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Proposed New Hotel &
Refurbishment,
Cat & Fiddle Public House,
A3052 East of Clyst St Mary

TRANSPORT STATEMENT



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1.0 Introduction

1.1 The Brief

1.1.1 Gregg Consulting Ltd is appointed by St Austell Brewery to provide highway inputs relating to a planning proposal for the construction of a new two storey 33 bed hotel, along with the refurbishment and reconfiguration of the existing public house together with associated infrastructure at the Cat & Fiddle public house on the A3052 east of Clyst St Mary EX5 1DP.

1.1.2 This Transport Statement has been produced following consultations with Boyer Planning and Design Management Ltd together with consultations with Devon County Council as highway authority.

1.1.3 Consultations have also taken place with Devon County Council as highway authority in the preparation of this statement.

2.0 Existing Conditions

2.1 The Site

2.1.1 The application site is located on the northern edge of the A3052 broadly 1.2km east of Clyst St Mary.

2.1.2 The southern site boundary is formed by the A3052, the northern and western boundaries are formed by the Cat & Fiddle Park which is a residential retirement park home site. The eastern boundary is formed by Valley Road, which provides the access to the residential Cat & Fiddle Park. A site location image is provided below.



Image 1 - Site location

2.1.3 The site currently accommodates the Cat & Fiddle public house which fronts the A3052 broadly in the centre of the site.

2.1.4 The site is served by one point of vehicular access located just to the west of the public house building. There is a surfaced and marked car parking area to the west and north of the building accommodating 89 car parking spaces including 4 disabled bays. To the west of the building there is an additional unmarked overspill car parking area with a capacity to accommodate in the order of 40 cars together with a children's play area. In total the existing parking provision is in the order of 129 spaces.

2.1.5 There is a pedestrian only access in the south eastern corner of the site onto Valley Road. This provides access to the nearest bus stops located on the A3052 just east of the Valley Road junction. There is also an informal pedestrian access onto the A3052 trodden into the landscaping in the south western corner of the site suggesting pedestrian movement occurs to and from the west.

2.2 Local Road Network

2.2.1 The A3052 provides a route from Clyst St Mary east via Newton Poppleford, Sidford, Colyford and Lyme Regis to the A35(T) at Charmouth. The A3052 is subject to a 50mph speed limit in the vicinity of the Cat & Fiddle

2.2.2 Broadly 1.7km to the west of the application site the A3052 links with the A376 at the Clyst Mary roundabout to provide a link to the M5 Junction 30, a further 0.7km north west. The A376 south of the Clyst St Mary roundabout provides a route to Exmouth, a distance of 9km.



Image 2 – The wider road network west of the site.

2.2.3 There is street lit footway provision along the northern edge of the A3052 linking west to Clyst St Mary (1.4km). This footway also provides access to the Westpoint Arena (0.5km) which is also located to the north of the A3052 west of the site. To the east the footway runs along the frontage of the Cat & Fiddle to the eastbound bus stop at the Valley Road junction

2.3 Existing Site Access

- 2.3.1 The existing entrance and exit from the application site is provided onto the A3052 just to the west of the public house building, a photograph of the access is shown below.



Photograph 1 – The application site access looking east on the A3052.

- 2.3.2 The access width enables a two-way entry/exit operation. The visibility splays on egress from the access at 2.4m are broadly 110m looking right to the nearside carriageway edge of the A3052. The splay looking left to the nearside edge is restricted by the public house building itself as shown on the photograph below but there is full visibility of the right turn ghost island and the offside on-coming carriageway in excess of 160m.



Photograph 2 – The existing access looking left on egress.

- 2.3.3 Looking right on egress the visibility would benefit from the removal of the existing planting along the site frontage but the extent of visibility is ultimately limited by both the vertical and horizontal alignment of the A3052 and third party land ownership just west of the site.



Photograph 3 – The existing access looking right on egress.

- 2.3.4 The site access benefits from a right turn ghost island with a reservoir length of 60m, typically 10 cars as shown on the photograph below. During several weekday site visits at various times of the day there were no vehicles observed within the ghost island waiting to turn into the application site.



Photograph 4 – The A3052 right turn ghost island into the application site looking west.

2.3.5 There is a pedestrian refuge island on the A3052 just to the west of the existing site access connecting to a 100m stretch of footway on the southern side of the road which runs along the frontage of residential properties. The refuge is shown on the photograph below.



Photograph 5 – The A3052 pedestrian refuge just west of the application site access.

- 2.3.6 There is also a pedestrian refuge island on the A3052 towards the eastern end of the application site. This refuge leads across the A3052 to a 50m stretch of footway linking to the westbound bus stop as shown on the photograph below.



Photograph 6 – The A3052 looking west towards the application site showing the pedestrian refuge.

- 2.3.7 The A3052 looking east from the pedestrian refuge towards the bus stops is shown below.



Photograph 7 – The A3052 looking east beyond the application site showing the bus stops.

2.4 Reported Injury Collisions

2.4.1 Details of reported injury collisions within the local road network have considered with reference to the Devon County Council Traffweb mapping database. This system provides public access to a summary of the injury collision sites which Devon County Council hold more detailed information on. An extract from the Traffweb mapping for the A3052 in the locality of the Cat & Fiddle is shown on the image below.



Image 3 – Extract from the Devon County Council Traffweb Map

2.4.2 The information currently covers the five-year period 1 January 2012 through to the 31 December 2016.

2.4.3 During this study period the mapping shows that no incidents were reported at the existing application site access with the A3052.

2.4.4 There were two recorded incidents shown in close proximity to the junction of Valley Road with the A3052 on the 22 April 2015 and the 22 December 2016 both of which resulted in slight injury and one involved a cyclist.

2.4.5 These statistics are therefore not considered to highlight a defined cluster spot of collisions within the local highway.

2.5 Highway Maintainable at Public Expense

2.5.1 The highway maintainable at public expense mapping (HMPE) has been obtained from Devon County Council. An image showing the information received is provided below.

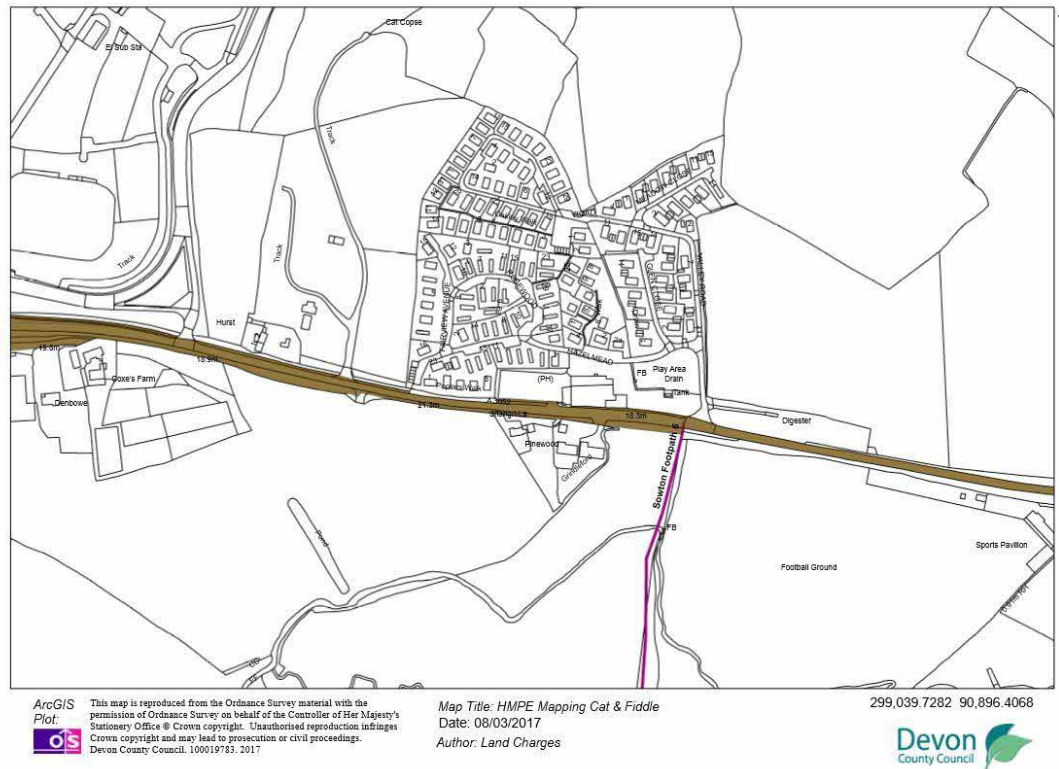


Image 4 – Devon County Council HMPE Map

2.6 Public Transport Provision

- 2.6.1 There are bus stops in both directions on the A3052 just to the east of the application site. The bus stops have shelters and footway provision linking them to the application site.
- 2.6.2 The main service along this route is the 9 between Exeter and Honiton. The service 9 runs from the bus station in the centre of Exeter and passes several large residential areas on its route to the Cat & Fiddle providing a linkage for staff and visitors. The typical journey time from Exeter to the Cat & Fiddle is around 33 minutes.
- 2.6.3 To the west of the application site the service 9 runs from the centre of Honiton and passes several main towns on its route to Exeter including Sidford, Sidmouth and Newton Poppleford before reaching the Cat & Fiddle. The typical journey time from Sidmouth to the Cat & Fiddle is around 27 minutes.

2.6.4 The service 9 runs Monday to Saturday broadly every hour throughout the day providing 18 services.

2.6.5 On a Sunday the service 9 runs between Exeter and Sidmouth broadly hourly throughout the day providing 16 services.

2.7 Public Rights of Way

2.7.1 There are no Public Rights of Way (PROW) across the application site identified on the Devon County Council Definitive Map, an extract from the map is provided on the image below.



Image 5 – Extract from the Devon County Council PROW Definitive Map.

2.7.2 The nearest PROW is located opposite the eastern end of the site running from the southern edge of the A3052. This footpath is classified as Sowton Footpath 6 linking to Clyst St Mary Footpath 3 through Shepherds Farm linking with Clyst St Mary Footpath 2 linking into the eastern edge of Clyst St Mary at the southern end of Church Road.

3.0 Development Proposals

3.1 Scale and Accommodation

3.1.1 Planning permission is sought for the construction of a new two storey 33 bed hotel, along with the refurbishment and reconfiguration of the existing public house together with associated infrastructure.

3.1.2 The proposed development comprises two elements. The first element involves the construction of a new two storey hotel building, which would accommodate 33 bedrooms arranged over two floors to be located on the existing western car park. The second element of the scheme includes the refurbishment and reconfiguration of the existing public house to enable it to meet customer expectations in the 21st century. This will be achieved by reducing the existing size and footprint of the building, and reconfiguring its layout in line with modern leisure requirements. This will involve the creation of a new carvery, an indoor children's play area and a larger restaurant dining area. In terms of existing floorspace, it is 974 sqm. However, the proposals will reduce the size of the pub to 708 sqm.

3.1.3 An illustrative layout has been produced by Design Management Ltd and a copy of their layout is provided on the image below.

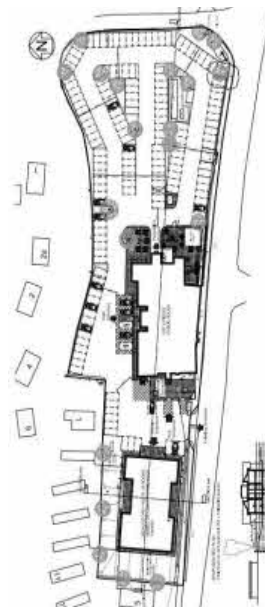


Image 6 – Proposed site layout – not to scale.

3.2 Access Arrangements and Internal Parking Layout

- 3.2.1 The existing access is proposed to be retained to serve the development proposals. The landscaping strategy will ensure that any planting along the southern edge of the proposed hotel building will be no greater than 600mm in height to maximise visibility along the frontage of the application site looking west on egress.
- 3.2.2 A total of 158 car parking spaces are set out to serve the proposals. There are 15 parking spaces in close proximity to the hotel entrance with 5 disabled bays provided along the northern edge of the public house building adjacent to its main entrance.
- 3.2.3 The majority of the car parking is provided to the east of the public house building where the former un-marked parking area will be surfaced and formalised to set out parking bays and the area of the car park increased to include the former children's play area.
- 3.2.4 A new pedestrian access onto the A3052 footway has been included in the eastern corner of the main car park to provide convenient linkage to the local bus stops.
- 3.2.5 There are cycle parking stands provided within the layout close to the entrance points into the public house.
- 3.2.6 In terms of deliveries, St Austell Brewery confirmed their largest delivery vehicle to be a 12.6m urban artic and a swept path analysis was carried out for a similar vehicle as shown on the image below:



Image 7 – Swept path for a 12.6m urban artic delivery vehicle – not to scale

3.3 Public House Trip Generation

3.3.1 The improvements to the public house include the removal of the function room area to the rear of the building. A function room associated with a public house often results in a large number of people arriving and departing together. The removal of this facility is therefore likely to revert the trip generation to a spread of arrivals and departures throughout the day more in line with that of a typical public house in this type of location.

3.4 Hotel Trip Generation

3.4.1 The proposed hotel comprises 33 bedrooms with the public house providing the areas for eating and drinking.

3.4.2 In order to assess the likely trip generation associated with the proposed hotel, sites contained within the TRICS database have been reviewed for sites which are considered to be broadly comparable to the location at the Cat & Fiddle.

3.4.3 The sites used from the TRICS database are set out below:

- AG-06-A-01 Arbroath, Angus
- BU-06-A-01 Aylesbury, Buckinghamshire
- CH-06-A-01 Christleton, Cheshire
- HI-06-A-01..... Inverness, Highland
- WR-06-A-01 Holt, Wrexham

3.4.4 The predicted TRICS Total People trip generation rates are set out in Table 3.1 below together with the calculated trips based on the proposed 33 bed hotel. The typical network peak periods of 08:00-09:00 and 17:00-18:00 have been considered.

Table 3.1 – Assessment of Proposed Hotel - Total People Trip Generation

	08:00 - 09:00		17:00 - 18:00		Daily (07:00-19:00)	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Trip Rate (per 1 bedroom)	0.200	0.320	0.395	0.285	2.949	2.970
Total People	7	11	14	10	94	99

Note: All calculated values are rounded up.

3.4.5 The busiest AM period for the hotel is highlighted as being between 09:00-10:00 with 9 Arrivals and 12 Departures. The busiest PM period is highlighted as between 17:00-18:00 as shown in Table 3.1.

3.4.6 It is to be noted that the rates shown in Table 3.1 are Total People and therefore include all modes of travel. However, given that the scale of these total people trips is not significant, and, in order to provide a robust vehicle assessment, all these trips are considered as being by car only, whereas in reality the actual car trips are likely to be less.

3.4.7 Using the figures shown in Table 1 as being car borne trips only results in the following average impacts over the time periods:

08:00-09:00 Arrivals..... 1 vehicle every 9 minutes

08:00-09:00 Departures..... 1 vehicle every 5 minutes

17:00-18:00 Arrivals..... 1 vehicle every 4 minutes

17:00-18:00 Departures..... 1 vehicle every 6 minutes

3.4.8 The busiest AM period for the hotel is highlighted as being between 09:00-10:00 with 9 Arrivals and 12 Departures. The busiest PM period is highlighted as between 17:00-18:00 as shown in paragraph 3.4.7.

3.4.9 This level of proposed trip generation is not considered to be significant or likely to result in a severe detriment to the operation of the local road network.

3.5 Hotel Trip Distribution

3.5.1 Given that the application site lies on a main route between Exeter and several popular holiday destinations within East Devon and Dorset, it is expected that a level of patronage would be pass-by tourists already on the A3052. In addition, there are likely to be trips from the local areas, Exeter and the M5.

4.0 Summary and Conclusion

4.1 Summary

- 4.1.1 This Transport Statement has considered the highway related aspects of a planning proposal to provide a new two storey 33 bed hotel, along with the refurbishment and reconfiguration of the existing public house together with associated infrastructure at the Cat & Fiddle on the A3052 east of Clyst St Mary EX5 1DP.
- 4.1.2 This Transport Statement has been produced following consultations with Boyer Planning and Design Management Ltd together with consultations with Devon County Council as highway authority.
- 4.1.3 Details of reported injury collisions within the local road network have been considered with reference to the Devon County Council Traffweb mapping database. During this study period the mapping shows that no incidents were reported at the existing application site access with the A3052. There were two recorded incidents shown in close proximity to the junction of Valley Road with the A3052 on the 22 April 2015 and the 22 December 2016 both of which resulted in slight injury and one involved a cyclist. These statistics are therefore not considered to highlight a defined cluster spot of collisions within the local highway.
- 4.1.4 There are bus stops in both directions on the A3052 just to the east of the application site. The bus stops have shelters and footway provision linking them to the application site. The main service along this route provides regular daily serves from Exeter and Honiton passing the site which pass through central Exeter and many towns and villages to the east.
- 4.1.5 There are no Public Rights of Way across the application site highlighted on the Devon County Council Definitive Map.
- 4.1.6 The first element of the proposal involves the construction of a new two storey hotel building, which would accommodate 33 bedrooms arranged over two floors to be located on the existing western car park. The second element of the scheme includes the refurbishment and reconfiguration of the existing public house to enable it to meet customer expectations in the 21st century. This will be achieved by reducing the existing size and footprint of the building, and reconfiguring its layout in line with modern leisure requirements. This will involve the creation of a new carvery, an indoor children's play area and a larger restaurant dining area. In terms of existing floorspace, it is 974 sqm. However, the proposals will reduce the size of the pub to 708 sqm.
- 4.1.7 Access is proposed from the existing access point on the A3052. The landscaping strategy will ensure all planting along the southern side of the hotel is kept below 600mm in height to maximise the visibility for vehicles looking right on egress.

- 4.1.8 The car parking arrangement provides 158 spaces of which 5 are disabled bays located close to the public house entrance. Cycle parking is also provided within the layout close to the public house entrance points.
- 4.1.9 The layout has been designed to enable a 12.6m urban artic delivery vehicle to manoeuvre within the parking arrangements.
- 4.1.10 The improvements to the public house include the removal of the function room area to the rear of the building. A function room associated with a public house often results in a large number of people arriving and departing together. The removal of this facility is therefore likely to revert the trip generation to a spread of arrivals and departures throughout the day more in line with that of a typical public house in this type of location.
- 4.1.11 Using a robust analysis where Total People trips are considered as being car borne trips only results in the following average trip generation predictions for the proposed hotel over the peak weekday network time periods:
- 08:00-09:00 Arrivals..... 1 vehicle every 9 minutes
08:00-09:00 Departures..... 1 vehicle every 5 minutes
- 17:00-18:00 Arrivals..... 1 vehicle every 4 minutes
17:00-18:00 Departures..... 1 vehicle every 6 minutes
- 4.1.12 The busiest AM period for the hotel is highlighted as being between 09:00-10:00 with 9 Arrivals and 12 Departures. The busiest PM period is highlighted as between 17:00-18:00 as shown in paragraph 4.1.11.
- 4.1.13 This level of proposed trip generation is not considered to be significant or likely to result in a severe detriment to the operation of the local road network.

4.2 Conclusion

- 4.2.1 The application site is located in an area able to offer good public transport accessibility and along a route which is likely to attract pass-by customers both of which could contribute to less principal car trips to the site.
- 4.2.2 The predicted trip generation associated with the addition of the hotel is not considered to be significant or likely to provide a sever detriment to the operation of the local road network.