

[REDACTED]

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**From:** jon pearson <jonpearson@hotmail.com>  
**Sent:** 05 March 2025 21:50  
**To:** [REDACTED] [REDACTED]  
**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 [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

Jon Pearson Ltd  
Transport & Highway Consultant  
07772 229492  
01736 731551  
[www.jp-transport-highway-consultant.co.uk](http://www.jp-transport-highway-consultant.co.uk)

Registered Office: Clockwatch, Boslandew Hill, Paul, Penzance, Cornwall, TR19 6UD Registered in England & Wales No. 10185904

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