

## Planning Application PA23.08473

### Penlee House – Extension and Conversion

#### Introduction

1. The Council have asked we supply a Travel Plan the purpose of which, as stated on their website, is to demonstrate the suitability and sustainability of its location through ready access to other services and facilities by walking or cycling.
2. Given this proposal relates to a conversion of an existing building with a lawful use which could be restarted at any time, that will reduce the number of residents and staff we question the purpose of this for planning. We also believe this was covered in the Planning Statement.
3. In the Council guidance it says that a Travel Plan should reflect the scale of the development and the extent of the transport implications of the proposal.
4. Given the lawful existing use and the characteristics of this proposal it will be an improvement on sustainable travel levels by reducing less sustainable travel.

#### The Proposal and Relevant Characteristics

5. The vehicle parking levels will not change, and the proposal will have less residents living in the building. The home was registered and granted permission for 18 residents and the proposed 9 extra care units will be less than this in terms of occupants (typically between 1.25 and 1.5 people per units) as opposed to couples in the proposed accommodation thus we estimate this as a maximum 12/13 people.
6. The numbers of authorised staff will reduce noting that the building has been vacant for a long period of time but could begin again.
7. These extra care units are for older people in need of care as defined by national definitions. Although we have a 55 age limit our average age in the existing village is close to 80. While all who have cars value them and seek to maintain ownership these residents will not be employed, in nearly all circumstances, nor have children to take to school.
8. The residents will have full access to food and drink, communal spaces and organised events/gatherings in the village such as the pool, physical fitness, events and social activities.

9. They will have access to the extensive open space formed by landscape managed gardens. The point of the overall use is to bring services and activities to the residents due to the limited mobility of many.
10. The parking numbers (the west of the building) related to this proposal will not change and 9 will be designated for this use. Other spaces are available for visitors and staff. The designated existing parking spaces, as required by the latest Building Regulations, will be retrofitted with electric charging points at significant cost.
11. The residents will have access to the existing communal transport. This consists of a minibus. This does a shopping trip 3 days per week. It has trips out on Thursdays to places of interest like the coast, countryside, or towns/villages. It is also used for evening trips like the theatre and special events such as Royal Cornwall. It also has journeys to hospital and GP appointments.
12. Cycle parking is available in the wider village, mainly of use to any staff and possibly visitors, and this will not change.
13. Access to the facilities in Tregony is available on foot.

### **The Transport Implications and Impacts**

14. The purpose of a Travel Plan is to demonstrate the suitability and sustainability of the location given we adjoin and are in a settlement and the reduction in numbers of people it makes it clear that there are no significant or material impacts from transport noting the existing use, type of accommodation and communal transport.