

ANNEX A

Land North West of Doublebois Industrial
Estate, Doublebois PL14 6LB

Technical Statement

March 2022

For and on behalf of

Mr J Cash

Trace Design

Transport and Civil Engineering

Project Ref: 4477

Trace Design Consultants Limited
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1 INTRODUCTION

Brief

- 1.1 Trace Design Consultants Limited has been commissioned by Mr J Cash to support a planning application PA21/12790 for the change of use of land to touring gypsy/traveller site, comprising of change of use of land for the creation of 5 gypsy/traveller pitches, the siting of 1 mobile home, 1 touring caravan, and the erection of 1 dayroom per pitch (Part Retrospective) on Land North West of Doublebois Industrial Estate, Doublebois, Cornwall, PL14 6LB
- 1.2 The site location is shown in red on **Figure 1** below.

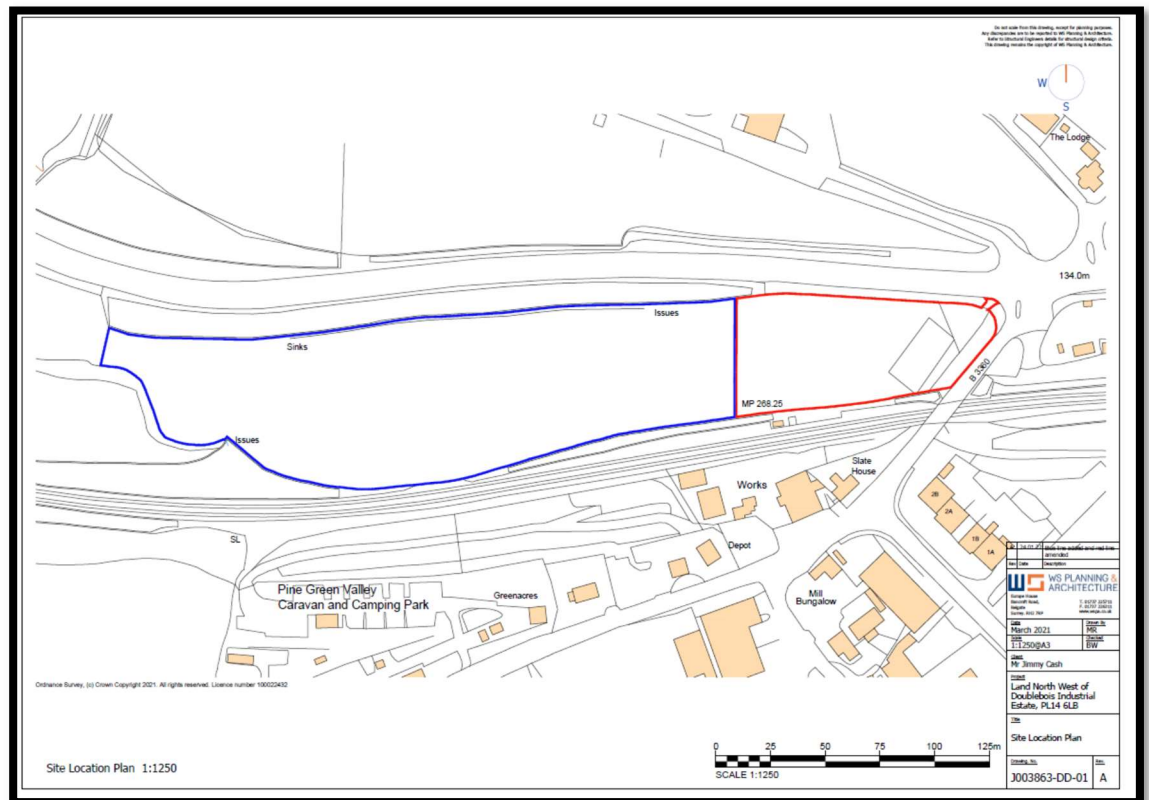


Figure 1 Location Plan

- 1.3 Currently National Highways have raised concerns and recommend that planning is not granted for a specific period until further assessments are submitted, as set out in their response of (NHPR 21-09) September 2021. This response primarily set out the following:

- *We consider that the proposals have the potential to result in an intensification of use of an existing non-compliant direct access. Further information is therefore required to demonstrate that safe and suitable access can be provided for all users, and the application will need to be supported by an appropriate assessment of traffic impact with the identification of any necessary mitigation measures in line with the requirements of DfT Circular 02/2013 "The Strategic Road Network and the Delivery of Sustainable Development" and the NPPF.*

1.4 It was suggested that if an alternative access could be provided this may provide a solution which was also put forward by CCC Highways in their response:.

Highway Development Management - East

Comment Date: Mon 28 Feb 2022

From my perspective I consider that it may be possible to deliver a feasible access onto the B3360 by moving it to the south, away from the junction with the A38 and delivering appropriate visibility splays.

1.5 The Highway Authority also highlighted other concerns which were the intensification of the junction with the A38 and sustainability/accessibility of the site via means other than vehicular.. This Technical Statement will show that a suitable access can be provided that is acceptable and safe in highway terms.

1.6 This Technical Statement has been produced in accordance with, and in recognition of, local and central government guidance and follows our understanding of the requirements set out in the National Planning Policy Framework (February 2019) and the National Planning Practice Guidance (2014).

1.7 Trace Design Consultants Limited as independent transport planning consultants have prepared this Technical Statement providing what we consider is a fair and unbiased appraisal of the traffic and highways issues arising from the proposed development.

2 EXISTING CONDITIONS

2.1 The site is served by an existing access off the A38/B3360 junction. The land has an authorised equestrian use and the eastern area of the site has been developed to provide hardstanding and stable buildings. See **Plate 1** below:



Plate 1 Existing access

- 2.2 The A38/ B3360 existing junction layout provides right turn facilities and is subject to a 40mph speed limit.. **Plate 2** below.

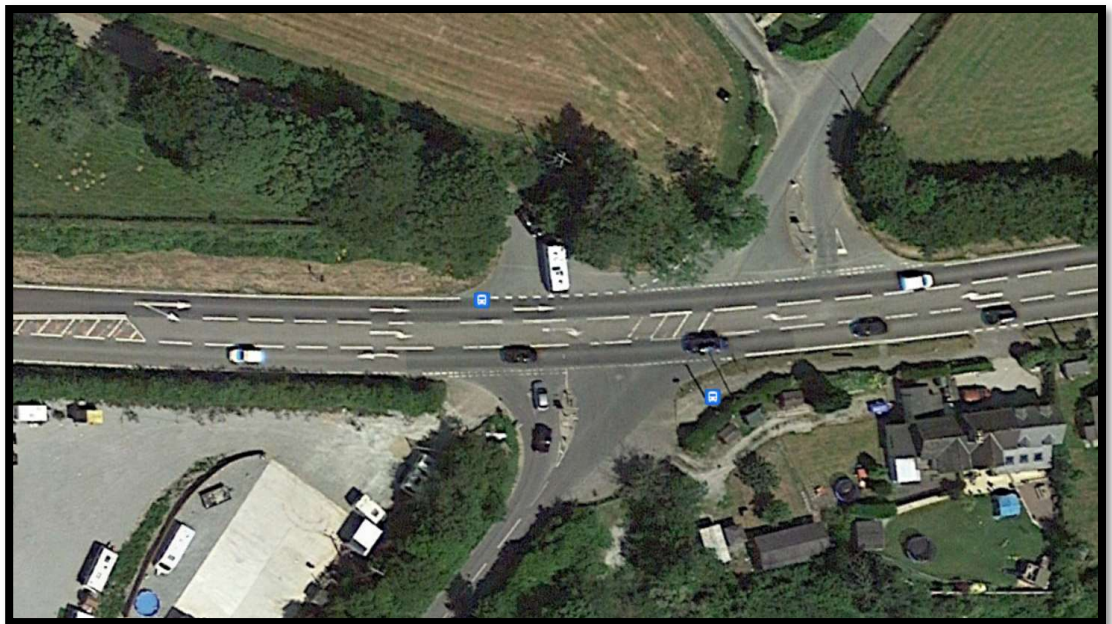


Plate 2 A38/B3360 Junction layout

- 2.3 The existing access does not meet current design standards, vehicles entering the site from the A38 are in conflict with vehicles exiting the B3360. To utilise the existing access, a vehicle entering the site would appear to be forced to pass on the wrong side of the mandatory keep left bollard to gain access to the site..

Existing Traffic Movements

2.4 The current permitted use is for equestrian and the likely vehicle trips from a review of the TRICS database (7.8.4) for equestrian centres showed the following: See **Table 1** below

TRIP RATE VALUE PER 1 HECT	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
	Total rate: 8.082			Total rate: 9.106			Total rate: 17.188		
	Peak: 11:00-12:00			Peak: 16:00-17:00			Peak: 10:00-11:00		
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	1	17.57	0.455	1	17.57	0.455	1	17.57	0.910
08:00-09:00	1	17.57	0.683	1	17.57	0.341	1	17.57	1.024
09:00-10:00	1	17.57	0.854	1	17.57	0.398	1	17.57	1.252
10:00-11:00	1	17.57	1.138	1	17.57	0.911	1	17.57	2.049
11:00-12:00	1	17.57	1.252	1	17.57	0.740	1	17.57	1.992
12:00-13:00	1	17.57	1.081	1	17.57	0.683	1	17.57	1.764
13:00-14:00	1	17.57	0.569	1	17.57	0.797	1	17.57	1.366
14:00-15:00	1	17.57	0.398	1	17.57	1.195	1	17.57	1.593
15:00-16:00	1	17.57	0.228	1	17.57	0.911	1	17.57	1.139
16:00-17:00	1	17.57	0.740	1	17.57	1.252	1	17.57	1.992
17:00-18:00	1	17.57	0.228	1	17.57	0.683	1	17.57	0.911
18:00-19:00	1	17.57	0.228	1	17.57	0.512	1	17.57	0.740
19:00-20:00	1	17.57	0.114	1	17.57	0.114	1	17.57	0.228
20:00-21:00	1	17.57	0.114	1	17.57	0.114	1	17.57	0.228
21:00-22:00									
22:00-23:00									
23:00-24:00									

Table 1 Equestrian Trip data

2.5 Based on the above for a site of approximately 2. Hectares the level of vehicle trips is set out in **Table 2** below

Vehicles / Period		Trip Rates (per 1 hectare)			Vehicle Trips		
		ARR	DEP	Total	ARR	DEP	Total
AM Peak (08:00-09:00)	2	0.683	0.341	1.024	1	1	2
PM peak (17:00-18:00)		0.228	0.683	0.911	1	1	2
Daily (07:00-21:00)		8.082	9.106	17.188	16	18	34

Table 2 Equestrian Vehicle Trips

2.6 These trips tend to occur at weekends and the level of daily trips is minimal.

- 2.7 On the A38 traffic data was obtained from the Department of Transport (DfT) Road Traffic Statistics. The Annual Average Daily Flows (AADF) the nearest survey location was 6413 approximately 800m east of the site. See **Figure 2**.

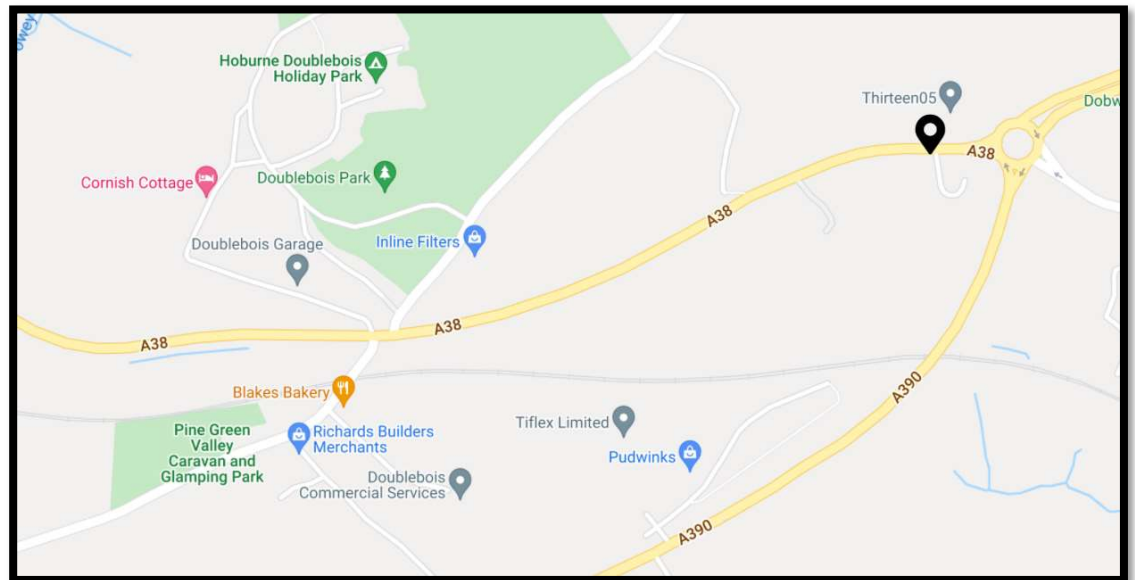


Figure 2 AADF Count Location

- 2.8 The AADF at this location for 2019 (prior to COVID) were 8220 east bound and 9067 west bound. It can be assumed that the daily flows on the A38 at the site access would be similar and acceptable for this assessment.

Preliminary Study on Highway Safety

- 2.9 To assess any impact on highway safety a preliminary study of personal injury collision data was undertaken for the local highway network. PIC (Personal Injury Collision) data for a full five-year period comprising January 2017 to December 2021 (both inclusive) was obtained from the Crashmap.co.uk collision map for the local road network. See **Figure 3** below

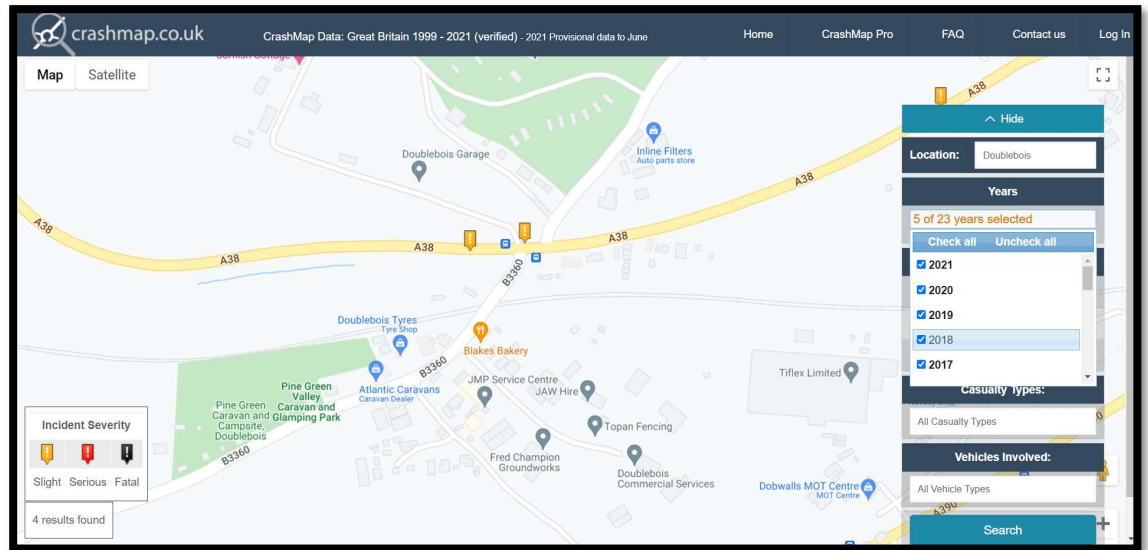


Figure 3. PIC Locations

2.10 There were only 2 slight accidents at and close to the B3360 junction on the A38 in the past 5 years, both in 2019. It is therefore concluded that there are no existing highway safety concerns to mitigate.

3 PROPOSED ASSESSMENT

3.1 The development consists of the change of use of land to 5 gypsy/traveller pitches, the siting of 1 mobile home, 1 touring caravan, and the erection of 1 dayroom per pitch. See **Figure 4** below.



Figure 4. Current Layout Plan

3.2 TRICS does not provide any trip data for this type of use. However, from an approved site off the A390 at Grampound in Cornwall, (PA20/10597 approved 30.6.2021), trip data was surveyed and provided by the client for 4 pitches including 4 no. mobile homes/ 4 No. touring caravans, 4 No. day rooms. The site had been occupied prior to planning consent. Therefore, a very similar and appropriate site to use to determine the likely level of trips.

3.3 The survey data for this number of pitches and associated accommodation showed the typical daily vehicle movements were made up of work trips, school runs and shopping trips, see **Table 3** below:.

	Out	In
Tuesday 09.03.2021	3	3
Wednesday 10.03.2021	5	5
Thursday 11.03.2021	4	4
Friday 12.3.2021	5	5
Saturday 13.3.2021	2	2
Sunday 14.3.2021	1	1
Monday 15.3.2021	4	4
Tuesday 16.3.2021	4	4

Table 3 Grampound Site Vehicle Count

3.4 Based on the above of an average daily trips of 7 vehicle movements for 4 pitches, the average daily movements for 5 pitches would be 8 vehicle movements. Therefore, the number of vehicles entering and leaving the site will be minimal, this level of movements will not impact on the capacity and operation of the A38/B3360 junction.

Proposed Access

3.5 Following the concerns raised by National Highways and suggestion by the local Highway Authority (HA) that the provision of a new alternative access off the B3360 would be a feasible solution.

3.6 The HA required the new access to be located 15m from the junction with the A38 and provide visibility splays of 2.4m 'X' distance and 33m 'Y' distance. In addition vehicle tracking be provided to demonstrate that vehicles associated with the use class are able to access/egress unhindered. **Figure 5** below shows the proposed access layout, full plan 4546-001 Rev A, contained in **Appendix A** of this report.

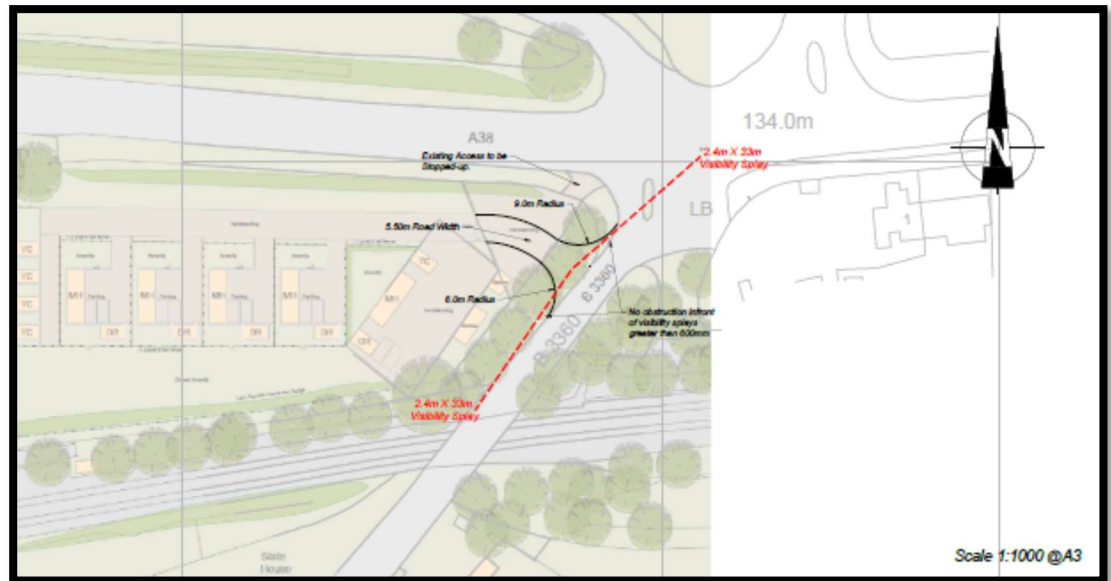


Figure 5 Proposed Access Layout

- 3.7 The proposed access can meet the current design standards and requirements of the local HA and would readily accommodate the predicted level of traffic movements and vehicle types. The existing access will be stopped up.
- 3.8 A swept path analysis has been undertaken as required to show that the new access can accommodate the appropriate vehicle types, i.e. large 4x4 with caravan. See Drawing 4565-001 Rev A in **Appendix A**.

Sustainability and Accessibility

- 3.9 These points were raised by the local HA however, in terms site location and provision of gypsy/traveller site this can be unpredictable and as with a lot of sites these are not located in towns and close to local amenities. The 'Communities and Local Government – Designing Gypsy and Traveller Site - Good Practice Guide May 2008' recognises these challenges.
- 3.10 The guidance states, '*it is recognised that it will not be possible to meet all aspects of this guidance in every respect on every site. Local authorities and registered social landlords will need to take decisions on design on a case by case basis, taking into account local circumstances such as the size, geographical and other characteristics of the site or prospective site and the particular needs of the prospective residents and their families.*

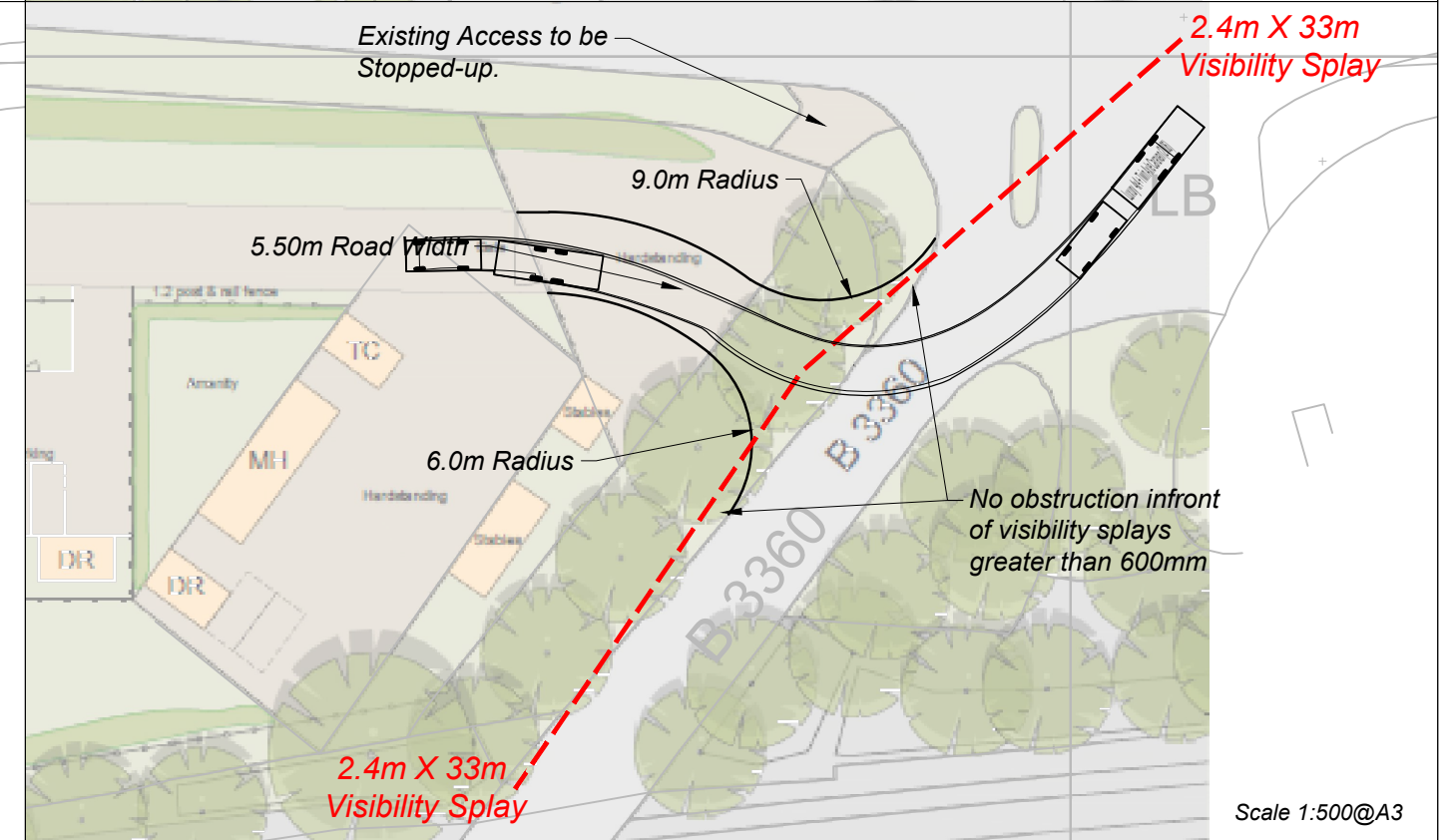
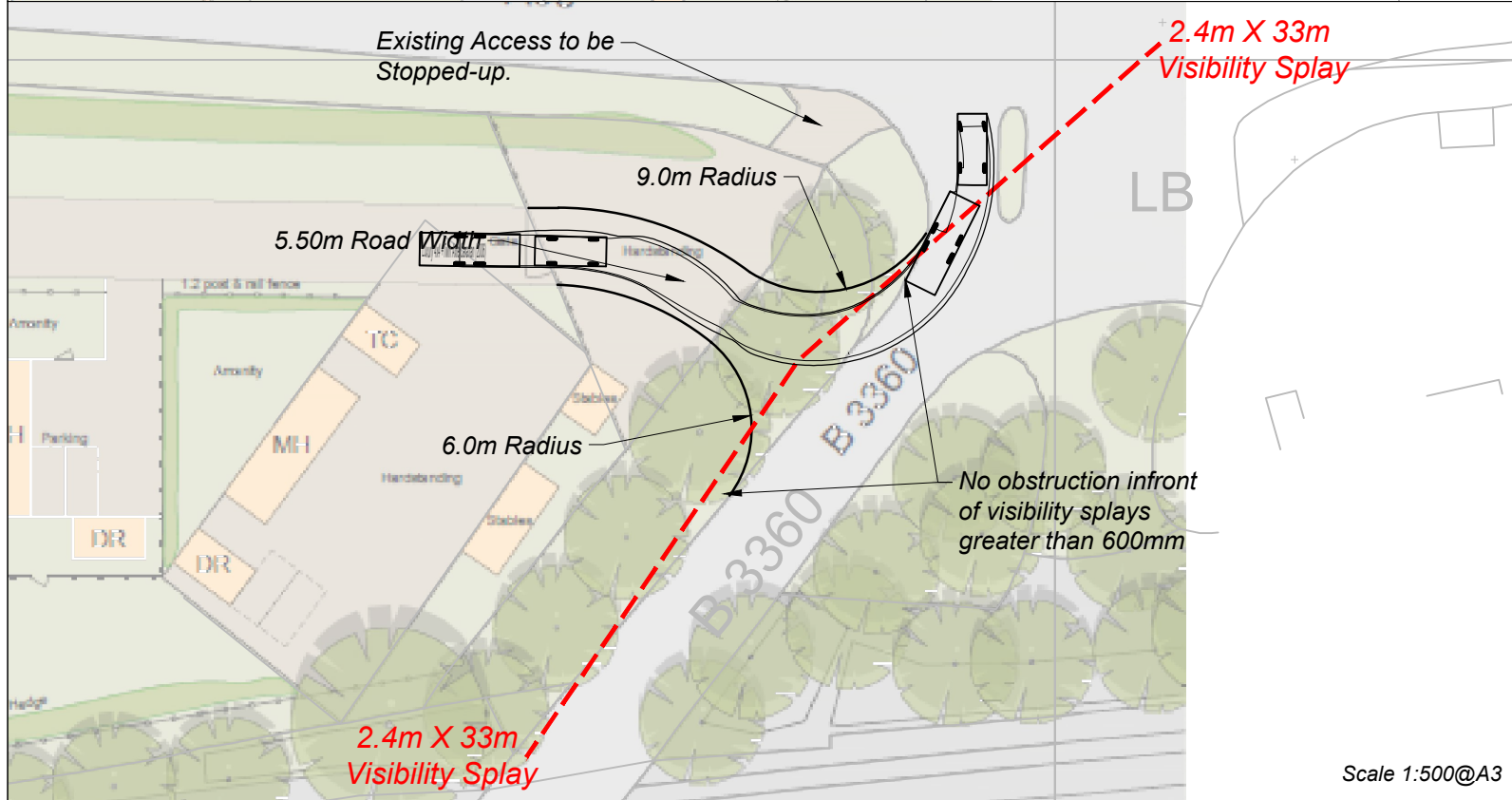
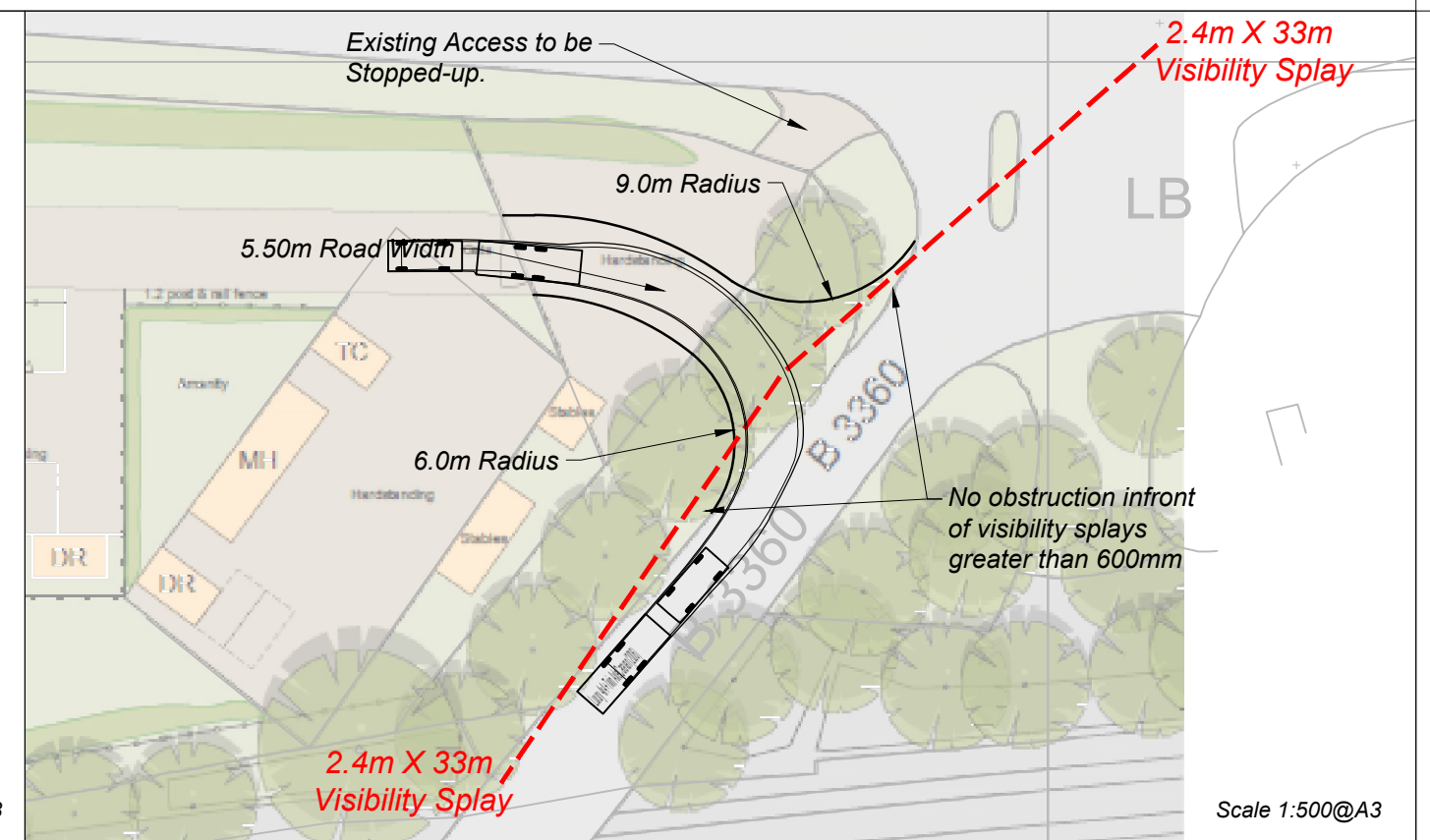
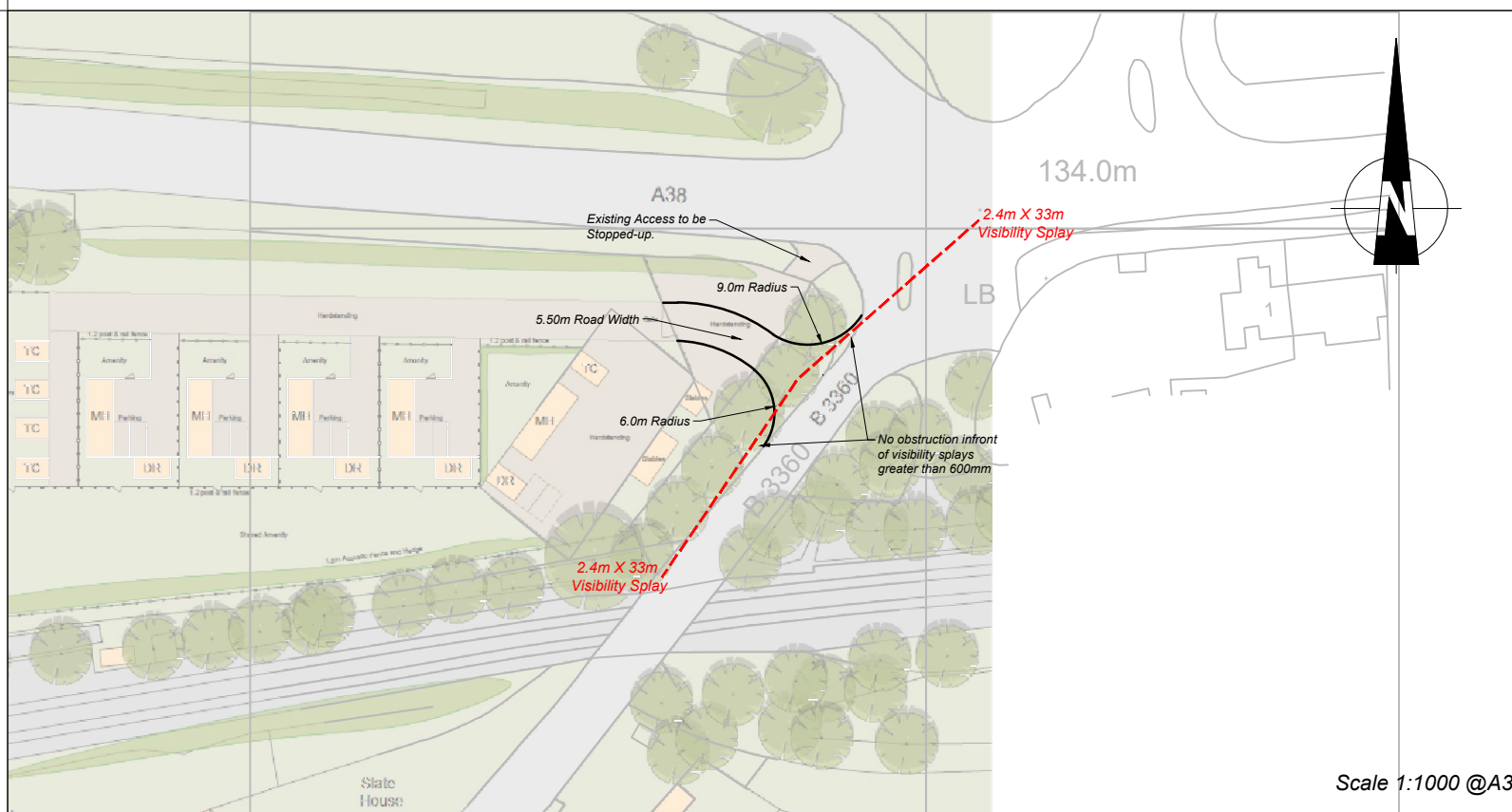
- 3.11 This site is only 1.5km from the centre of Doublebois which has some facilities and only 5.5km from Liskeard which has a number major facilities, including schools, railway station and Morrisons superstore
- 3.12 At the junction with the A38 there are also bus stops providing the 11 and 11a services from Plymouth, Bodmin Parkway to Padstow and also the number 77, 172,174 and 179 services.

4 SUMMARY AND CONCLUSION

- 4.1 It is clear from this analysis that the proposed access to serve the site is acceptable in traffic and transport terms. It is considered that the traffic movements associated with the proposal at this location would not have an impact on the highway network that could be considered as “severe” as stated in the NPPF.
- 4.2 The proposal is compliant with the NPPG/NPPF regulations. Based on the above, it is considered that the proposal is acceptable and does not affect the safety or integrity of the local highway network.

APPENDIX A

Drawing 4565-001 Rev A



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*Land North West Of
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Proposed Access Layout*

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