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Carn Thomas, Isles of Scilly

LiveWest Homes Ltd

Transport Statement



Carn Thomas, Isles of Scilly

Transport Statement

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1 Introduction

- 1.1 Awcock Ward Partnership (AWP) has been commissioned by LiveWest Homes Ltd to prepare a Transport Statement (TS) in support of a Full planning application for 27 dwellings (100% affordable), a 520sqm solar farm, and associated landscaping. The proposed development is located to the south of Telegraph Road, Hugh Town, St Mary's, Isles of Scilly.
- 1.2 The site is allocated in the Isles of Scilly Local Plan under Policy LC6 (H1) for a residential development.
- 1.3 The location of the site in the context of the wider area is shown below in Figure 1.1, and the proposed site masterplan is attached in Appendix B.

Figure 1.1 – Site Location – Wider Area



- 1.4 This report has been prepared with reference to the Planning Practice Guidance published in connection with the National Planning Policy Framework (NPPF).
- 1.5 The structure and content of the report is comprised of the following:
 - Summary of relevant transport policy (local and national);

- Review of existing transport infrastructure and services;
- Review of the accessibility of the site to local facilities and public transport opportunities;
- Summary of the development proposals and access arrangements; and
- Anticipated vehicular trip generation for the proposed development, and the expected traffic impact on the local highway network.

1.6 The final chapter of the Transport Statement sets out a summary of the key issues and conclusions on the highways impact of the proposed development.

2 Background & Policy

National Policy

National Planning Policy Framework

2.1 A revised National Planning Policy Framework (NPPF) was published in December 2023. It sets out Central Government's planning policies for England and how they are expected to be applied. Amongst others, the revised Framework replaces the original NPPF that superseded PPG13 Transport and provides the single national transport planning policy.

2.2 Paragraph 10 states that "*at the heart of the Framework is a **“presumption in favour of sustainable development”***". Paragraph 11 of the NPPF expands on this point and declares that "*plans and decisions should apply a presumption in favour of sustainable development”*", in relation to decision making the Framework states that this means:

- *Approving development proposals that accord with an up-to-date development plan without delay; or*
- *Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - *The application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or*
 - *Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

2.3 Paragraph 96 states that planning policies, and decisions should "aim to achieve healthy, inclusive and safe places". The Framework provides a guidance and examples on the creation of places which:

- *Promote social interaction, including opportunities for meeting between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*
- *Are safe and accessible, so that crime and disorder, and fear of crime, do not undermine that quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and*
- *Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sport facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.*

2.4 Section 9 of the document specifically focuses on promoting sustainable transport. The Framework acknowledges that “Transport issues should be considered from the earliest stages of plan-making and development proposals”.

2.5 It is stated within Paragraph 114 that plans and decisions should take account of:

- *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code¹, and;*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

¹ Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007.

2.6 The Framework states in Paragraph 115 that a ‘Development should only be prevented or refused on highways grounds if there

would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.7 In relation to design and layout, Paragraph 116 of the NPPF requires that developments should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.8 Paragraph 117 requires that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment, and a Travel Plan.

2.9 The NPPF states in Paragraph 111 that in setting local parking standards for residential and non-residential development, local planning authorities should take into account the following:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra- low emission vehicles.

2.10 Paragraph 112 of the Framework states that “Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that

they are necessary for managing the local network, or for optimising the density of development in city and town centres and other location that are well served by public transport”.

- 2.11 Further to this, Paragraph 89 states that *“Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport.”*

National Planning Practice Guidance

- 2.12 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched a suite of planning practice guidance to bring together relevant material for England in an accessible and usable way. As well as other planning matters, the new resource contains specific guidance on *“Travel Plans, Transport Assessments and statements in decision-making.”*

- 2.13 The guidance states that these documents should:

“primarily focus on evaluating the potential transport impacts of a development proposal” and that they “can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework.”

- 2.14 The guidance also states that:

“The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.”

- 2.15 The key principles that should be taken into account when preparing a Travel Plan, Transport Assessment or Statement are also defined in the guidance. This states that Travel Plans, Transport Assessments and Statements should be:

- *proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).*

Local Policy

Isles of Scilly Local Plan (2015 – 2030)

- 2.16 The Isles of Scilly Local Plan outlines the overarching vision and goals for the islands over the period between 2015 to 2030. The Local Plan was adopted 25th March 2021.
- 2.17 The overarching principle of the Local Plan is to “*contribute to the achievement of sustainable development by enabling and supporting new homes, securing more effective and improved infrastructure and services, and enabling better paid jobs, whilst protecting and wherever possible enhancing the islands’ exceptional environment*”.
- 2.18 The development site is allocated under Policy LC6 (H1) in the Local Plan, known as “*H1: 0.54ha Former Secondary School, Carn Thomas, Hugh Town, St Mary’s*”. The allocation is for “*around 26 homes of an appropriate scale and design*”.
- 2.19 Regarding key challenges facing the area, it states that “*Building sufficient decent affordable homes for the community is the single biggest challenge. To ensure the long-term sustainability of the islands, more homes are required, to overcome the acute shortages of affordable accommodation*”.

- 2.20 Policy SS10 sets out the transport policy regarding new developments, and is outlined below:

Policy SS10 – Managing Movement

1. Development that has the potential to generate vehicular movements and car parking will be permitted provided that:
 - (a) provision is made to support and promote the use of sustainable transport such as walking, cycling and electric vehicles, where appropriate;
 - (b) it does not have an adverse impact on the function, safety and character of the local highway network; and
 - (c) an appropriate level of off-street cycle and car parking and electric vehicle charging is provided, taking into account the scale and type of development and the accessibility of the location to facilities and services.
2. Development that generates significant amount of movement must be supported by a Transport Assessment and Travel Plan.

Isles of Scilly Draft Local Cycling and Walking Infrastructure Plan (LCWIP)

- 2.21 A Local Cycling and Walking Infrastructure Plan (LCWIP) is currently being created for the Isles of Scilly. This is currently in a draft form and was open for public comments in September 2022. This will in future set out the infrastructure improvements for walking and cycling across the Isles of Scilly, but is not currently adopted policy.

Additional Guidance

Manual for Streets

- 2.22 Manual for Streets (MfS) was published by the Department for Transport in 2007 with the purpose of being a “common reference point for all those involved in the design of residential neighbourhoods” and represents “a strong Government commitment to the creation of sustainable and inclusive public spaces”.
- 2.23 This latest design guidance demonstrates “benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community”.
- 2.24 Manual for Streets sets out the following key objectives for the design of new residential neighbourhoods:

- *Encouragement of low vehicle speeds;*
- *Creation of an environment in which pedestrians can walk, or stop to chat, without feeling intimidated by motor traffic;*
- *Make it easier for people to move around;*
- *Promote social interaction.*

Manual for Streets 2

2.25 Manual for Streets 2 – “Wider Application of the Principles, a companion guide to Manual for Streets”, was published by the Chartered Institution of Highways and Transportation in September 2010. Manual for Streets 2 builds on the philosophies originally set out in Manual for Streets, and aims to fill the perceived gap in design advice that lies between Manual for Streets and the Design Manual for Roads and Bridges. The document sets out additional guidance and case studies showing how the Manual for Streets principles can be extended beyond residential streets to encompass both urban and rural situations.

Summary

2.26 A review has been undertaken to identify the national and local transport and planning policies and guidance that are most applicable to the proposed site. This includes the Isles of Scilly Local Plan, which allocates the site for housing under Policy LC6 (H1).

3 Existing Conditions & Accessibility

Context

3.1 The allocated site is located towards the east of Hugh Town, on the island of St Mary's, and was formerly occupied by the Carn Thomas Secondary School, with an existing point of access from Telegraph Road. The site is bordered by Telegraph Road to the north, and existing residential properties to the east, south and west. The location of the allocated site in the context of the local area is shown in Figure 3.1 below.

Figure 3:1 - Site Location – Local Area



Local Road Network

3.2 The site is currently accessed from the north, off Telegraph Road, which runs in an east-west direction.

3.3 Telegraph Road transitions into Church Road west of the site, which provides access to Church Street, and Old Town and the airport. Church Street runs west into the centre of Hugh Town, providing access to the island's main facilities. Approximately 50m west of the existing site access junction, there is a priority junction with the Strand.



- 3.4 The Strand routes to the west, running parallel to the Town Beach. It transitions into The Parade and subsequently Hugh Street, providing access to the town centre and towards the ferry terminal.
- 3.5 To the east, Telegraph Road transitions into the A3110, which provides access around the wider St Mary's island.
- 3.6 All roads on the island are technically subject to the National Speed Limit of 60mph, however the alignment and environment of the roads means that speeds are typically substantially lower.

Existing Traffic

- 3.7 A continuous 7-day traffic count radar was installed in October 2023 on Telegraph Road in the vicinity of the site access, to obtain volumetric and speed data. A summary of the results is set out in Table 3.1 below and full survey results are attached in Appendix C:

Table 3:1 – Telegraph Road Traffic Survey Summary – October 2023

	Volume		Speeds	
	5-Day Average AM Peak (0900-1000)	5-Day Average PM Peak (1500-1600)	85%ile (mph)	7-Day Average (mph)
Eastbound	67	73	17.2	15.2
Westbound	66	67	15.7	14.1
Two Way	133	140	16.5	14.7

- 3.8 Table 3.1 above demonstrates that there is a low two-way average of two to three vehicular movements per minute in the AM and PM peaks recorded on Telegraph Road.
- 3.9 Table 3.1 also demonstrates that speeds along Telegraph Road are very low. The recorded two-way 85%ile speed on Telegraph Road was 17.2mph for eastbound vehicular traffic, and 15.7mph for westbound vehicular traffic. This is significantly below the national speed limit that the road is subject to, demonstrating that vehicles currently drive slowly along Telegraph Road.

Pedestrian and Cycle Facilities

- 3.10 There is a continuous footway on the northern side of Telegraph Road opposite the site access. This provides access onto the Strand to the west, and to residential areas to the east. On the southern side of Telegraph Road, adjacent to the access and running west, there is a continuous footway which leads onto Church Road. To the east of the access, there is a footway for approximately 55m, before it terminates at Moor Well Lane.
- 3.11 There is a good level of pedestrian provision within the town centre, with footways provided on the Strand and Church Street, providing a route into the town centre and access to the all the main facilities.
- 3.12 Church Road continues south to Old Town Road, which provides access to the Five Islands Academy, the main school for the IoS providing through education from primary to GCSE. Adjacent to the school is the main community centre and Heath & Wellbeing centre at Carn Gwaval. There is a continuous footway from the junction of Church Street/Church Road and the Academy, with the route partially lit by streetlighting.
- 3.13 Church Road also provides access to the IoS Medical Centre and Hospital, via King Edward's Road. A footpath also provides a shortcut between Church Road and Hospital Lane, giving alternative pedestrian access to the medical centre and hospital.
- 3.14 Street lighting is present along Telegraph Road in the vicinity of the site, and along the route into the town centre, including along the Strand.
- 3.15 There are no dedicated cycle lanes in the vicinity of the site, with cyclists sharing the carriageway with vehicles. As demonstrated in Table 3.1, the recorded vehicular flows and speeds are very low along Telegraph Road, creating conditions that are considered likely to be attractive to most cyclists. There is cycle parking available in the town centre, allowing residents to securely lock bikes up when travelling to the facilities located there.

Accident History

- 3.16 Personal Injury Accident (PIA) data for the latest five-year period has been reviewed, using information obtained from Crashmap, which is attached in Appendix D. The extent of the PIA search area includes Telegraph Road in the vicinity of the site, and the route through to Hugh Street and the town centre.
- 3.17 The PIA data demonstrates that there was only one recorded incident which occurred within the timeframe. It was classified with a severity of 'slight', and was located on Silver Lane, approximately 35m south of The Parade / Hugh Street junction. It was isolated in nature, and there is no pattern of accidents to suggest a road safety issue.
- 3.18 In conclusion, a review of the accident records, for the most recent five-year period for which data is available, demonstrates that there is no evidence that might suggest any existing road safety issues on the local road network in the vicinity of the development site.

Accessibility

- 3.19 Section 4.4 of Manual for Streets also states that '*Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' walk (up to about 800m)*'. However, MfS goes on to state that '*this is not an upper limit and...that walking offers the greatest potential to replace short car trips, particularly those under 2 km*'.
- 3.20 Figure 3.2 contained in Appendix A of this report, highlights the location of local facilities with respect to the centre of the development site. To provide context, boundaries indicating distances from the site boundary in 400m (or 5-minute walk) increments are also shown.
- 3.21 As highlighted on Figure 3.2, residents of the development will be able to access a range of local facilities on foot within an approximate 5-, 10-, 15- and 20-minute walk of the development. Table 3.2 sets out the measured walking distance to each amenity from the site following the highway network (which is slightly longer due to the nature of the alignment of the local street pattern).



Table 3.2 – Accessibility to Local Facilities

Facility	Approximate Walking Distance (m/mins)							
	0-400m	0-5 mins	400-800m	5-10 mins	800-1200m	10-15 mins	1200-1600m	15-20 mins
The Store Convenience Store	✓							
The Cooperative Convenience Store			✓					
Five Islands Academy (age 4-16)			✓					
St Mary's Post Office			✓					
St Mary's Hospital			✓					
St Mary's Dental Clinic			✓					
Isles of Scilly Pharmacy			✓					
St Mary's Health Centre (GP Surgery)			✓					
St Mary's Ferry Terminal					✓			
St Mary's Airport								✓

3.1 Table 3.2 above shows the proximity of facilities in the local area to the development site. This demonstrates that within around an 800m / 10-minute walk of the site, there is a school (pre-school, primary and secondary), multiple convenience stores, a post office, and health care facilities (pharmacy, dentist, hospital, GP surgery). With a range of facilities within an 800m walk of the site, the site is considered to be in a walkable neighbourhood, as defined in Manual for Streets.

3.2 The ferry terminal is an approximate 12-minute (1km) walk north west of the site, which provides multiple ferry services to the surrounding islands. It also provides access to the Scillonian Ferry service, which operates between Penzance and St Mary's. The Scillonian Ferry operates between March and November, with an approximate frequency of every one to two days.

- 3.3 St Mary's Airport is an approximate 20-minute (1.6km) walk or 5-minute cycle south east of the site. The airport is served by two operators, including the Skybus which operates to Lands End, Newquay and Exeter. The Penzance Helicopters also provides a service, to Penzance Heliport and neighbouring Tresco Heliport. Both operators provide a year-round service.
- 3.4 There is also a community bus on St Mary's, which operates a circular route around the island.

Summary

- 3.5 The allocated site is located towards the east of Hugh Town, on the island of St Mary's in the Isles of Scilly. The site is currently accessed from the north, off Telegraph Road, which runs in an east-west direction.
- 3.6 There is a good level of pedestrian facilities, with footways present along Telegraph Road, and along the route to reach the town centre, local school and medical centre. Street lighting is present throughout.
- 3.7 The results of traffic surveys demonstrate that speeds along Telegraph Road are very low, with two-way 85%ile speeds being 17.2mph for eastbound vehicular traffic, and 15.7mph for westbound vehicular traffic.
- 3.8 A review of the accident records, for the most recent five-year period for which data is available, demonstrates that there is no evidence that might suggest any existing road safety issues on the local road network in the vicinity of the development site.
- 3.9 There are a range of facilities which are within an 800m / 10-minute walk of the site, there includes a school (pre-school, primary and secondary), multiple convenience stores, a post office, and health care facilities (pharmacy, dentist, hospital, GP surgery). With a range of facilities within an 800m walk of the site, the site is considered to be in a walkable neighbourhood, as defined in Manual for Streets.
- 3.10 The ferry terminal and airport are located within a 12 and 20-minute walk respectively, providing access to both local islands and the mainland, including Lands End, Penzance, Newquay, and Exeter. A community bus provides a circular route around St Mary's.

3.11 In conclusion, it is therefore considered that the site is in an accessible location. This is clearly a conclusion with which the Council of the Isles of Scilly are in agreement, given the site is allocated in the Local Plan for housing. The site is therefore considered to provide the opportunity for sustainable development in transport terms as required by the NPPF.

4 Development Proposals

Introduction

- 4.1 The development proposals consist of 27 residential dwellings, all of which it is understood will be provided as affordable housing. The site is allocated in the Isles of Scilly Local Plan as Policy LC6 (H1) for a residential development.
- 4.2 A 520sqm solar farm is also proposed, located on the southern part of the site. It is expected to have a peak capacity of 124kwh. A copy of the proposed masterplan is included in Appendix B.

Access

- 4.3 Vehicular access into the site is proposed to be taken from the existing access junction, located on Telegraph Road. The access road leads directly into the main car park and servicing area, which also acts as a shared space for cyclists. Visibility splays of 20.6m to the west and 18.5m to the east can be achieved (in both the horizontal and vertical planes), in accordance with Manual for Streets Guidance given the 85th percentile recorded speeds. The visibility splays are shown on Drawing 1578-01-PHL-101, contained within Appendix A.
- 4.4 A 1.5m wide footway is proposed to the west of the main access junction, providing pedestrian access into the site, and linking to existing footways on Church Road. Cyclists will share the main access junction with vehicular traffic, which is considered appropriate, given the low number of vehicular trip generation expected from the proposed development.
- 4.5 In addition to the main access, two EV parking spaces are proposed to be located directly off Telegraph Road, on the north western corner of the site.

Internal Layout

- 4.6 The access road continues into the site for approximately 15m, forming the main parking and servicing courtyard, and providing access to the refuse store. Internal 1.5m wide footways are proposed, providing access to the residential dwellings, in addition to the play area located to the south of the residential dwellings.

- 4.7 There are a total of six car parking spaces proposed in the main courtyard, with a further two Electric Vehicle (EV) car parking spaces located on the north western corner of the site. This level of car parking spaces is considered to be appropriate for the scale of the development, especially given the close proximity to the town centre.
- 4.8 The level of parking is considered to be consistent with the Isles of Scilly Local Plan, which states *"To encourage sustainable modes of transport and minimise unnecessary car travel, the location, design and layout of development will need to encourage walking and cycling, with the amount of off-street car parking limited"*.
- 4.9 A cycle store is proposed to be located on the south eastern side of the access road, providing at least one cycle space per dwelling, and additional visitor parking.

Summary

- 4.10 The full planning application comprises 27 residential dwellings, all of which would be provided as affordable housing. A 520sqm solar farm is also proposed, located on the southern part of the site. It is expected to have a peak capacity of 124kwh.
- 4.11 The existing access is to be retained of Telegraph Road, with a new footway proposed into the site. The footway continues within the site, providing access to the properties and the play area to the south. Suitable visibility splays have been demonstrated, as calculated in accordance with Manual for Streets guidance.
- 4.12 A total of eight car parking spaces are proposed, which includes two EV charging spaces. The level of car parking spaces is considered to be appropriate for the scale of the development, especially given the close proximity to the town centre.
- 4.13 A cycle store is proposed to be located on the south eastern side of the access road, providing ample space for residents and visitors cycles.

5 Trip Generation & Traffic Impact Assessment

Introduction

- 5.1 This section of the Transport Statement considers the trip generation that might be expected to arise as a result of the proposed development.
- 5.2 The site previously operated as a school, and therefore is likely to have attracted higher levels of vehicular traffic than a residential development.

Vehicular Trip Generation – Residential

- 5.3 In order to estimate the vehicular trip generation for the site, trip rates have been obtained from the Transport Statement for the approved 12 dwelling residential 'Land to North of Ennor Farm' development (planning ref. P/21/002). This application gained planning consent, and therefore the trip rates were agreed through that planning process.
- 5.4 The trip rates in the approved Transport Statement were obtained from the TRICS database, and included surveys from Edge of Town Centre and Suburban areas. The trip rates are based on open market trip rates, which are typically higher than those for affordable housing, therefore being considered as especially robust, given that the site is comprised of 100% affordable houses. The associated trip rates obtained from the 'Land to North of Ennor Farm' Transport Statement are summarised below in Table 5.1.

Table 5.1: TRICS-derived Trip Rates – Houses Privately Owned

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Open Market Trip Rates	0.077	0.231	0.308	0.282	0.167	0.449

- 5.5 Table 5.2 below gives the vehicular trip generation for the proposed 27 dwellings.

Table 5.2 – Estimated Vehicular Trip Generation

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Open Market (27 Dwellings)	2	6	8	8	4	12

- 5.6 As shown in Table 5.2, the proposed development might be expected to generate between eight and 12 additional vehicular movements in the AM and PM peaks respectively. This equates to approximately one additional vehicular movement every seven minutes during the AM peak hours, and one additional vehicular movement every five minutes during the PM peak hour. This is considered to be a very low level of trip generation that could not be considered to generate the potential for any severe impact on the local road network, especially considering the previous use of the site as a secondary school.
- 5.7 It should be noted that given the close proximity of the site to local facilities, it is expected that the vehicular trip generation could be significantly lower than the estimate set out above. The existing high level of sustainable modes of transport usage is demonstrated in the 2011 Census 'WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)' dataset.
- 5.8 Table 5.3 below summarises the mode share from the method of travel to work data, for those working and residing in the Isles of Scilly (MSOA Isles of Scilly 001).

Table 5.3 – Existing Mode Share – 'Isles of Scilly 001'

Method of Travel to Work	Residents	Mode Share
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	0	0%
Train	0	0%
Bus, minibus or coach	5	1%
Taxi	1	0%
Motorcycle, scooter or moped	28	4%
Driving a car or van	137	21%
Passenger in a car or van	19	3%
Bicycle	165	25%



On foot	292	44%
Other method of travel to work	17	3%
TOTAL	664	100%

5.9 Table 5.3 demonstrates that existing levels of sustainable modes of transport are very high, with a significant majority (69%) of residence walking or cycling to work. It is expected that the residents of the proposed development will also adopt a similar patten, using high levels of sustainable modes of transport.

Construction Traffic – Solar Farm

5.10 As with the importation of other construction materials, it is anticipated that the solar panels and associated infrastructure will arrive at the island via boat to the St Mary's Quay, before being unloaded onto local vans/lorries to be transported to the site.

5.11 The route for the local vehicles from the ferry terminal to the site is expected to be via Hugh Street, The Parade, Church Street and Telegraph Road. This will avoid the Strand, which is popular with tourists and beachgoers, and well used by non-motorised users.

5.12 The frequency of construction related movements will be limited by the availability of local transportation, and temporary in nature. It is understood that temporary signage is typically used to warn other road users when construction related traffic is using the island's road network.

5.13 Given the relatively small scale of the solar farm, it is not expected that its construction will generate a significant amount of vehicle movements.

5.14 Once the solar panels have been installed, there will be minimal traffic associated with the operation of the solar farm, with the exception of infrequent maintenance workers to check on the equipment.

Summary

5.15 The proposed residential development might be expected to generate between eight and 12 additional two-way vehicular movements in the AM and PM peaks respectively. This highly onerous estimate equates to approximately one additional

vehicular movement every seven minutes during the AM peak hours, and one additional vehicular movement every five minutes during the PM peak hour. This is considered to be a very low level of trip generation and would not be considered severe in terms of impact on the local road network.

- 5.16 Given the existing high levels of sustainable modes of transport use and the close proximity of the site to local facilities, it is expected that the vehicular trip generation will be significantly lower. This is demonstrated using the 2011 Census data, with 69% of residents walking or cycling to work.
- 5.17 The proposed solar farm is not expected to generate any significant number of vehicle movements, either during its construction or operational phases.
- 5.18 It is concluded that the traffic impact of the proposed development upon the local road network will be far from 'severe' and therefore the scheme is considered to satisfy the requirements of the NPPF in this respect.

6 Summary and Conclusions

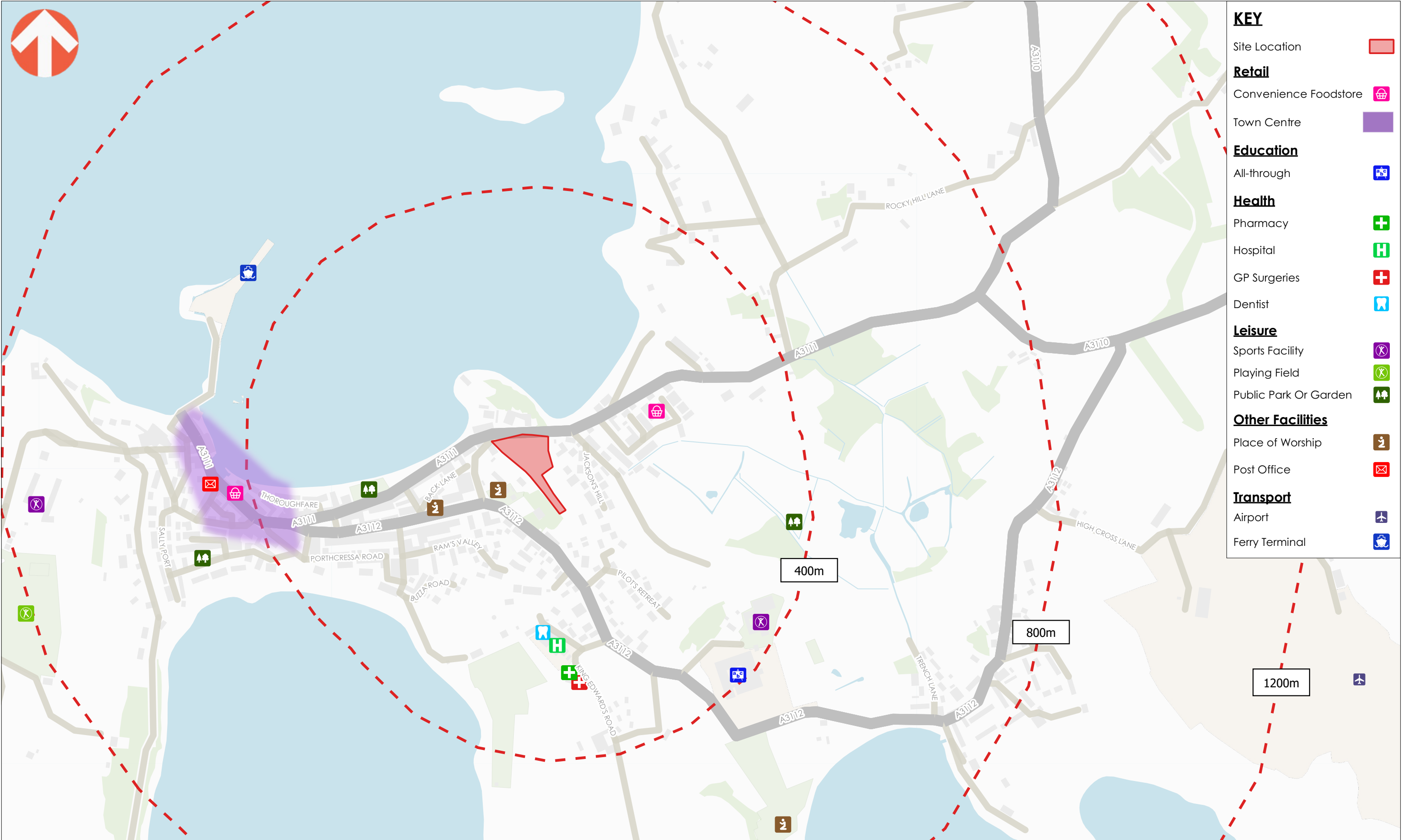
- 6.1 Awcock Ward Partnership (AWP) has been commissioned by LiveWest Homes Ltd to prepare a Transport Statement (TS) in support of a full planning application for 27 residential dwellings (100% affordable), a 520sqm solar farm, and associated landscaping. The proposed development is located to the south of Telegraph Road, Hugh Town, St Mary's, Isles of Scilly.
- 6.2 The site is allocated in the Isles of Scilly Local Plan as Policy LC6 (H1) for a residential development.
- 6.3 There is a good level of pedestrian facilities in the local area, with footways present along Telegraph Road, and along the route to reach the town centre. Footways continue south along Church Road to provide access to the Five Islands Academy, medical centre and hospital.
- 6.4 There are a range of facilities which are within an 800m / 10-minute walk of the site, including access to education, employment and health facilities, providing a walkable neighbourhood as defined in Manual for Streets. It is considered that the site is in an accessible location. This is clearly a conclusion with which the Council of the Isles of Scilly are in agreement, given the site is allocated in the Local Plan for housing.
- 6.5 The existing access is to be retained of Telegraph Road, with a new footway proposed into the site. The footway continues within the site, providing access to the properties and the play area to the south. Suitable visibility splays have been demonstrated, calculated in accordance with Manual for Streets guidance.
- 6.6 A total of eight car parking spaces are proposed, which includes two EV charging spaces, as well as covered cycle storage for all residents. The level of car parking spaces is considered to be appropriate for the scale and nature of the development, especially given the close proximity to the town centre and the high levels of sustainable modes of transport on St Mary's.
- 6.7 The proposed residential development might be expected to generate between eight and 12 additional two-way vehicular movements in the AM and PM peaks respectively. This equates to approximately one additional vehicular movement every seven

minutes during the AM peak hours, and one additional vehicular movement every five minutes during the PM peak hour. This is considered to be a very low level of trip generation and would not have a severe impact on the local highway network.

- 6.8 The proposed solar farm is not expected to generate any significant number of vehicle movements, either during its construction or operational phases.
- 6.9 In conclusion, the allocated site is considered to provide a sustainable location for development, safe and suitable access has been demonstrated for vehicles, pedestrians and cyclists, and the traffic generated by the development would not have a severe impact on the operation or safety of the local highway network. The proposed development is therefore considered to be in accordance with the highways elements of the NPPF, as well as the adopted Local Plan site allocation policy, and that there is therefore no highway reason to prevent planning permission from being granted.



Appendix A Drawings



KEY	
Site Location	
Retail	
Convenience Foodstore	
Town Centre	
Education	
All-through	
Health	
Pharmacy	
Hospital	
GP Surgeries	
Dentist	
Leisure	
Sports Facility	
Playing Field	
Public Park Or Garden	
Other Facilities	
Place of Worship	
Post Office	
Transport	
Airport	
Ferry Terminal	

400m = 5 mins walk = 1-2 mins cycle
 800m = 10 mins walk = 2-3 mins cycle
 1200m = 15 mins walk = 3-4 mins cycle
 1600m = 20 mins walk = 5-6 mins cycle
 2000m = 25 mins walk = 6-7 mins cycle

REV	DATE	DESCRIPTION	BY	CHK	APD
A	08.11.2023	INITIAL ISSUE	AC	CAM	AJW

CLIENT: LIVEST WEST HOMES LTD

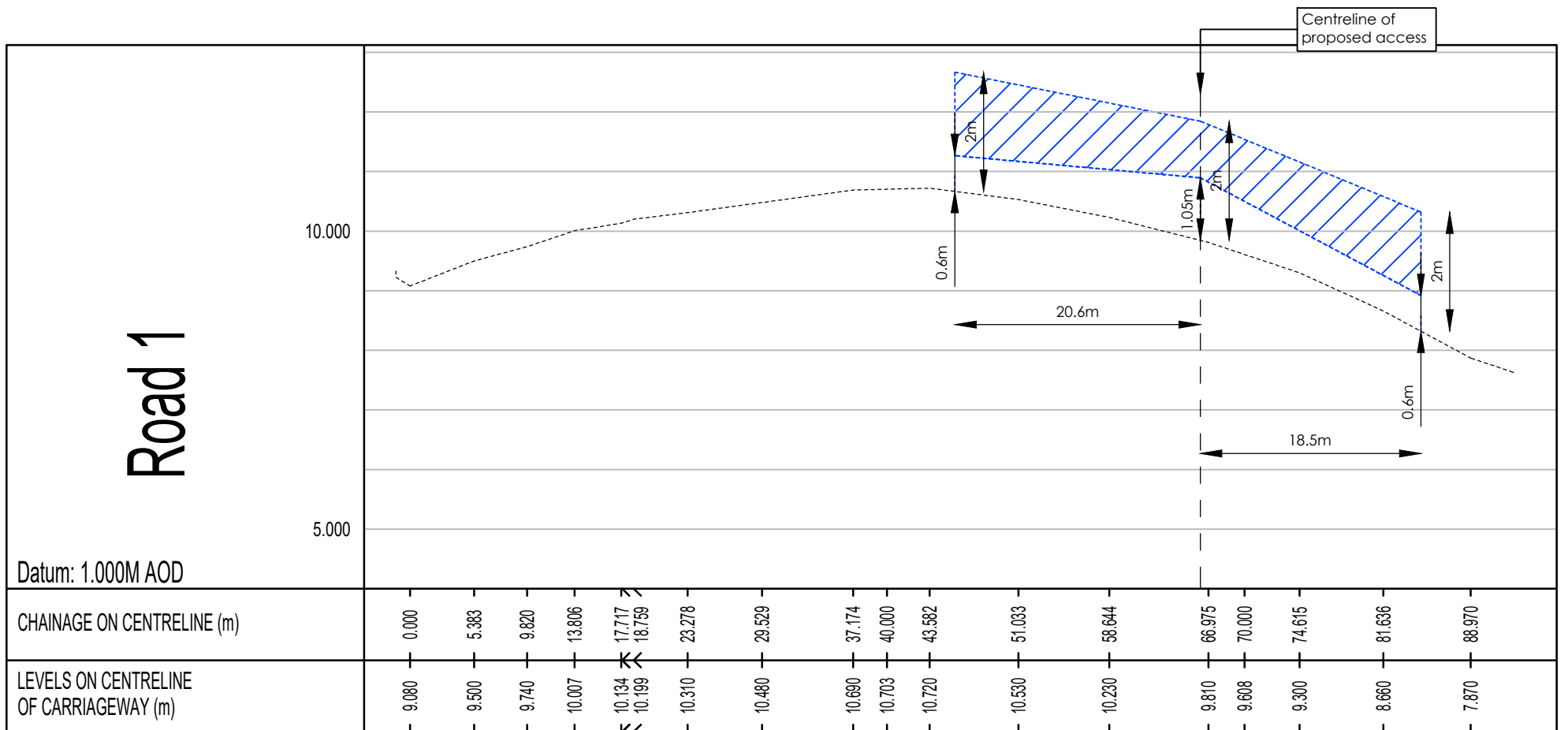
PROJECT: CARN THOMAS, SCILLY ISLES		
TITLE: SITE ACCESSIBILITY PLAN		
PROJECT No: 1578	DRAWING No: FIGURE 3.2	REV: A
SCALE @ A3: 0 100 200 300 400 m		



Awcock Ward Partnership, Ada House, Pynes Hill, Exeter, EX2 5TU
 Tel: 01392 409007 Web: www.awpexeter.com



Window 1 - Horizontal Visibility



Window 2 - Vertical Visibility

HORZ=1:500 VERT=1:100

<p>Key:</p> <p>--- Visibility splay based on surveyed 85th percentile speeds and Manual for Streets stopping site distances (Paragraph 7.5.3)</p> <p>/// Vertical visibility envelope as per Manual for Streets Figure 7.17</p>	<p>PROJECT: CARN THOMAS, ISLES OF SCILLY</p>			<p>Awcock Ward Partnership, Ada House, Pynes Hill, Exeter, EX2 5TU Tel: 01392 409007 Web: www.awpexeter.com</p>															
	<table border="1"> <tr> <th>REV</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> <th>CHK</th> <th>APD</th> </tr> <tr> <td>A</td> <td>10.11.2023</td> <td>INITIAL ISSUE</td> <td>AC</td> <td>MR</td> <td>AJW</td> </tr> </table>				REV	DATE	DESCRIPTION	BY	CHK	APD	A	10.11.2023	INITIAL ISSUE	AC	MR	AJW	<p>TITLE: PRELIMINARY SITE ACCESS VISIBILITY</p>		
	REV	DATE	DESCRIPTION		BY	CHK	APD												
	A	10.11.2023	INITIAL ISSUE		AC	MR	AJW												
<p>CLIENT: LIVEST</p>			<table border="1"> <tr> <td>PROJECT No:</td> <td>DRAWING No:</td> <td>REV:</td> </tr> <tr> <td>1578</td> <td>01-PHL-101</td> <td>A</td> </tr> </table>			PROJECT No:	DRAWING No:	REV:	1578	01-PHL-101	A								
PROJECT No:	DRAWING No:	REV:																	
1578	01-PHL-101	A																	
<p>DRAWING STATUS: FOR INFORMATION ONLY</p>			<p>SCALE @ A3: AS SHOWN</p>																



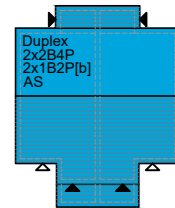
Appendix B Proposed Masterplan

House Type Schedule			Unit GSA		Total GSA	
House Type Ref	Description	Quantity	m2	sq ft	m2	sq ft
1b2p (Type 1)	1B2P - 1S	2	50.00	538	100.00	1,076
1b2p (Type 2)	1B2P - 1S	6	50.00	538	300.00	3,229
1b2p (GF)	1B2P - 1S	1	52.10	561	52.10	561
1b2p (FF)	1B2P - 1S	1	56.20	605	56.20	605
1b2p (GF)	1B2P - 1S	1	52.70	567	52.70	567
1b2p (FF)	1B2P - 1S	1	50.70	546	50.70	546
2b4p	2B4P - 2S	10	83.30	897	833.00	8,966
3b5p house	3B5P - 2S	5	93.20	1,003	466.00	5,016
Total		27			1,910.70	20,567

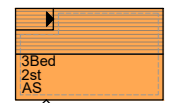
Schedule summary			Total GIA	
Accommodation type	Quantity	%	m2	sq ft
1 x Bedroom	12	44	611.70	6,584
2 x Bedroom	10	37	833.00	8,966
3 x Bedroom	5	19	466.00	5,016
Total	27	100	1,910.70	20,567

Site Density		Density	
		Area Ha	Area Acre
Gross Site Area		0.583	1.442
Open green space		0.129	0.319
Solar farm		0.052	0.129
Net Developable Area		0.531	1.312
Coverage		38,725	Sq ft/H
Net Density		51	Units/H
			21

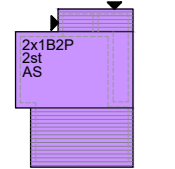
House type designs



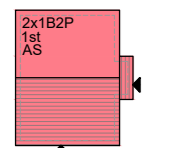
Three storey arrangement comprising of either one or two single aspect 1no. bedroom flat(s) accessed from street level with two 2no. bedroom duplex flats over. Non-habitable rooms (WC, kitchen, bathroom) on entrance side with bedroom facing internal raised access deck utilising roof lights for privacy



Two storey house split level with single aspect sleeping accommodation on the ground floor and living areas on the first floor opening out onto private terraced rear gardens



One storey flats at ground and first floor accessed from street level comprising 1no. bedroom with combined living/kitchen/dining areas



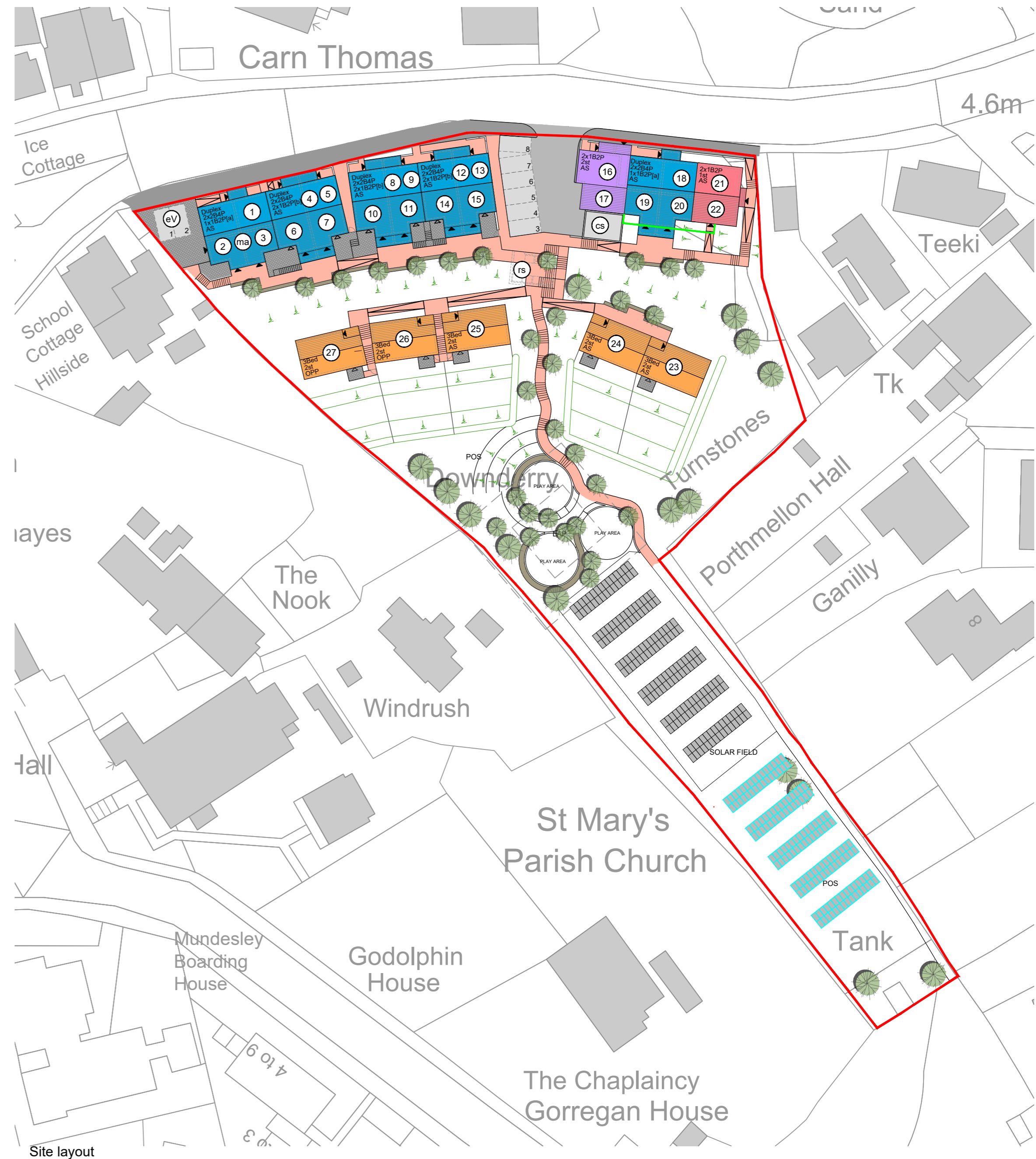
One storey flats at ground and first floor accessed from both street level and first floor at the rear. 1no. bedroom with combined living/kitchen/dining areas

Approach

Units positioned on an east-west axis to follow existing topography in two rows separated by a communal landscaped green corridor allowing access to higher level flats and dwellings located further into the site. Ramped and stepped paths serve the higher parts of the site including the solar farm with flatter areas given over to public open space and potential play areas. Shared bays for car and other vehicle usage are predominantly accessed from the existing junction into the site. This junction and area of hard-standing separates the dwellings creating a green vista into the site forming the principal landscaped route.

An active street frontage is created with ground floor flats accessed directly off the public footpath. The 2no. bedroom duplex flats over are accessed from the landscape corridor at the lower side of the sloping topography with the 3no. split level houses set further up the slope. A series of steps configured over the communal bin store serves the multiple levels. All dwellings are designed through their sectional arrangement to work with the existing site gradients.

General Legend	
	Site boundary
DUPLEX 2b4p	House type reference refer to house type drawings for details
AS/OPP	Handing demarcation
1	Plot numbers
rs	Refuse store communal
cs	Cycle store communal
ma	Materials store
eV	Electric vehicle charging spaces
1	Parking numbers



Site layout

Project:	Carn Thomas, Isles of Scilly
Title:	Site Layout
Client:	Livewest
Date:	Sep 2021
Drawn by:	RIA
Checked by:	DMA
Scale:	1:500 @ A2
Drawing No.:	21024 / L01

06.09.22	F	Paths updated
05.09.22	E	Play area sketch added
21.07.22	D	Refuse store under central external steps, new flats type introduced, 5no. houses in higher part of site
17.06.22	C	Work in progress issue
25.05.22	B	Work in progress issue
09.12.21	A	Historic data added - demolished buildings in plan and section
date	rev	comment





Appendix C Traffic Surveys



12818 Century Drive, Stafford, TX 77477, USA
 Phone/Fax: +1 888 602-3111
 Email: contact@houston-radar.com
 Web: <http://www.houston-radar.com>
 EIN: 20-2033813

Application Note

Armadillo Tracker Classification Explained

Abstract

The Houston Radar Armadillo Tracker is a state of the art non-intrusive bi-directional data collection device. It features the lowest power consumption and most accurate speed radar in the market integrated into a small and easy to use form factor. The ultra-low power usage allows the Armadillo to achieve over two weeks of continuous data collection in a device that weighs only 3lb and measures 4.8"x6.8"x5.3". Proprietary signal processing algorithms provide for accurate bidirectional counting while maintaining speed measurement accuracy normally found only in police radars and lidars.

Vehicle Classification

The Armadillo Tracker implements a size based vehicle classification system that translates to the following approximate vehicle types and lengths:

Armadillo Vehicle Class Size	Approximate Length	Example Vehicle Types	FHWA Class
Small	<14 feet (<4m)	Motorcycles, "Smart" car	1
Medium	~14 feet to ~20 feet (4m to 6m)	All sedans, minivans, pickup trucks etc.	2 & 3
Large	> ~20 feet (>6m)	Delivery vans, busses, dump trucks and 18-wheelers	4 through 12

Frequently Asked Questions and Answers

Q. Are the Armadillo Tracker vehicle classes fixed?

A. Yes, the vehicle class types are preset from the factory and cannot be modified by the user.

Q. Why can't the Armadillo classify directly by length?

A. The low power radar technology used in the Armadillo results in excellent battery life and cost of the unit. However, it does not allow direct length measurement. Hence vehicle class has to be inferred by the radar software from a variety of target parameters.



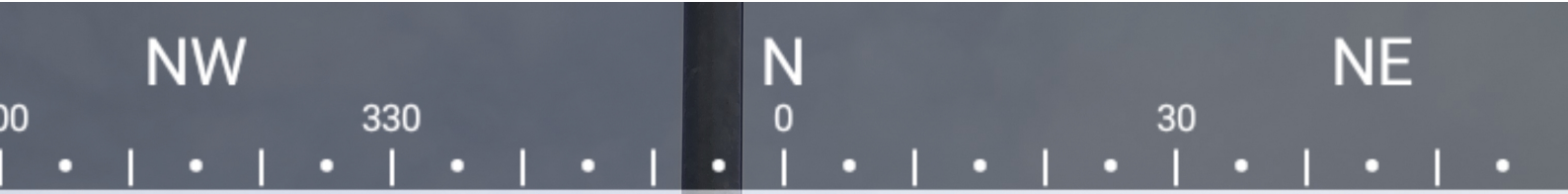
12818 Century Drive, Stafford, TX 77477, USA
Phone/Fax: +1 888 602-3111
Email: contact@houston-radar.com
Web: <http://www.houston-radar.com>
EIN: 20-2033813

This interpretation results in meaningful information for 3 class sizes which roughly correspond to the vehicle lengths listed above.

Q. What is the accuracy of classification?

A. Independent testing has shown the overall classification accuracy of the Armadillo for a mix of city or country road traffic is about 90%. This will hold true as long as truck (“Large”) traffic is less than approximately 15 to 20% of the total traffic on the road. The above test report should be available publically in the near future (release date is not under our control).

The Armadillo is not recommended for roads where the traffic consists primarily of buses or large trucks.



© 49.91608, -6.310563 ±9 m ▲ 66 m



Site 1 radar eastbound app

Isles of scilly
11 Oct 2023, 1:14:41 pm



Appendix D PIA Data

