

[REDACTED]

From: [REDACTED]
Sent: 27 March 2025 14:20
To: jon pearson
Subject: NH reply RE: PA24/05578 and PA24/05579 Fodder beet stores 1 & 2 at Treguddick Farm, South Petherwin, Launceston, PL15 7JN - NH Ref: NH/24/08684 & 08685

Afternoon Jon

Thanks for your email and the further details provided. Clearly, the importation of fill material could result in significant numbers of trips and therefore the construction traffic management plan (CTMP) will need to be robust and include measures that can be monitored and enforced. The applicant's agreement to the use restriction once the barns are completed is welcomed.

Having discussed with colleagues, we consider that National Highways can now move towards a recommendation of planning conditions. This will include the use restriction which the applicant has agreed to, and a pre-commencement condition to secure the submission of the CTMP for our review and acceptance.

In terms of the types of measures we would expect the CTMP to address, as a minimum it should include:

- As much detail as possible confirming volumes of import material required, other construction-related deliveries, vehicle types and numbers, and the likely duration of construction.
- Whether any alternative haul routes may be available that avoid sensitive SRN junctions.
- Whilst noting that material may be sourced from various locations, we will expect a routing strategy to be implemented to minimise cross-carriageway movements ie utilising the grade separated junctions at Kennards House to the east, and Five Lanes to the west. The CTMP should detail how the applicant will secure vehicle routing in any agreements with source material providers/hauliers.
- We would wish to see restrictions in place to avoid HGV movements during both the daily am and pm network peak hours, but also during seasonal periods of peak traffic flows on the A30. It is noted that consideration will be given to avoiding peak periods for farm traffic generation, but it would also be helpful for periods of peak holiday traffic for the neighbouring Distillery to be borne in mind. We would not wish to see any movements taking place during the hours of darkness noting the junction is unlit.
- Consideration of advance warning signs for construction vehicle movements.
- Facilities for wheel washing to ensure mud and detritus is not brought onto the highway.

I hope the above assists you in progressing the CTMP – we expect to be in a position to issue an updated recommendation of conditions in the next couple of weeks.

Kind regards
[REDACTED]

██████████ ██████████
South West Operations – Assistant Spatial Planner (Highways Development Management)

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From: jon pearson <jonpearson@hotmail.com>

Sent: 05 March 2025 21:50

To: ██████████ ██████████ <██████████@nationalhighways.co.uk>

Subject: Further info from Pearson: PA24/05578 and PA24/05579 Fodder beet stores 1 & 2 at Treguddick Farm, South Petherwin, Launceston, PL15 7JN - NH Ref: NH/24/08684 & 08685

Hi ██████████

Hope you are well.

I have been appointed to address your concerns re the above, which hopefully I can - my comments/responses in blue below:

'Assessment of the proposed development. The two barns for which permission is sought would ordinarily fall under permitted development rights given their scale and proposed use, which reflects the extant permitted agricultural use of the land. The vehicle trips associated with the barns once operational would therefore be considered to reflect those that could already occur as part of the permitted agricultural land use and in respect of which there are no current restrictions. National Highways therefore considers that it would be unable to sustain an objection to the barns as they reflect an existing permitted use. However, given our previously stated concerns with regards to intensification of uses at Treguddick on highway safety grounds, we would expect the planning authority to apply planning conditions to ensure that the barns remain for agricultural storage use ancillary to Treguddick Farm only, and no change of use shall be permitted.'

This is accepted by my client.

Nonetheless, it would be helpful if the applicant provided information to enable us to better understand how the operation of the barns could impact vehicle movements. It has been confirmed by the planning authority that the requirement to submit planning applications for the proposed barns has been triggered by the associated land reprofiling works which will be necessary to provide a level platform for the barns construction. From a review of information currently available on the planning portal, limited detail has been provided with regards the associated vehicle trips that will be necessary to import fill material. To enable National Highways to provide informed advice to the planning authority with regards traffic management measures during the construction phase of the development, further information is required to enable us to understand the potential number, type, frequency and routing of proposed construction vehicle movements, and the anticipated duration over which these movements are expected to occur.

My client anticipates approximately 30,000 tonnes of material is required in total ie 15,000 per barn. This would equate to 1500, 20 ton lorry loads. The estimated maximum number of loads per day would be 40 and this would equate to 37.5 days per application. As construction will be managed around the other operational needs of the farm, together with sourcing availability of the subsoil, in reality movements would be more periodic and the construction phase would progress steadily.

This information will inform our requirements in respect of a planning condition to secure a detailed construction traffic management plan prior to the commencement of development. Any agreed traffic management measures will need to be implemented in full for the duration of construction works, with all costs to be met by the applicant. We consider this will be necessary to safely manage the increased highway safety risk arising from the addition of construction vehicle movements at the A30 Treguddick junction.

I have been appointed to provide the requested CTMP and would welcome any guidance you may have re any required traffic management as none springs initially to my mind except perhaps temporary signing?

It would also be helpful if the applicant could provide further information with regards the predicted change in vehicle movements that may result once the barns are operational.

There will be no net gain of traffic movements onto the site once the fodder beet stores are constructed, as alternative sources of feed would have to be delivered to the site instead, likely in greater volume for an equivalent feed value. As I am sure you are aware there have been no recorded collisions at the A30 Treguddick junction for the past 14 years which, of course, includes the recent permission and operation of the gin distillery and distribution facility, with café, seating and retail sales area (PA18/10887).

Hope that all makes sense but happy to chat through if you feel I have missed anything?

Cheers

Jon

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