

[REDACTED]

From: [REDACTED]
Sent: 13 March 2025 10:49
To: [REDACTED]
Subject: RE: DL 21 March: A30 Treguddick Farm South Petherwin (PA24/05578 and PA24/05579 Fodder beet stores)

Hi [REDACTED]

Thanks for your response – it was only a suggestion so if it can't be achieved in planning terms then end of story.

Just been thinking if we could impose a maximum size/type of vehicle to be utilised for the much shift. This may give us a degree of control over vehicles accessing the site and therefore reduce the collision risk down as much as possible.

Kind regards

[REDACTED]

From: [REDACTED] <[REDACTED]@nationalhighways.co.uk>
Sent: 13 March 2025 07:57
To: [REDACTED] <[REDACTED]@nationalhighways.co.uk>
Subject: RE: DL 21 March: A30 Treguddick Farm South Petherwin (PA24/05578 and PA24/05579 Fodder beet stores)

Morning [REDACTED]

Many thanks for your comments on the CEMP – much appreciated.
I would however wish to clarify the highlighted comments which may well have arisen from discussions with route managers. There needs to be a better understanding of what is achievable in planning terms. The farmland at Treguddick has historic rights of access which I expect predate the SRN along with permitted development rights. Therefore there was never a point at which there was a planning application for the farmland and associated access. Essentially, the junction should never have been constructed as it is by whichever highway authority was in place at the time. Under planning law there are limitations to the improvements to our network the planning team can reasonably secure – and as we have evidenced in Dorset, these attempts can fail at appeal and are likely to do so more frequently in the emerging planning environment. We have already agreed with the planning authority in this case that the barns, if and when constructed, shall be for no other use than their intended agricultural storage. We can only advise with regards the removal of permitted development rights – it is a matter for the planning authority. We have already suggested removal of permitted development rights for the distillery site without success.

[REDACTED]

From: [REDACTED] <[REDACTED]@nationalhighways.co.uk>
Sent: 12 March 2025 17:42
To: [REDACTED] <[REDACTED]@nationalhighways.co.uk>
Subject: RE: DL 21 March: A30 Treguddick Farm South Petherwin (PA24/05578 and PA24/05579 Fodder beet stores)

Hi [REDACTED]

This is a difficult issue to comment on as [REDACTED] has already stated – especially as we have no firm indication of the duration of the works.

Could we seek a specific CEMP for the project which forces the developers to only turn their vehicles at Five Lanes and Kennards to reduce the risk of potential cross carriageway collisions as currently experienced at Plush Junction on the grounds of road safety, as this will also reduce the need for temporary on carriageway signage. His comment regarding wheel washing facilities is also supported.

I will leave the issue of moratoriums on journey times to colleagues in the roadspace team, however this is something that could potentially be incorporated into the CEMP.

The suggestion for widening is a more difficult decision, as this could be a bit of a double-edged sword in that yes it could make it easier to avoid conflicts for vehicles entering and exiting the site, but it could also result in an increase in speed for general traffic thereby increasing the risk of potential loss of control collisions. I think a more robust condition within a potential CEMP would potentially be a better and more enforceable solution, as this will require the developers and their contractors to sign up to it prior to commencement of the works. If any infringements then occurred, potentially there could be a condition within the CEMP to force them to suspend all deliveries until a more suitable method is presented to the planning department for formal sign off to be agreed prior to any deliveries being allowed to re-commence.

A further potential solution would be to see if a temporary haul road could be provided to and from the development, which exited the SRN at a safer location. This would of course be subject to the land either being within the developers ownership or a formal legal agreement being entered into to cater for this route.

I'm sorry I can't come up with a better solution to this issue, but perhaps in future applications we should seek to secure a better access solution from the submission of a planning application, or it should be stated that any future expansion of the site would not be supported going forward on the grounds of highway safety.

I hope that this will provide you with the necessary answers to your questions, but if you do have any further queries then please do not hesitate to contact me.

Kind regards

██████

From: ██████████ <██████████@nationalhighways.co.uk>
Sent: 07 March 2025 11:03
To: ██████████ <██████████@nationalhighways.co.uk>; ██████████ <██████████@nationalhighways.co.uk>
Cc: South West Road Safety <southwestroadsafety@nationalhighways.co.uk>; SW Improvements <SWImprovements@nationalhighways.co.uk>; South West Roadspace <SouthWestRoadspace@nationalhighways.co.uk>
Subject: DL 21 March: A30 Treguddick Farm South Petherwin (PA24/05578 and PA24/05579 Fodder beet stores)
Importance: High

Morning both (and copied to the Roadspace team for awareness)

██████ will remember previously providing comments in respect of development at Treguddick Farm to construct two agricultural storage barns – we don't have planning grounds to object to the barns in themselves as they come under permitted development, but they need to import fill material to raise ground levels for their construction.

We requested further information about vehicle types and number of potential movements. They have come back to state:

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.

As they state, deliveries are likely to come in phases based on availability of source material, rather than over a defined period of time, which potentially makes managing the impacts through a CTMP more challenging. Looking at mapping and land ownership there also doesn't appear to be any alternative haul routes available to them except using the Treguddick junction.

Our approach will therefore need to be a conditions response to secure a CTMP, but to inform them in developing that can you please let me have your thoughts about the types of measures we would expect their CTMP to address to manage the traffic impact, given the concerns about intensification of use of the junction. Potentially this could include:

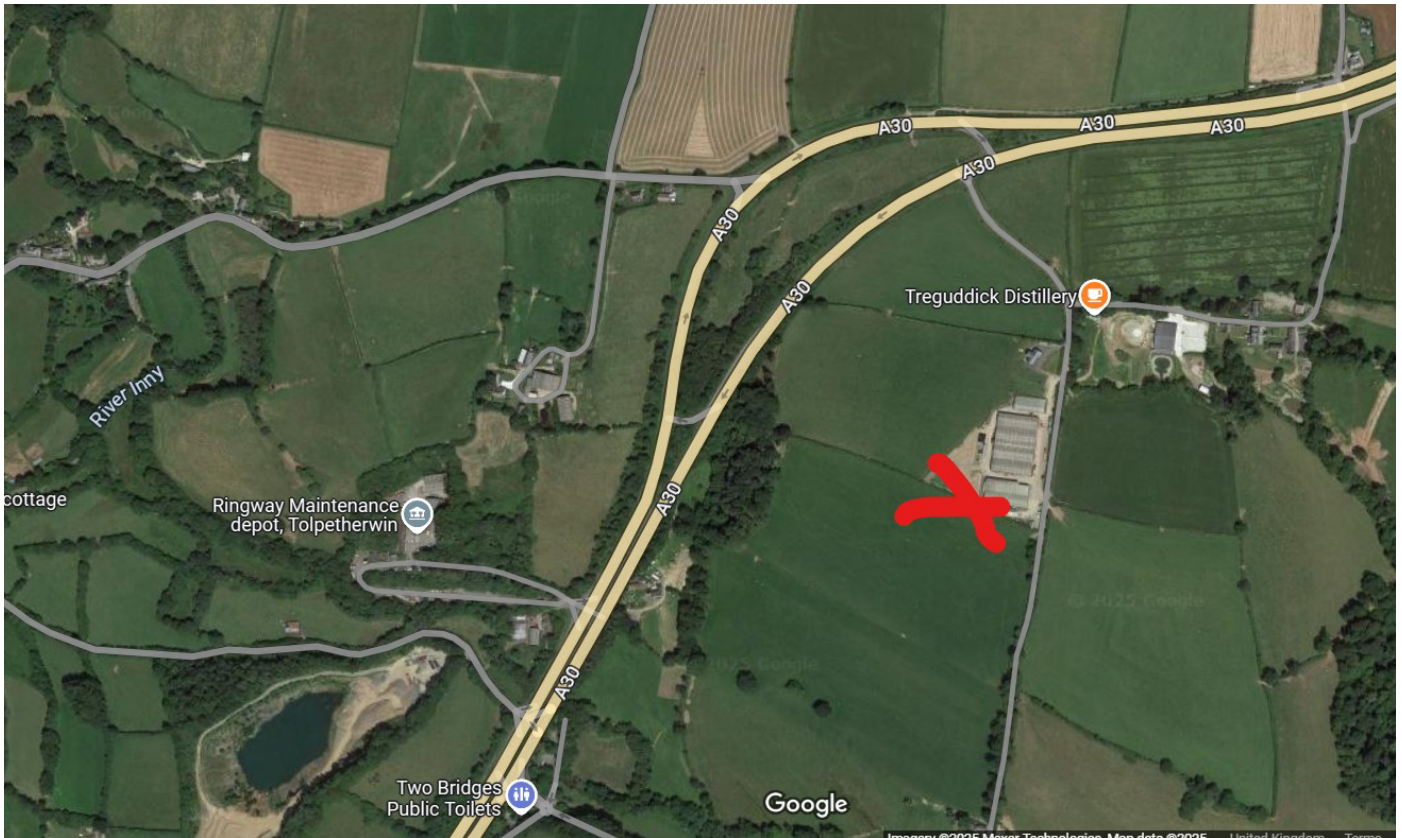
- Temporary warning signs, both e/b and w/b carriageways? – can [REDACTED] let me know what bits of the TSRGD/other guidance we should be pointing them to
- Potential routing – particularly if the development starts prior to implementation of our safety scheme restricting the eb to wb carriageway movement, so directing HGVs to utilise the Kennards house junction. Maybe via dedicated signs on the eb carriageway directing construction traffic to Kennards, reinforced with a requirement for these instructions to be included within any contracts with hauliers/directions to drivers with penalties (we conditioned something like that when they wanted to build the Labyrinth down Bodmin way a couple of years back)?
- Would there be a case for seeking temporary widening of the minor road approach to Treguddick junction to ensure two large vehicles can pass – noting that this would need the agreement of Cornwall's highways team?
- Would an embargo for peak holiday periods be something to consider? (something that the Roadspace team's may wish to comment on?)

Can I please have comments by close on 21 March.

The earlier planning docs are on share here should you wish to refer:

<https://share.highwaysengland.co.uk/share/llisapi.dll/link/111963940>

And the location of the site – should you need reminding! – is as below.



Many thanks

From: jon pearson <jonpearson@hotmail.com>

Sent: 05 March 2025 21:50

To: [REDACTED] <[\[REDACTED\]@nationalhighways.co.uk](mailto:[REDACTED]@nationalhighways.co.uk)>

Subject: 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 [REDACTED]

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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