

Policy Justification

- a) The NPPF states development should only be prevented or refused on highway grounds if there would be unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe. Road safety is covered comprehensively in the Cornwall Council Casualty Reduction Strategy 2019.
- b) Feedback from the questionnaires and local events has highlighted the following areas of concern across the plan area:
- Road layout.
 - Speed limits and restrictions.
 - Signage.
 - Safety of road users (vehicle, bicycle, pedestrian and horse riders).
 - Heavy goods vehicles using smaller roads.
 - Cycle routes.

It is well documented that there are issues relating to the major roads through the entire area of the NDP, in particular the A38, and there have been several near misses at the Horningtops junction which leads to Trewidland village.

Particular issues are raised by the impact of HGV and large delivery vehicles on the narrow lanes in the rural areas of both Dobwalls and Trewidland. In many cases often ancient boundary Cornish hedges or cuttings which enclose the lanes have been damaged, particularly on tight corners.

The lack of public transport in the Trewidland area and rural areas outside Dobwalls means that the potential impact of domestic and business travel is likely to significantly affect road safety.

Policy Intentions

- To ensure that new development is as far as possible located to take advantage of existing public transport facilities.
- To ensure that new development does not reduce road safety.
- To ensure that increased vehicle use of narrow rural lanes does not lead to significant damage to the Local Landscape Character or to road safety.

Policy: Roads and Traffic

RT1: Safe Access to Road and Highway Infrastructure

All new development proposals for commercial or industrial enterprises or dwellings should include a statement which demonstrates safe and sustainable accessibility to the road and highways infrastructure.

RT2: Access to Public Transport

All new major development proposals for commercial or industrial enterprises or dwellings should include a statement which demonstrates safe and sustainable accessibility to public transport and key destinations, such as shops and schools.

RT3: HGV Travel Plans

For any proposed employment sites any additional HGV traffic will be required to illustrate suitable routes on the local road and highway network in accordance with CLP Policy 27.

RT4: Diversification of Agricultural Sites

All major developments of agricultural sites for diversification or equestrian purposes, which will alter the vehicle and public use of the surrounding rural lanes, should be accompanied by an

evaluation of the potential risks to traffic and pedestrians and the fabric of the Landscape Character of the area. Applicants should provide details of how these risks can be ameliorated.

RT5: Cycle Routes and Lanes

Proposals for the development of key cycle routes and cycle lanes will be supported where they can show clear integration with a wider policy to encourage cycling safety in accessing local facilities.

10.12 Accessibility, Communications and Transport

Parking

Policy Justification

- a) The NPPF section 9 (promoting sustainable transport) states the maximum parking standard for residential and non-residential development should only be set where there is a clear and compelling justification it is necessary for managing the local road network. Parking is covered in the CLP under Policy 12 (Design) and 13 (Development standards). Point 3 in Policy 13 states that new developments have appropriate off-street parking. The Connecting Cornwall (2016) document page 67 3.7 supporting community safety and individual wellbeing and 3.7.1 Objective 12 support the improvement of road safety.
- b) The prevalence of on-street parking indicates a lack of adequate parking provision for housing in a rural area which has limited public transport services (none in Trewidland), and would indicate that there is a need for more generous allocation for parking in new development. It also underpins the value of existing parking provision within the settlements e.g. at village, memorial and church halls and in Dobwalls near to the Highwayman Pub car park. These sites provide vital additional car parking provision and also support the sustainable practices of car sharing, including for Cornwall councillors travelling to Truro.

Consultation through NDP questionnaires and local events has highlighted very clearly the concerns of congestion and parking issues experienced in certain areas within Dobwalls, Trewidland and Doublebois, particularly around schools and local amenities. Feedback from local events has highlighted concerns that traffic/pedestrian conflict is very dangerous at any time but predominantly around school drop off and pick up times. There have been numerous near misses between road users at the Spar shop in Dobwalls and nearby residential areas.

Dobwalls has seen a number of new housing and business developments in recent years which have increased the population, resulting in a heavier use of the amenities than previous years, without increasing the capacity of parking spaces. Consultation has also highlighted apprehensions that the current on-pavement parking is not safe and could hinder the progress of emergency vehicles.

The closure of the Dobwalls Memorial Hall private car park to people who are not using the hall in November 2019 has added further complications around parking. The Cornwall Council car park adjacent to the pub is used by residents who do not have sufficient off-road parking.

Policy Intentions

- To resolve the parking and pedestrian safety issues on the Duloe road associated with Dobwalls school and the Spar shop.
- To solve the parking and pedestrian safety in the area of Trewidland Primary School and Pre-school.
- To ensure that all new developments have adequate and appropriate off-road parking for residents and visitors.
- To protect the existing public parking areas within the plan area.

Policy: Parking

RP1: Parking

Proposals for development will be supported where they encourage the safe use of sustainable transport services including local public transport, shuttle buses, local delivery services, cycling and/or walking. This includes the installation of publicly accessible electric vehicle charging points.

RP2: Avoid Adverse Impacts of Development

Development proposals which will increase the availability of either private or publicly accessible parking facilities should be of a size and design which will have no significant adverse effect on the traffic flows, landscape or character of the settlement within which they are located.

RP3: Avoiding Loss of Community Parking

Developments which involve the loss of car parking facilities used by the public in the key areas of amenities or schools will not be supported unless:

- a. Alternative provision of equal value can be made elsewhere within the application site or within reasonable walking distance, e.g. seven minute radius (See Green Infrastructure Strategy).
- b. It can be clearly demonstrated that fewer parking spaces are required and the settlement/community will benefit from the re-use of the space.

RP4: Appropriate Onsite Parking

Developments must provide sufficient on-site parking for the size and occupancy of the dwellings. Any plans to convert an existing garage or parking area must retain sufficient space to park within the property boundary.

10.13 Accessibility, Communications and Transport

Broadband

Policy Justification

- a) The NPPF section 10 supports high quality communications. The CLP (Policy 28 – infrastructure) claims that the installation of a superfast broadband network across Cornwall was the largest ever build of a superfast broadband infrastructure in a rural area anywhere in the world.
- b) As technology usage continues to grow in both private and commercial sectors there is a clear requirement for every user to be connected to the internet and high speed broadband. New technology (mobile 5G networks) could influence the viability of farms and other businesses in the plan area.

There are a great number of benefits of high speed broadband, for example medical or social care of the elderly or anyone wishing to run a business or work from home.

Being a rural area means being connected to high speed broadband can be an effective tool in providing support against feeling isolated.

While some areas (e.g. Dobwalls) are well served by current broadband speeds, many rural areas such as Trewidland have very poor coverage and low connection speeds. This is a particular problem in terms of accessing future 5G mobile networks growth.

Policy Intention

- To make high speed broadband available throughout the plan area.

Policy: Broadband

BB1: Broadband Provision

Future developments which will provide or enhance the provision of high-speed broadband to the plan area (residential and commercial) should not impact on the character of settlements, the environment or the Landscape Character (as set out in the D&T NDP Landscape Character Statement).