

Impact Assessment

Version 1.1



Assessment of:	Sherford Main St Interim (SMSi)
Service:	Planning, Transportation and Environment

Head of Service:	Dave Black
Date of sign off by Head Of Service/version:	Wednesday, 27 June 2018
Assessment carried out by (incl. job title):	Gina Small, Urban Fringe Delivery Team Manager

Section 1 - Background

Description:	<p>The proposal is to deliver Sherford Main St interim (SMSi) scheme to provide a spine route right through the development from Deep Lane junction to the first phase of Main St as required in the Sherford planning permission. SMSi will connect Sherford Main Street Phase 1 (being delivered by the Sherford Consortium) to Deep Lane. This will link Sherford, Langage and the communities of Plympton, Plymstock and surrounding villages of South Devon. On completion, it will reduce traffic on the surrounding minor roads and areas of Plymouth subject to air quality and road safety issues. It will also be used by public transport and cyclists. As a faster alternative to the current routes.</p> <p>It is not possible to design a final specification of Sherford Main Street because over time it will be upgraded to accommodate the town centre, drainage, services and further pedestrian and cycle facilities, as the development builds out. Therefore, the design has been developed thorough collaboration with the Sherford Consortium to a</p>
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	<p>make sure that the SMSi is designed and constructed in a practical way that makes best use of the funding available but can also be adapted for future improvements.</p> <p>This SMSi is on land owned by the Sherford Consortium in Plymouth. It is mostly in farmed grassed fields, which would have been vacated by tenants shortly before award of the contract. There will be junctions with public highways at four locations, along with modifying two private accesses.</p> <p>The main construction works are anticipated to start in Jan 2019 and complete by March 2020.</p>
Reason for change and options appraisal:	<p>To provide a Main St to provide access to a new town of 5,500 dwellings to accommodate the increase in traffic expected as the result of the new community Sherford. This scheme has been through numerous technical appraisals to develop the scheme based on the traffic impacts of new development at Sherford (new community). The scheme unlocks development and removes traffic from local minor lanes.</p>

Section 2 - Key impacts and recommendations

Social/equality impacts:	<p>Positive impacts in terms of improved journey times for all motorised users. Provides facilities for pedestrians, enables a bus service to connect from Langage to Sherford and onto Plymouth city centre.</p>
Environmental impacts:	<p>Some negative impacts in terms of more traffic related to the Sherford development however reductions in carbon emissions from better flow through the development</p> <p>The proposal involves constructing a new road across green fields used for arable farming. The land has been previously negotiated and sold with the house builders at Sherford.</p>

Economic impacts:	Journey time savings as a result of increase capacity, enabling traffic to flow better. Will make Sherford more attractive to commercial business as it provides a direct link to the A38.
Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):	Delivery of the Sherford Main St will provide will provide a two lane road plus footway connecting from Deep lane junction on the A38 through to Elburton, Plymstock. It will lead to better accessibility and potential for business growth. It will help facilitate new housing at Sherford facilitating a further 3,200 houses and employment land at Langage. It is required to unlock this growth within the South Hams Local Plan and is identified in the Local Transport Plan.
How will impacts and actions be monitored?	Delivery of new homes per annum and commercial start ups.

Section 3 - Profile and views of stakeholders and people directly affected

People affected:	<p>During construction those living in proximity.</p> <p>Those living and working in the area.</p> <p>Tenants of the farmed fields.</p>
Diversity profile and needs assessment of affected people:	The carriageway widening scheme is not expected to disadvantage any particular group of people with protected characteristics. The enhancements to the shared use path running parallel to the scheme will benefit people with disabilities and parents with prams.
Other stakeholders:	Housebuilders at Sherford, South Hams District Council, Plymouth City Council
Consultation process:	As part of the planning process there have been many stakeholders involved consulted on the scheme, including Highways England, PCC, SHDC, Parish Councils, Bus operators, and members of the public. The permissions were granted following several years of community and stakeholder consultation and technical analysis of the developer's application.

Research and information used:	Past consultation
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Background Analysis

This section describes how relevant questions and issues have been explored during the options appraisal.

Section 4a - Social Impacts

Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief.

This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').

- An appropriate level of care which results in dignity and respect (the a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).

The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:

- Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
- Proportionate (negative impacts are proportionate to the aims of the policy decision)
- Fair
- Necessary
- Reasonable, and
- Those affected have been adequately consulted.

Characteristics	Describe any actual or potential negative consequences (e.g. disadvantage or community tensions) for the groups listed. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes for the groups listed. (Consider how to advance equality/reduce inequalities as far as possible).
All residents (in general):	None expected	The scheme will provide a main road and footway through the development and will carry traffic currently using the minor lanes around Sherford. It is expected to benefit all people with protected characteristics.
Age (from young to old):		

Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:		
Culture/ethnicity: nationality, skin colour, religion and belief:		
Sex, gender and gender identity (including Transgender & pregnancy/maternity):		
Sexual orientation:		
Other socio-economic factors such as families, carers, single people/couples, low income, vulnerability, education, reading/writing skills, 'digital exclusion' and rural isolation.		
Human rights considerations:		

Section 4b - Environmental impacts

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties.

The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please select from the table below and proceed to the 4c, otherwise complete the environmental analysis table):

x	Devon County Council's Environmental Review Process for permitted development highway schemes.
x	Planning Permission under the Town and Country Planning Act (1990).
	Strategic Environmental Assessment under European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment".

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Reduce waste, and send less waste to landfill:		The tender process will include a requirement for Construction Management plan to minimise the impact on the environment
Conserve and enhance biodiversity (the variety of living species):		Where necessary there will be advance planting and measure to mitigate the impact on biodiversity

Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:		As part of the overall planning process any impact will have been mitigated. The tenderer will have due regard to this as part of the construction management plan
Conserve and enhance the quality and character of our built environment and public spaces:		As part of the overall planning process any impact will have been mitigated. The tenderer will have due regard to this as part of the construction management plan
Conserve and enhance Devon's cultural and historic heritage:		As part of the overall planning process any impact will have been mitigated. The tenderer will have due regard to this as part of the construction management plan
Minimise greenhouse gas emissions:		As part of the overall planning process any impact will have been mitigated. The tenderer will have due regard to this as part of the construction management plan
Minimise pollution (including air, land, water, light and noise):		As part of the overall planning process any impact will have been mitigated. The tenderer will have due regard to this as part of the construction management plan
Contribute to reducing water consumption:		As part of the overall planning process any impact will have been mitigated. The tenderer will have due regard to this as part of the construction management plan
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):		As part of the overall planning process any impact will have been mitigated. The tenderer will have due regard to this as part of the construction management plan

Other (please state below):		
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Section 4c - Economic impacts

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Impact on knowledge and skills:	No negative consequences on knowledge and skills.	Unlocks employment and housing development at Sherford and Langage
Impact on employment levels:	No negative consequences on employment levels.	Positive impact on employment levels due to reduced congestion and improved journey time reliability. Employment land unlocked for development.
Impact on local business:	As it is a new road no impact is expected.	Traffic Management plans in place to minimised disruption

Section 4d - Combined Impacts

Linkages or conflicts between social, environmental and economic impacts:	None identified
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Section 5 - 'Social Value' of planned commissioned/procured services:

How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

The contractors are expected to employ local subcontractors and for the duration of the contract (15 months) will make use of local accommodation, food and drink establishment with benefits to local businesses.