air Quality Score Mitigate: No

Materials and Waste Score: 3

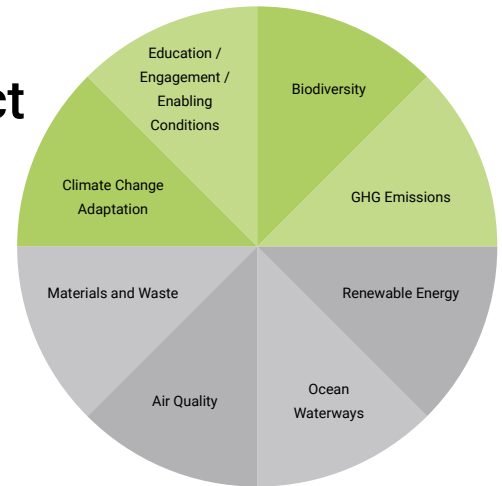
Materials and Waste Score Justification: Best practice waste management techniques will be adopted throughout construction. A Site Waste Management Plan (SWMP) will ensure that the principles of the waste management hierarchy (i.e. reduce, reuse, recycle) will be adopted. The reuse of site won materials will be prioritised and retained where possible. A Construction Environmental Management Plan (CEMP) will also support scheme delivery.

Materials and Waste Score Mitigate: No

Climate Change Adaptation Score: 4

Climate Change Adaptation Score Justification: A Flood Risk Assessment has been prepared in accordance with the National Planning Policy Framework (NPPF), the accompanying Planning Practice Guidance include planning policy concerning development and flood risk in areas of England. It has also considered regional and local planning policy. The site is in Flood Zone 1, low probability of flooding from fluvial and tidal sources. The scheme is classed as essential infrastructure and is part within the Plymouth Critical Drainage Area. Surface water runoff has been assessed for on and offsite flood risk taking into account the current drainage provisions, the predicted impacts of climate change and the implications of the proposed works on existing drainage networks. The existing drainage system is not only sub-standards but in places non-existing meaning the scheme will provide significant resilience against climate change and localised flooding. The drainage has been designed up to the critical 100 year event plus a 40% climate change factor. Infiltration is not expected to be viable for this site, an attenuation strategy has been developed including above ground SuDS features. Drainage

Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



proposals include repairing or replacing existing damaged sewers as necessary. New attenuation in the form of underground tanks and SuDS rain gardens/ponds are proposed. Where possible, existing surface water drainage runs will be reused and connected to. Damaged or insufficiently sized existing drainage will be replaced and upsized accordingly.

Climate Change Adaptation Score Mitigate: No

Education / Engagement / Enabling Conditions Score: 4

Education / Engagement / Enabling Conditions Score Justification: The WTTG Scheme delivers a significant improvement in walking and cycling facilities on a key section of Plymouth's Strategic Cycle Network and will provide a link to significant new development at Woolwell. The scheme will be complimented by other interventions offered by Strategic Planning & Infrastructure such as Personalised Travel Planning through Plymotion. This will be undertaken following completion of the scheme in order to educate residents and commuters of the new sustainable measures included within the scheme and how to access them. This will also be encouraged during the construction. Without delivery of the scheme, the performance of the transport network on the Northern Corridor will further deteriorate across all modes. Currently the P&R site is at capacity, meaning further growth in sustainable travel into the city centre from the P&R is constrained.

Education / Engagement / Enabling Conditions Score Mitigate: No

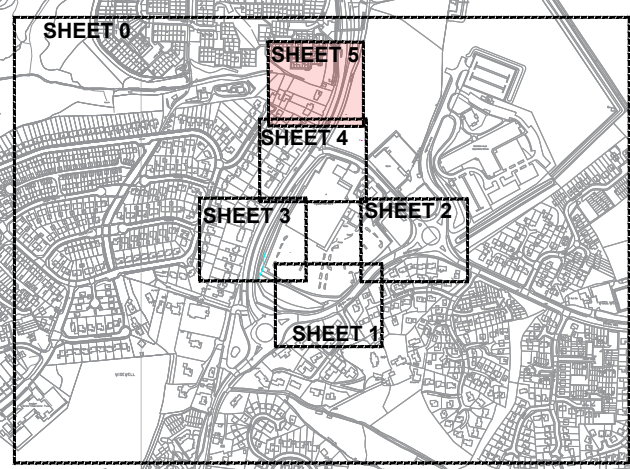
Wheel Key

■ Long lasting or severe negative impact	■ Short term or limited negative impact	■ No impact or neutral impact	■ Short term or limited positive impact	■ Long lasting or extensive positive impact
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- LEGEND**
- EARTHWORKS - CUT
 - EARTHWORKS - FILL
 - SHARED USE FOOTWAY - REFER TO NOTE 8
 - FOOTWAY - REFER TO NOTE 8
 - CYCLE LANE (RED HFS) - REFER TO NOTE 8
 - CYCLE LANE (BLACK ASPHALT) - REFER TO NOTE 8
 - SOFT LANDSCAPED AREAS - SEE SPECIFICATION 3000 FOR DETAILS
 - TRAFFIC ISLANDS - REFER TO NOTE 8
 - CARRIAGEWAY - REFER TO NOTE 10
 - BUFF HFS - REFER TO NOTE 8
 - MAX 1:20 RAMP
 - PROPOSED BUFF CORDUROY (HAZARD WARNING), REFER TO NOTE 8

- CONCRETE TACTILE PAVING. REFER TO NOTE 8
- PROPOSED KERBS, DETAILS VARY BY LOCATION, REFER TO KERBING DRAWINGS FOR DETAILS, REFER TO NOTE 8
- PROPOSED BENAY KERBS, DETAILS VARY BY LOCATION, REFER TO KERBING AND DRAINAGE DRAWINGS FOR DETAILS, REFER TO NOTES 8 & 11
- PROPOSED ROAD MARKINGS. REFER TO NOTE 9
- HMPE BOUNDARY
- PCC OWNERSHIP BOUNDARY
- PROPOSED SIGNS (FOR TYPE AND FIXING INFORMATION REFER TO DRAWING WTTG-ACM-12-S5-DR-HW-000002)
- PROPOSED BUS SHELTER TO BE CLEAR CHANNEL UK LANDMARK 2 ARGYLE GLASS ROOF 3BAY BARROW FOA - NEP SOLAR



REVISION DETAILS

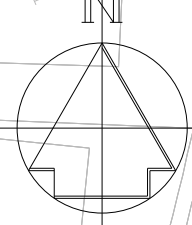
DESCRIPTION

DETAILED DESIGN ISSUE.
LANDSCAPING FILL SLOPES ADDED.
AUXILIARY LANE AMENDED TO AVOID
MANHOLE.

CDM: HAZARD IDENTIFICATION	
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING	
HAZARD No.	HAZARD DESCRIPTION
1	WORKING ON MAIN ROAD
2	EXISTING UTILITIES
3	ACCESS TO BE PROVIDED TO RESIDENTS THROUGH CONSTRUCTION

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

INSET A
1:500



CONTINUATION - REFER TO DRAWING WTTG-ACM-01-S4-DR-HW-000001

CONTINUATION - REFER TO INSET A

EXISTING SEGREGATED FACILITIES TO BECOME SHARED

KERBLINE TO TIE INTO EXISTING

EXISTING BUS STOP MARKINGS AND KERB ALIGNMENT AMENDED TO ALLOW FOR START OF ON ROAD CYCLE FACILITY

BUS LAYBY TO BE RECONSTRUCTED WITH FLEXIBLE CONSTRUCTION

CYCLE OFF RAMP TO BE PROVIDED ONTO SHARED USE FACILITIES

KERBLINE TO TIE INTO EXISTING

CONSTRUCTION REQUIRED OUTSIDE OF PCC BOUNDARY

2m FOOTPATH LINK PROVIDED BETWEEN TAVISTOCK ROAD AND ECO WAY. LEVEL DIFFERENCE PREVENTS A WIDER FACILITY.

VMS TO BE REMOVED

PROPOSED LOCATION OF JENOPTIK VECTOR SR (OR EQUIVALENT) SPEED CAMERA WITH WEC-FMT5HD-DD COLUMNS. FOUNDATION TO BE TYPE 2 AS PER JENOPTIK C629 STANDARD DETAIL

DOUBLE YELLOW LINES TO TIE INTO EXISTING AND MATCH EXISTING WIDTH

ISLAND SET BACK TO ALLOW MAX

AECOM

PROJECT

WOOLWELL TO THE GEORGE

CLIENT

BALFOUR BEATTY

CONSULTANT

AECOM
3rd Floor, East Wing
Plumer House
Tallyour Road
01752 676700

GENERAL NOTES

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS, CO-ORDINATES AND LEVELS ARE GIVEN IN METRES UNLESS SHOWN OTHERWISE.
- DRAWING TO BE READ IN CONJUNCTION WITH DRAWINGS:
WTTG-ACM-01-S1-DR-HW-000001
WTTG-ACM-01-S2-DR-HW-000001
WTTG-ACM-01-S3-DR-HW-000001
WTTG-ACM-01-S4-DR-HW-000001
- DRAWING NUMBERING
PROJECT — WTTG-ACM-XX-XX-DR-HY-000001
ORIGINATOR —
SHW REFERENCE —
ZONE/LOCATION —
DOCUMENT TYPE —
DISCIPLINE —
SERIAL NUMBER —
- THIS LAYOUT HAS BEEN DEVELOPED USING THE PCC DRAWING PL157/909-68.
- UTILITY SURVEY UNDERTAKEN BY BENCHMARK (EXETER) LIMITED, REFERENCE BS3640/10.22/01/JRR REV E, DATED APRIL 2023.
- TOPOGRAPHICAL SURVEY PROVIDED BY WSP, REFERENCE WOOLWELL-3D-TOPO-V6-SURFACE.DWG, ON 30/06/2022.
- REFER TO FOOTWAY/CYCLEWAY AND KERBING DRAWING WTTG-ACM-11-S5-DR-HW-000001 FOR DETAILED DRAWING AND WTTG-ACM-11-XX-SP-HW-000001 FOR THE SPECIFICATION.
- REFER TO ROAD MARKINGS DRAWING WTTG-ACM-12-S5-DR-HW-000001 FOR DETAILED DRAWING AND WTTG-ACM-12-XX-SP-HW-000001 FOR THE SPECIFICATION.
- REFER TO PAVEMENT DRAWING WTTG-ACM-07-S5-DR-HW-000001, PSV DRAWING WTTG-ACM-07-S5-DR-HW-000002 AND WTTG-ACM-07-XX-SP-HW-000001 FOR THE SPECIFICATION.
- REFER TO DRAINAGE DRAWING WTTG-ACM-05-S5-DR-DR-000004 FOR DETAILED DRAWING AND WTTG-ACM-05-XX-SP-HW-990001 FOR THE SPECIFICATION.

DRAWING STATUS

SUITABLE FOR REVIEW & COMMENT

ISSUE/REVISION

I/R	DATE	DESCRIPTION
P04	08/03/23	REFER TO REVISION BOX
P05	16/03/23	REFER TO REVISION BOX
P06	25/05/23	REFER TO REVISION BOX
P07	11/08/23	REFER TO REVISION BOX
P08	20/12/23	REFER TO REVISION BOX
P09	25/01/24	DETAILED DESIGN ISSUE

PROJECT NUMBER

60687570

SHEET TITLE

GENERAL ARRANGEMENT
SHEET 5
TAVISTOCK ROAD

SHEET NUMBER

REV.

WTTG-ACM-01-S5-DR-HW-000001 P09

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- ALL DIMENSIONS, CO-ORDINATES AND LEVELS ARE GIVEN IN METRES UNLESS SHOWN OTHERWISE.
- DRAWING TO BE READ IN CONJUNCTION WITH DRAWINGS:
WTTG-ACM-01-S1-DR-HW-000001
WTTG-ACM-01-S2-DR-HW-000001
WTTG-ACM-01-S3-DR-HW-000001
WTTG-ACM-01-S5-DR-HW-000001
- DRAWING NUMBERING
WTTG-ACM-XX-XX-DR-HY-000001
PROJECT ORIGINATOR SHW REFERENCE ZONE LOCATION DOCUMENT TYPE DISCIPLINE SERIAL NUMBER
- THIS LAYOUT HAS BEEN DEVELOPED USING THE PCC DRAWING PL1577909-68.
- UTILITY SURVEY UNDERTAKEN BY BENCHMARK (EXETER) LIMITED, REFERENCE BS3640/10.22/01/JRR REV E, DATED APRIL 2023.
- TOPOGRAPHICAL SURVEY PROVIDED BY WSP, REFERENCE WOOLWELL-3D-TOPO-V6-SURFACE.DWG, ON 30/06/2022.
- REFER TO FOOTWAY/CYCLEWAY AND KERBING DRAWING WTTG-ACM-11-S4-DR-HW-000001 FOR DETAILED DRAWING AND WTTG-ACM-11-XX-SP-HW-000001 FOR THE SPECIFICATION.
- REFER TO ROAD MARKINGS DRAWING WTTG-ACM-12-S4-DR-HW-000001 FOR DETAILED DRAWING AND WTTG-ACM-12-XX-SP-HW-000001 FOR THE SPECIFICATION.
- REFER TO PAVEMENT DRAWING WTTG-ACM-07-S4-DR-HW-000001, PSV DRAWING WTTG-ACM-07-S4-DR-HW-000002 FOR DETAILED DRAWINGS AND WTTG-ACM-07-XX-SP-HW-000001 FOR THE SPECIFICATION.
- REFER TO DRAINAGE DRAWING WTTG-ACM-05-S4-DR-DR-000004 FOR DETAILED DRAWING AND WTTG-ACM-05-XX-SP-HW-990001 FOR THE SPECIFICATION.

P06	25/05/23	REFER TO REVISION BOX
P07	11/08/23	REFER TO REVISION BOX
P08	06/11/23	REFER TO REVISION BOX
P09	06/12/23	OUTLINE DESIGN ISSUE
P10	20/12/23	OUTLINE DESIGN ISSUE
P11	25/01/24	DETAILED DESIGN ISSUE
I/R	DATE	DESCRIPTION

- LEGEND
- EARTHWORKS - CUT
 - SHARED USE FOOTWAY - REFER TO NOTE 8
 - FOOTWAY - REFER TO NOTE 8
 - CYCLE LANE (RED HFS) - REFER TO NOTE 8
 - CYCLE LANE (BLACK ASPHALT) - REFER TO NOTE 8
 - SOFT LANDSCAPED AREAS - SEE SPECIFICATION 3000 FOR DETAILS
 - TRAFFIC ISLANDS - REFER TO NOTE 8
 - CARRIAGEWAY - REFER TO NOTE 10
 - BUFF HFS - REFER TO NOTE 8
 - MAX 1:20 RAMP
 - PROPOSED BUFF BLISTER (UNCONTROLLED CROSSING). REFER TO NOTE 8
 - PROPOSED RED BLISTER (CONTROLLED CROSSING). REFER TO NOTE 8
 - PROPOSED BUFF CORDUROY (HAZARD WARNING). REFER TO NOTE 8
 - CONCRETE TACTILE PAVING - REFER TO NOTE 8
 - PROPOSED KERBS, DETAILS VARY BY LOCATION, REFER TO KERBING AND DRAINAGE DRAWINGS FOR DETAILS, REFER TO NOTES 8 & 11
 - PROPOSED ROAD MARKINGS. REFER TO NOTE 9
 - HMPE BOUNDARY
 - PCC OWNERSHIP BOUNDARY
 - PROPOSED SIGNS (FOR TYPE AND FIXING INFORMATION REFER TO DRAWING WTTG-ACM-12-S4-DR-HW-000002)
 - PROPOSED TRAFFIC SIGNAL POLES AND EQUIPMENT (FOR FURTHER INFORMATION REFER TO DRAWING WTTG-ACM-12-S4-DR-TS-001200)
 - VISIFLEX GUARDRAIL TO PCC SD 4.9, PANEL TYPE V4 (FOR FURTHER INFORMATION REFER TO DRAWING WTTG-ACM-04-S4-DR-HW-000001)
 - SELF RIGHTING REFLECTIVE BOLLARD POSITIONS SHOWN INDICATIVELY (TO BE POSITIONED MINIMUM 450mm FROM KERB FACE)
 - B=BLANK FACED
L= KEEP LEFT
R=KEEP RIGHT

REVISION DETAILS
DESCRIPTION
DETAILED DESIGN ISSUE. ROAD MARKINGS ADDED TO NORTHBOUND APPROACH TO STOP LINE. DOUBLE YELLOW LINES ADDED. LANDSCAPING FILL SLOPES ADDED.

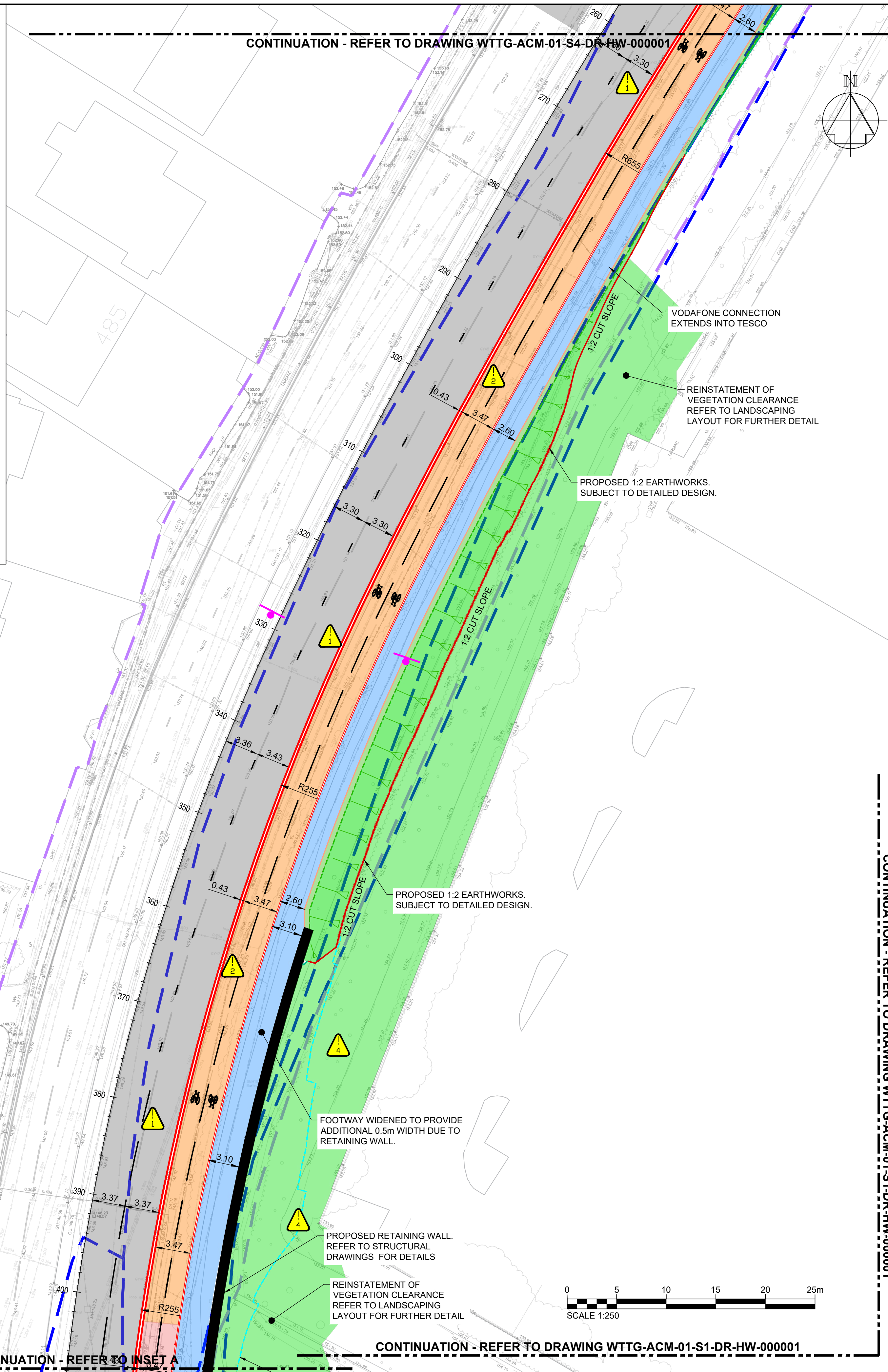
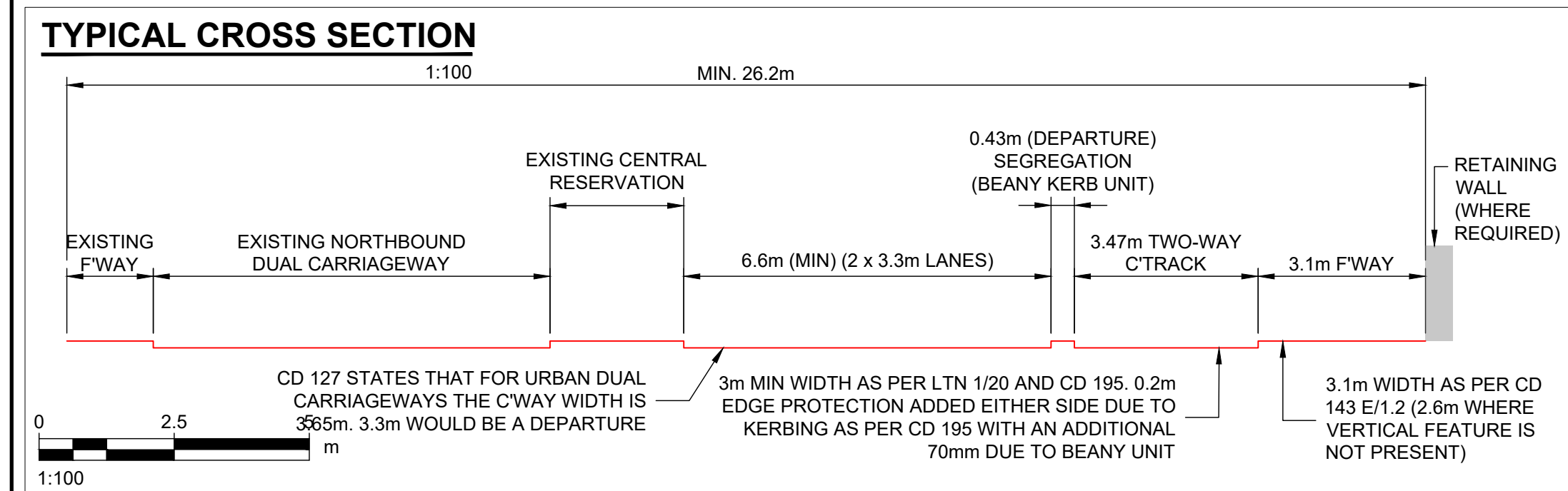
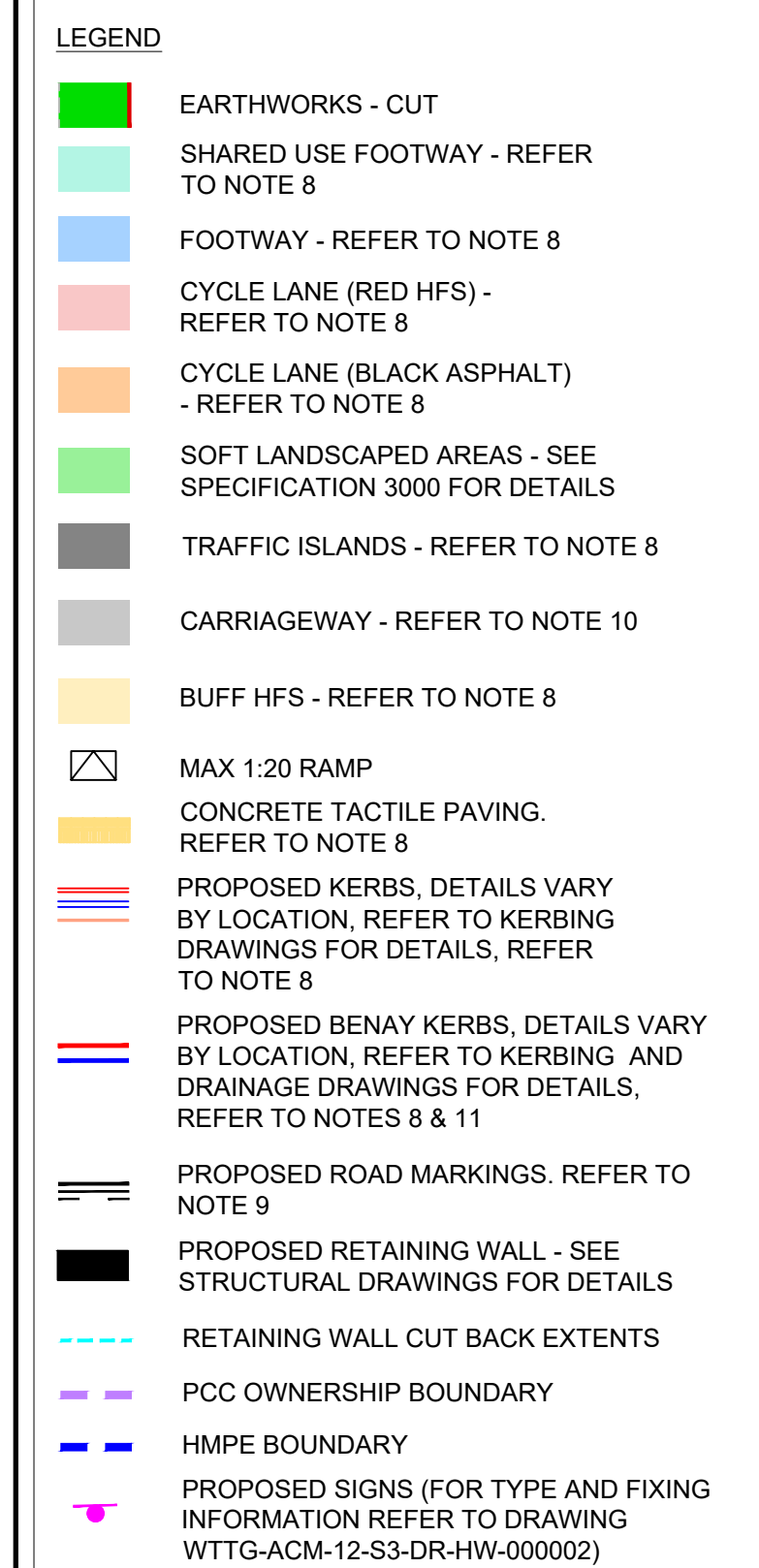
CONTINUATION - REFER TO DRAWING
WTTG-ACM-01-S3-DR-HW-000001

CONTINUATION - REFER TO DRAWING WTTG-ACM-01-S3-DR-HW-000001

CONTINUATION - REFER TO DRAWING WTTG-ACM-01-S2-DR-HW-990001

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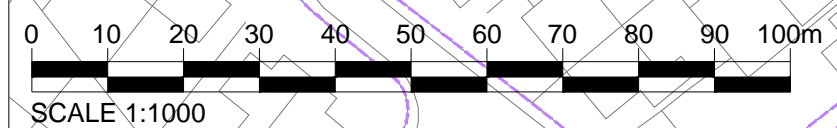
P05	16/03/23	REFER TO REVISION BOX
P06	25/05/23	REFER TO REVISION BOX
P07	06/11/23	REFER TO REVISION BOX
P08	06/12/23	OUTLINE DESIGN ISSUE
P09	20/12/23	OUTLINE DESIGN ISSUE
P10	25/01/24	DETAILED DESIGN ISSUE
I/R	DATE	DESCRIPTION



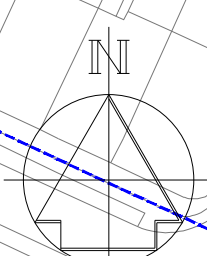
CONTINUATION - REFER TO DRAWING WTTG-ACM-01-S1-DR-HW-000001

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- KEY:
- EARTHWORKS - CUT
 - EARTHWORKS - FILL
 - VERGE
 - TRAFFIC ISLANDS
 - CARRIAGEWAY
 - SHARED USE FACILITY
 - DROPPED KERBS TO BE PROVIDED FOR ACCESS TO EXISTING PROPERTIES
 - FOOTWAY
 - CYCLE TRACK (RED HFS)
 - CYCLE TRACK (BLACK ASPHALT)
 - BUFF HFS (TO PROVIDE 0.5m SEPARATION FROM CARRIAGEWAY EDGE)
 - SOFT LANDSCAPED AREAS
 - SUBSTATION
 - PROPOSED KERBS
 - BEANY KERB DRAIN
 - MAX 1:20 RAMP
 - RED BLISTER TACTILE PAVING (CONTROLLED CROSSING)
 - BUFF BLISTER TACTILE PAVING (UNCONTROLLED CROSSING)
 - BUFF CORDUROY TACTILE PAVING (HAZARD WARNING)
 - BARFACED TACTILE PAVING TO PCC SD 11.63
 - CONSTRUCTED IN CONJUNCTION WITH BUS 'ACCESS' KERBS AS SPECIFIED ON PCC SD 11.78
 - CONCRETE TACTILE PAVING
 - PROPOSED ROAD MARKINGS
 - PROPOSED BUS SHELTER TO BE CLEAR CHANNEL UK LANDMARK 2 ARGYLE GLASS ROOF 384Y BARROW F04 - NEP SOLAR
 - PROPOSED BUS POLE
 - POND
 - ATTENUATION TANK
 - PROPOSED BOUNDARY WALL RENDERED BLOCKWORK WALL (NON RETAINING)
 - PROPOSED RETAINING WALL
 - GRASSCRETE
 - AGGREGATE FOOTWAY
 - LAND TAKE EXTRACTED FROM PCC DRAWING PL1577909-71-P3 TO BE REVIEWED FOLLOWING DISCUSSIONS WITH BALFOUR BEATTY
 - SEDUM LANDSCAPED AREAS WITHIN CENTRAL RESERVATION
 - TIMBER POST AND RAIL FENCE
 - HMPE BOUNDARY
 - PCC OWNERSHIP BOUNDARY
 - CPO BOUNDARY



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AECOM

PROJECT
WOOLWELL TO THE
GEORGE PHASE 2

CLIENT
BALFOUR BEATTY

CONSULTANT

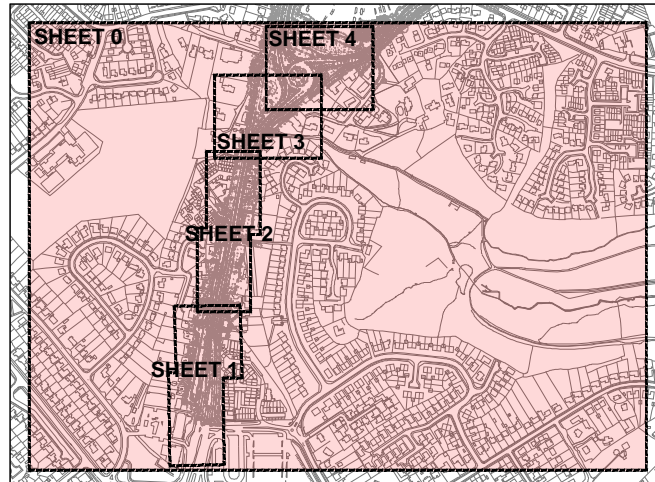
AECOM
3rd Floor, East Wing
Plymouth House
Telford Road
01752 670000

GENERAL NOTES

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS, CO-ORDINATES AND LEVELS ARE GIVEN IN METERS UNLESS SHOWN OTHERWISE.
- DRAWING NUMBERING
WTG2-ACM-XX-XX-DR-HW-000001
PROJECT ORGANISATION
SHEET REFERENCE
ZONE/LOCATION
DOCUMENT TYPE
DISCIPLINE
SERIAL NUMBER
- THIS LAYOUT HAS BEEN DEVELOPED USING WSP DRAWING 70088968-PH2-SK014 P03.
- TOPOGRAPHICAL SURVEY FILE CALLED
"X:TOPO SURVEY - GREY 40CES - 20.V7 AMENDED"
PROVIDED BY PCC ON 13/06/2023.
- ONLY WORK REQUIRED OUTSIDE OF THE CPO BOUNDARY PROVIDED BY PCC HAS BEEN HIGHLIGHTED. IT IS ASSUMED THAT ANY WORKS OUTSIDE OF HMPE OR PCC BOUNDARY BUT WITHIN THE CPO BOUNDARY HAS BEEN AGREED BETWEEN PCC AND THE THIRD PARTY LAND OWNER.

WORK IN
PROGRESS
ISSUE

KEY PLAN



DRAWING STATUS

Suitable for review & comment within delivery team

ISSUE/REVISION

NO	DATE	DESCRIPTION

PROJECT NUMBER

60709664

SHEET TITLE

OVERALL
GENERAL ARRANGEMENT
TAVISTOCK ROAD
WOOLWELL ROAD

SHEET NUMBER

REV.

WTG2-ACM-01-MZ-DR-HW-000005P01

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DESIGN HAZARDS

(The following information has been collected from Preconstruction Information and the CDM Hazard Management Process.)

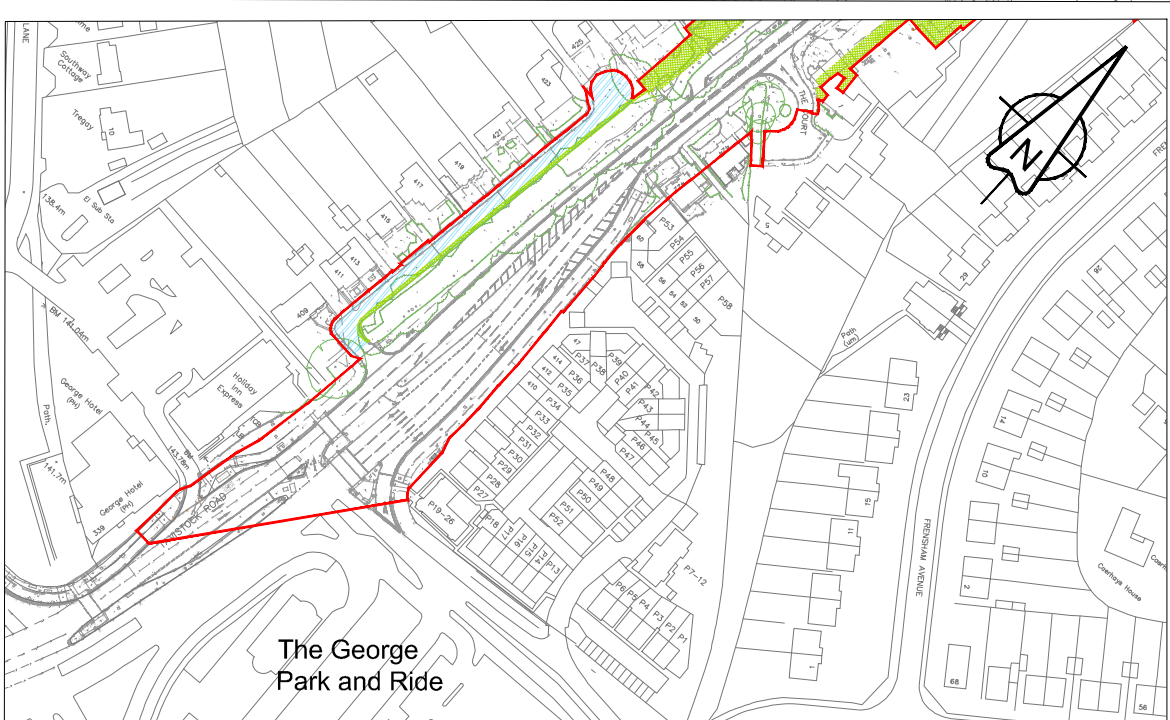
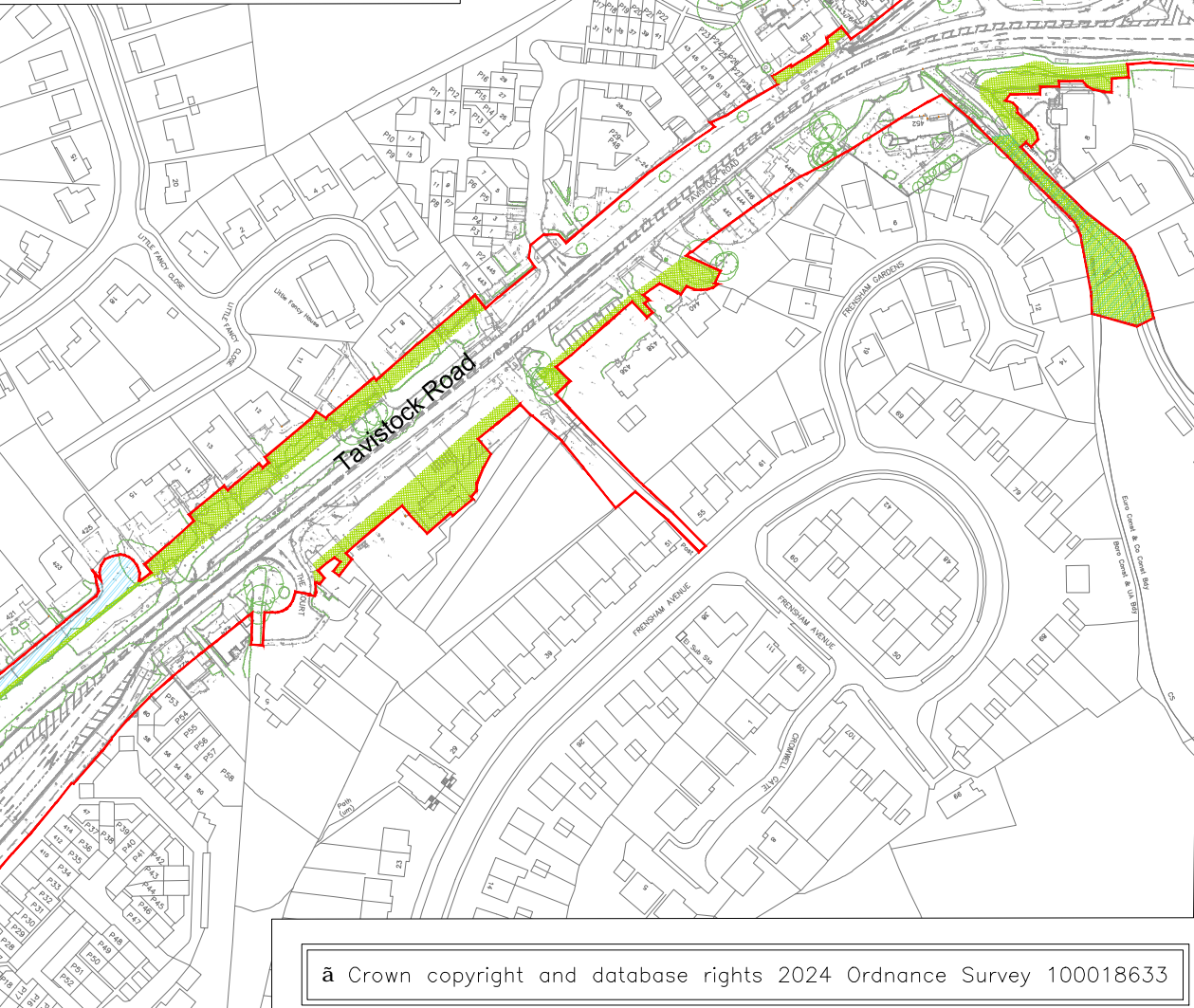
1. Please enter project specific hazards here.

NOTES

- Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
- This drawing is based on WTG2 - ACM - 01 -MZ -M2 - HW - 000001. DWG - Received 11/01/24
- Temp Access V3 20240125
- WTG2-ACM-26-ZZ-000001.dwg received 13/02/2024

KEY

- CPO Boundary with temporary space
- Temporary Working Space
- Permanent Access required



P10	CPO amended to include temp areas and access land. Zero C land added.			19/02/24
P9	CPO amended to include temp areas and access land			16/02/24
P8	CPO area only			08/02/24
P7	Area amend WSP			26/01/24
P6	Area amend WSP			24/01/24
P5	Area amend WSP			18/01/24
P4	Area amend WSP			16/01/24
P3	Amend Tesco land	ADC	ADC	05/09/23
P2	Area amend WSP			
P1	Initial Issue	ADC	ADC	28/10/21
Rev	Revision details	Chkd	Appd	Date

Designed:	PGM	Date:	20/10/2021
Drawn:	PGM	Date:	20/10/2021
Checked:	ADC	Date:	28/10/2021
Approved:	ADC	Date:	28/10/2021



PLYMOUTH

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Public Helpdesk 01752 668000

Project Name

Woolwell To The George Transport Improvement Scheme

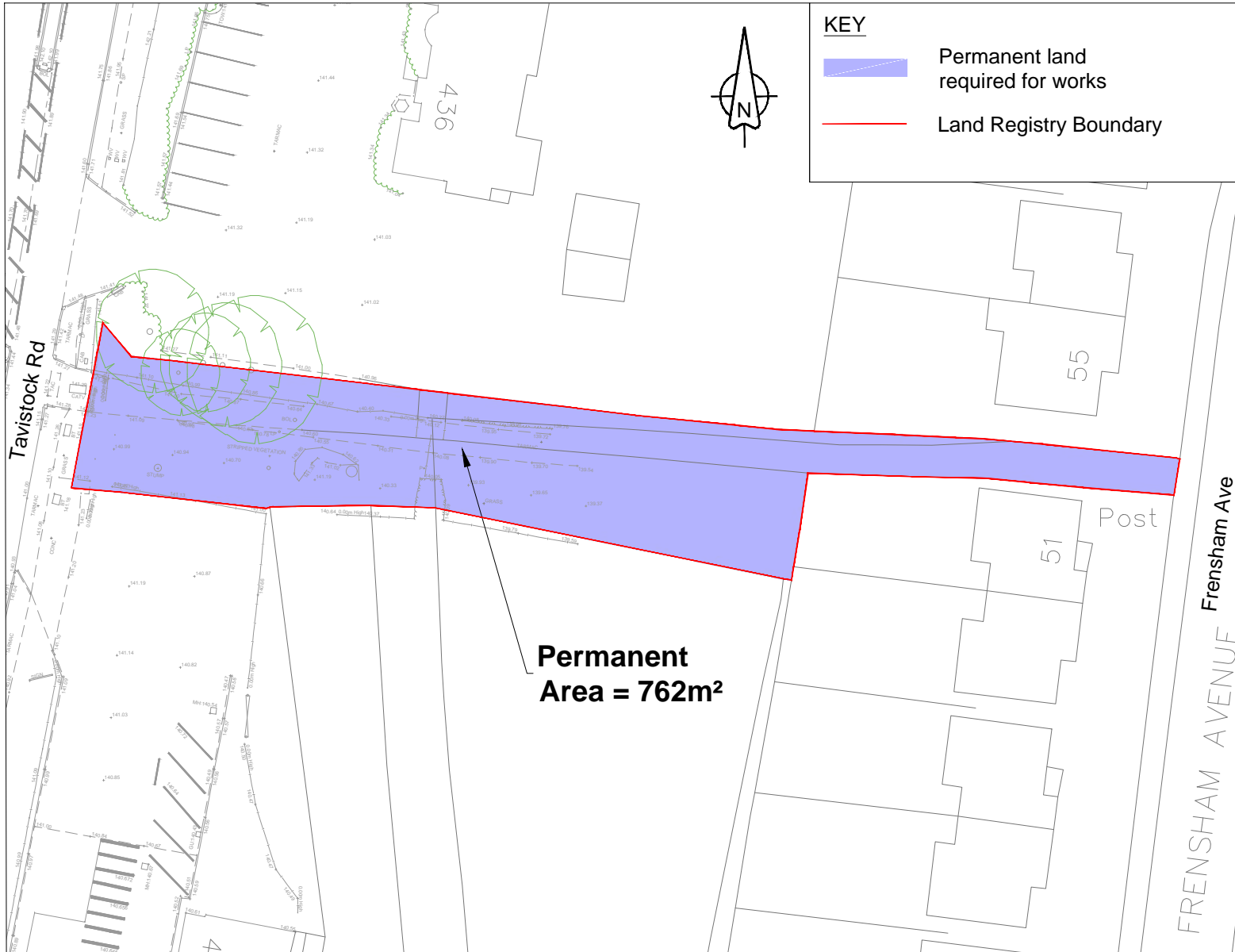
Drawing Title

CPO Resolution Area



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Dimensions : m	
Drawing Status	Suitability
SHARED	S2
Drawing No	Revision
PL1577909 - 71	P10

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File ref - z:\development\sp&i\team-strategic transport\edg team\1577909 - edg - woolwell to the george improvements\5.0 cad - drawings\wip\highways\1 live drgs\pl1577909 - sk-016- p6 - land adj millstones - frencham ave plot plan.dwg



KEY

-  Permanent land required for works
-  Land Registry Boundary

NOTES

- Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
- Land assessment based on Land WTG2 - ACM - 01 - MZ - M2 - HW - 000001. DWG - 11/01/24

P6	Note change	PGM	PGM	22/02/24
P5	Hatch/note change	PGM	PGM	15/02/24
P4	Updated to WSP	PGM	PGM	01/02/24
P3	Updated to WSP	ADC	ADC	07/06/23
P2	Updated to P9	ADC	ADC	20/12/21
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 20/12/2021
Drawn: PGM	Date: 20/12/2021
Checked: ADC	Date: 20/12/2021
Approved: ADC	Date: 20/12/2021



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Project Name
Woolwell to the George Transport Improvement Scheme
Drawing Title
Land Adjacent Millstones Frensham Avenue Plot Plan

Original Drg Size : A4	Scale : 1:500
Dimensions : m	

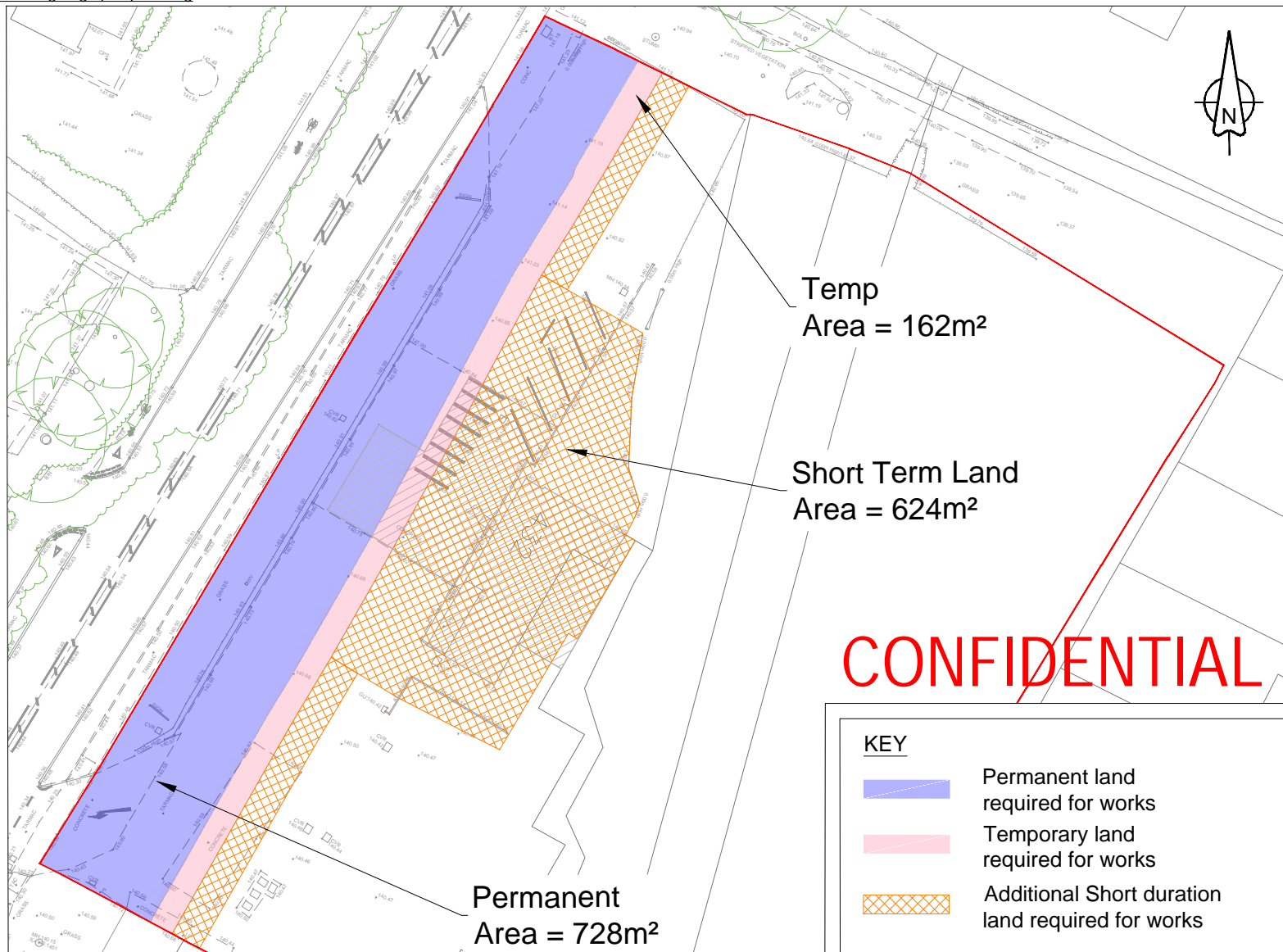
Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
PL1577909 - SK- 016	P6

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NOTES

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- Land assessment based on layout WTG2 - ACM - 01 - M2 - M2 - HW - 000001. DWG - 11/01/24

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P8	Hatch/note change	PGM	PGM	19/02/24
P7	Hatch/note change	PGM	PGM	15/02/24
P6	Area amend WSP	PGM	PGM	01/02/24
P5	Area amend WSP	ADC	ADC	07/06/23
P4	Area updated to P9	ADC	ADC	26/11/21
P3	Area updated to P8	ADC	ADC	25/05/21
P2	Area added	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 25/05/2021
Drawn: PGM	Date: 25/05/2020
Checked: ADC	Date: 25/05/2021
Approved: ADC	Date: 25/05/2021

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01752 668000

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Public Helpdesk 01752 668000

Project Name
**Woolwell to the George
Transport Improvement
Scheme**

Drawing Title
**432 Tavistock Rd
Turners Cars
Plot Plan**

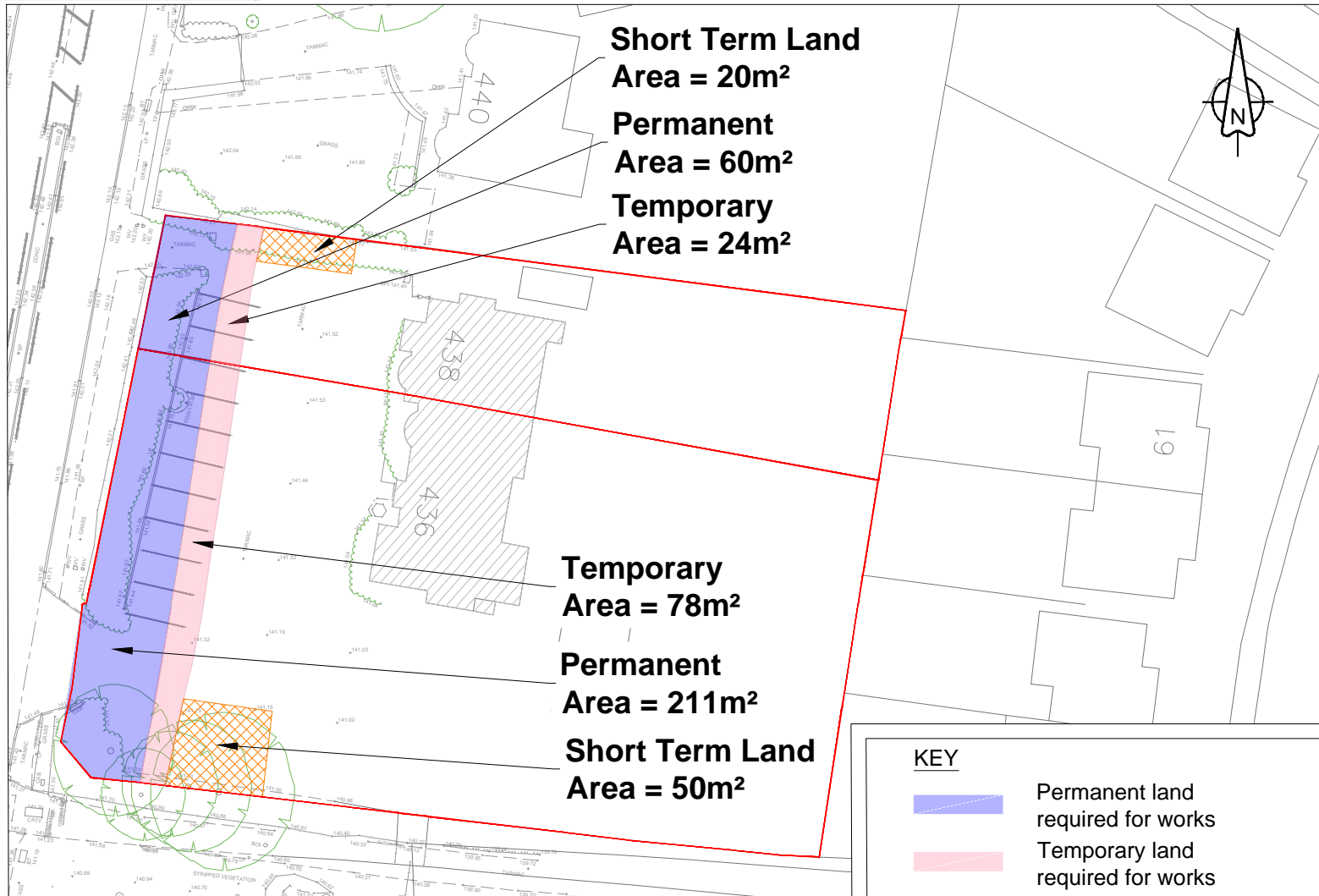
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Dimensions : m	

Drawing Status SHARED	Suitability S0
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Drawing No PL1577909 - SK- 017	Revision P8
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NOTES

1. Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
2. Land assessment based on layout Land WTG2 - ACM - 01 -M2 -M2 - HW - 000001. DWG - 11/01/24

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P8	Note change	PGM	PGM	22/02/24
P7	Hatch/note change	PGM	PGM	15/02/24
P6	Area amend WSP	PGM	PGM	01/02/24
P5	Area amend WSP	ADC	ADC	07/06/23
P4	Area updated to P9	ADC	ADC	20/12/21
P3	Area updated to P8	ADC	ADC	25/05/21
P2	Added area	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 25/05/2021
Drawn: PGM	Date: 25/05/2021
Checked: ADC	Date: 25/05/2021
Approved: ADC	Date: 25/05/2021

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Project Name
Woolwell to the George Transport Improvement Scheme
Drawing Title
436 - 438 Millstone Hotel Plot Plan

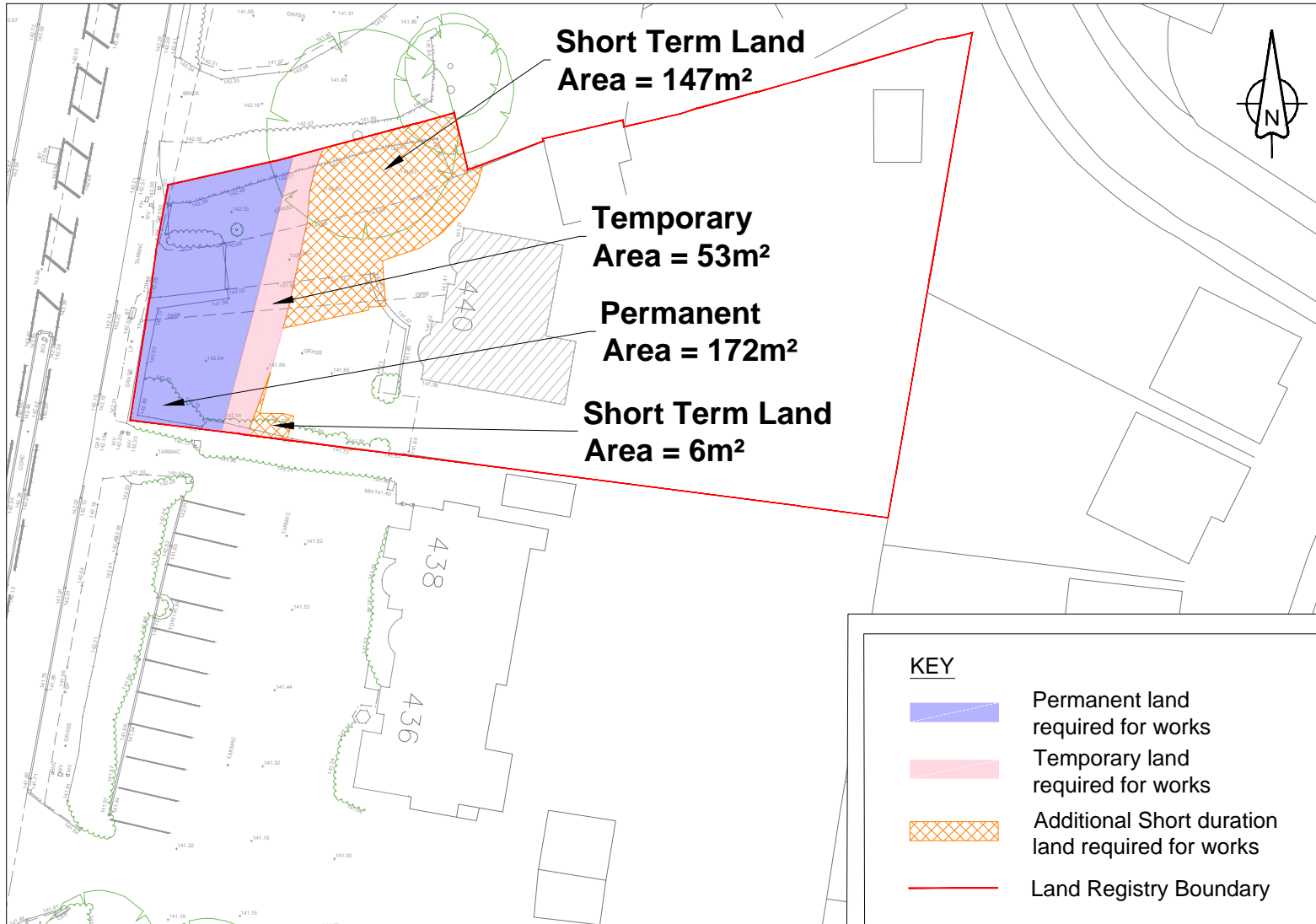
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Dimensions : m	

Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
PL1577909 - SK- 018	P8

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tavistock rd plot plan.dwg



NOTES

- Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
- Land assessment based on WTG2 - ACM - 01 -M2 - HW - 000001. DWG - 11/01/24

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P9	Note change	PGM	PGM	22/02/24
P8	Hatch/note change	PGM	PGM	15/02/24
P7	Area amend WSP	PGM	PGM	01/02/24
P6	Area amend WSP	ADC	ADC	07/06/23
P5	Prop' kerb added	.	.	.
P4	Area updated to P9	ADC	ADC	20/12/21
P3	Area updated to P8	ADC	ADC	25/05/21
P2	Area added	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 25/05/2021
Drawn: PGM	Date: 25/05/2021
Checked: ADC	Date: 25/05/2021
Approved: ADC	Date: 25/05/2021

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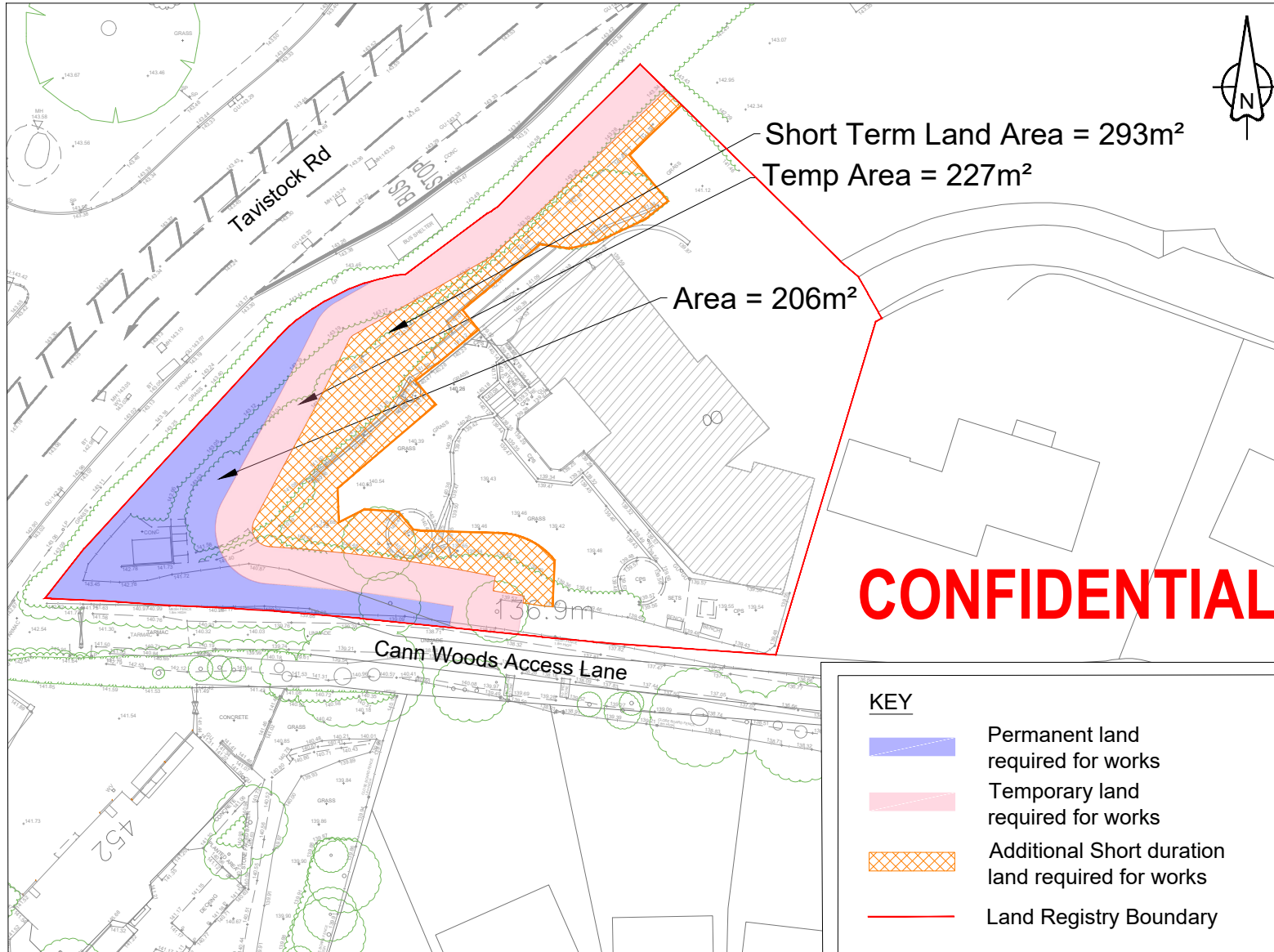
Project Name
Woolwell to the George Transport Improvement Scheme
Drawing Title
440 Tavistock Road Plot Plan

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Dimensions : m	

Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
PL1577909 - SK- 019	P9

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NOTES

- Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
- Land assessment based on layout WTG2 - ACM - 01 -M2 -M2 - HW - 000001. DWG - 11/01/2024

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P8	Note change	PGM	PGM	22/02/24
P7	Hatch/note change	PGM	PGM	15/02/24
P6	Area amend WSP	PGM	PGM	29/01/24
P5	Area amend WSP	ADC	ADC	07/06/23
P4	Area updated to P9	ADC	ADC	20/10/21
P3	Area updated to P8	.	.	.
P2	Area added	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 20/10/21
Drawn: PGM	Date: 20/10/21
Checked: ADC	Date: 20/10/21
Approved: ADC	Date: 20/10/21

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Project Name
**Woolwell to the George
Transport Improvement
Scheme**

Drawing Title
**8 Woolwell Drive
Plot Plan**

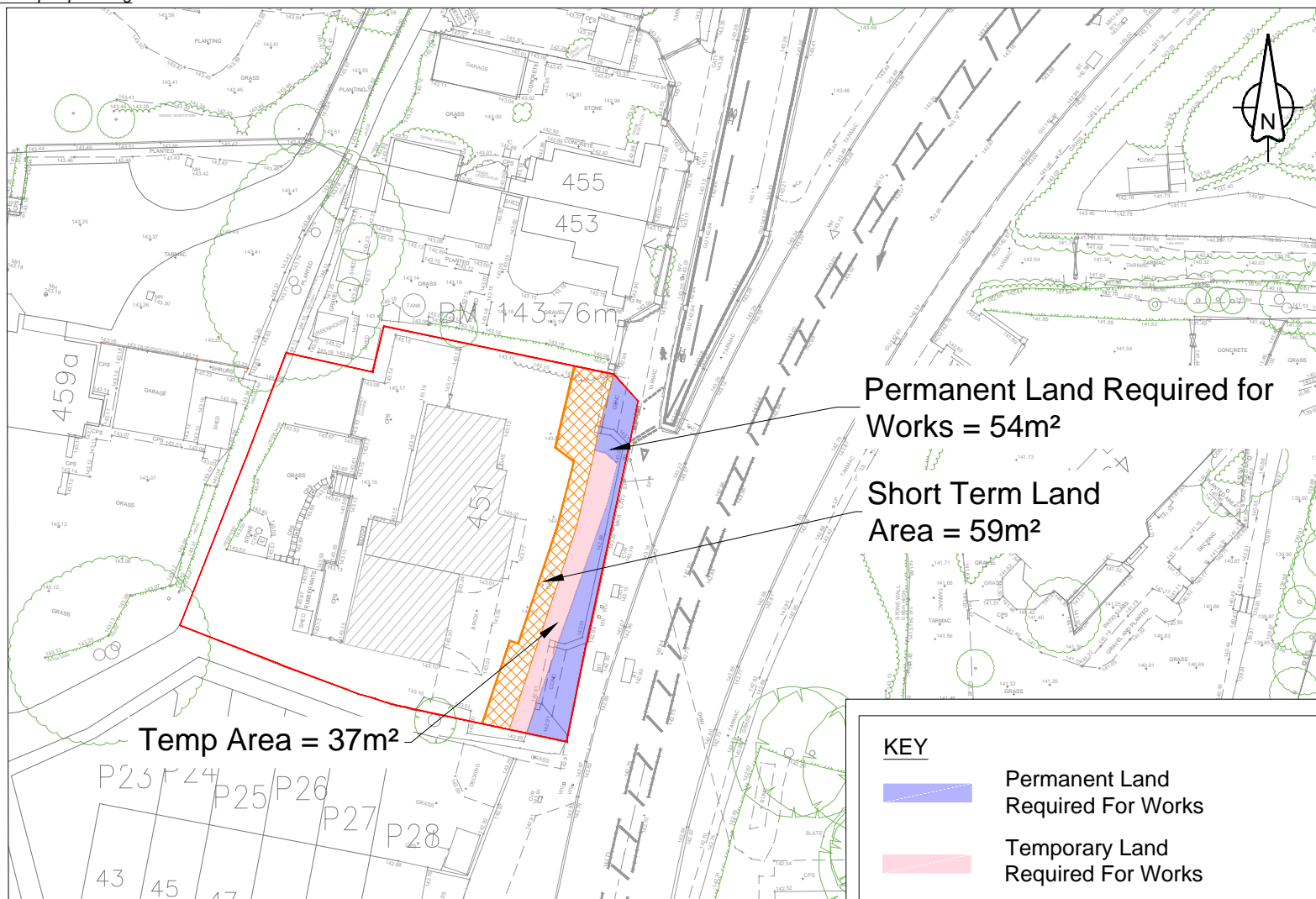
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Dimensions : m	

Drawing Status SHARED	Suitability S0
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Drawing No PL1577909 - SK- 021	Revision P8
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File ref - z:\development\sp&i\team-strategic transport\edg team\1577909 - edg - woolwell to the george improvements\5.0 cad - drawings\wip\highways\1 live drgs\pl1577909 - sk-060 - p10- 451 tavi rd plot plan.dwg



NOTES

- Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
- Land assessment based on layout WTG2 - ACM - 01 -M2 -M2 - HW - 000001. DWG - Recieved 11/01/2024

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P10	Area Amended	PGM	PGM	04/03/04
P9	Hatch/note change	PGM	PGM	19/02/24
P8	Hatch/note change	PGM	PGM	15/02/24
P7	Area amend WSP	PGM	PGM	01/02/24
P6	Area amend WSP	ADC	ADC	07/06/23
P5	Updated to P9	ADC	ADC	21/12/21
P4	Updated to P8	ADC	ADC	25/05/21
P3	Area added	.	.	.
P2	Design P4	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 25/05/2021
Drawn: PGM	Date: 25/05/2021
Checked: ADC	Date: 25/05/2021
Approved: ADC	Date: 25/05/2021

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Project Name
**Woolwell to the George
Transport Improvement
Scheme**

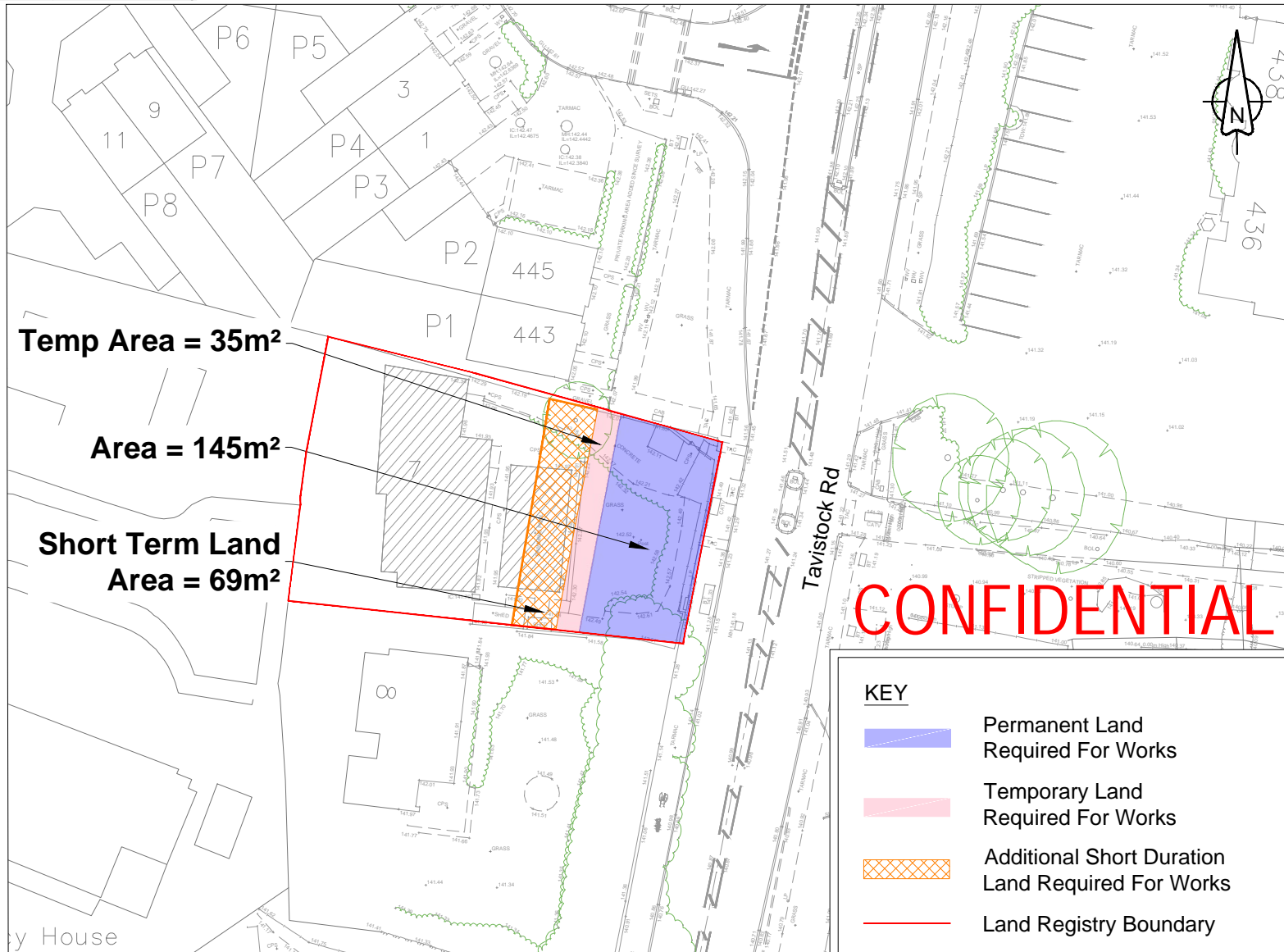
Drawing Title
**451 Tavistock Rd
Plot Plan**

Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status SHARED	Suitability S0
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Drawing No PL1577909 - SK- 060	Revision P10
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NOTES

1. Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
2. Land assessment based on layout WTG2-ACM-01-MZ-M2-HW-000001. DWG- 11/01/2024

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P9	Note change	PGM	PGM	22/02/24
P8	Hatch/note change	PGM	PGM	15/02/24
P7	Updated to WSP	PGM	PGM	31/01/24
P6	Updated to WSP	ADC	ADC	07/06/23
P5	Updated to P9	ADC	ADC	21/12/21
P4	Temp space update	.	.	.
P3	Updated to P8	ADC	ADC	25/05/21
P2	Area added	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 25/05/2021
Drawn: PGM	Date: 25/05/2021
Checked: ADC	Date: 25/05/2021
Approved: ADC	Date: 25/05/2021



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Project Name
**Woolwell to the George
Transport Improvement
Scheme**

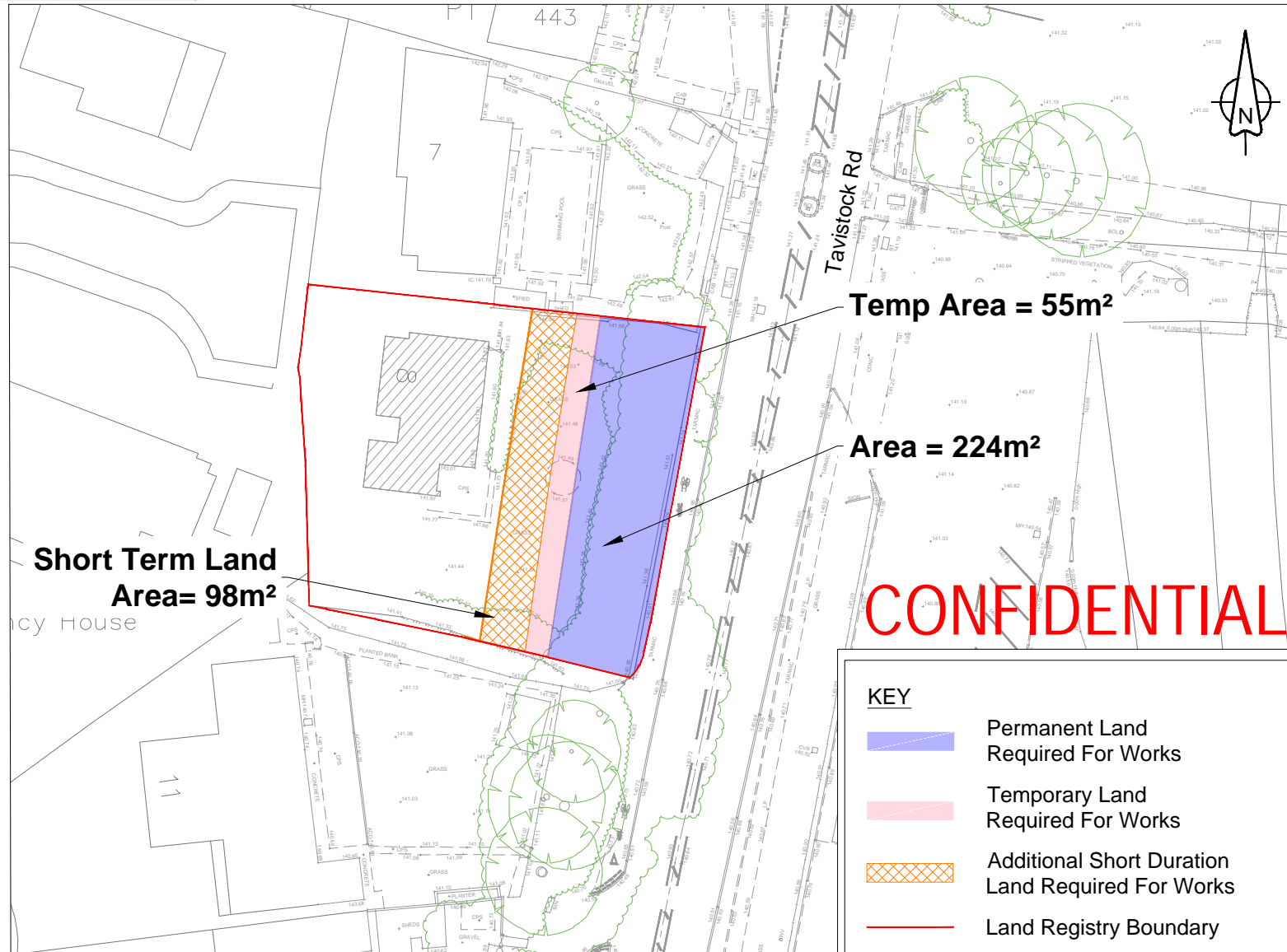
Drawing Title
**7 Little Fancy Close
Plot Plan**

Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status SHARED	Suitability S0
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Drawing No PL1577909 - SK- 065	Revision P9
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NOTES

1. Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
2. Land assessment based on layout WTG2-ACM-01-MZ-M2-HW-000001. DWG-11/01/2024

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P8	Note change	PGM	PGM	22/02/24
P7	Hatch/note change	PGM	PGM	15/02/24
P6	Updated to WSP	PGM	PGM	31/01/24
P5	Updated to WSP	ADC	ADC	07/06/23
P4	Updated to P9	ADC	ADC	21/10/21
P3	Updated to P8	ADC	ADC	25/05/21
P2	Area added	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 25/05/2021
Drawn: PGM	Date: 25/05/2021
Checked: ADC	Date: 25/05/2021
Approved: ADC	Date: 25/05/2021


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Strategic Planning and Infrastructure
Woolwell to the George Highway
Ballard House | West Hoe Road | Plymouth | PL1 3BJ
Public Helpdesk 01752 668000

Project Name
Woolwell to the George Transport Improvement Scheme
Drawing Title
8 Little Fancy Close Plot Plan

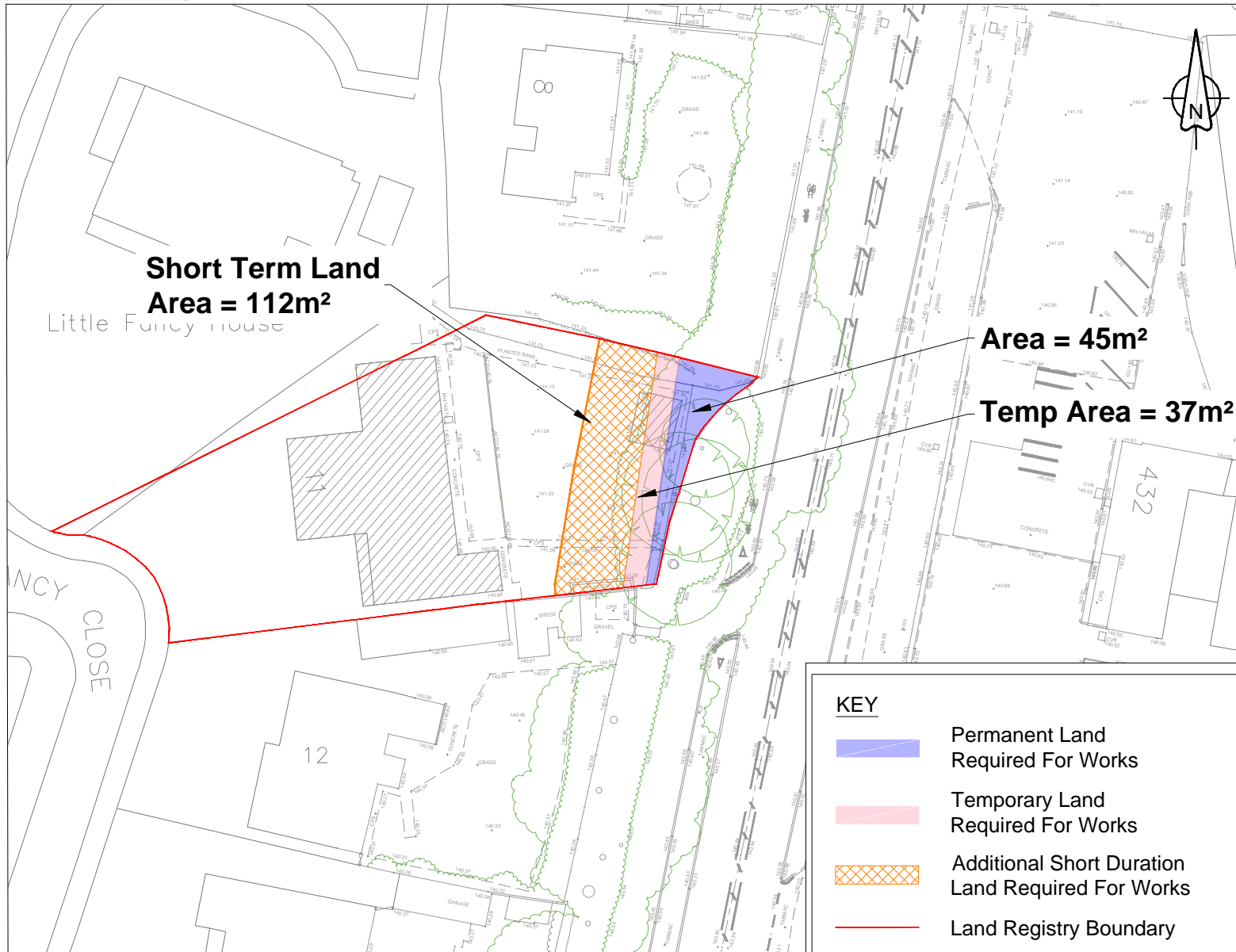
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Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
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 little fancy close plot plan.dwg



- Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
- Land assessment based on layout WTG2-ACM-01-MZ- M2 - HW - 000001.DWG- 11/01/2024

P8	Note change	PGM	PGM	22/02/24
P7	Hatch/note change	PGM	PGM	15/02/24
P6	Updated to WSP	PGM	PGM	31/01/24
P5	Updated to WSP	ADC	ADC	07/06/23
P4	Updated to P9	ADC	ADC	21/10/21
P3	Updated to P8	ADC	ADC	25/05/21
P2	Area added	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 25/05/2021
Drawn: PGM	Date: 25/05/2021
Checked: ADC	Date: 25/05/2021
Approved: ADC	Date: 25/05/2021



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Strategic Planning and Infrastructure

Ballard House | West Hoe Road | Plymouth | PL1 3BJ
Public Helpdesk 01752 668000

Project Name
Woolwell to the George Transport Improvement Scheme
Drawing Title
11 Little Fancy Close Plot Plan

Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status	Suitability
SHARED	S0

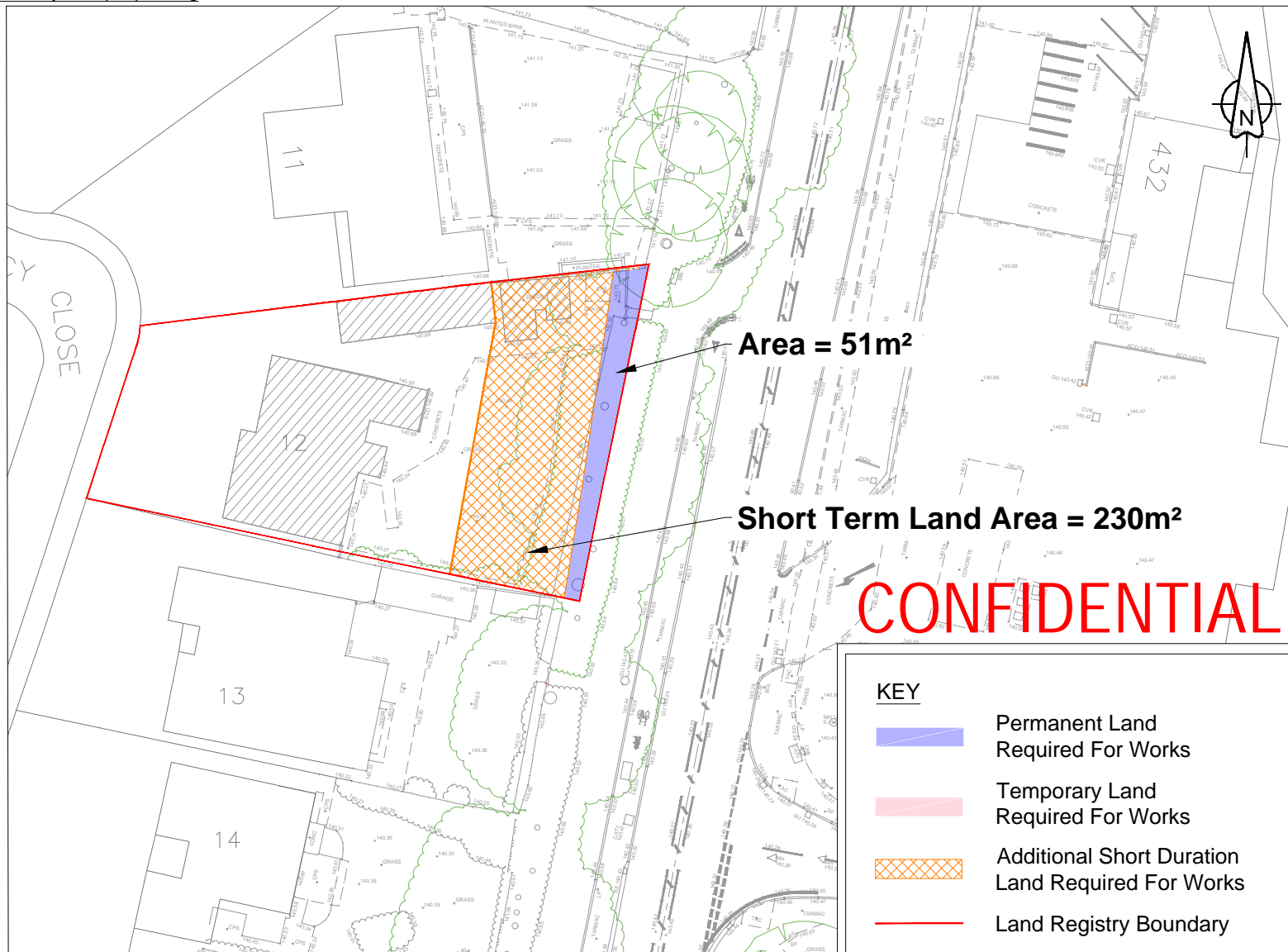
Drawing No	Revision
PL1577909 - SK- 067	P8

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little fancy close plot plan.dwg



NOTES

1. Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
2. Land assessment based on layout WTG2-ACM-01-MZ -M2- HW-000001 -DWG-11/01/2024

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P8	Note change	PGM	PGM	22/02/24
P7	Hatch/note change	PGM	PGM	15/02/24
P6	Updated to WSP	PGM	PGM	31/01/24
P5	Updated to WSP	ADC	ADC	07/06/23
P4	Updated to P9	ADC	ADC	21/12/21
P3	Updated to P8	ADC	ADC	25/05/21
P2	Area added	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 25/05/2021
Drawn: PGM	Date: 25/05/2021
Checked: ADC	Date: 25/05/2021
Approved: ADC	Date: 25/05/2021



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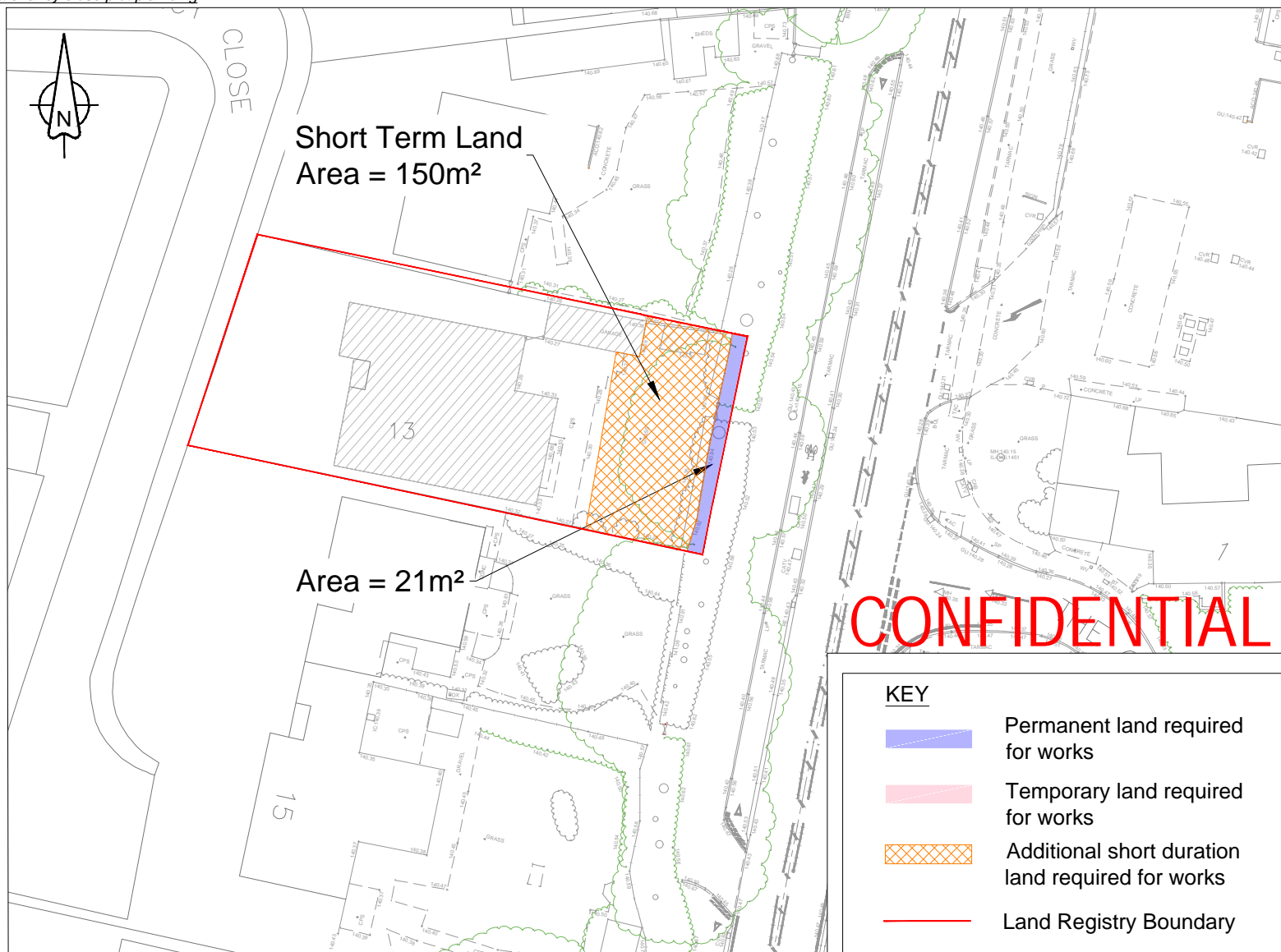
Project Name
Woolwell to the George Transport Improvement Scheme
Drawing Title
12 Little Fancy Close Plot Plan

Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
PL1577909 - SK- 068	P8

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NOTES

1. Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
2. Land assessment based on layout WTG2 - ACM - 01 - MZ - M2 - HW - 000001. DWG - 11/01/2024

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P9	Note change	PGM	PGM	22/02/24
P8	Hatch/note change	PGM	PGM	16/02/24
P7	Area amend WSP	PGM	PGM	01/02/24
P6	Areas amend WSP	ADC	ADC	07/06/23
P5	Amend OS building	ADC	ADC	07/07/22
P4	Updated to P9	ADC	ADC	21/12/21
P3	Updated to P8	ADC	ADC	25/05/21
P2	Area added	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 25/05/2021
Drawn: PGM	Date: 25/05/2021
Checked: ADC	Date: 25/05/2021
Approved: ADC	Date: 25/05/2021



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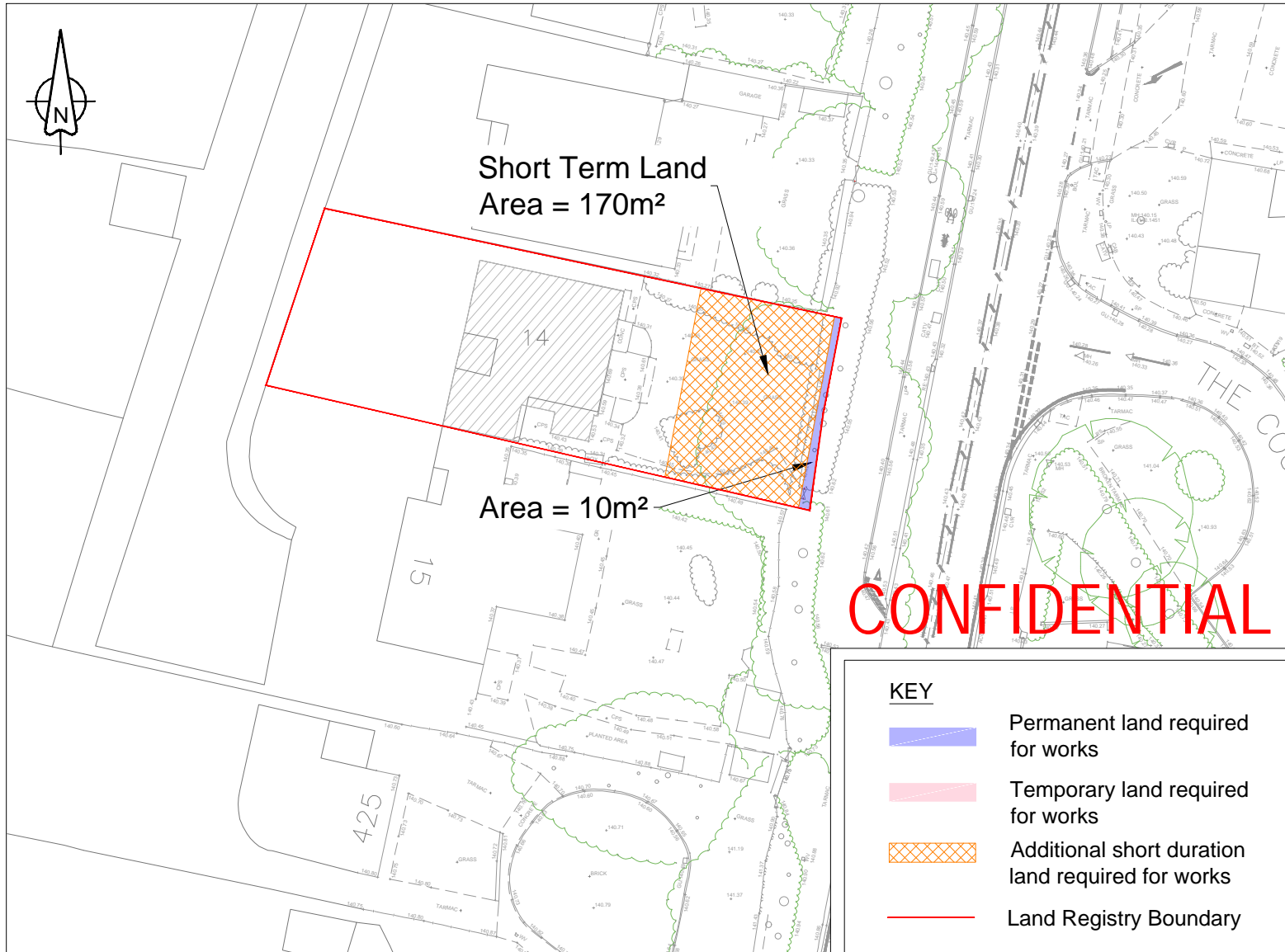
Project Name
Woolwell to the George Transport Improvement Scheme
Drawing Title
13 Little Fancy Close Plot Plan

Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
PL1577909 - SK- 069	P9

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NOTES

1. Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
2. Land assessment based on layout WTG2 - ACM - 01 -MZ -M2 - HW - 000001. DWG - 11/01/2024

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P8	Note change	PGM	PGM	22/02/24
P7	Hatch/note change	PGM	PGM	16/02/24
P6	Area amend WSP	PGM	PGM	01/02/24
P5	Updated to WSP	ADC	ADC	07/06/23
P4	Updated to P9	ADC	ADC	21/12/21
P3	Updated to P8	ADC	ADC	25/05/21
P2	Area added	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 25/05/2021
Drawn: PGM	Date: 25/05/2021
Checked: ADC	Date: 25/05/2021
Approved: ADC	Date: 25/05/2021



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Woolwell to the George

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Project Name

Woolwell to the George
Transport Improvement
Scheme

Drawing Title

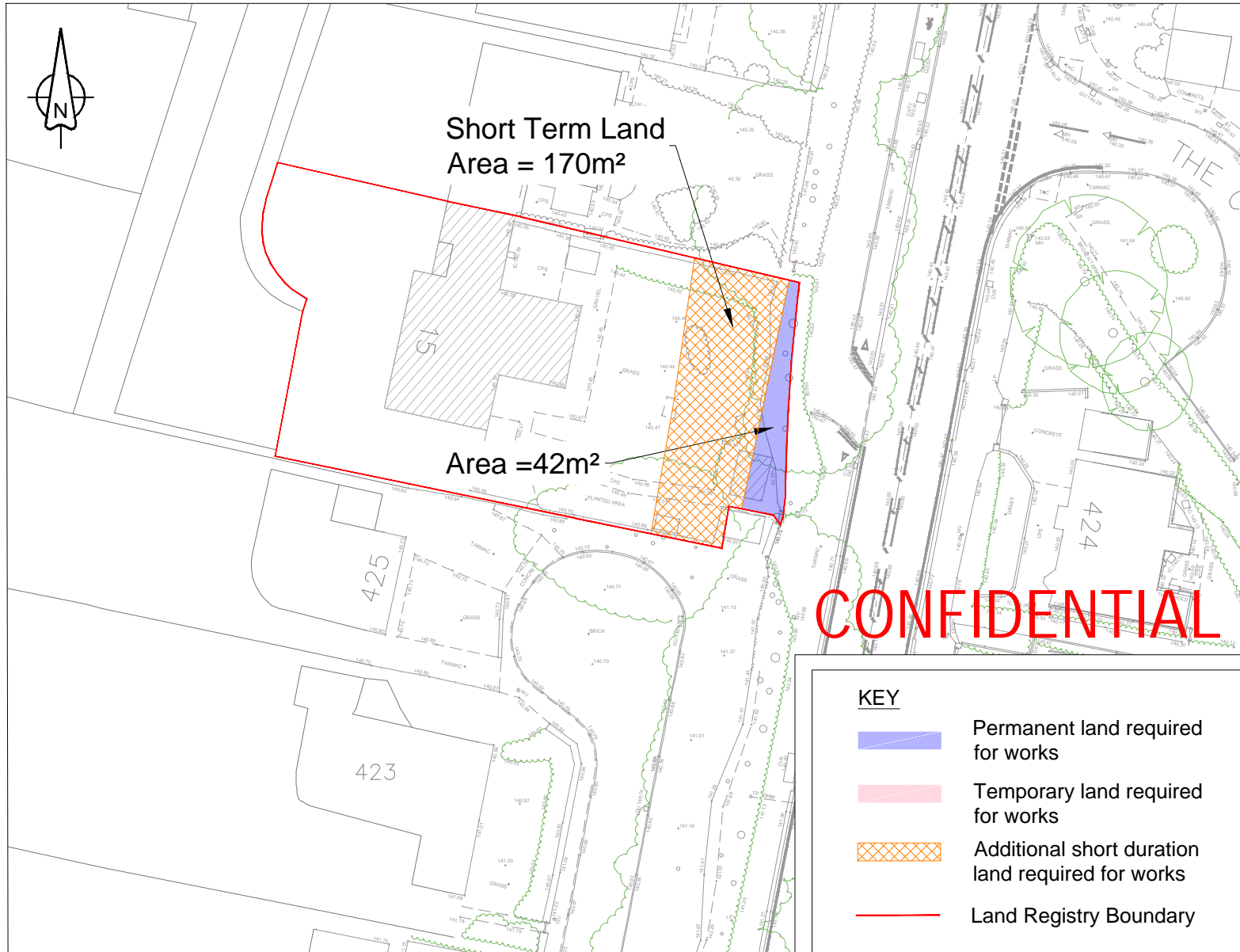
14 Little Fancy Close
Plot Plan

Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
PL1577909 - SK- 070	P8

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KEY

-  Permanent land required for works
-  Temporary land required for works
-  Additional short duration land required for works
-  Land Registry Boundary

NOTES

1. Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
2. Land assessment based on layout WTG2 - ACM - 01 - MZ - M2 - HW - 000001. DWG - 11/01/2024

P7	Hatch/note change	PGM	PGM	16/02/24
P6	Area amend WSP	PGM	PGM	01/02/24
P5	Updated to WSP	ADC	ADC	07/06/23
P4	Updated to P9	ADC	ADC	21/12/21
P3	Updated to P5	ADC	ADC	25/05/21
P2	Area added	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed:	PGM	Date:	25/05/2021
Drawn:	PGM	Date:	25/05/2021
Checked:	ADC	Date:	25/05/2021
Approved:	ADC	Date:	25/05/2021



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Project Name
**Woolwell to the George
Transport Improvement
Scheme**

Drawing Title
**15 Little Fancy Close
Plot Plan**

Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status SHARED	Suitability S0
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Drawing No PL1577909 - SK- 071	Revision P7
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NOTES

1. Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
2. Land assessment based on layout WTG2 - ACM - 01 - MZ - M2 - HW - 000001. DWG - 11/01/2024

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P9	Hatch changes, title change.	PGM	PGM	04/03/24
P8	Note change	PGM	PGM	22/02/24
P7	Hatch/note change	PGM	PGM	16/02/24
P6	Area amend WSP	PGM	PGM	01/02/24
P5	Updated to WSP	ADC	ADC	07/06/23
P4	Updated to P9	ADC	ADC	21/12/21
P3	Updated to P8	ADC	ADC	25/05/21
P2	Area added	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 25/05/2021
Drawn: PGM	Date: 25/05/2021
Checked: ADC	Date: 25/05/2021
Approved: ADC	Date: 25/05/2021

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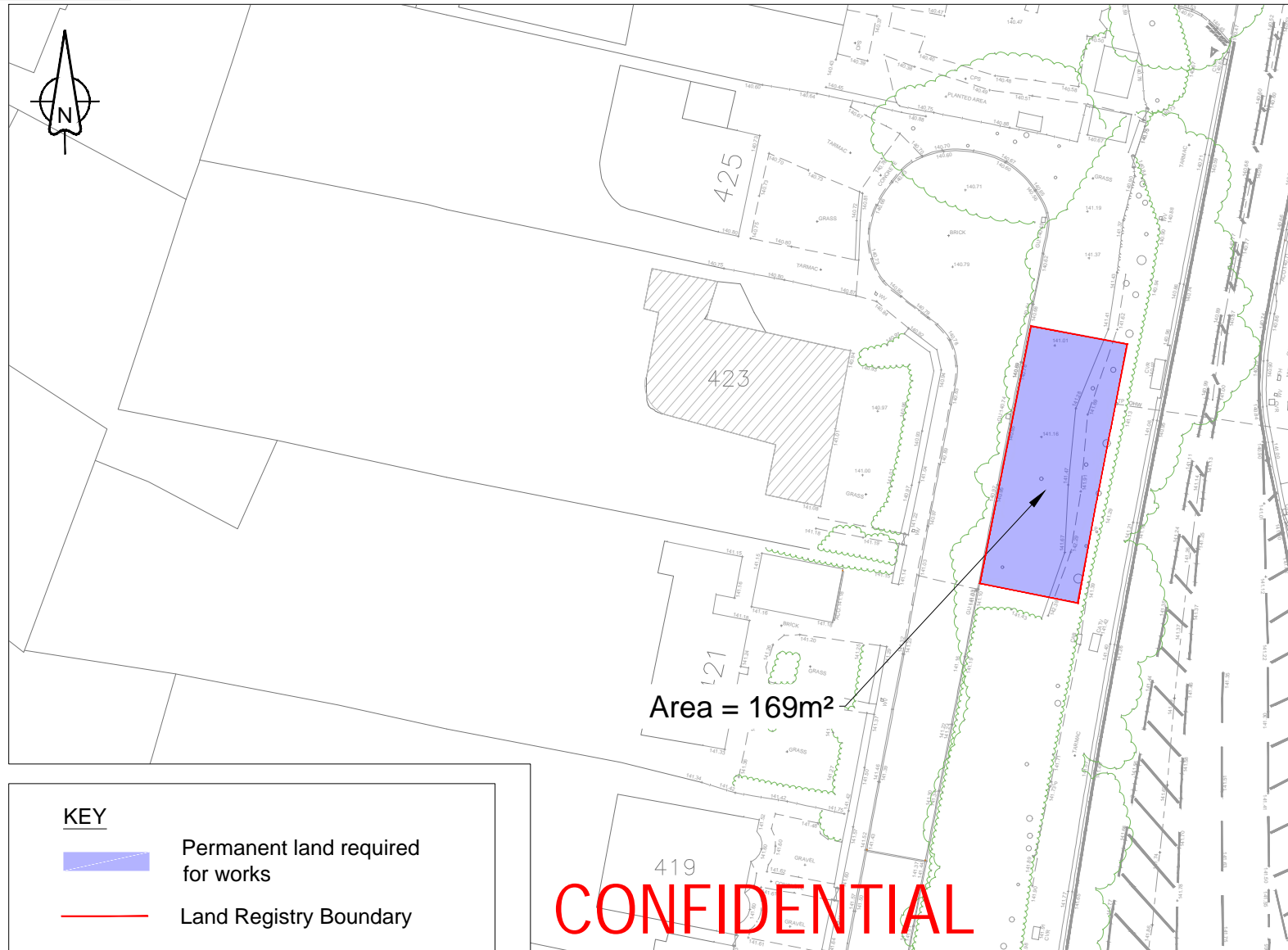
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Drawing Title	Land Adjacent to 425 Tavistock Rd Plot Plan

Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
PL1577909 - SK- 072	P9

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NOTES

1. Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
2. Land assessment based on layout WTG2 - ACM - 01 -M2 -M2 - HW - 000001. DWG - 11/01/2024

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P9	Hatch & title amend	PGM	PGM	04/03/224
P8	Note change	PGM	PGM	22/02/224
P7	Hatch/note change	PGM	PGM	16/02/24
P6	Area amend WSP	PGM	PGM	01/02/24
P5	Updated to WSP	ADC	ADC	07/06/23
P4	Updated to P9	ADC	ADC	21/12/21
P3	Updated to P8	ADC	ADC	25/05/21
P2	Area added	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed:	PGM	Date:	25/05/2021
Drawn:	PGM	Date:	25/05/2021
Checked:	ADC	Date:	25/05/2021
Approved:	ADC	Date:	25/05/2021



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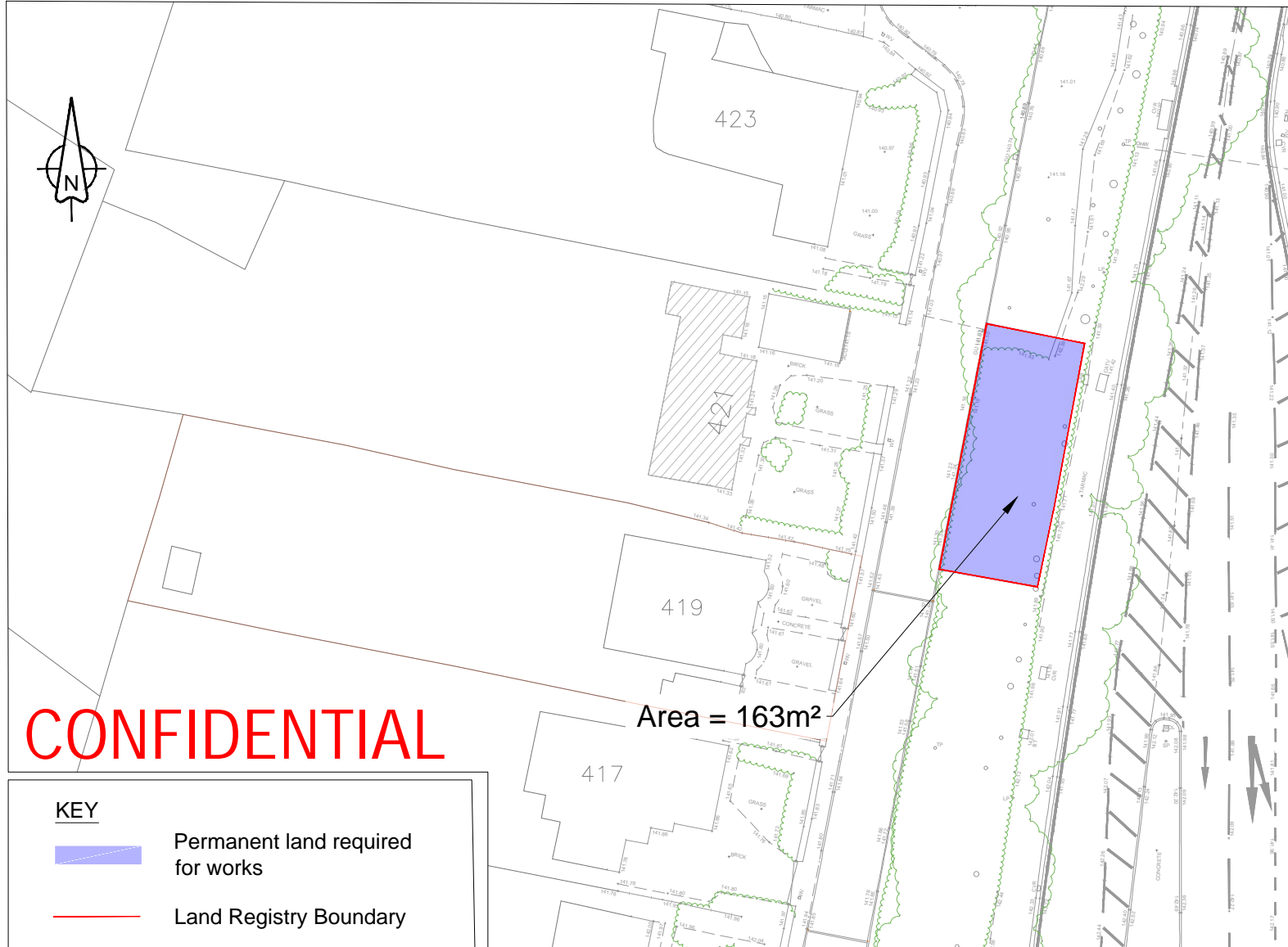
Project Name
Woolwell to the George Transport Improvement Scheme
Drawing Title
Land Adjacent to 423 Tavistock Rd Plot Plan

Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
PL1577909 - SK- 073	P9

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NOTES

1. Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
2. Land assessment based on layout WTG2 - ACM - 01 - MZ - M2 - HW - 000001. DWG - 11/01/2024

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P9	Hatch & title amend	PGM	PGM	04/03/24
P8	Note change	PGM	PGM	22/02/24
P7	Hatch/note change	PGM	PGM	16/02/24
P6	Area amend WSP	PGM	PGM	01/02/24
P5	Updated to WSP	ADC	ADC	07/06/23
P4	Updated to P9	ADC	ADC	21/12/21
P3	Updated to P8	ADC	ADC	25/05/21
P2	Area added	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 25/05/2021
Drawn: PGM	Date: 25/05/2021
Checked: ADC	Date: 25/05/2021
Approved: ADC	Date: 25/05/2021



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Project Name
**Woolwell to the George
Transport Improvement
Scheme**

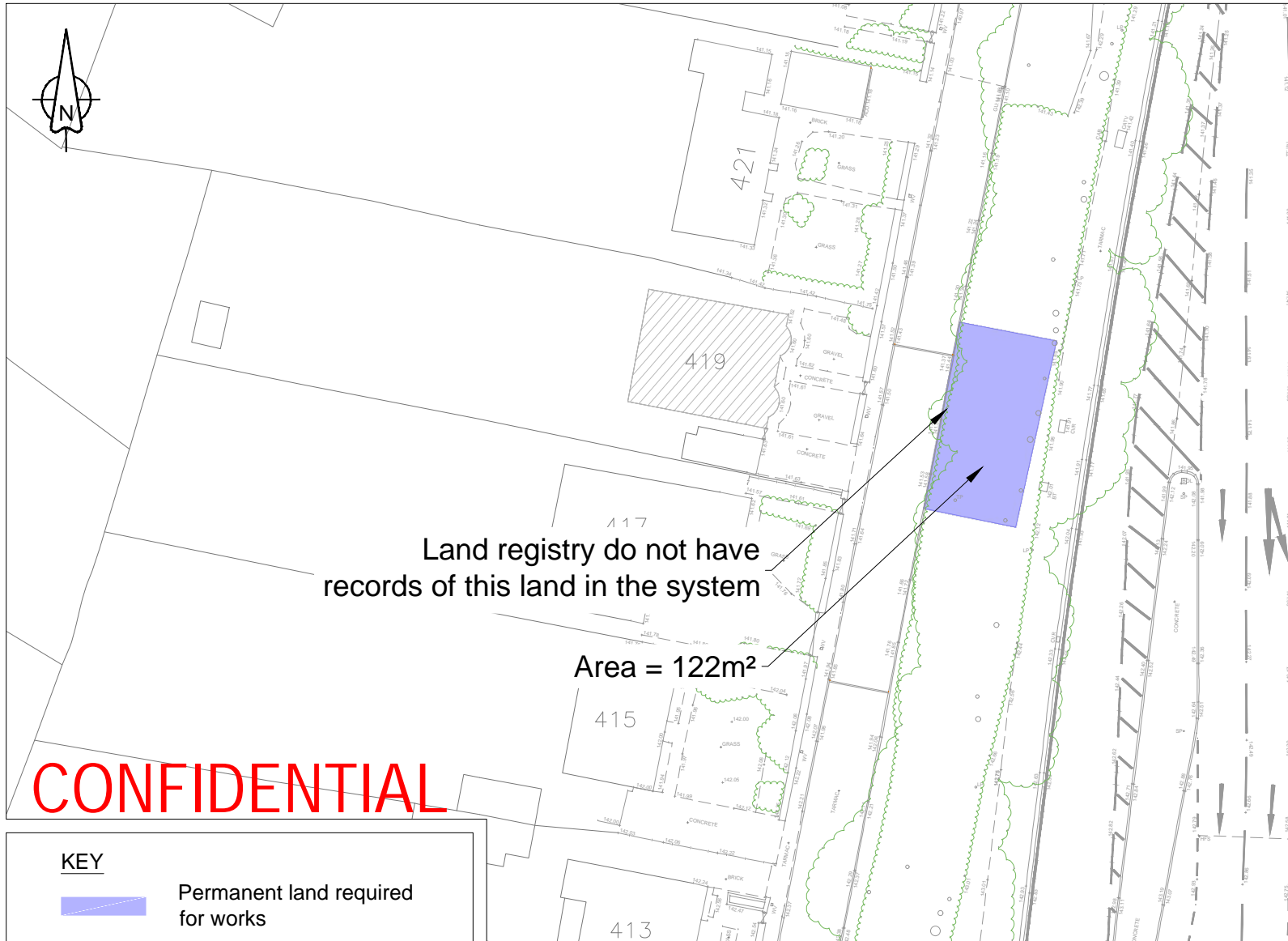
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Tavistock Rd
Plot Plan**

Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status SHARED	Suitability S0
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Drawing No PL1577909 - SK- 074	Revision P9
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NOTES

1. Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
2. Land assessment based on layout WTG2 - ACM - 01 -MZ -M2 - HW - 000001. DWG - 11/01/2024

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P9	Hatch changes, title change.	PGM	PGM	04/03/24
P8	Note change	PGM	PGM	22/02/24
P7	Hatch/note change	PGM	PGM	16/02/24
P6	Area amend WSP	PGM	PGM	01/02/24
P5	Updated to WSP	ADC	ADC	07/06/23
P4	Updated to P9	ADC	ADC	21/12/21
P3	Updated to P8	ADC	ADC	25/05/21
P2	Area added	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 25/05/2021
Drawn: PGM	Date: 25/05/2021
Checked: ADC	Date: 25/05/2021
Approved: ADC	Date: 25/05/2021



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Project Name
**Woolwell to the George
Transport Improvement
Scheme**

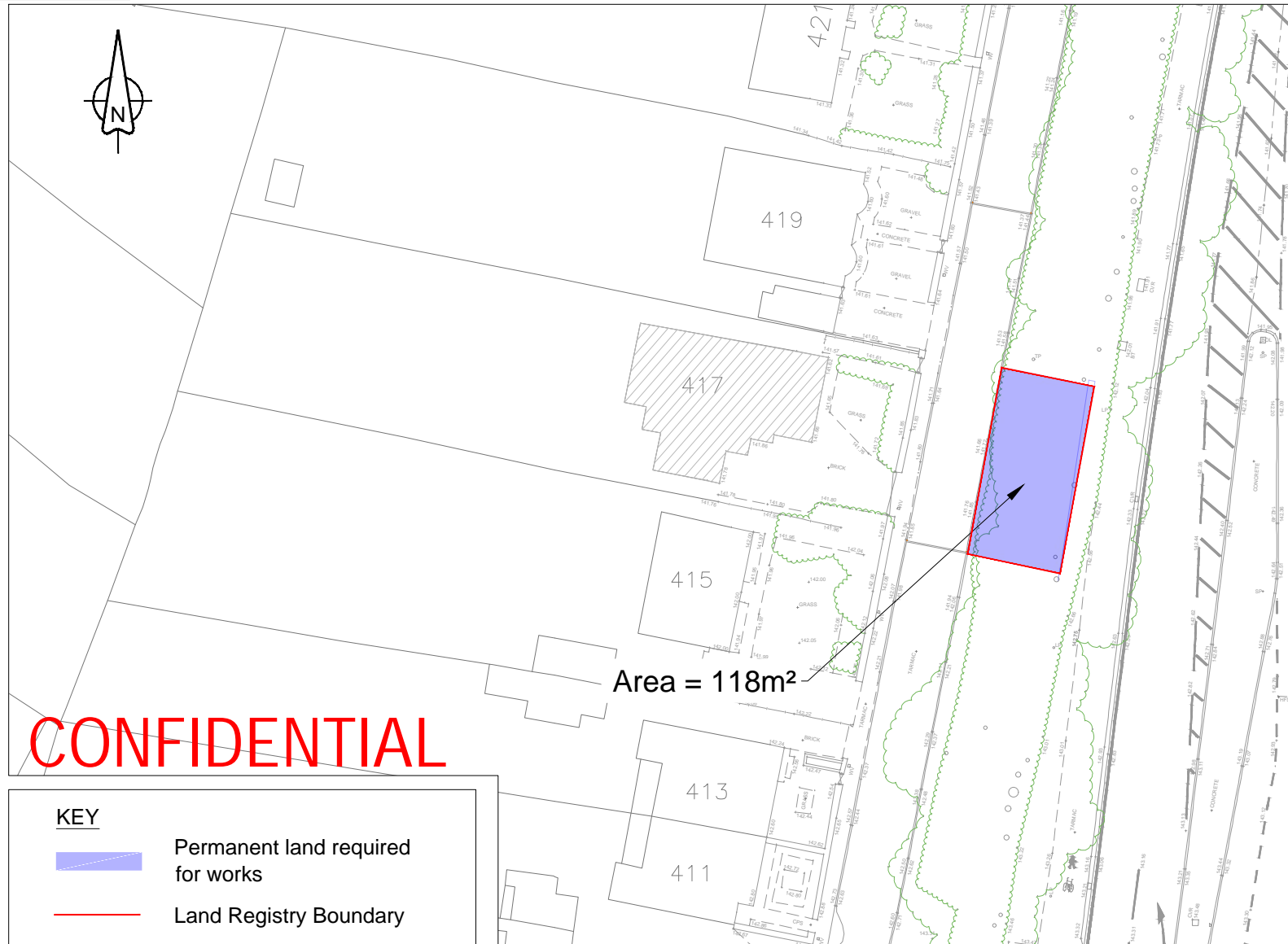
Drawing Title
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Tavistock Rd
Plot Plan**

Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status SHARED	Suitability S0
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Drawing No PL1577909 - SK- 075	Revision P9
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NOTES

1. Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
2. Land assessment based on layout WTG2 - ACM - 01 -M2 -M2 - HW - 000001. DWG - 11/01/2024

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P9	Hatch changes, title change.	PGM	PGM	04/03/24
P8	Note change	PGM	PGM	22/02/24
P7	Hatch/note change	PGM	PGM	16/02/24
P6	Area amend WSP	PGM	PGM	01/02/24
P5	Updated to WSP	ADC	ADC	07/06/23
P4	Updated to P9	ADC	ADC	21/12/21
P3	Updated to P8	ADC	ADC	25/05/21
P2	Area added	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 25/05/2021
Drawn: PGM	Date: 25/05/2021
Checked: ADC	Date: 25/05/2021
Approved: ADC	Date: 25/05/2021



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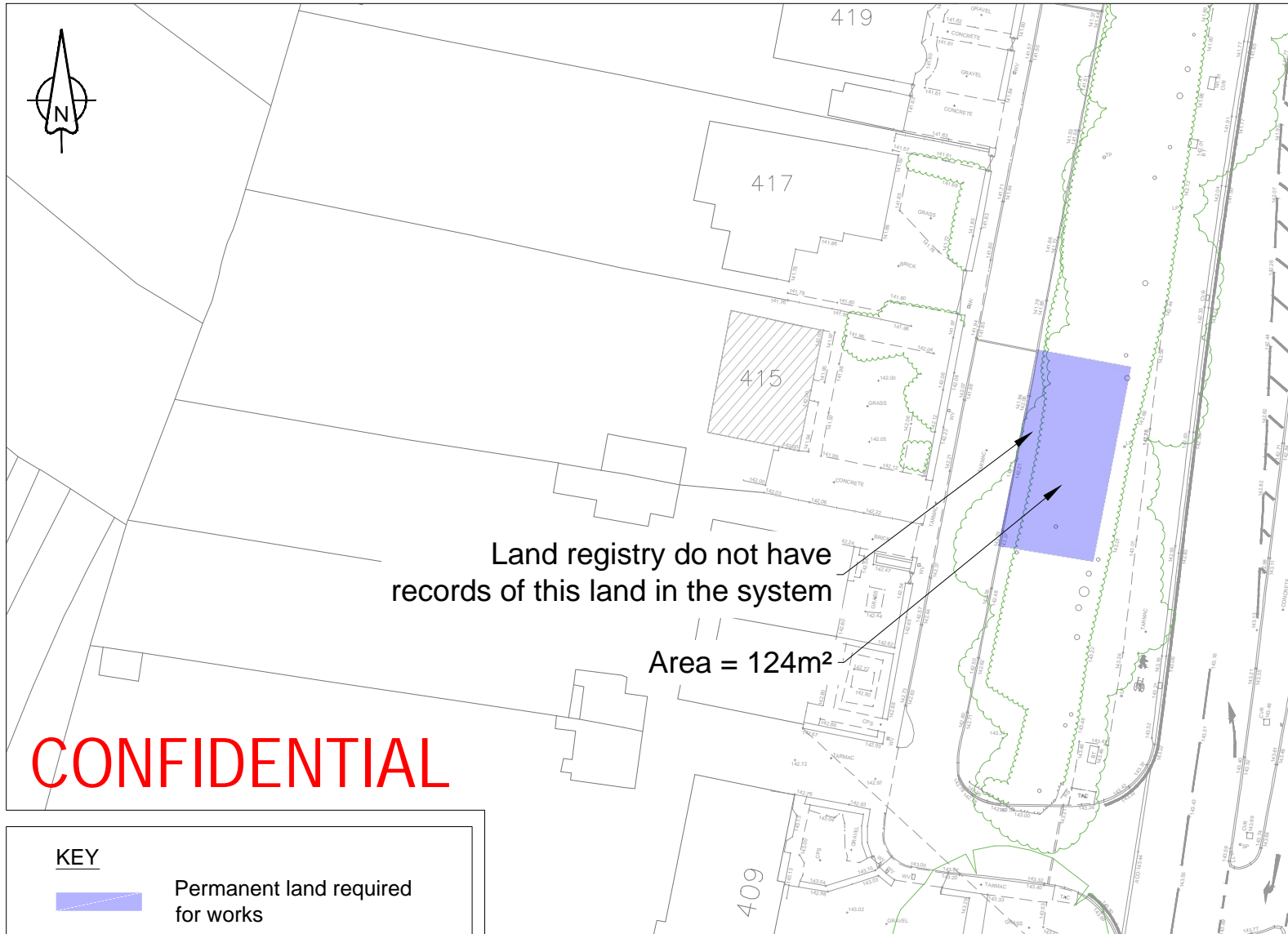
Project Name
Woolwell to the George Transport Improvement Scheme
Drawing Title
Land Adjacent to 417 Tavistock Rd Plot Plan

Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
PL1577909 - SK- 076	P9

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NOTES

1. Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
2. Land assessment based on layout WTG2 - ACM - 01 -MZ -M2 - HW - 000001. DWG - 11/01/2024

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P8	Hatch changes, title change.	PGM	PGM	04/03/24
P7	Note change	PGM	PGM	22/02/24
P6	Hatch/note change	PGM	PGM	16/02/24
P5	Area amend WSP	PGM	PGM	01/02/24
P4	Updated to WSP	ADC	ADC	07/06/23
P3	Updated to P9	ADC	ADC	21/12/21
P2	Updated to P8	ADC	ADC	25/05/21
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 25/05/2021
Drawn: PGM	Date: 25/05/2021
Checked: ADC	Date: 25/05/2021
Approved: ADC	Date: 25/05/2021



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Public Helpdesk 01752 668000

Project Name
**Woolwell to the George
Transport Improvement
Scheme**

Drawing Title
**Land Adjacent to 415
Tavistock Rd
Plot Plan**

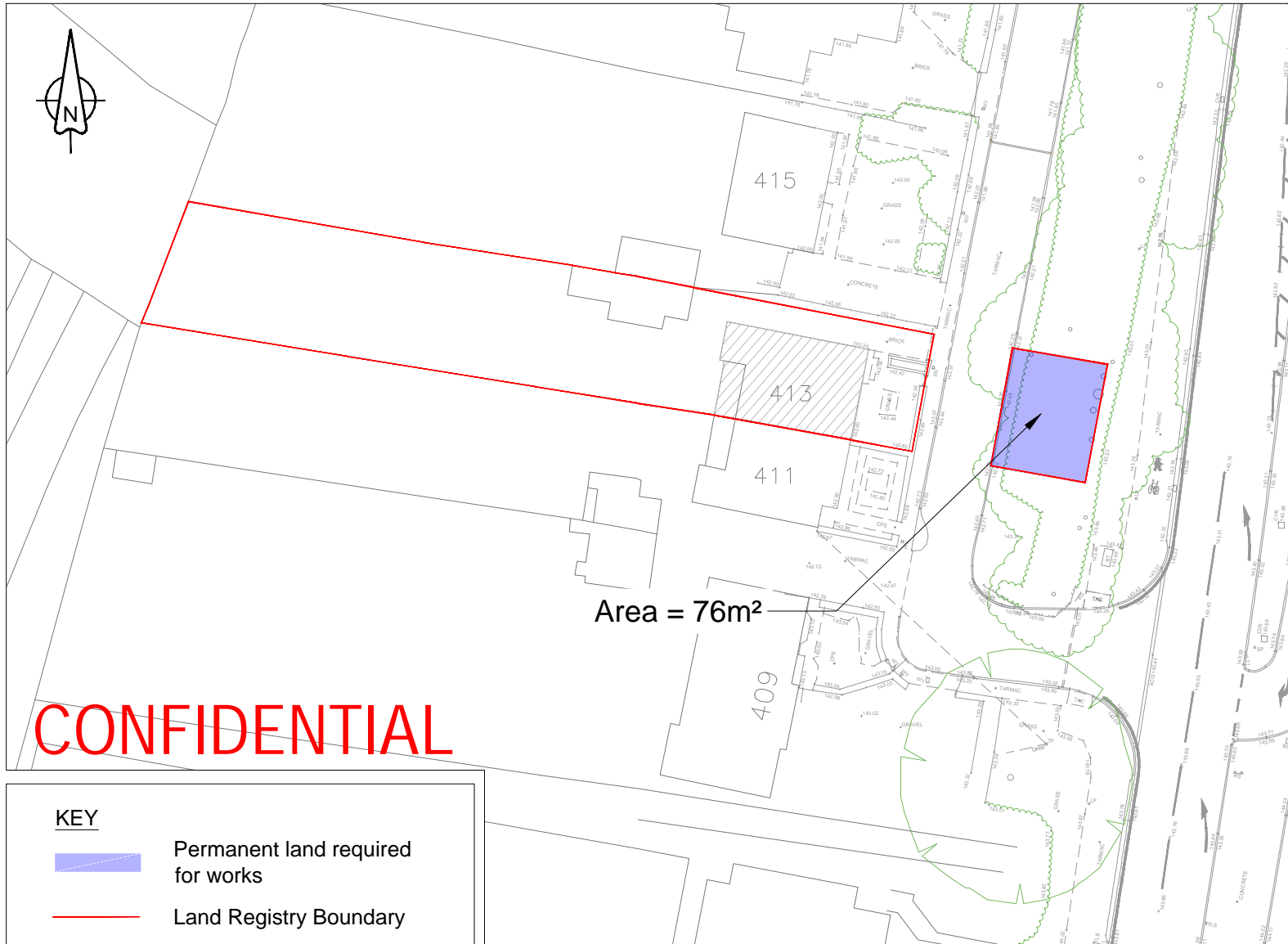
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Dimensions : m	

Drawing Status SHARED	Suitability S0
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Drawing No PL1577909 - SK- 077	Revision P8
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NOTES

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- Land assessment based on layout WTG2 - ACM - 01 -MZ -M2 - HW - 000001. DWG - 11/01/2024

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P8	Hatch changes, title change.	PGM	PGM	04/03/24
P7	Note change	PGM	PGM	22/02/24
P6	Hatch/note change	PGM	PGM	16/02/24
P5	Area amend WSP	PGM	PGM	01/02/24
P4	Area amend WSP	ADC	ADC	07/06/23
P3	Updated to P9	ADC	ADC	21/12/21
P2	Updated to P8	ADC	ADC	25/05/21
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed:	PGM	Date:	25/05/2021
Drawn:	PGM	Date:	25/05/2021
Checked:	ADC	Date:	25/05/2021
Approved:	ADC	Date:	25/05/2021

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Project Name
**Woolwell to the George
Transport Improvement
Scheme**

Drawing Title
**Land Adjacent to 413
Tavistock Rd
Plot Plan**

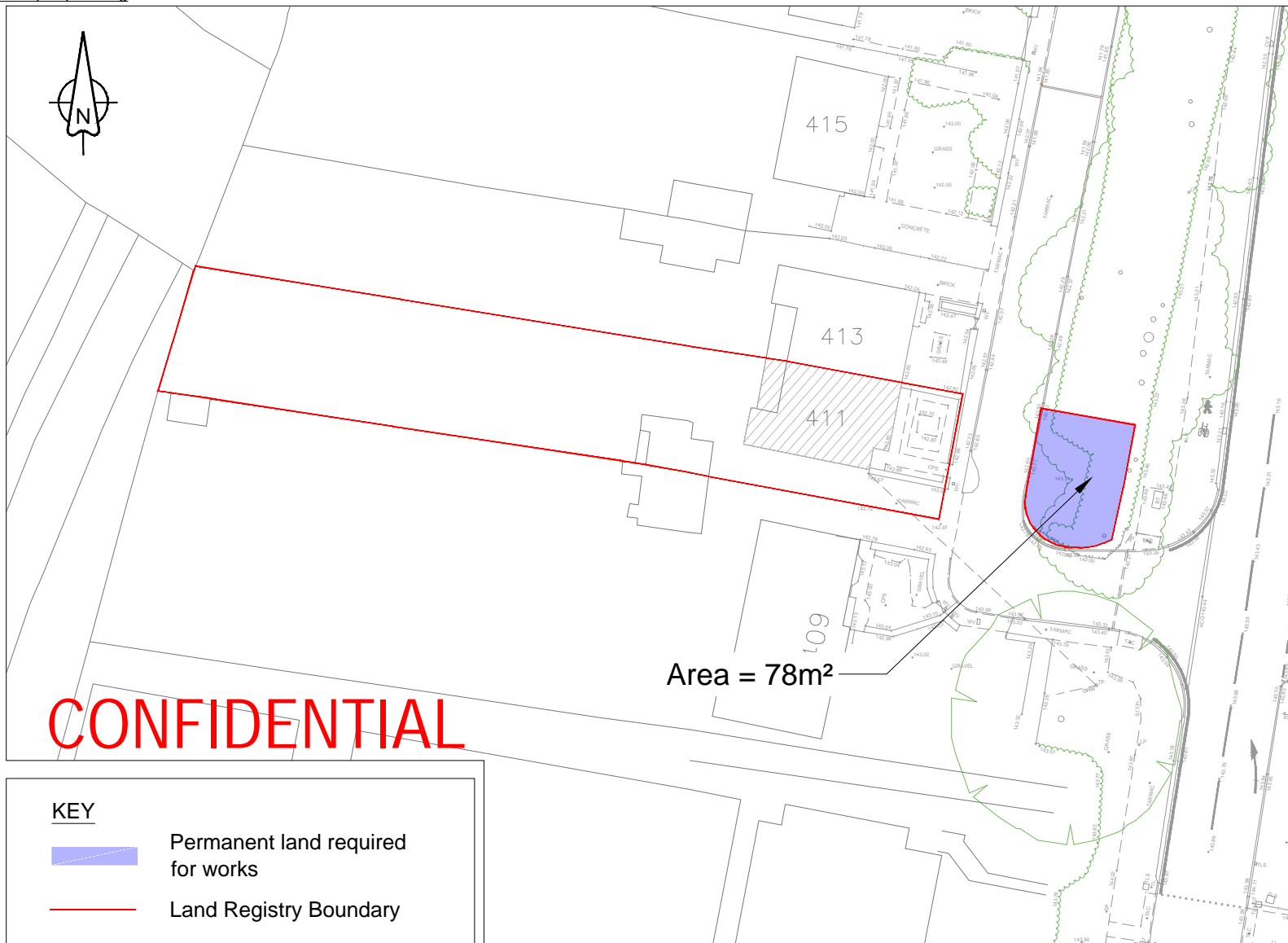
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Drawing Status SHARED	Suitability S0
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Drawing No PL1577909 - SK- 078	Revision P8
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tavi rd plot plan.dwg



P9	Hatch changes, title change.	PGM	PGM	04/03/24
P8	Note change	PGM	PGM	22/02/24
P7	Hatch/note change	PGM	PGM	16/02/24
P6	Area amend WSP	PGM	PGM	01/02/24
P5	Area amend WSP	ADC	ADC	07/06/23
P4	Updated to P9	ADC	ADC	13/10/21
P3	Updated to P8	ADC	ADC	25/05/21
P2	Area added	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed:	PGM	Date:	25/05/2021
Drawn:	PGM	Date:	25/05/2021
Checked:	ADC	Date:	25/05/2021
Approved:	ADC	Date:	25/05/2021

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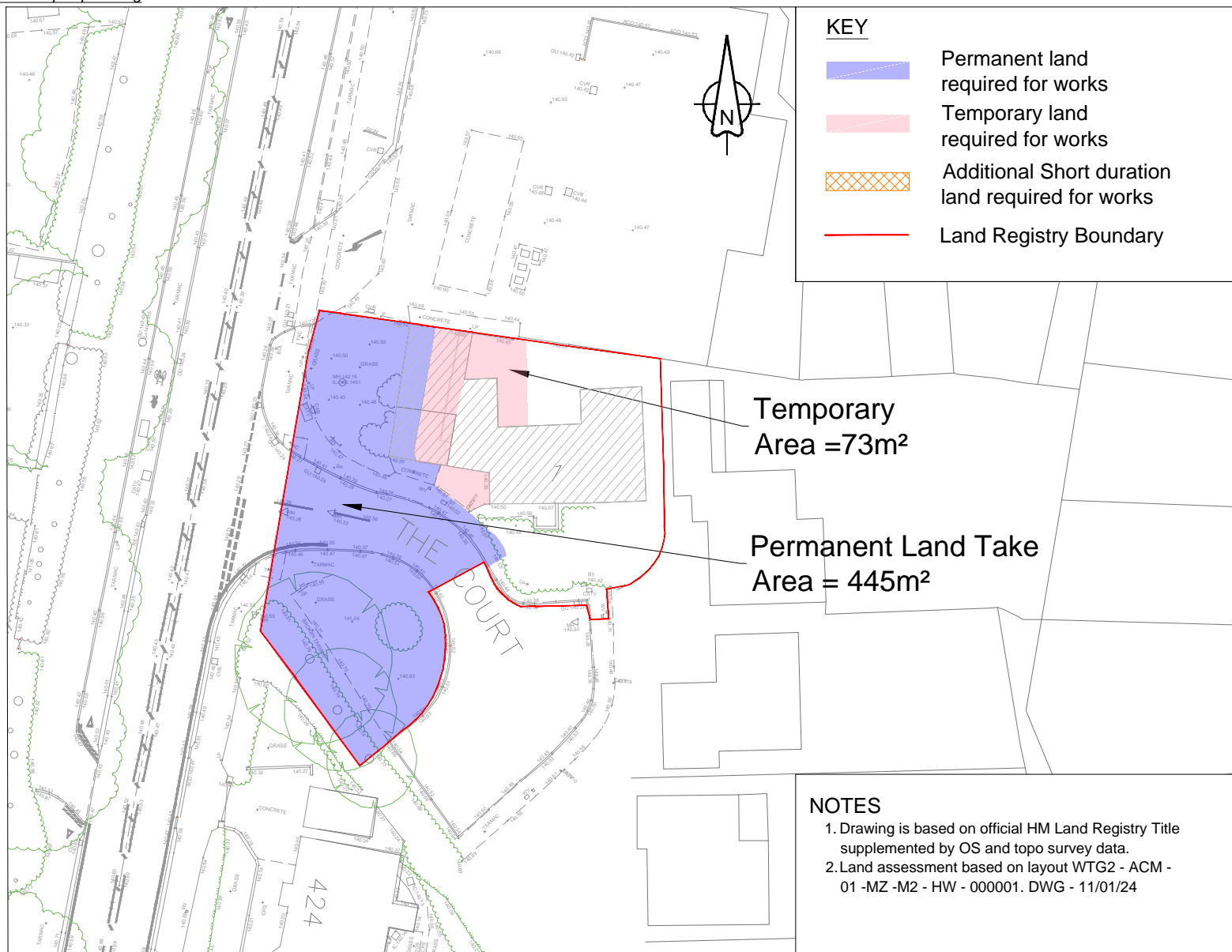
Project Name	Woolwell to the George Transport Improvement Scheme
Drawing Title	Land Adjacent to 411 Tavistock Rd Plot Plan

Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
PL1577909 - SK- 079	P9

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P9	Note change	PGM	PGM	22/02/24
P8	Hatch/note change	PGM	PGM	15/02/24
P7	Areas amend WSP	PGM	PGM	01/02/24
P6	Areas amend WSP	ADC	ADC	07/06/23
P5	Areas added	ADC	ADC	21/12/21
P4	Areas added	ADC	ADC	25/08/21
P3	Updated to P8	ADC	ADC	25/05/21
P2	Areas added	.	.	.
P1	Sketch	.	.	.
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 25/05/2021
Drawn: PGM	Date: 25/05/2021
Checked: ADC	Date: 25/05/2021
Approved: ADC	Date: 25/05/2021

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Project Name
Woolwell to the George Transport Improvement Scheme
Drawing Title
1 The Court Plot Plan

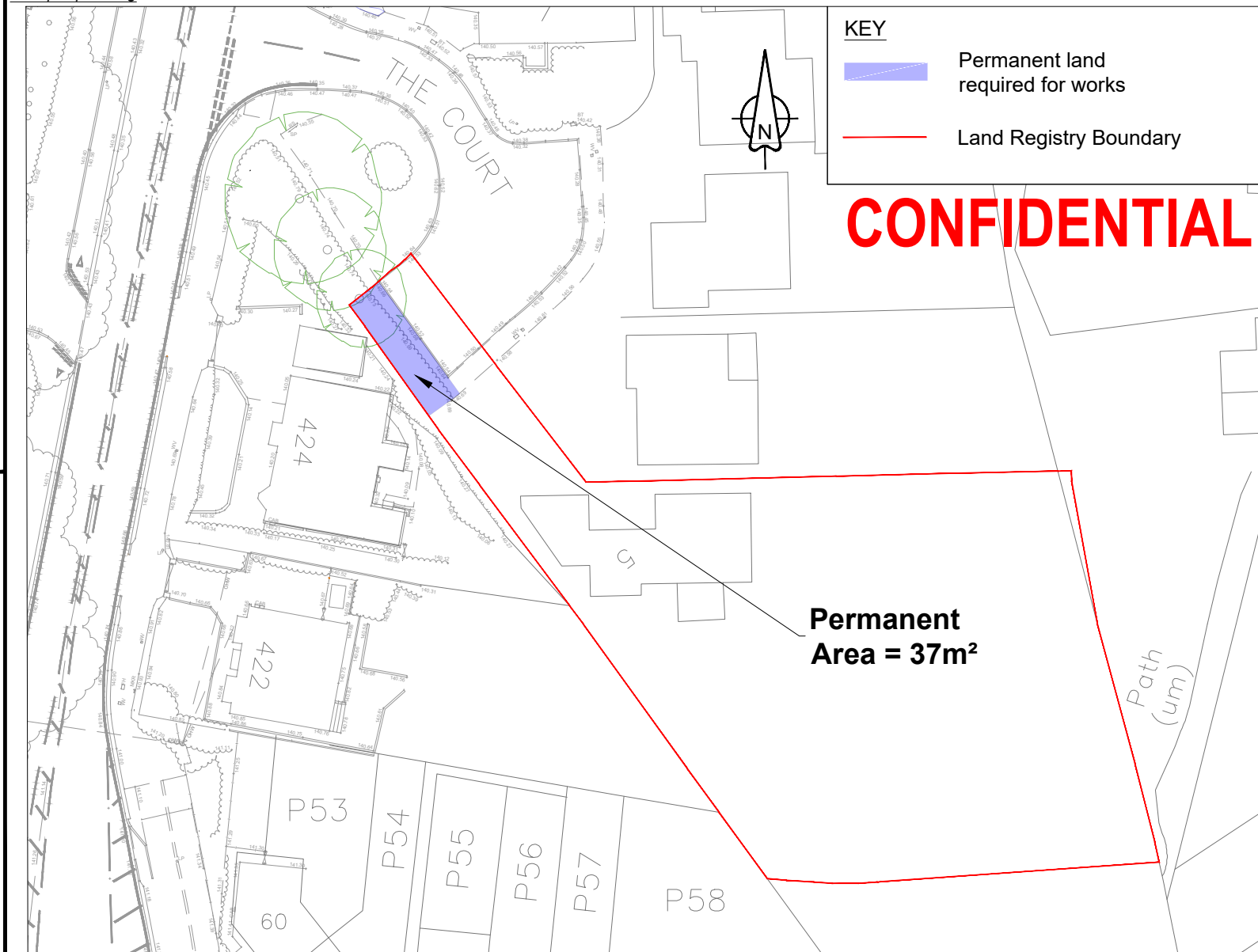
Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
PL1577909 - SK- 081	P9

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NOTES

1. Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
2. The land assessment is based on scheme layout PL1577909 - Opt C - P9 -Topo V6

P4	Note change	PGM	PGM	22/02/24
P3	Hatch/note change	PGM	PGM	15/02/24
P2	Area amend WSP	PGM	PGM	01/02/24
P1	Initial issue	ADC	ADC	22/12/21
Rev	Revision details	Chkd	Appd	Date

Designed:	PGM	Date:	21/12/2021
Drawn:	PGM	Date:	21/12/2021
Checked:	ADC	Date:	22/12/2021
Approved:	ADC	Date:	22/12/2021



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Project Name
**Woolwell to the George
Transport Improvement
Scheme**

Drawing Title
**5 The Court
Plot Plan**

Original Drg Size : A4
Dimensions : m

Scale : 1:500

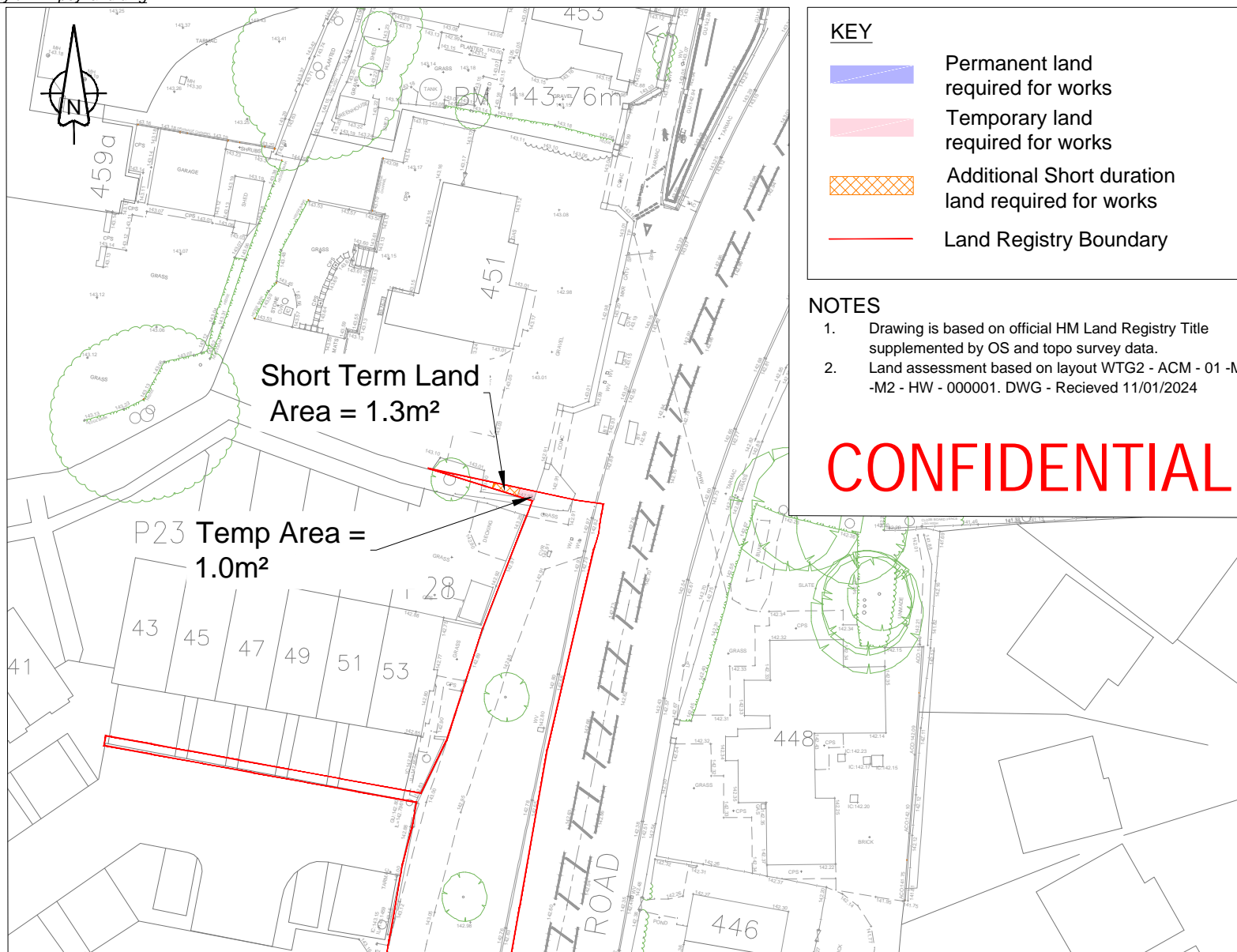
Drawing Status
SHARED

Suitability
S0

Drawing No
PL1577909 - SK- 091

Revision
P4

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P6	Name change	PGM	PGM	05/03/24
P5	Note change	PGM	PGM	22/02/24
P4	Hatch/note change	PGM	PGM	16/02/24
P3	Area amend WSP	PGM	PGM	01/02/24
P2	Updated to WSP	ADC	ADC	07/06/23
P1	Initial issue	ADC	ADC	22/12/21
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 21/12/2021
Drawn: PGM	Date: 21/12/2021
Checked: ADC	Date: 22/12/2021
Approved: ADC	Date: 22/12/2021

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Project Name
Woolwell to the George Transport Improvement Scheme
Drawing Title
Taylor Wimpey Land

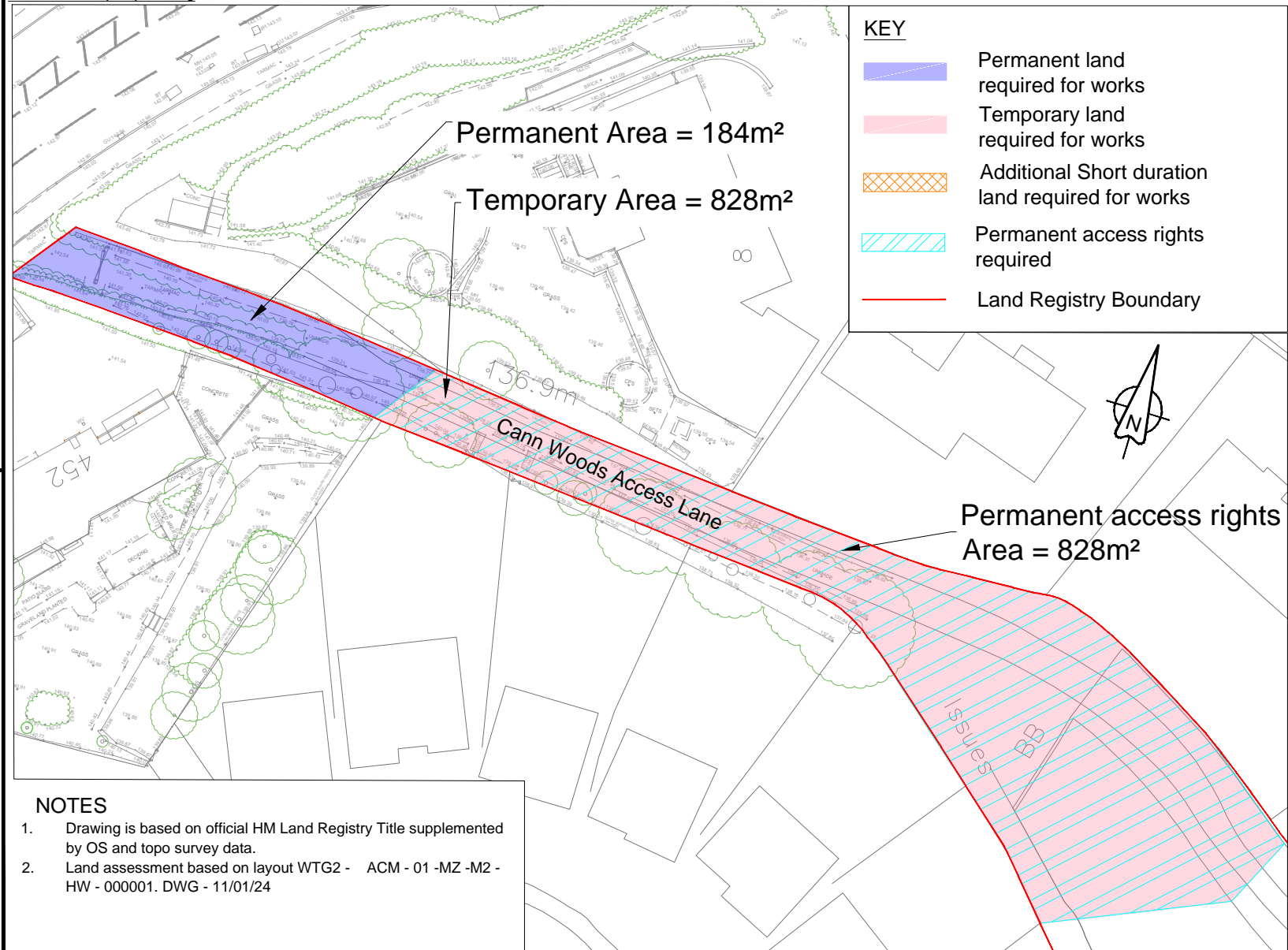
Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
PL1577909 - SK- 092	P6

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NOTES

- Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
- Land assessment based on layout WTG2 - ACM - 01 -M2 -M2 - HW - 000001. DWG - 11/01/24

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P6	Hatch/note change	PGM	PGM	01/03/24
P5	Hatch/note change	PGM	PGM	19/02/24
P4	Hatch/note change	PGM	PGM	15/02/24
P3	Area amend WSP	PGM	PGM	01/02/24
P2	Area amend WSP	ADC	ADC	07/06/23
P1	Initial issue	ADC	ADC	22/12/21
Rev	Revision details	Chkd	Appd	Date

Designed: PGM	Date: 21/12/2021
Drawn: PGM	Date: 21/12/2021
Checked: ADC	Date: 22/12/2021
Approved: ADC	Date: 22/12/2021



Strategic Planning and Infrastructure

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Public Helpdesk 01752 668000

Project Name
**Woolwell to the George
Transport Improvement
Scheme**

Drawing Title
**Cann Woods Access
Plot Plan**

Original Drg Size : A4
Dimensions : m

Scale : 1:500

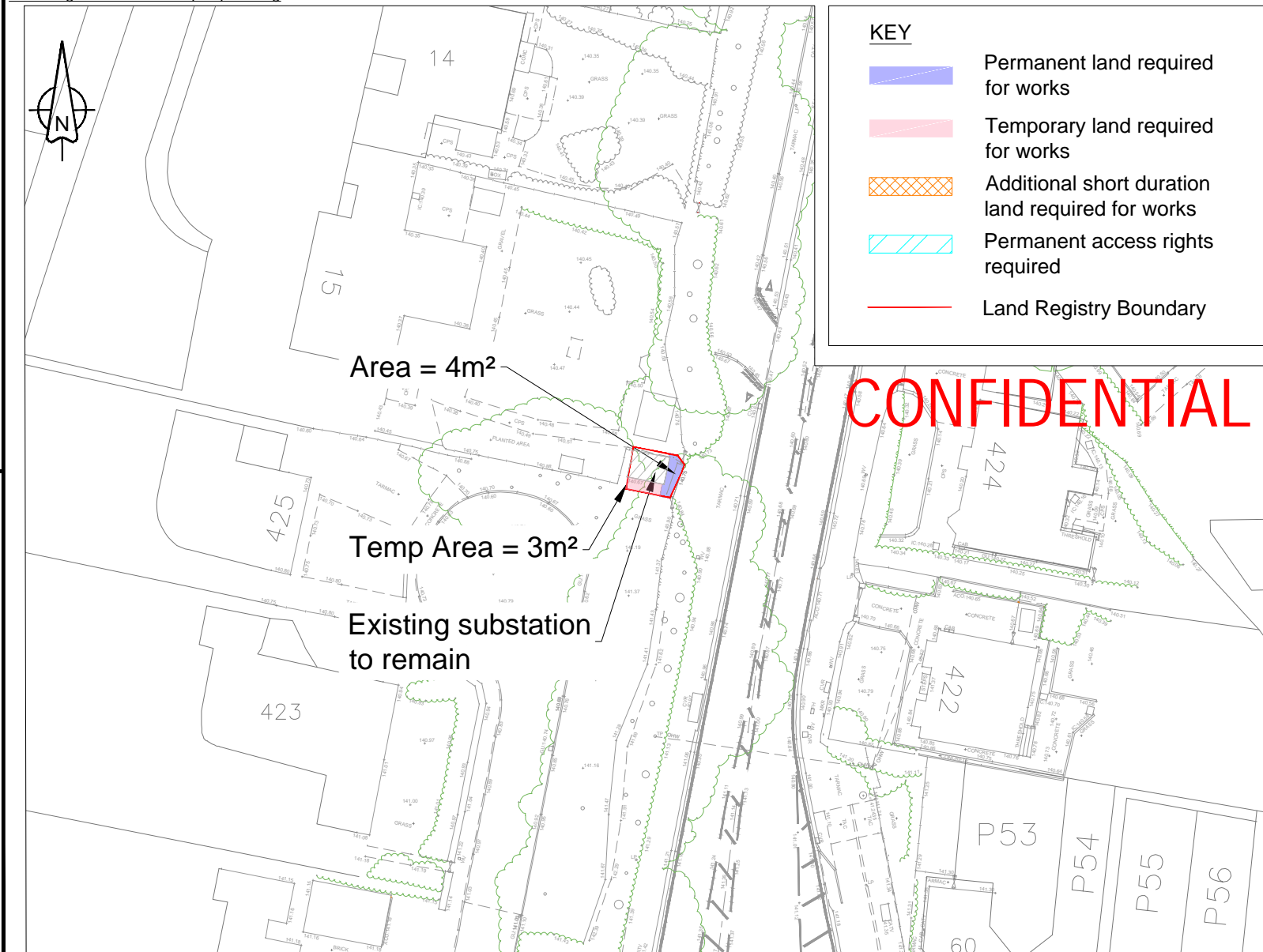
Drawing Status
SHARED

Suitability
S0

Drawing No
PL1577909 - SK- 093

Revision
P6

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NOTES

- Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
- Land assessment based on layout WTG2 - ACM - 01 -MZ -M2 - HW - 000001. DWG - 11/01/2024

P5	Note change	PGM	PGM	22/02/24
P4	Hatch/note change	PGM	PGM	16/02/24
P3	Updated to WSP	PGM	PGM	01/02/24
P2	Updated to WSP	ADC	ADC	07/06/23
P1	Initial issue	ADC	ADC	25/05/22
Rev	Revision details	Chkd	Appd	Date

Designed:	PGM	Date:	24/05/2022
Drawn:	PGM	Date:	24/05/2022
Checked:	ADC	Date:	25/05/2022
Approved:	ADC	Date:	25/05/2022



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CITY COUNCIL

Strategic Planning and Infrastructure

01752 668000

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Public Helpdesk 01752 668000

Project Name

Woolwell to the George
Transport Improvement
Scheme

Drawing Title

National Grid UK
(Prev' WPD) Substation
Tavistock Rd, Plot Plan

Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
PL1577909 - SK- 095	P5

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-425 - private rd - tavi rd plot plan.dwg

NOTES

1. Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
2. Land assessment based on layout WTG2 - ACM - 01 -MZ -M2 - HW - 000001. DWG - 11/01/2024

P1	Initial Issue	PGM	PGM	05/03/24
Rev	Revision details	Chkd	Appd	Date

Designed: CM	Date: 04/03/24
Drawn: CM	Date: 04/03/24
Checked: ADC	Date: 04/03/24
Approved: ADC	Date: 04/03/24



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Project Name

**Woolwell to the George
Transport Improvement
Scheme**

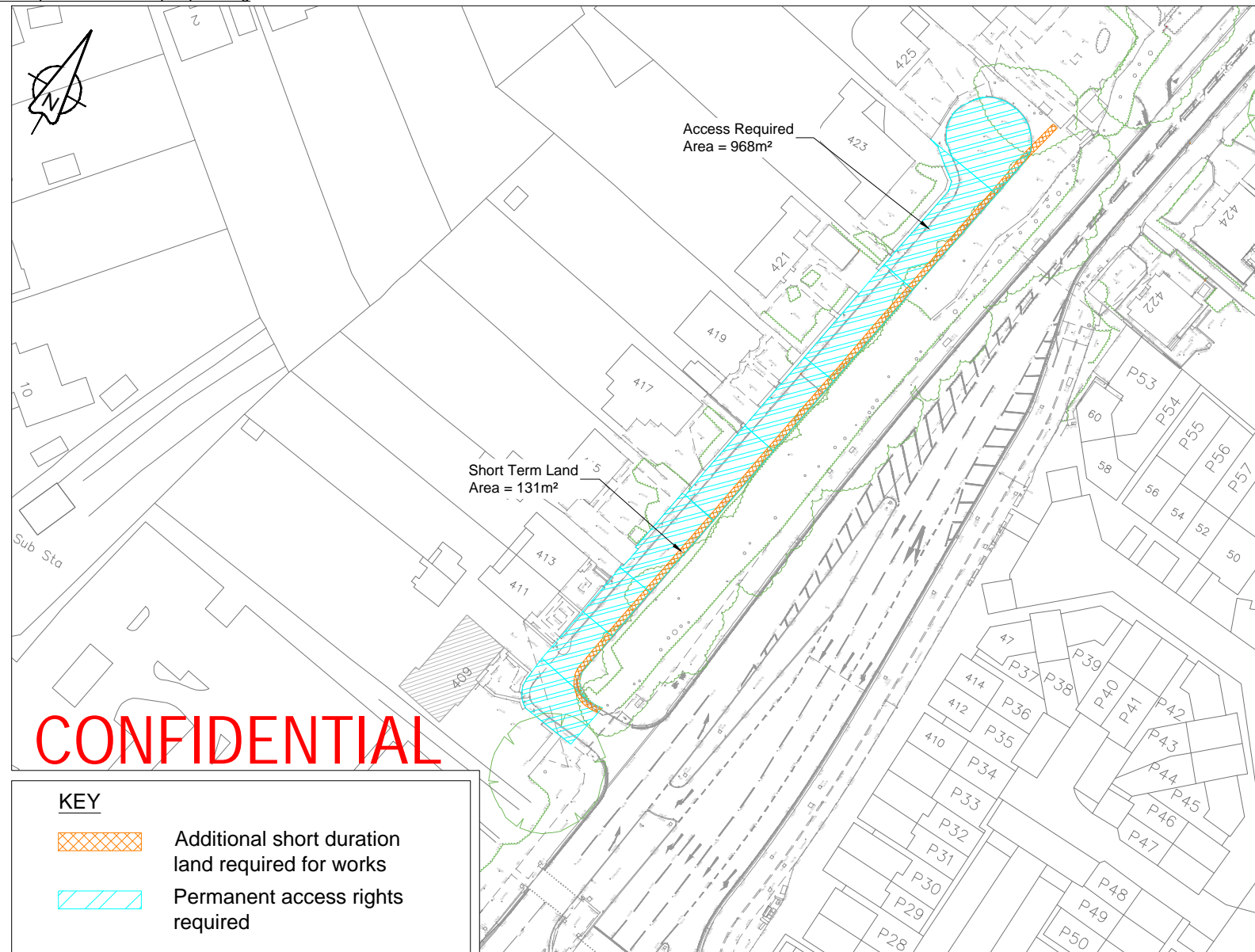
Drawing Title

**Land Adjacent to 409-425
Tavistock Rd
Plot Plan**

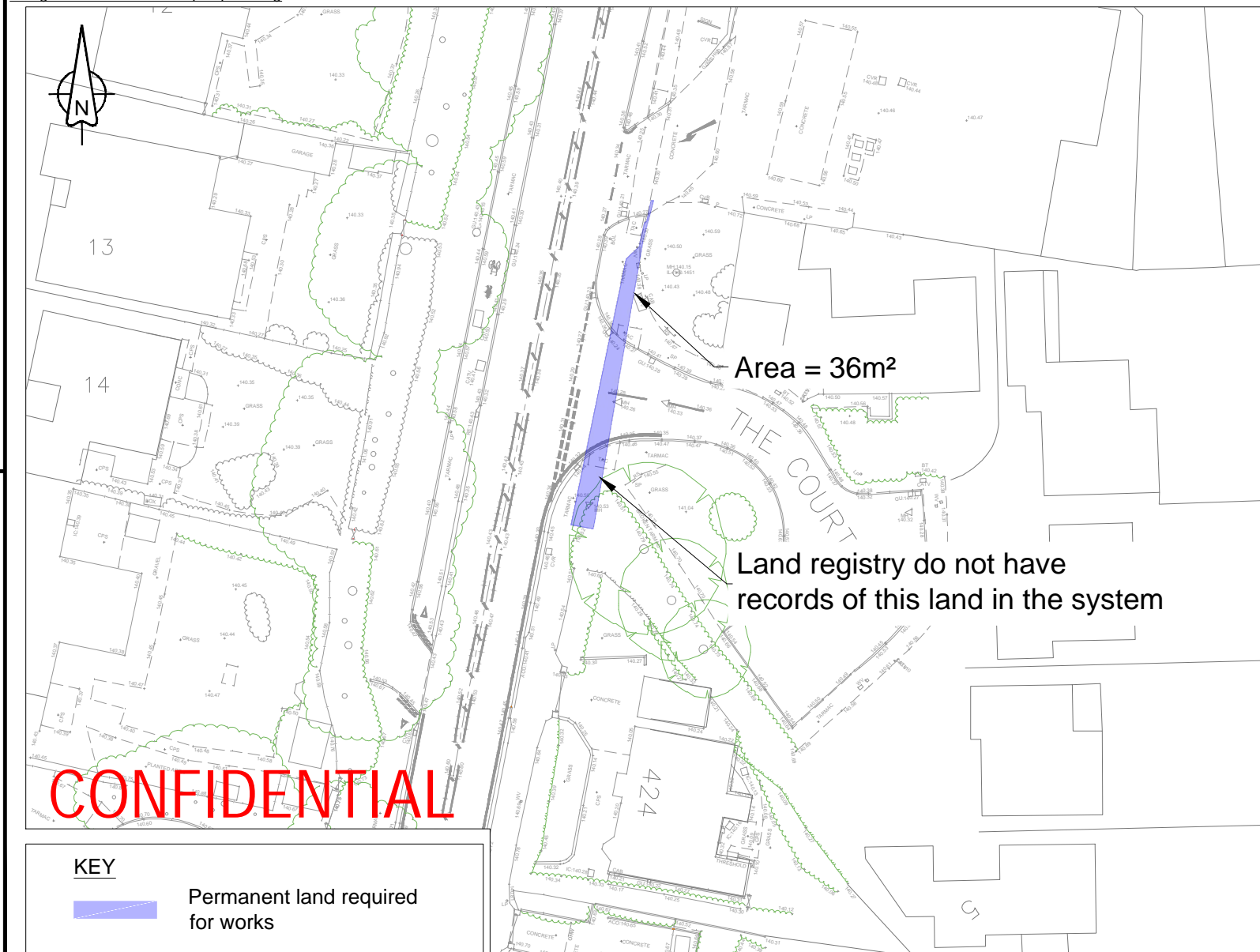
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Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
PL1577909 - SK- 097	P1



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NOTES

- Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
- Land assessment based on layout WTG2 - ACM - 01 -MZ -M2 - HW - 000001. DWG - 11/01/2024

P1	Initial Issue	PGM	PGM	04/03/24
Rev	Revision details	Chkd	Appd	Date

Designed: CM	Date: 04/03/24
Drawn: CM	Date: 04/03/24
Checked: ADC	Date: 04/03/24
Approved: ADC	Date: 04/03/24

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Public Helpdesk 01752 668000

Project Name
**Woolwell to the George
Transport Improvement
Scheme**

Drawing Title
**Unregistered Land
Adjacent to The Court
Plot Plan**

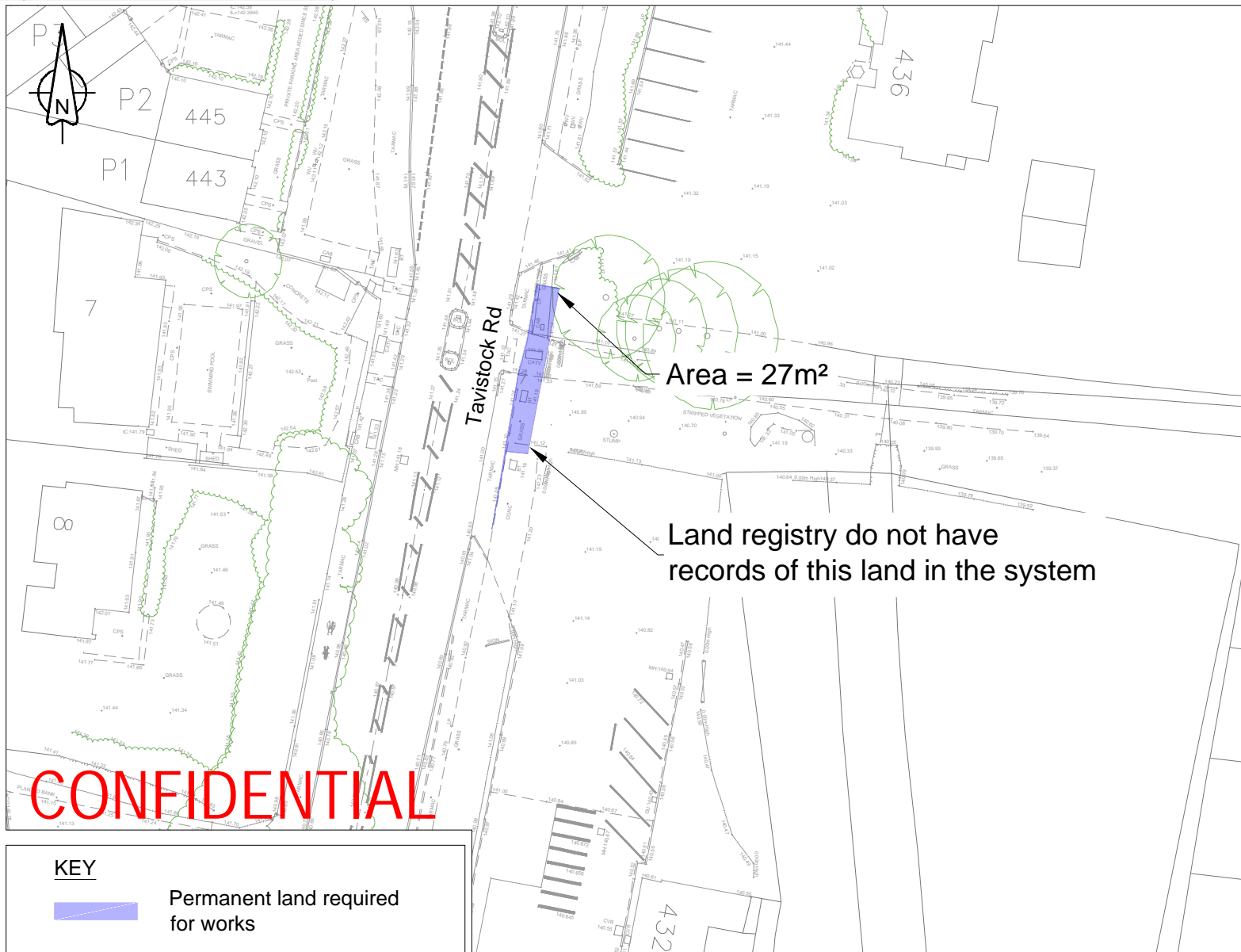
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Dimensions : m	

Drawing Status SHARED	Suitability S0
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Drawing No PL1577909 - SK- 098	Revision P1
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NOTES

- Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
- Land assessment based on layout WTG2 - ACM - 01 -M2 -M2 - HW - 000001. DWG - 11/01/2024

P2	Drawing Title amended	PGM	PGM	08/03/24
P1	Initial Issue	PGM	PGM	04/03/24
Rev	Revision details	Chkd	Appd	Date

Designed:	CM	Date:	04/03/24
Drawn:	CM	Date:	04/03/24
Checked:	ADC	Date:	04/03/24
Approved:	ADC	Date:	04/03/24



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Project Name
Woolwell to the George Transport Improvement Scheme
Drawing Title
Unregistered Land Adjacent to lane linking to Frencham Avenue Plot Plan

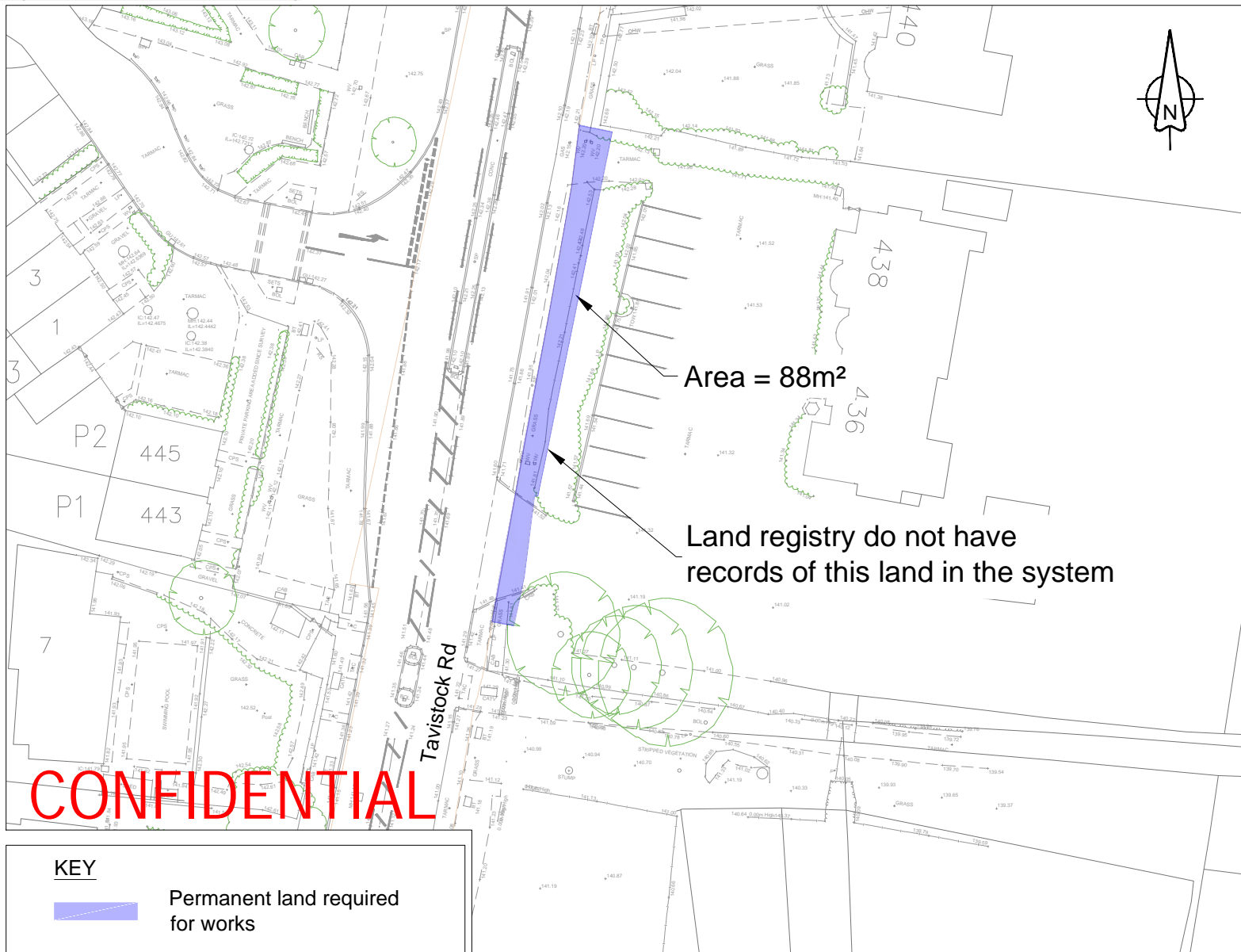
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Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
PL1577909 - SK- 099	P2

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NOTES

- Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
- Land assessment based on layout WTG2 - ACM - 01 -MZ -M2 - HW - 000001. DWG - 11/01/2024

P1	Initial Issue	PGM	PGM	04/03/24
Rev	Revision details	Chkd	Appd	Date

Designed: CM	Date: 04/03/24
Drawn: CM	Date: 04/03/24
Checked: ADC	Date: 04/03/24
Approved: ADC	Date: 04/03/24



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Project Name
Woolwell to the George Transport Improvement Scheme
Drawing Title
Unregistered Land Adjacent to Millstone Hotel Plot Plan

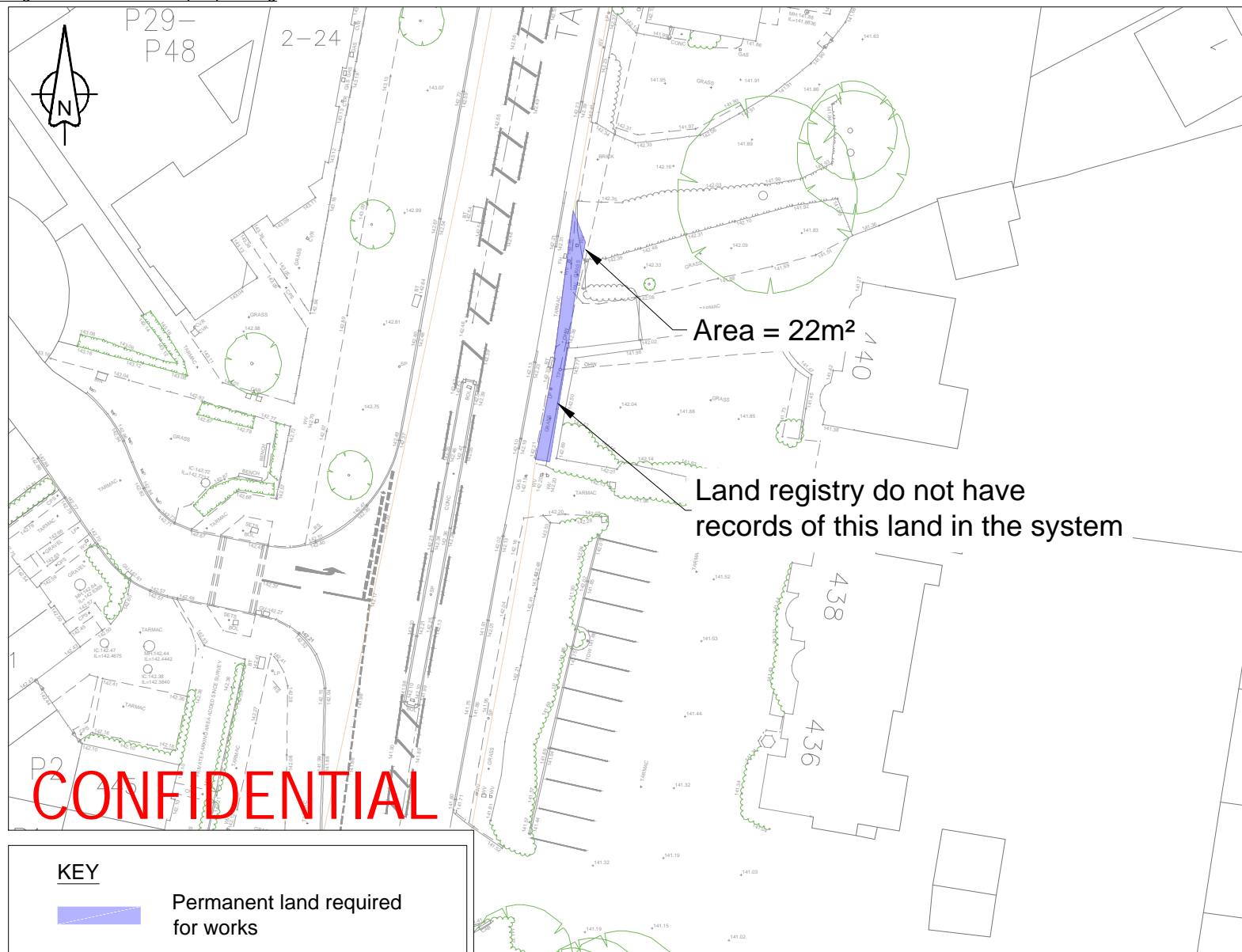
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Dimensions : m	

Drawing Status	Suitability
SHARED	S0

Drawing No	Revision
PL1577909 - SK- 0100	P1

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NOTES

1. Drawing is based on official HM Land Registry Title supplemented by OS and topo survey data.
2. Land assessment based on layout WTG2 - ACM - 01 -MZ -M2 - HW - 000001. DWG - 11/01/2024

P1	Initial Issue	PGM	PGM	04/03/24
Rev	Revision details	Chkd	Appd	Date

Designed: CM	Date: 04/03/24
Drawn: CM	Date: 04/03/24
Checked: ADC	Date: 04/03/24
Approved: ADC	Date: 04/03/24



Strategic Planning and Infrastructure

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Public Helpdesk 01752 668000

Project Name
**Woolwell to the George
Transport Improvement
Scheme**

Drawing Title
**Unregistered Land
Adjacent to 440
Tavistock Road
Plot Plan**

Original Drg Size : A4	Scale : 1:500
Dimensions : m	

Drawing Status SHARED	Suitability S0
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Drawing No PL1577909 - SK- 0101	Revision P1
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Highways Act 1980

The Plymouth City Council (Woolwell To The George Phase 2) (Side Roads) Order 2024

The Plymouth City Council ("The Council") make this Order in exercise of their powers under sections 14 and 125 of the Highways Act 1980 and all other powers enabling them in that behalf;

1.

(1) The Council is authorised in relation to the classified Roads in the City of Plymouth;

(a) Improve the lengths of highway named in the Schedule to this Order and shown on the corresponding Site Plan by cross hatching;

(b) Stop up each length of highway described in the Schedule and shown on the corresponding Site Plan by zebra hatching;

(c) Construct a new highway along each route whose centre line is shown on a Site Plan by an unbroken black line surrounded by stipple;

(d) Stop up each private means of access; to premises described in the Schedule and shown on the corresponding Site Plan by a solid black band;

(e) Provide a new private means of access to premises along each route or at each location shown on a Site Plan by thin diagonal hatching.

(2) Where a new highway is to be constructed wholly or partly along the same route as a new access or part of one, that new highway shall be created subject to the private rights over that new access.

(3) Each new highway is given a unique reference on a Site Plan, which is also placed in the respective schedule and will be a Road unless the word "footpath" or "bridleway" or "cycle track" appears beneath its reference letter in the Schedule in which case it will be a footpath or bridleway or cycle track (as the case may be). Each new access is given a number on a Site Plan which is also placed in the said Schedule.

(4) Where a new highway is to be constructed or a new access is to be provided in connection with the stopping up of a length of highway or private means of access described in the said Schedule, its reference letter / number (as the case may be) is placed in the said Schedule opposite the description of that length.

2. Where immediately before a length of highway is stopped up in pursuance of this Order there is under, in, on, over, along or across that highway any apparatus of statutory undertakers or any telecommunications code system operator, then, subject to section 21 of the Highways Act 1980, those undertakers, or that operator, as the case may be, shall have the same rights as respects that apparatus as they had immediately before the stopping up took place.

3. In this Order;

a. distances are measured along the route of the relevant highway or private means of access to premises as the case may be;

b. a reference to the schedule or Site Plan number is a reference to the schedule, or to the Side Roads Order plan (site plan) so numbered;

c. The following words are given the following definitions:

“classified Road” means the classified Road known as the “Tavistock Road (A386)”, which is a proposed highway, and which is a classified Road in accordance with section 12 of the Highways Act 1980;

“the Council” means the Plymouth City Council;

“improvement” means in relation to a highway and includes raising lowering or otherwise altering that highway and “improved” shall be construed accordingly;

“new access” means a means of access to premises authorised by this Order to be provided;

“new highway” means a highway authorised by this Order to be constructed and “new highways” shall be construed accordingly;

“Tavistock Road (A386)”, means the classified Road being the realigned existing carriageway, from the junction with Morgan Road / Southway Drive to a location on Tavistock Road approximately aligned with 475 Tavistock Road north of the existing Woolwell Roundabout;

“Road” means a highway or highway maintainable at the public expense for all classes of user which for the avoidance of doubt includes mechanically propelled vehicles;

“Schedule” means a schedule to this Order and “Schedules” shall be construed accordingly;

“Site Plan” means the “Side Roads Order plan” comprising a one 1:1250 Site Plan, reference WTG2-ACM-26-MZ-DR-HW-000025.

TABLE 1. LIST OF LOCATIONS TO INCLUDE IN THE ORDER

Location Ref.	Description	Road Identifier	Sheet ID
Tavistock Road (A386) Improvement	Tavistock A386 (classified road), from The George Junction up to and including Woolwell Roundabout	TR	WTG2-ACM-26-MZ-DR-HW-000025
Woolwell Roundabout	Woolwell Roundabout (classified) circulatory carriageway	RB	WTG2-ACM-26-MZ-DR-HW-000025
Woolwell Road	Woolwell Road (side road), from Woolwell Roundabout to Woolwell Drive	WR	WTG2-ACM-26-MZ-DR-HW-000025
Tavistock Road	Tavistock Road (side road), verge belonging to plots 407-425 Tavistock Road	T1	WTG2-ACM-26-MZ-DR-HW-000025
Tavistock Road	Tavistock Road (side road), carriageway located in front of plots 453-473 Tavistock Road	T2	WTG2-ACM-26-MZ-DR-HW-000025
Cann Woods Access	Private access track (side road) from Tavistock Road (A386) to Cann Woods. Located north of 452 Tavistock Road	CW	WTG2-ACM-26-MZ-DR-HW-000025
Tavistock Road to Frensham Avenue Footpath Link	Public footpath (side road) between Tavistock Road (A386) to Frensham Avenue. Located north of 432 Tavistock Road	FA	WTG2-ACM-26-MZ-DR-HW-000025
The Court	The Court (side road). Accessed from Tavistock Road (A386).	TC	WTG2-ACM-26-MZ-DR-HW-000025
Boundary Place	Boundary Place (side road). Accessed from Tavistock Road (A386).	BP	WTG2-ACM-26-MZ-DR-HW-000025

SCHEDULE OF ORDERS

TABLE 2. HIGHWAY TO BE STOPPED UP

In the Parish of Bickleigh, City of Plymouth

Identifier	Description	Ref no.	Drawing no.
RB	Woolwell Roundabout circulatory carriageway and central island is to be stopped up. The full extent of Woolwell Roundabout is to be stopped up.	S1	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
RB	Footpath is to be stopped up along the south-eastern extent of Woolwell Road. Between the connection to Tavistock Road (A386) and Woolwell Road.	S2	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
T2	Tavistock Road (spur to residences) is to be stopped up from the northern extent of carriageway for a distance of 28m in a southerly direction, and, from the exit from Tavistock Road (A386) west for a distance of 8m.	S3	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
T2	Tavistock Road (spur to residences) is to be stopped up from the access to Tavistock Road (A386) for a distance of 15m in a westerly direction, and from the access lane to Tavistock Road (A386) for a distance of 75m in a northly direction.	S4	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
T2	Tavistock Road (spur to residences) is to be stopped up from the southern extent of carriageway for a distance of 43m in a northerly direction.	S5	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
BP	Boundary Place is to be stopped up from the connection to Tavistock Road (A386) for a distance of 10m in a westerly direction.	S6	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
FA	Footpath is to be stopped up from the connection to Tavistock Road (A386) for a distance of 9m in an easterly direction.	S7	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TC	The Court is to be stopped up from the connection to Tavistock Road (A386) for a distance of 12m in an easterly direction.	S8	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Footpath and verge is to be stopped up to rear of plots 12, 13, 14 and 15 Little Fancy Close for a distance of 45m.	S9	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)

TABLE 3. NEW HIGHWAY

In the Parish of Bickleigh, City of Plymouth

Identifier	Description	Ref no.	Drawing no.
WR	New highway, from a point on the edge of the existing highway boundary at the rear of 3 Woolwell Drive. The new highway heads in a south westerly direction for a distance of 45m.	N1	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
WR	New highway, from the proposed junction of Woolwell Road and the realigned Tavistock Road. The new highway heads in a easterly direction for a distance of 36m.	N2	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
CW	New highway, starting 10m east of the existing private means of access from Tavistock Road on Cann Woods Access. The new highway heads in an easterly direction for a distance of 26m.	N3	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
FA	New highway, starting 8m east of the existing footpath connection to Tavistock Road (A386). The new highway heads in an easterly direction for a distance of 54m. The new highway adjoins the existing footpath.	N4	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)

TABLE 4. PRIVATE MEANS OF ACCESS TO BE STOPPED UP

In the Parish of Bickleigh, City of Plymouth

Identifier	Description	Ref no.	Drawing no.
CW	Access from Tavistock Road (A386) to private access to Cann Woods.	X1	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 452 Tavistock Road.	X2	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 451 Tavistock Road.	X3	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 442, 444, and 448 Tavistock Road.	X4	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 440 Tavistock Road.	X5	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 436 and 438 Tavistock Road.	X6	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 436 and 438 Tavistock Road.	X7	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 432 Tavistock Road.	X8	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 432 Tavistock Road.	X9	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TC	Access from The Court to private premises 1 The Court.	X10	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)

TABLE 5. PRIVATE MEANS OF ACCESS TO BE STOPPED UP

In the Parish of Eggbuckland, City of Plymouth

Identifier	Description	Ref no.	Drawing no.
TR	Access from Tavistock Road (A386) to private premises 424 Tavistock Road.	X11	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 422 Tavistock Road.	X12	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)

TABLE 6. HIGHWAYS TO BE IMPROVED

In the Parish of Bickleigh, City of Plymouth

Identifier	Description	Ref no.	Drawing no.
TR	488 m of Tavistock Road (A386), North of The Court/Tavistock Road junction.	H1	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
WR	91m of Woolwell Road, east of existing splitter of the existing Woolwell Roundabout.	H2	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
BP	6m of Boundary Place, 9m west of existing connection to Tavistock Road.	H3	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
FA	83m of the Tavistock Road to Frensham Avenue footpath, starting 8m east of the existing footpath connection to the Tavistock Road .	H4	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
TC	24m of The Court, south-east of 1 The Court.	H5	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
T2	72m of Tavistock Road, alongside the existing grass verge opposite 461 Tavistock Road.	H6	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
T2	6m of Tavistock Road, 8m north of the access to 461 Tavistock Road.	H7	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)

TABLE 7. HIGHWAYS TO BE IMPROVED

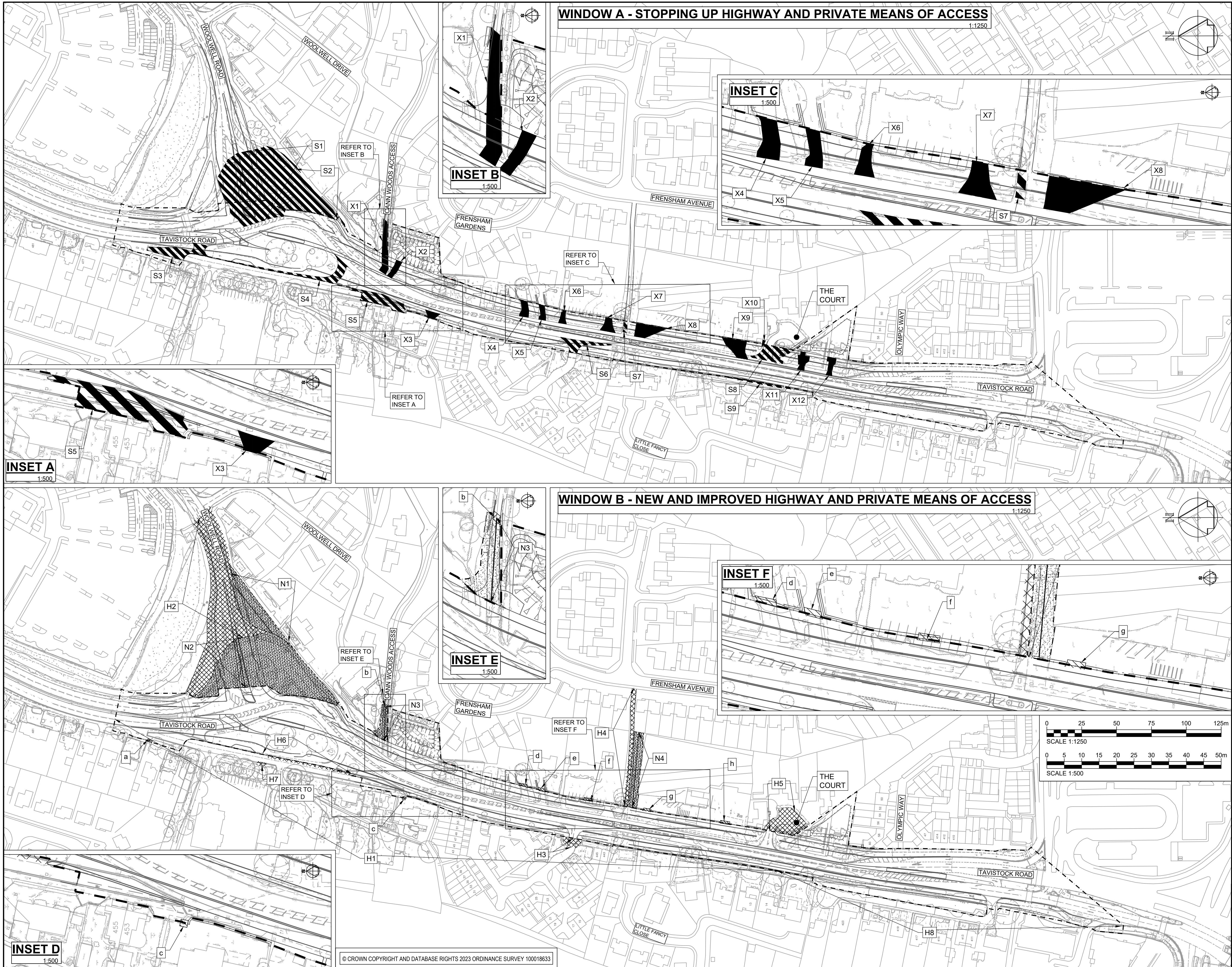
In the Parish of Eggbuckland, City of Plymouth

Identifier	Description	Ref no.	Drawing no.
TR	251 m of Tavistock Road (A386), South of The Court/Tavistock Road junction.	H8	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)

TABLE 8. NEW PRIVATE MEANS OF ACCESS

In the Parish of Bickleigh, City of Plymouth

Identifier	Description	Ref no.	Drawing no.
T2	A new private means of access is to be created for access to 471 Tavistock Road. The access is shown nominally across the highway boundary.	a	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
CW	A new private means of access is to be created for access to Cann Woods (Maristow Estate). The access is shown nominally across the highway boundary.	b	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
T2	A new private means of access is to be created for access to 451 Tavistock Road. The access is shown nominally across the highway boundary.	c	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
TR	A new private means of access is to be created for access to 448 Tavistock Road. The access is shown nominally across the highway boundary.	d	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
TR	A new private means of access is to be created for access to 440 Tavistock Road. The access is shown nominally across the highway boundary.	e	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
TR	A new private means of access is to be created for access to 436 and 438 Tavistock Road. The access is shown nominally across the highway boundary.	f	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
TR	A new private means of access is to be created for access to 432 Tavistock Road. The access is shown nominally across the highway boundary.	g	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
TR	A new private means of access is to be created for access to 432 Tavistock Road. The access is shown nominally across the highway boundary.	h	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)



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