

## **ADDENDUM REPORT PLANNING COMMITTEE 20th October 2011**

### **Item: 04**

**Site: Land North of West Park Hill, Plympton, Plymouth.**

**Ref: 11/01209/FUL**

**Applicant: Wolf Minerals (UK) Ltd.**

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As stated in the main report under the Update section information on traffic movements and proposed mitigation was being collated and considered and is now available.

Independent traffic surveys have been undertaken of the roads in the area and are tabulated below.

Table of Results 12 hour flows (HGVs excludes PSVs)

LOCATION	Total Flow	HGVs	% HGVs of Total
West Park Hill Existing	2,877	39	1.35%
West Park Hill With Link Road and Mine	4,107	401	9.76%
Newnham Road at Colebrook Community Centre Existing	7,307	800-1000*	10.95%-13.69%
Glen Road West of Primary School Existing	10,481	992	9.46%

\*estimate based on traffic generation from logistics/haulage and motor services on industrial estates.

As to be expected, the diversion of the Lee Moor Road traffic onto West Park Hill via the Link Road will increase total traffic and the percentage of HGVs on West Park Hill compared to the existing position. However, the proportion of HGVs will be similar to that in other similar locations in the area and the total traffic movements and total HGV movements will be numerically considerably lower. The total future flow of traffic on West Park Hill with the Link Road in place (4,107 12 hour) is only a small proportion of the design capacity of the road.

With regards to mitigation and traffic calming the available methods to manage traffic as required to address concerns of residents have been reviewed with Highway and Planning officers. The mitigation measures proposed are based on the existing road dimensions and capacity with the Link Road in place.

'One-Way' systems have been rejected as they will still require the construction of the Link Road; increase traffic hazards; require more works elsewhere in the area; and increase journey times and fuel consumption.

The use of speed cameras, advisory speed 'flashing' sign, speed bumps, speed cushions and surface treatment has been rejected because of the difficulty of enforcement and that the physical

works (speed bumps, surface treatment, etc) would increase noise. Similarly, chicanes, 'priority' islands or other build-outs into the highway are seen to lead to more traffic noise and associated impacts.

The proposed traffic calming will therefore consist of:

(a) Road narrowing islands, one to the east of Compass Drive and one to the east of Highglen Drive. These are located within the highway and the existing 'ghost' island chevron areas. These create both a physical and a perceived narrowing of the highway and enforce slow and careful negotiation of the narrowing. They minimise vehicle braking and noise production compared to other methods. Both east and west bound lanes will be open but will require vehicles to traverse the section with care. Located to the east of the residential access roads they will slow traffic from the east approaching those junctions.

(b) The provision of an Armco type barrier between the new junction and Highglen Road, and,

(c) Physical parking restrictions on the verge near the junction.

These works are outside of the application site area and will be encompassed within the S278 agreement.

Concerning further landscaping, a condition is proposed requiring further details. However, any proposed landscaping is limited to the area south of the new junction as a planning condition must relate to the area within the red line site boundary only. The applicants have accepted that the works will be subject to a Grampian condition and such that the landscaping scheme must be agreed prior to development commencing. The works are in the verge or within the existing, to be redundant, highway and therefore will also be encompassed within the S278 agreement.

All of the proposed mitigation measures outlined above will be subject to a safety assessment and the agreement of PCC Highways and Planning officers.