

## North Plymstock Area Action Plan Public Examination

<b>Document Number:</b>	<b>PCC Test 7J</b>
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<b>Title:</b>	<b>The impact of the long term HQPT route on the potentially affected properties on Elburton Road</b>
<b>Examination Session:</b>	<b>7J</b>

## The Issue

1. Dr E.L. Brown & Elburton & District Resident's Association Residents have objected to the proposal for the HQPT route through Moorcroft Quarry. The reasons include increased congestion, further compounded by entry/exit points at Moorcroft Quarry and Plymstock Quarry, damage to wildlife & woodland, pollution and loss of security, and the fact that Sherford AAP has not been approved. It has been suggested that the HQPT route is changed so that it runs north of Plymstock Quarry and to the south Chelson Meadow Landfill site, linking up to the Ride and allowing residents to maintain quality of life. Both parties have suggested that if phase 1 of HQPT route is a success, phase 2 will not be necessary & will be a waste of money. Dr Brown has also commented that local residents of Billacombe have not been consulted about the road changes.

## Detailed Points

Object to HQPT route through Moorcroft Quarry on the basis of increased congestion, further compounded by entry/exit points at Moorcroft Quarry and Plymstock Quarry (Dr E.L. Brown ID: 1930 & Elburton & District Resident's Association ID: 0643)

2. The HQPT route is required to deliver major developments at Sherford and Plymstock Quarry, and contribute to a modal transport shift. The junctions of the HQPT route with the road system will give priority to the HQPT route and will be accompanied by a suite of improvements to junctions along the A379 to improve capacity and movement. In particular, sustainable means of transport will be promoted, as proposals are developed towards a major schemes bid and through the planning applications for developments at Sherford and Plymstock Quarry. The route is based on the evidence base of the Eastern Corridor Study and on the optimum route to achieve fast journey times, and link with the major developments as well as serving existing areas adjoining the route at Elburton and Plymstock. The Council therefore considers the proposal to be sound.

The HQPT route will cause damage to wildlife & woodland, pollution and loss of security (Dr E.L. Brown ID: 1930 & Elburton & District Resident's Association ID: 0643)

3. Proposal NP16 covers the need to address a number of issues, including security issues and increased visibility of quarrying operations, ecological impacts, the need to retain protected trees and watercourse issues. The City Council therefore considers that this issue is covered in sufficient detail, and that the plan is sound.

The Sherford AAP has not been approved (Dr E.L. Brown ID: 1930 & Elburton & District Resident's Association ID: 0643)

4. North Plymstock and Sherford Area Action Plans are being developed in parallel, to allow for cross border issues to be addressed at the same time. The City Council therefore considers that this process is appropriate and sound.

The HQPT route should be changed so that it runs north of Plymstock Quarry and to the south Chelson Meadow Landfill site, linking up (Dr E.L. Brown ID: 1930 & Elburton & District Resident's Association ID: 0643)

5. The route proposal is based on the evidence base of the Eastern Corridor Study, which following assessment of options that included a northern route, recommends the submitted route to achieve fast journey times, and link in with the major developments, as well as serving existing areas adjoining the route at Elburton and Plymstock. The City Council therefore considers that this route is soundly based.

If phase 1 of HQPT route is a success, phase 2 will not be necessary & will be a waste of money (Dr E.L. Brown ID: 1930 & Elburton & District Resident's Association ID: 0643)

6. The route is based on the evidence base of the Eastern Corridor Study and on the optimum route to achieve fast journey times. The proposed phasing is set out in the AAP Delivery Summary, in line with the phasing of the major developments at Sherford and Plymstock Quarry and the increasing demand for the HQPT system. It also takes into account the timing of the major schemes bid process. The City Council therefore considers that the proposed approach to phasing of the HQPT is sound.

Local residents of Billacombe were not consulted about the road changes (Dr E.L. Brown ID: 1930)

7. Proposals for a route through Moorcroft were raised with local residents, following the publication of the Eastern Corridor Transport Study as part of the consultation on the Core Strategy Key Changes (core document KC1), which preceded submission of the North Plymstock Area Action Plan. The City Council has gone beyond its statutory requirements under the SCI, in that a number of public meetings and exhibitions were held locally, and any properties potentially directly affected (9 properties) contacted to receive comments on this. A letter was sent out to these properties, and following this, meetings held with a number of properties to explain the proposals, including with Dr & Mrs Brown on 20<sup>th</sup> May 2006. A consultation event was also organised through the Plymstock Community Forum and the Elburton Residents Association on 12<sup>th</sup> May 2006, which discussed the alignment of the HQPT route, including links into Moorcroft Quarry. It has always been emphasised that further work

is needed to evaluate the detailed route (during the preparation of the major schemes bid). This work would need to address the issues set out in Proposal NP15, including security issues and increased visibility of quarrying operations, ecological impacts, the need to retain protected trees and watercourse issues. There will be at least 2 opportunities for more detailed consultation once an approved plan is in place. The Major Scheme Bid for the HQPT will include consultation phase and will have more detailed plans for route alignments. Additionally, any planning application for the major scheme will also include a consultation phase. The role of the AAP is to propose the broad alignment of the route, not the detail. Only two of these properties have formally objected to this proposal.

In summary the consultation has therefore been extensive, has gone beyond the statutory requirements, and therefore the Council consider this process to be sound.

## **Conclusions**

8. The proposals NP07 and NP15 are considered to be sound in respect of the points raised, and therefore no changes are proposed to the AAP.

## **Related Documents**

- Eastern Corridor Transport Study
- North Plymstock AAP Evidence Base