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**Document description:**

**Transport Statement**

**Proposed Business Units,  
Nancemeer Farm, Mitchell, Truro,  
Cornwall.**

**Date:** June 2021

**Client:**



**Job Ref:** JP/TS/76/21

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## 1.0 Introduction

- 1.1 This Transport Statement (TS) has been produced by Jon Pearson, Transport and Highway Consultant on behalf of the Truro Timber Frames. It is submitted in support of a planning application for the proposed construction of new office and industrial units on land at Nancemeer Farm, Mitchell, Cornwall.
- 1.2 The proposed development would provide 3 new industrial & units, access roads parking and turning – see Drg.No. 3957/07/C (**Appendix A**). Truro Timber Frames are currently located in Indian Queens and will relocate to this site to improve present facilities and be more centrally located to its customer base.
- 1.3 In line with best practice this Transport Statement is submitted to demonstrate that the replacement of the existing will not result in a severe impact upon the local highway network. The National Planning Policy Framework (NPPF) states that all developments that generate significant amounts of movement should be supported by a Transport Statement (TS) or a Transport Assessment (TA).
- 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 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 proposal.

## **2.0 Transport Policy Context**

2.1 The Cornwall Local Plan was officially adopted with effect from 22<sup>nd</sup> November 2016. All planning policy guidance notes and planning policy statements have been replaced by the National Planning Policy Framework (NPPF) which is the overarching policy document that the proposed development has to demonstrate compliance.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.

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) 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 biodiversity, 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:

- a) the potential impacts of development on transport networks can be addressed;
- b) 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;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) 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
- e) 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 Paragraph 108 states that when assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) 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.

2.10 Paragraph 109 states 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:*

- a) *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;*

- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) 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;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.’.*

2.11 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.

**2.12 In the current instance the development proposal is considered to be consistent with all the core principles set out above.**

**2.13 The proposed development will not result in severe residual cumulative impacts and should not therefore be refused on highway grounds.**

#### **2.14 Local Policy Context**

##### **2.15 Cornwall Local Plan Strategic Policies 2010-2030**

##### **2.16 Policy 27 – Transport & Accessibility**

2.17 All developments should provide safe and suitable access to the site for all people and not cause a significantly adverse impact on the local or strategic road network that cannot be managed or mitigated. 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;
5. Be accompanied by an effective travel plan that delivers hard and soft measures to support new occupants in adopting sustainable travel habits;
6. Safeguard land for the delivery of 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;
7. 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 with the appropriate transport strategy for the area.

**2.18 The proposed addresses an identified need within the Mitchell area and is considered to be consistent with all the above core principles and comply with the intention of Policy 27.**

**2.19 Connecting Cornwall: 2010 Strategy (LTP3)**

2.20 LTP3 sets out the vision, goals, objectives and policies for transport within Cornwall. It demonstrates how Cornwall Council will endeavour to create an improved transport system within the next 15 years.

2.21 Whilst locally it's main aim is to consider and plan for the social, economic and environmental issues it must also reflect the changes in central governmental priorities. The main objectives for the county are to improve access to all key services/facilities, local safety for all travellers and public transport whilst reducing the growth rate of traffic congestion and transport related air pollution. It also seeks to manage, maintain and improve the efficiency and effectiveness of the transport network, improve existing and provide new opportunities for travel choice whilst also influencing travel behaviour by raising awareness of the impact of transport on the environment and the health benefits of walking and cycling. It also aims to reduce the impact of transport on Cornwall's natural, historic and built environment.

## **2.22 Additional Guidance**

2.23 Manual for Streets (MfS) 2007

2.24 MfS sets out the key objectives of the design of new residential neighbourhoods:

- Encouragement of low vehicle speeds;
- Creation of an environment in which pedestrians can walk, or stop to chat, without feeling intimidated by motor traffic;
- Make it easier for people to move around;
- Promote social interaction.

2.25 Manual for Streets 2 - Wider Application of the Principles 2010

2.26 MfS2 is a companion guide to MfS building on the philosophies set out in MfS and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations.

2.27 MfS2 fills the perceived gap in design advice that lies between Manual for Streets and the Design Manual for Roads and Bridges (design standards for major Roads).



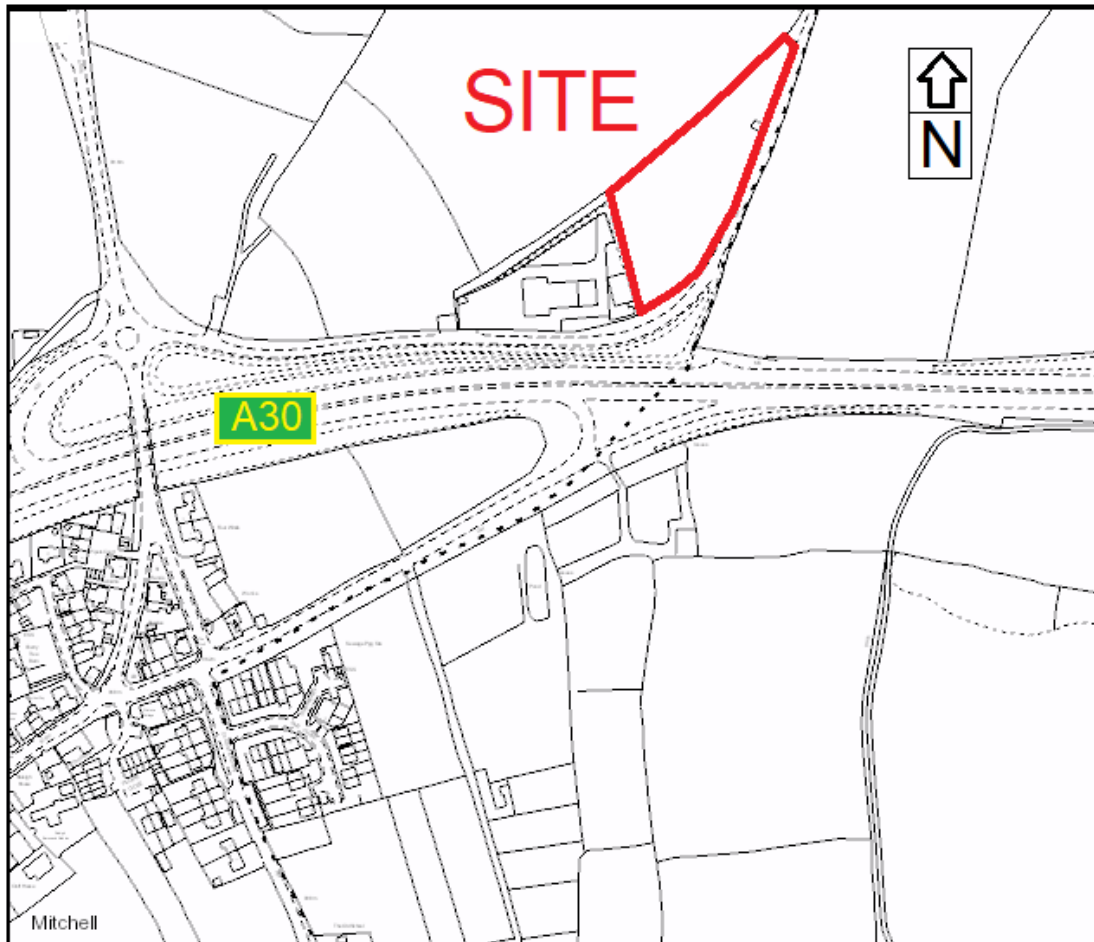
### 3.0 **Aim and Purpose of the Transport Statement**

- 3.1 The TS will support the planning application for the construction of the 2 new industrial and 1 office unit (total 1,827m<sup>2</sup> GFA and 361m<sup>2</sup> GFA respectively), by presenting sufficient detail relating to the likely highway impact and 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 development will not adversely impact upon the surrounding road network, specifically and its junctions with the unnamed C724 and nearby junction with the A30 Trunk Road.

#### 4.0 Site Location and Local Highway Network

4.1 The proposed development site is located on agricultural land to the north west of the village of Mitchell. The site is accessed via the C724 to the south and western edges of the land. It is intended to improve and retain an existing field access plus provision of two new accesses.

4.2 The location of the development can be seen in Figure 1 below.



**Figure 1 – Site Location**

4.3 The proposed site layout is shown in drawing no. 3957/07/C (**Appendix A**)..

## 5.0 Relevant Planning History

- PA12/03987 - Proposed new field gate access – Approved.

The Highway Officer stated: *'I have no objection to this application.'*

- PA18/01518 - Erection of a machinery storage shed – Approved.

The local authority Highway Officer raised no objection.

The Trunk Road Authority stated: *'The Agency has reviewed the TS and is satisfied that the current trip generation and predicted likely future generation are relatively low and as such there is not likely to be a detrimental impact on the SRN...'*

## 6.0 Proposed Site Layout & Access Appraisal

- 6.1 As stated, the proposed access locations will utilise one existing and create two new (**Appendix A**) and will all be directly served from the unnamed C724 which currently serves the adjacent Truro Tractors business park immediately to the west of the site.
- 6.2 The C724 has a carriageway width of approximately 6m, is unlit and is devoid of footways as a typical rural Cornish road.
- 6.3 The posted speed limit is currently 60mph which commences from the 30mph speed limit approximately 250m to the west of the site. In order to reduce excessive loss of the existing established hedge boundary, it is proposed to submit a Traffic Regulation Order to lower the 60mph to 30mph from the existing point to approximately 85m to the north of the sites northern boundary. The speed reduction will also include the established adjacent business park (Truro Tractors) which currently does not enjoy adequate emerging visibility from the main access.
- 6.4 The existing gated access has been used for many years by various vehicle types and is set back from the carriageway to enable an accessing/exiting vehicle to stand clear of passing traffic and has good emerging visibility in both directions (see Plates 1 & 2 below and overleaf) which will be improved further as per Drg.No. JP01 R1 (**Appendix B**).



**Plate 1 – Existing Emerging Visibility South Onto C724.**





**Plate 2 – Emerging Visibility North Onto C724.**

- 6.5 The remaining two access locations will, as existing, be provided with emerging visibility splays to Manual for Street (MfS) standards for 30mph ie 2.4m x 43m. The achievable emerging visibility for the southernmost new access is shown in Plates 3 & 4 below and overleaf.



**Plate 3 – Emerging Visibility South West Onto C724 From Southern New Access**





**Plate 4 – Emerging Visibility North East Onto C724 From Southern New Access**

- 6.6 The proposed layout includes a total of 50 (including 2 disabled) car parking spaces for the two B2 use units and 14 (including 2 disabled) for the E use (B1), together with covered and secure cycle parking and on-site turning. It is considered that the proposed levels are within the council’s maximum parking guidelines.
- 6.7 Examination of the recorded accident/collision data held by Cornwall Council and relevant online sites demonstrated that there have been no recorded collisions over the entire length of the C724 nor at the junction with the A3076, for the past 22 years of data collection.
- 6.8 It is concluded that the C724 and the existing junction with the A3076, would satisfactorily accommodate the likely vehicular trips arising from the proposal and therefore the traffic impact of the scheme is considered to be acceptable.

## 7.0 Site Accessibility & Sustainability

- 7.1 The nearby village of Mitchell has hourly bus services to/from Truro (First Kernow 91 & Transport for Cornwall 93) and Newquay (First Kernow 91 & 97). The bus stop and the centre of Mitchell are approximately 600m to the south west of the site, well within accepted walking and cycling distances..
- 7.2 The Institution of Highways and Transportation (IHT) published guidelines on suggested acceptable walking distances in Providing for Journeys on Foot (2000). It states that “The average length of a walk journey is 1km (0.6 miles) and that this differs little by age or sex remaining consistent since 1975/76”.
- 7.3 The IHT Guidance acknowledges that “acceptable” walking distances will vary between individuals and circumstances. However, Table 4 of the document, shown below, sets out suggested acceptable walking distances for pedestrians without mobility impairments.

	Local Centre	Commuting/School	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Maximum	800	2000	1200

**Table 4 - Providing for Journeys on Foot – Suggested Acceptable Walking Distances - IHT**

- 7.4 Whilst the greater distances from some residential areas outside Mitchell may be challenging for employees, given the sites location, walking and cycling could replace short car journeys.
- 7.5 Locally in the general area there is a well maintained road system, conducive to encouraging cycling. Whilst there are no identified specific cycle routes/facilities within the area there is a well maintained road system, conducive to encouraging cycling. Fuel prices and the ‘Wiggins effect’ (Sir Bradley Wiggins) following a successful Tour de France and London Olympics, has seen cycle sales soar with 1.6 more bikes bought than cars in 2015. Cycle sales are outstripping cars as families look to cut costs. Recent sales figures suggest that Britain is becoming a far more enthusiastic cycling nation than its major European counterparts with average UK sales of 3.6 million bikes per year, compared with just over 2 million cars – a gap of 1.6 million.
- 7.6 The Covid effect over the past year has also encouraged more people to buy and use cycles as part of their daily exercise and hopefully, once they return to work, the realisation that commuting by bicycle is a realistic option. Younger people in particular have caught the cycling bug, with half of 18 to 29 year-olds intending to cycle more,

according to a survey of 500 people by RBC Capital Markets. This compares with 40% of all adults who say they want to be fitter and healthier. More people have taken up cycling as a hobby over the past year, as lockdowns left roads temporarily deserted, and many are also commuting to work by bike – or planning to – to avoid public transport. Halfords recently disclosed that electric bikes and scooters have been its biggest sellers in the past 12 months, and e-bikes tend to be three times the price of normal bikes. The higher-end bicycle retailer Tredz posted 60% growth in like-for-like sales during the last Covid lockdown – in the first seven weeks of 2021 – and sales of traditional children and adult bikes were also up 43%. With the recent innovation and popularity of electrically assisted bicycles or ‘E-bikes’ helping riders get up hills more easily and greatly reduce journey times – outlying areas would be easily accessible. The electric assisted bike can be a viable replacement for a car with all the environmental, financial, and other benefits that this entails. E-Bikes also carry heavier loads more easily than with a regular bike, so many commuting and leisure trips would now be an even more realistic possibility.

- 7.7 The benefits of non-car travel are clear environmentally but there is also a health benefit for the participants from reduction of stress by removing the need to drive long distances to personal health through walking and cycling. An often hidden benefit is the cost savings for the individual from car free travel. An average total cost for running a standard car remains between 40 and 50 pence per mile (Automobile Association 2014), whilst a recent study commissioned by Kwik-Fit, has calculated that the average UK motorist spends £162 per month on running their car. That covers things like fuel, insurance, road tax and servicing, but not the initial cost of the car itself.
- 7.8 Kernow First Bus (the local bus provider) has created a Commuter Travel Club scheme where companies and then their employees, sign-up and get unlimited bus travel in their chosen zone. Being part of the Commuter Travel Club means employees can use the bus for work or leisure, and pay less compared to the cheapest monthly ticket available. Weekly and monthly tickets are available which enable the use of any bus across zone for £14 and £7 and £55 and £22.50 for adults and children, respectively.
- 7.9 Central Government announced February 2020, proposals to improve both bus and cycling infrastructure. Cornwall Council's website states re buses *'Bus services in Cornwall are set to further improve from April 2020 when a new package of supported services is introduced with improved frequencies and routes, reduced fares for passengers, better links with rail, integrated school transport services and more environmentally friendly buses. A new eight year contract has been awarded to Go Cornwall Bus, a subsidiary of national company Go-Ahead, to deliver a network of Council subsidised local bus routes which are essential to local residents but are not commercially viable....Improvements to public transport in Cornwall over the past 3*



*years has seen passenger satisfaction increase from 85% to 95% and passenger numbers increase by 5% year on year, bucking the national trend which has seen a reduction in bus travel.'*

- 7.10 Car sharing can save money and time. It is an enjoyable experience and particularly useful for employees living near each other in the rural areas outside Mitchell. Employees will be encouraged to ensure cars are utilised for sharing, where possible, rather than single occupancy.
- 7.11 It is intended that the development 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 2010' (LTP3).
- 7.12 In summary, the application site is accessible by a range of transport modes other than the private car. The development site is accessible by foot, cycle, bus and rail as part of a linked trip.

## 8.0 **Summary & conclusion**

### 8.1 **Summary**

8.2 This Transport Statement (TS) has been prepared by Jon Pearson Ltd, transport and highway consultant for Truro Timber Frames to support the planning application for the proposed construction of new business units on land at Nancemeer Farm, Mitchell, Cornwall.

8.3 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 development and creation of local employment, will in fact be beneficial to the local area.

### 8.4 **Conclusion**

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

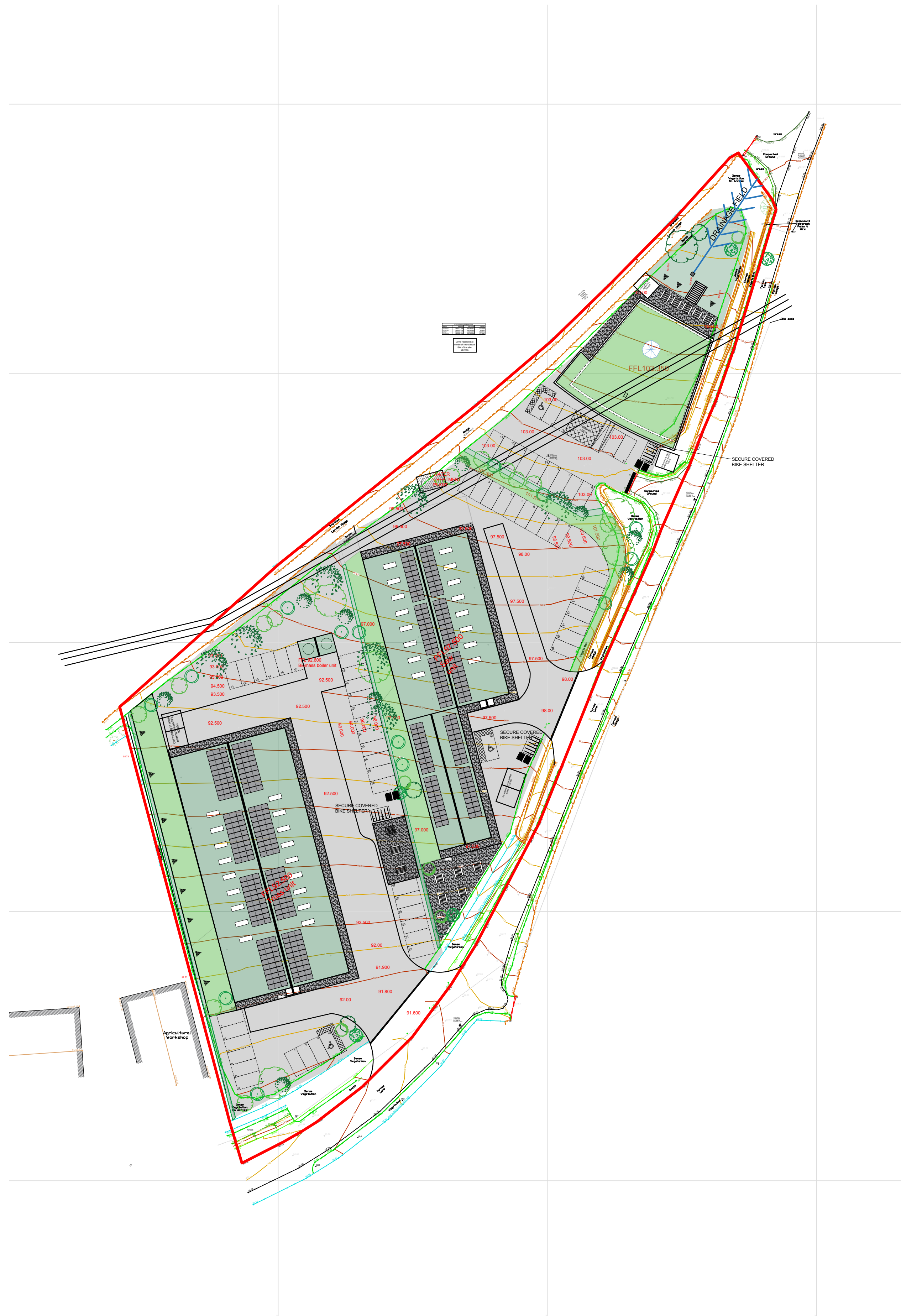
1. outline the nature of the proposed development;
2. demonstrate compliance with National and Local planning policies;
3. describe / present the design of the proposal site with particular reference to its external highways and servicing provision;
4. describe the proposed vehicular access/exit arrangement;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

8.6 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 provision of the development is considered sustainable and a benefit to the local area.

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

## **Appendix A**





PROPOSED SITE PLAN 1:500



EXISTING SITE PLAN 1:500

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4. ALL MATERIALS AND WORKMANSHIP TO COMPLY WITH CURRENT BRITISH STANDARDS AND CODES OF PRACTICE.

rev C	Lower access widened, parking adjusted	26/05/21
rev B	Design amendment	19/05/21
rev A	Design amendment	01/04/21

ISSUE **PLANNING APPLICATION**

CLIENT / SITE  
**Truro Timber Frame  
 Land at Nancemeer Farm  
 Mitchell  
 TR8 5JA**

PROJECT  
**Proposed new office and industrial units**

DETAILS  
**Existing and proposed site plan**

PLAN N°	07	SCALES	1:500 @ A1
3957		DATE	January 2020
	C	DRAWN	NB

## **Appendix B**



**NOTES**

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6. The activities required to construct the work, shown on drawings clearly marked CONSTRUCTION, may be subject to the provisions of the Construction (Design & Management) Regulations 2015. The Contractor and Client must ensure that they are adequately conversant with these regulations and that the appropriate procedures required under the regulations are always observed.
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8. UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant, or apparatus may affect his operations.
9. Printed drawings not valid in black and white.

**AMENDMENTS**

