



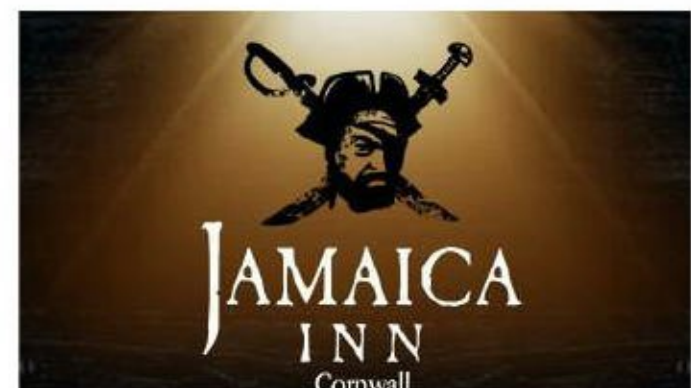
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Document description:

Transport Statement

Date: April 2021

Client:



Job No./Ref: JP/TS/92/19/Rev.B

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Appendix A – Proposed Site Layout – Drg.No. W2469 SK01 Rev.B

1.0 Introduction

- 1.1 This Transport Statement (TS) has been produced by Jon Pearson, Transport and Highway Consultant on behalf of Jamaica Inn Bodmin Moor Ltd. It is submitted in support of a planning application for the use of land for a high quality touring caravan and tent site including access road and facilities building on land at Jamaica Inn, Bolventor, Launceston, Cornwall.
- 1.2 The proposed development would provide 20 touring caravan pitches, 10 pitch tent area and a dedicated facilities building – see **Appendix A**. The existing parking, circulation, access/egress points and delivery areas remain although the overflow parking area will now be reduced in size. The overflow car park has rarely been utilised to capacity and its downsized area is proportionate to recent summer use.
- 1.3 Cornwall Council (CC) the Local Planning Authority, in response to a recent pre-application submission (PA19/00970/PREAPP) under ‘Highways’ stated *“Any subsequent application will need to be supported by a Transport Statement assessing and detailing trip generation, existing and proposed, and therefore conclude on the level of increase in vehicle movements. Safe and suitable access for all modes should be demonstrated. Access route from highway through to site should be detailed in terms of construction and surfacing. Tracking plan of this route, and internal road should also be provided Any lighting arrangement should also be detailed.”*
- 1.4 As a TS the likely impact of the proposal has been assessed without recourse to specific junction modelling. This decision is in line with TS guidance following discussion with CC Highways and reflects the likely minimal effect upon existing and future vehicular flows to/from the site.
- 1.5 This TS will detail the highway and transport planning implications of the development, in particular the sustainability and accessibility of the site. Due to the ‘one way’ circulation system of the existing car park, by large campervan vehicles, delivery/service vehicles and touring caravans, it is felt that the requested tracking is not required, and the internal road operation will not adversely affect the public highway.

2.0 Transport Policy Context

2.1 All planning policy guidance notes and planning policy statements have been replaced by the National Planning Policy Framework (NPPF) which is the overarching policy document that the proposed development must demonstrate compliance. This document sets forth the central government vision of economic growth and sustainable development and how it may be achieved.

2.2 National Policy

2.3 National Planning Policy Framework (Revised February 2019)

2.4 Reference has been made in the preparation of this Transport Statement to the National Planning Policy Framework (NPPF). The NPPF is the overarching policy that “sets out the Government’s planning policies for England and how these are expected to be applied.” The NPPF is not a “prescriptive” document in terms of stipulating the specific policy for all possible areas of the planning process, rather it ensures that planning authorities frame their Local Development Frameworks consistently, with a presumption in favour of “sustainable development” being at the core of local planning policy and decision making.

2.5 The NPPF identifies and enshrines the need for planning to be a sustainable process.

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.6 The pursuit of sustainable development is classified as job creation, increasing bio-diversity, replacing poor design with better design, improving the conditions for live, work, travel and leisure, and widening the choice of high quality homes.

2.7 As a Framework the NPPF does not provide answers to every question, it does provide local planning authorities and developers with a set of principles that will underpin local development documents, and which should enable the positive identification of sustainable developments that may fall outside of local development plans in terms of location and/or scope. The NPPF clearly indicates the primacy of Local Development Plans whilst also enabling and encouraging decision taking based on considerations that go beyond a local plan if such development meets the needs/ aspirations of local communities whilst retaining the central quality of sustainability.

2.8 Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- the potential impacts of development on transport networks can be addressed;

- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote walking, cycling and public transport use are identified and pursued;
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

2.9 The NPPF states in para.109 that:- ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’ And adds in para.110:- ‘Within this context, applications for development should:

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.’.

2.10 The NPPF deals with principles of sustainability, local decision making and creativity in delivering an improved environment and supporting a sustainable economy, nevertheless it is clear that conformity to the core principles listed above, or at least those principles which are clearly relevant to a given development, should be considered as providing a presumption in favour of that given development proposal. The NPPF acknowledges that the ability to deliver sustainable development with a range of modal choices will vary from urban to rural areas and local planning authorities need to develop plans and make decisions based on a realistic assessment of what is possible in terms of minimising the impact of development related traffic. As stated above in transport terms, only ‘severe’ residual impacts would be likely to prevent a development from being approved.

- 2.11 **In the current instance the development proposal is considered to be consistent with all the core principles set out above.**
- 2.12 **The development will not result in severe residual cumulative impacts, is considered to be in a sustainable location in relation to nearby services and should not therefore be refused on highway grounds.**
- 2.13 **Local Policy Context**
- 2.14 **Cornwall Local Plan**
- 2.15 **Policy 27 – Transport & Accessibility**
- 2.16 To ensure a resilient and reliable transport system for people, goods and services development proposals should:-
1. Be consistent with and contribute to the delivery of Connecting Cornwall 2030, Cornwall’s local transport plan or any subsequent LTPs;
 2. Locate development and/or incorporate a mix of uses so that the need to travel will be minimised and the use of sustainable transport modes can be maximised by prioritising safe access by walking, cycling and public transport and providing new facilities and services to minimise car travel;
 3. Locate developments which attract a proportionally larger number of people in the city and main towns or locations which are highly accessible by public transport or areas which will be made highly accessible by the development. Any proposals which do not accord with this will require significant justification and provide clear transport benefits;
 4. Be designed to provide convenient accessible and appropriate cycle and pedestrian routes, public transport and road routes within and in the immediate vicinity of the development. The inclusion of electric vehicle charging infrastructure and real time passenger information/journey planning will be considered favourably;
 5. Be accompanied with effective travel plans to mitigate the impact of development;
 6. Not significantly adversely impact on the local or strategic road network that cannot be managed or mitigated;
 7. Safeguard strategic transport opportunities including land around existing facilities to allow for expansion and use for future sustainable modes of travel e.g. closed branch rail lines and links to the Isles of Scilly; and
 8. Provide public transport solutions including park and ride where there is evidence that it will remove traffic from the highway network, is economically viable and that which accord the appropriate transport strategy for the area.
- 2.17 **The proposed facilities address an identified need both within the county and the local tourism area. It is considered to be consistent with all the above core principles and comply with the intention of Policy 27.**

3.0 **Aim and Purpose of the Transport Statement**

- 3.1 The TS will support the proposed planning application by presenting sufficient detail relating to the likely highway impact, to ensure that the local planning authority are content that the proposal will not result in a 'severe' impact upon the local highway network. Its main intention is to demonstrate that the proposed new additional development will not adversely impact upon the parking requirements for the surrounding road network and the existing site itself.

4.0 Site Location and Local Highway Network

- 4.1 Jamaica Inn at Bolventor is located approximately equidistant between the towns of Launceston and Bodmin, served via the main A30 Trunk Road. The development site is located on two large open fields to the immediate south west of the existing Jamaica Inn site. The initial field, currently adjacent to the existing surfaced car park, is utilised as an overflow car park on the occasional day when visitor numbers are high. The main site access which permits 'in and out' vehicular and pedestrian movements and the north eastern access is for hotel guest vehicles only.
- 4.2 The location of the development in relation to Bolventor and the A30 site can be seen on Figure 1 below.



Figure 1 – Site Location

- 4.3 As mentioned above prior to the improvement of the A30 Trunk Road the C751 Hill formed part of the A30 and remains utilised as such should the existing A30 be closed for repair or traffic incident, it is not however a designated 'sensitive route'.

5.0 Proposed Site Layout & Access Appraisal

- 5.1 The C751 is currently subject to the national speed limit past the site by virtue of the absence of any posted speed limit. This may be due to its retention as part of the A30 when required. However, average speeds viewed on site were approximately 25 -30mph partly as the majority of traffic was entering or leaving the site and partly due to the urban village feel to the immediate area. There is a variable width footway across the site's frontage measuring 2.8m at its widest point to the east of the site down to 1.3m at the western edge. There is streetlighting in the vicinity of the site. The C751 is two way past the site with a 7.3m wide carriageway with broken centreline markings. There are no waiting restrictions on either side of the carriageway.
- 5.2 The existing/proposed main access will remain as present with good available emerging visibility in both directions at a point 2.4 back from the edge carriageway, approximately 88m west and 78m right - see Plates 1 & 2 below and overleaf.



Plate 1 – Existing/Proposed Emerging Visibility South West Onto C751

- 5.3 As stated previously vehicle speeds were assessed on site and were approximately 25-30 mph at the point of the main access as drivers slow to enter the site. The number of vehicles travelling westbound past the site entrance (which are not from the site itself) is extremely low as it is a one-way entry onto the westbound A30 slip road – see Figure 2 overleaf. There is one dwelling and a small village hall served from this section of the C751. The emerging visibility at the proposed exit (see above) is compliant with Manual for Streets (MfS) guidance which is appropriate given the average speed of passing traffic observed on site. MfS recommends 43m for 30mph (MfS Table 7.1 pg. 91) which is clearly achievable. MfS2 adds in para 10.5.9 ‘...based on research....unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem.’



Plate 2 – Existing/Proposed Emerging Visibility North East Onto C751

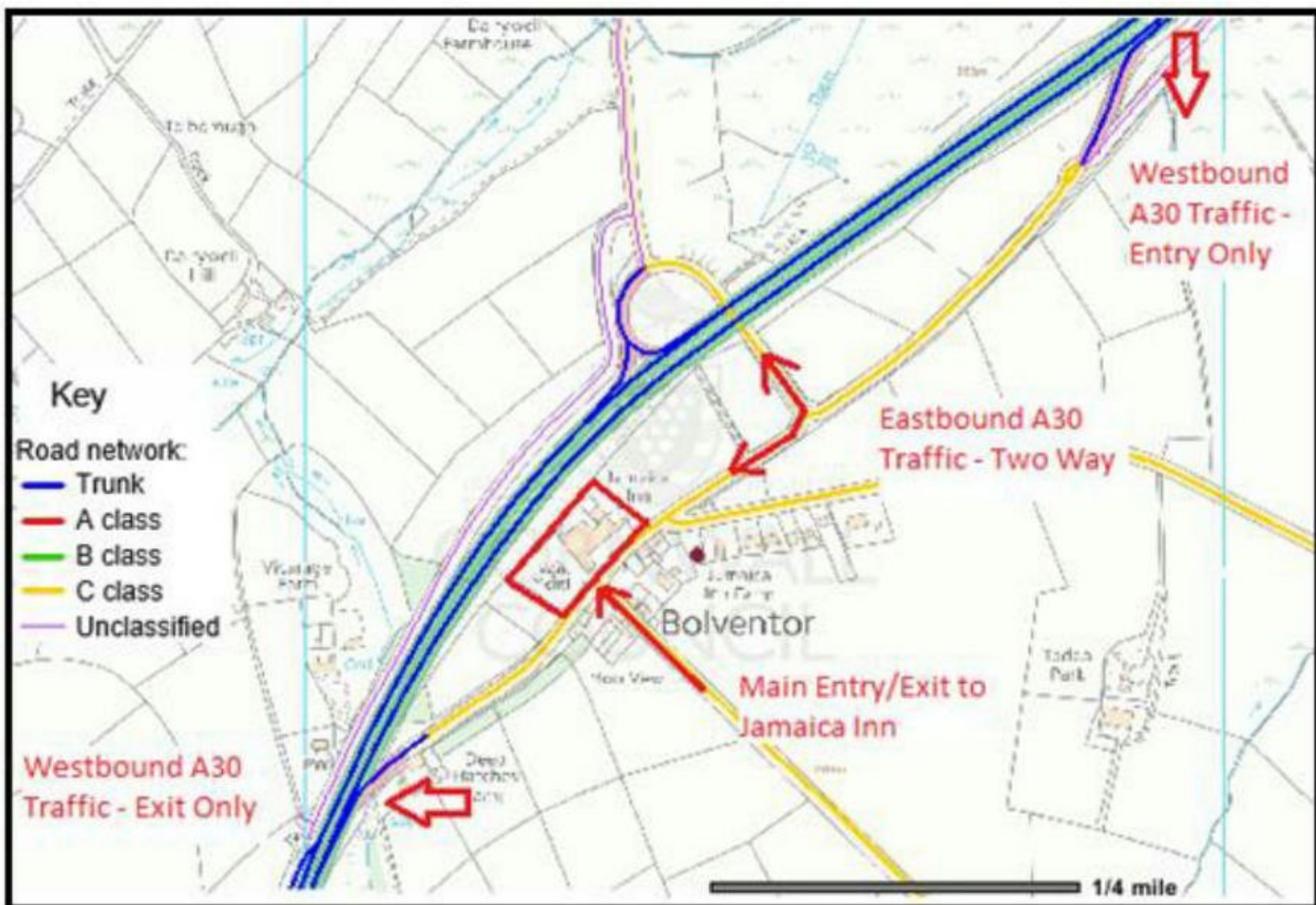


Figure 2 – Traffic Circulation in Relation to Site

- 5.4 The existing 2 western accesses which are gated to the sites overflow car park and lower field are rarely utilised. Should the highway officer consider permanent closure of one or both to be of a 'highway safety gain' then this could be included as part of the proposed works. See Plates 3 & 4 overleaf.



Plate 3 – Existing Field Access to Overflow Car Park



Plate 4 – Existing Field Access Close to A30 On Slip

- 5.5 The existing eastern access is 'exit only' for hotel guests and staff.
- 5.6 The existing facilities on site are, public house, restaurant, large hotel, museum, Daphne du Maurier Room and gift shop. The pub is open until midnight every night with the remaining uses, apart from the hotel, closing at 9pm, all year round.

- 5.7 No specific quantifiable information is available with regard to the existing caravan traffic generation to/from the existing site and therefore this is considered from first principles.
- 5.8 Currently Jamaica Inn has an average staff levels of 35 full/part time during the busy summer months and 15 during the winter. With the proposed development these are likely to rise to 40 during the summer operational months.
- 5.9 The site currently has approximately 100 parking spaces (including provision for disabled parking), 8 coach bays and an area for vehicles towing caravans. The existing parking areas, delivery vehicle bay and on-site turning for vehicles will remain. The existing grassed overflow car park to the south west of the main car park will also remain although reduced in area to a size more proportionate to its occasional summer level of use.
- 5.10 Given its location, alternative transport options and adjacent overflow car park this existing/proposed arrangements are considered to be an acceptable operational level. Parking is free on-site for visitors except overnight if not resident at the hotel. It is intended to provide new cycle parking areas which will be covered and secure. These cycle spaces can be used by both staff and visitors. The access arrangements and parking layout are shown in Figure 3 above.
- 5.11 The likely level of tent camping on the proposal site is currently an unknown and in fact is considered to be very unlikely except for the occasional traveller looking for an overnight stay. Until all the caravan pitches are constructed (likely to be phased) remaining areas will be available for tents and demand can be recorded and if required addressed as the scheme progresses.

6.0 **Site Accessibility by Non-Car Modes**

6.1 The Jamaica Inn site was an original coaching inn on the main route serving Cornwall. It is a remote location but the management of the complex endeavour to incorporate as many opportunities to encourage both staff and guest sustainable travel as possible. However the site is viewed not only as a very successful tourist attraction, local facility for the people of Bolventor and outlying areas of habitation but also as a roadside service facility for travellers utilising the A30 Trunk Road.

6.2 Jamaica Inn owns two large houses opposite the site used exclusively for staff accommodation. One unit is converted into of 3 self-contained flats for 3-6 staff and the second is a 6 bedroom house shared by 6 staff members. The proximity of the properties to the site enable staff to walk to and from work.

Pedestrian & Cycle Accessibility

6.3 Whilst some staff and local patrons are able to walk or cycle it must be accepted that apart from the odd rambler over the moor or cycling 'end to end', accessing of the site by either walking or bicycle will be severely limited. However it is intended to provide cycle parking to encourage uptake.

6.4 Cycling is to be encouraged by providing on site lockers and showers for staff together with adequate cycle parking. The Jamaica Inn site will provide both covered and secure bicycle parking.

6.5 The proposed parking for the proposed development will all be accommodated within identified site with the caravan pitches being large enough for unit and towing vehicle.

6.6 Guests using the proposal site will be encouraged to utilise the Jamaica Inn's dining and drinking facilities to negate the need to travel off-site.

6.7 It is intended that the proposal will operate in a sustainable manner that contributes to the wellbeing of the community by conforming to the core aims and objectives of the Cornwall Council 'Local Transport Plan – Connecting Cornwall 2030' (LTP3).

6.8 In summary, whilst the application site is accessible by a range of transport modes other than the private car it is accepted that the majority of visitors will travel by some form of motorised vehicle.

7.0 **Summary & conclusion**

7.1 **Summary** - This Transport Statement (TS) has been prepared by Jon Pearson Transport & Highway Consultant for Jamaica Inn Bodmin Moor Ltd to support a planning application for the use of land for a high quality touring caravan and tent site including access road and facilities building on land at Jamaica Inn, Bolventor, Launceston, Cornwall.

7.2 The purpose of this TS is to demonstrate to the Local Highway Authority (LHA) and the Local Planning Authority (LPA) that the proposed development will not result in a severe impact upon the local highway network. It is considered that the provision of the additional facilities will in fact be beneficial to the existing users of the site and local residents.

7.3 **Conclusion**

7.4 The purpose of this Transport Statement has been to:-

1. outline the nature of the proposed development;
2. demonstrate compliance with National and Local planning policies;
3. describe / present the design of the proposal site with particular reference to its external highways and servicing provision;
4. describe the proposed vehicular access/exit arrangement;
5. present brief details of the proposal sites non-motorised accessibility;
6. draw a reasoned, evidence based conclusion from the preceding information.

7.5 It is considered that the proposed location of the development has been shown to be acceptable in terms of the lack of any resultant local highway impacts. There are no pressing capacity or safety concerns that can be considered "severe". Furthermore the proposal is considered sustainable and a benefit to the local area providing an identified overnight site for travelling holiday makers to the region.

7.6 The above considerations indicate that there are no highway reasons for the LPA to refuse the planning application.

Appendix A



- LEGEND**
- Site Boundary
 - Existing Trees
 - Existing Planting
 - Existing Vegetation to be Removed
 - Proposed Structure Planting
 - Proposed Evergreen Hedge
 - Proposed Wildflower Grass
 - Proposed Self-Draining Hard Core Caravan Pitch
 - Proposed Tent Area
 - Proposed Stone-Filled Geogrid system
 - Proposed Utility Building
 - Proposed Bin Store

- Mix A1**
 20 No. *Corylus avellana* (whip)
 40 No. *Crataegus monogyna* (whip)
 20 No. *Prunus spinosa* (whip)
 20 No. *Sambucus nigra* (whip)
 33 No. *Ulex europaeus*
- Mix A2**
 14 No. *Corylus avellana* (whip)
 28 No. *Crataegus monogyna* (whip)
 14 No. *Prunus spinosa* (whip)
 21 No. *Sambucus nigra* (whip)
 23 No. *Ulex europaeus*
- Mix A3**
 3 No. *Corylus avellana* (whip)
 6 No. *Crataegus monogyna* (whip)
 3 No. *Prunus spinosa* (whip)
 3 No. *Sambucus nigra* (whip)
 5 No. *Ulex europaeus*
- Mix A4**
 132 No. *Corylus avellana* (whip)
 264 No. *Crataegus monogyna* (whip)
 132 No. *Prunus spinosa* (whip)
 132 No. *Sambucus nigra* (whip)
 220 No. *Ulex europaeus*
- Mix A5**
 38 No. *Corylus avellana* (whip)
 76 No. *Crataegus monogyna* (whip)
 38 No. *Prunus spinosa* (whip)
 38 No. *Sambucus nigra* (whip)
 64 No. *Ulex europaeus*
- Mix A6**
 113 No. *Corylus avellana* (whip)
 226 No. *Crataegus monogyna* (whip)
 113 No. *Prunus spinosa* (whip)
 113 No. *Sambucus nigra* (whip)
 88 No. *Ulex europaeus*

W2469 Plant Schedule

Trees (Whip)

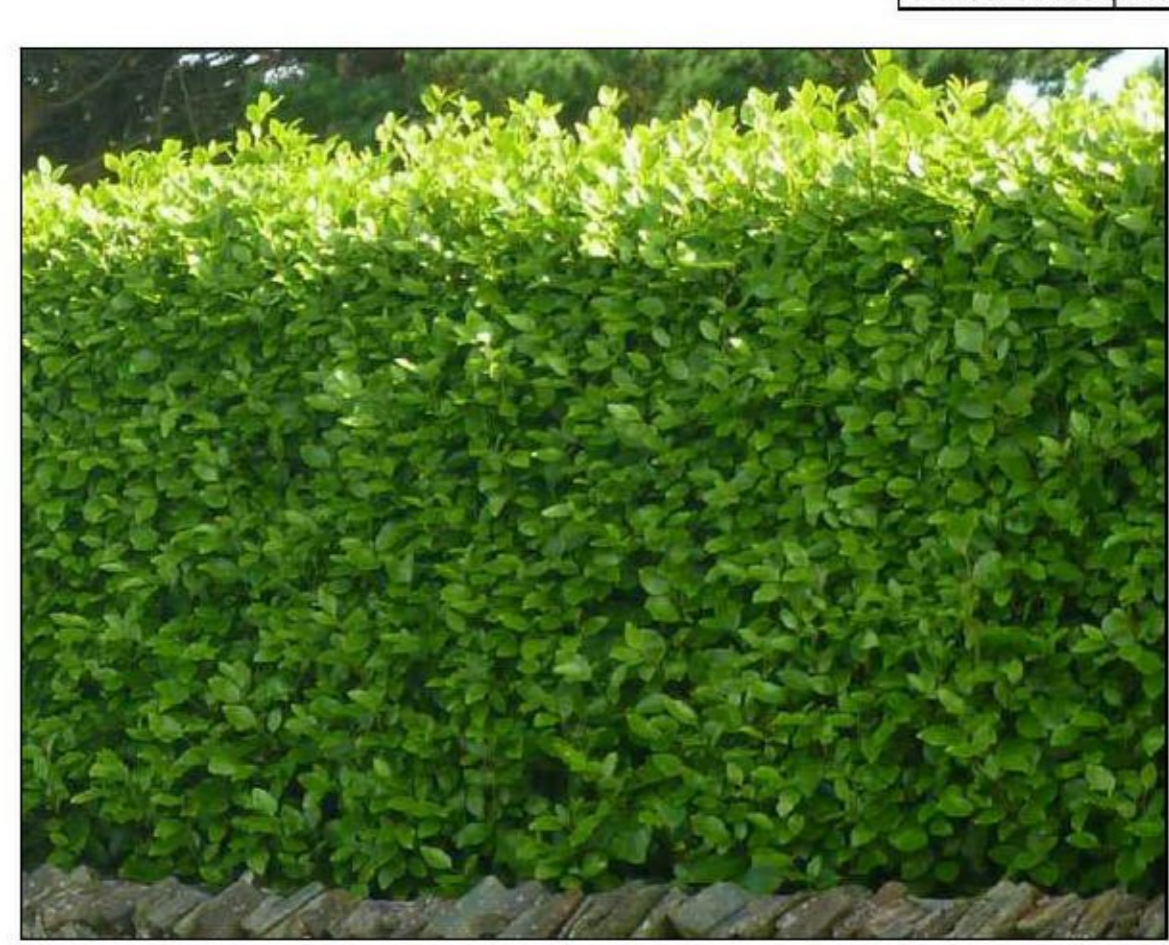
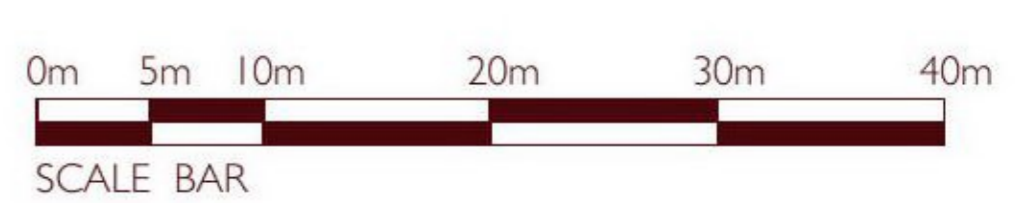
Species Name	Height	Specification	Layout	No. Plants
<i>Crataegus monogyna</i> (whip)	80-100cm	I+1 or I/1 :Whip :Branched :BR	3/m ²	640 -

Shrubs (Whip)

Species Name	Height	Specification	Layout	No. Plants
<i>Corylus avellana</i> (whip)	60-80cm	I+2 or I/2 :Whip :Branched :3 brks :BR	3/m ²	320 -
<i>Prunus spinosa</i> (whip)	80-100cm	I+2 or I/2 :Whip :Branched :3 brks :BR	3/m ²	320 -
<i>Sambucus nigra</i> (whip)	80-100cm	I+1 or I/1 :Whip :Branched :3 brks :BR	3/m ²	320 -

Shrubs

Species Name	Height	Specification	Pot Size	Layout	No. Plants
<i>Griselinia littoralis</i>	80-100cm	Bushy :7 brks :C	7.5L	3/m	52 -
<i>Ulex europaeus</i>	20-30cm	Branched :5 brks :C	3L	3/m ²	533 -



Evergreen *Griselinia* Hedge



Native Hedge - Gorse



Native Hedge - Hawthorn



Wildflower Grass

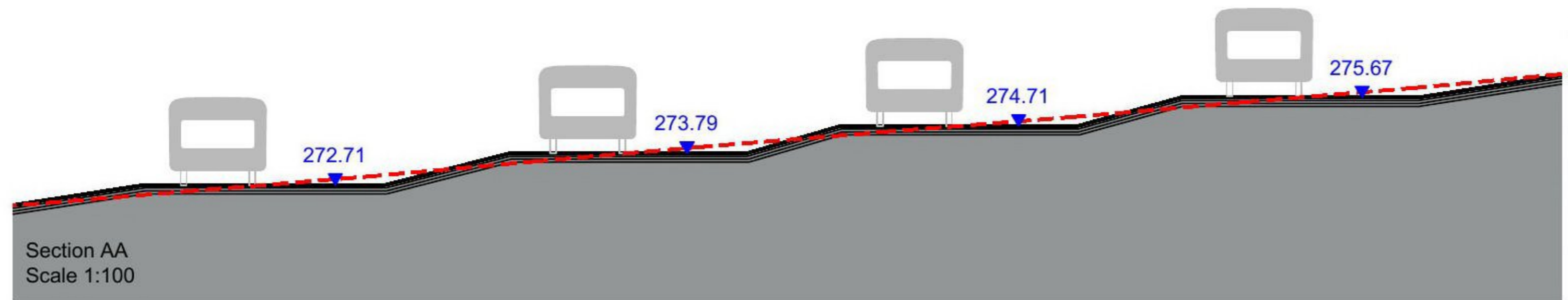
Revisions	Initials	Date
B	TH	15.04.21
A	TH	08.04.21

PLANNING ISSUE

ANDREW DAVIS PARTNERSHIP
 Landscape Architects & Environmental Consultants

Sketch Design
Jamaica Inn
Touring Development

Scale: 1:500 @ A2
 Drawn By: TH
 Date: Feb 2021
 Checked: SJL
 Project Number: W2469
 Drawing Number: SK01



LEGEND

- Existing Profile
- Proposed Profile
- Proposed Spot Heights

**Insight to conceive
 Expertise to realise....**
Sketch Design

**JAMAICA INN
 TOURING DEVELOPMENT**

Revision B
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