



jonpearson@hotmail.com 07772 229492 - 01736 731551

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Transport Statement

Meadowbrook, Grenville Road,
Lostwithiel, PL22 0RA

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Client:



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1.0 Introduction

- 1.1 This Transport Statement (TS) has been produced by Jon Pearson, Transport and Highway Consultant on behalf of Cornwallis Care Services Ltd. It is submitted in support of a planning application for demolition of the existing care home and provide close care units alongside a care home. The proposal would see the demolition of the existing 42 bed care home and provision of two new purpose built premises to deliver 77 care beds and 36 close care beds alongside additional parking at Meadowbrook House, 52 Grenville Road, Lostwithiel, Cornwall.
- 1.2 In line with best practice this Transport Statement is submitted to demonstrate that the proposed close care unit will not result in a severe impact upon the local highway network. The National Planning Policy Framework (NPPF) states that all developments that generate significant amounts of movement should be supported by a Transport Statement (TS) or a Transport Assessment (TA).
- 1.3 As a TS the likely the likely impact of the proposal has been assessed without recourse to specific junction modelling. This decision is in line with TS guidance and reflects the likely minimal effect upon existing and future vehicular flows to/from the site.
- 1.4 This TS will detail the highway and transport planning implications of the proposal.

2.0 Transport Policy Context

2.1 The Cornwall Local Plan was officially adopted with effect from 22nd November 2016. All planning policy guidance notes and planning policy statements have been replaced by the National Planning Policy Framework (NPPF) which is the overarching policy document that the proposed development has to demonstrate compliance. This document sets forth the central government vision of economic growth and sustainable development and how it may be achieved.

2.2 National Policy

2.3 National Planning Policy Framework (Revised July 2021)

2.4 Reference has been made in the preparation of this Transport Statement to the National Planning Policy Framework (NPPF). The NPPF is the overarching policy that *“sets out the Government’s planning policies for England and how these are expected to be applied.”* The NPPF is not a “prescriptive” document in terms of stipulating the specific policy for all possible areas of the planning process, rather it ensures that planning authorities frame their Local Development Frameworks consistently, with a presumption in favour of “sustainable development” being at the core of local planning policy and decision making.

2.5 Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

2.6 The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable

transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making.

2.7 Paragraph 110 states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) 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 Code 46; and
- d) 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.

2.8 Paragraph 111. States that 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.

Paragraph 112 states that within this context, applications for development should:

- a) 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;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) 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;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

2.9 As a Framework the NPPF does not provide answers to every question, it does provide local planning authorities and developers with a set of principles that will underpin

local development documents, and which should enable the positive identification of sustainable developments that may fall outside of local development plans in terms of location and/or scope. The NPPF clearly indicates the primacy of Local Development Plans whilst also enabling and encouraging decision taking based on considerations that go beyond a local plan if such development meets the needs/aspirations of local communities whilst retaining the central quality of sustainability.

2.10 The NPPF deals with principles of sustainability, local decision making and creativity in delivering an improved environment and supporting a sustainable economy, nevertheless it is clear that conformity to the core principles listed above, or at least those principles which are clearly relevant to a given development, should be considered as providing a presumption in favour of that given development proposal. The NPPF acknowledges that the ability to deliver sustainable development with a range of modal choices will vary from urban to rural areas and local planning authorities need to develop plans and make decisions based on a realistic assessment of what is possible in terms of minimising the impact of development related traffic. As stated above in transport terms, only 'severe' residual impacts would be likely to prevent a development from being approved.

2.11 **In the current instance the development proposal is considered to be consistent with all the core principles set out above and responds to an identified need for Lostwithiel and local area.**

2.12 **The proposed development will not result in severe residual cumulative impacts and should not therefore be refused on highway grounds.**

2.13 **Local Policy Context**

2.14 **Cornwall Local Plan Strategic Policies 2010-2030**

2.15 **Policy 27 – Transport & Accessibility**

2.16 All developments should provide safe and suitable access to the site for all people and not cause a significantly adverse impact on the local or strategic road network that cannot be managed or mitigated. To ensure a resilient and reliable transport system for people, goods and services development proposals should:-

1. Be consistent with and contribute to the delivery of Connecting Cornwall 2030, Cornwall's Local Transport Plan or any subsequent LTPs;
2. Locate development and/or incorporate a mix of uses so that the need to travel will be minimised and the use of sustainable transport modes can be maximised by prioritising safe access by walking, cycling and public transport and providing new facilities and services to minimise car travel;

3. Locate developments which attract a proportionally larger number of people in the city and main towns or locations which are highly accessible by public transport or areas which will be made highly accessible by the development. Any proposals which do not accord with this will require significant justification and provide clear transport benefits;
4. Be designed to provide convenient accessible and appropriate cycle and pedestrian routes, public transport and road routes within and in the immediate vicinity of the development;
5. Be accompanied by an effective travel plan that delivers hard and soft measures to support new occupants in adopting sustainable travel habits;
6. Safeguard land for the delivery of strategic transport opportunities including land around existing facilities to allow for expansion and use for future sustainable modes of travel e.g. closed branch rail lines and links to the Isles of Scilly;
7. Provide public transport solutions including park and ride where there is evidence that it will remove traffic from the highway network, is economically viable and that which accord with the appropriate transport strategy for the area.

2.17 The proposed residential development addresses an identified need within Lostwithiel and is considered to be consistent with all the above core principles and comply with the intention of Policy 27.

2.18 Connecting Cornwall: 2010 Strategy (LTP3)

2.19 LTP3 sets out the vision, goals, objectives and policies for transport within Cornwall. It demonstrates how Cornwall Council will endeavour to create an improved transport system within the next 15 years.

2.20 Whilst locally it's main aim is to consider and plan for the social, economic and environmental issues it must also reflect the changes in central governmental priorities. The main objectives for the county are to improve access to all key services/facilities, local safety for all travellers and public transport whilst reducing the growth rate of traffic congestion and transport related air pollution. It also seeks to manage, maintain and improve the efficiency and effectiveness of the transport network, improve existing and provide new opportunities for travel choice whilst also influencing travel behaviour by raising awareness of the impact of transport on the environment and the health benefits of walking and cycling. It also aims to reduce the impact of transport on Cornwall's natural, historic and built environment.

2.21 Climate Emergency Development Plan Document (CEDPD)

2.22 The CEPD was formally adopted on 21 February 2023. It adds to the Cornwall Local plan's Strategic Policies as part of a positive and flexible planning policy framework for Cornwall up to 2030. These policies will help us to act on climate change.

2.23 Policy T1 – Sustainable Transport

2.24 New development should be designed and located in order to minimise the need to travel and support a modal hierarchy which prioritises walking, then cycling, then public transport, then car clubs, electric vehicles and lastly private fossil-fuelled vehicles. Development should be designed to:

- 1) Facilitate integration between different modes of travel, especially walking, cycling and public transport. Every opportunity should be taken to connect to, and benefit from, existing walking and cycling networks and to maximise permeability for these modes within and outside of sites;
- 2) Integrate with the existing settlement through inclusive, active travel networks ensuring easy and sustainable connections to community facilities and infrastructure and enabling connections to potential future travel modes;
- 3) Provide conveniently located and secure cycle parking, including private home provision throughout the development, including close to the development access points, and benefiting from natural surveillance;
- 4) Provide an appropriate level of safe, secure, accessible and usable parking provision having regard to policy T2 and reflecting principles set out in the Cornwall Design Guide and the level of accessibility by walking, cycling and public transport;
- 5) Deliver more sustainable streets including by;
 - Making it easier and more attractive to walk, cycle and considering access only streets to create green networks;
 - Enabling greater use of public transport;
 - Making streets accessible for users with disabilities;
 - Providing varied spaces for people to meet and rest, and for children to play, enabling greater social interaction;
 - Incorporating high levels of green and blue infrastructure.
- 6) Support the use of electric vehicles (including electric bikes) by providing electric vehicle charging points.

2.25 Policy T2 – Parking

2.26 Development proposals will be expected to meet the following parking requirements:

- 1) Follow the travel hierarchy by prioritising parking and storage for non-vehicular modes in terms of proximity to dwellings, followed by car club spaces, electric vehicle charging spaces and finally parking for other vehicles; and
- 2) Proposals should meet the Council's parking standards, including the provision of dedicated cycling facilities, as set out in the Parking Standards Guidance, taking into account opportunities for reducing the need to travel, creating opportunities and incentives for active travel and the local context; and

- 3) Provide accessible, secure, and convenient cycle parking for all users, located in prominent locations; and
- 4) Parking provision for vehicles and bicycles should incorporate integrated green infrastructure, street trees and sustainable drainage in line with the Cornwall Design Guide; and
- 5) Cars should be accommodated in, but not dominate layouts. Residential car parking should generally be provided off-plot in specifically designed on-street parking bays or other purposely designed spaces that are well designed in terms of safety, supervision, circulation, appearance and assist access by pedestrians and cyclists taking into account any particular user or site conditions that might indicate otherwise. Layouts should not increase pressure for off-site parking and should contribute to on-street parking controls where necessary; and
- 6) Parking and charging infrastructure should be carefully sited and designed so as to conserve and enhance the significance of heritage assets, including their settings, and historic streetscapes.

2.27 Additional Guidance

2.28 Manual for Streets (MfS) 2007

2.29 MfS sets out the key objectives of 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.

2.30 Manual for Streets 2 - Wider Application of the Principles 2010

2.31 MfS2 is a companion guide to MfS building on the philosophies set out in MfS and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations.

2.32 MfS2 fills the perceived gap in design advice that lies between Manual for Streets and the Design Manual for Roads and Bridges (design standards for Distributor Roads).

3.0 **Aim and Purpose of the Transport Statement**

- 3.1 The TS will support the planning application by presenting sufficient detail relating to the likely highway impact, to ensure that the local planning authority are content that the proposal will not result in a 'severe' impact upon the local highway network. Its main intention is to demonstrate that the proposed development will not adversely impact upon the surrounding road network, specifically the A390, Grenville Road.

4.0 Relevant Planning History

4.1 **PA19/07177** - Demolition of porch, sheds and 4 care beds and construction of new entrance lobby, detached extra care apartment block to provide 22 units and communal facilities with 11 car spaces – Approved.

4.2 The Highway Officer stated: *'13-03-20 - At this time, it remains my opinion that safe and suitable access, has not been demonstrated. The proposal for residential development (PA18/05607) to the immediate south of this proposal site is consented. There is no such requirement a S278 or RSA to be in place before I should consider how that consented access will interact with the access for this proposal, the use of which, this proposal will intensify. Consequently, it is considered that this application should demonstrate safe and suitable access in the context of that plan, by detailing how it will tie in to the access arrangement design, particularly given the risk that right turning vehicles for this proposal may directly conflict with those using the ghost island for the consented scheme. The proposal access should be formalised into a priority junction, with kerbing and white line junction markings, and indicative adjustments made to the arrangement consented. Please seek additional plan detailing this arrangement. The response regarding parking provision is not accepted. It states 0.5 per unit has been provided, when only 8 undesignated spaces have been provided. Also, no account for staffing has been provided, nor any reference to what level of parking the existing facility needs maintained. Comment regarding protecting the highway verge are also not accepted. This proposal will result in an intensification in use of the site, with additional parking pressures, consequently it is for the applicant to undertake mitigation measures that do not transfer parking pressure on site on to the highway. It is not for the Local Highway Authority to resolve this retrospectively. The revised plan above should include bollards or equivalent to prevent parking on grass verges either side of the access. At this time I am unable to support this proposal. Please seek additional information and re-consult once received (PS)*

'30-09-20: Whilst suitability of the parking provision for the site overall hasn't necessarily been demonstrated, new parking spaces have been added, and mitigation to protect highway verge/asset from overflow parking have now been proposed. Bollards are shown on plan provided. Consequently, I am content to consider this matter resolved, in so much as the highway asset has been protected. This plan is accepted as an indicative plan, full details of these works should be secured by condition. In respect of the relationship this access will have with the consented residential development (PA18/05607) to the immediate south, the access arrangement secured under that consent by condition and the updated plan under the Reserved Matters application currently under consideration, has been used to reflect the changes in highway environment. Consequently, I am content to consider this

matter resolved. Conditions will be required; 1. Construction Traffic Management Plan (or equiv) to ensure any construction phase impact on A390 is managed suitably. 2. Full details for all works taking place to, on or from public highway, specifically works to protect highway verge from parking. 3. Surfacing and drainage for new parking area shall be designed to prevent surface water and/or loose material (eg. Gravel) from discharging on to the highway. It is now considered that safe and suitable access has been demonstrated and subject to the conditions above, I have no objection to this proposal.(PS)'.

- 4.3 **PA22/01812/PREAPP** - Pre application advice for the demolishing of existing care home facilities to provide for two new purpose built 4 storey buildings, 1) 81 bed care home, 2) 40 extra care units – Advice given.
- 4.4 The Highway Officer stated: *'Any subsequent application should include the following so as to demonstrate safe and suitable access for all modes: I. A Transport Statement (TS) will be required to support the application. This should include an analysis of existing vehicle movements associated with the existing activities on site, using site visitor data, specific to, and held by this site. This should then be used for a comparison with the level of vehicle movements associated with the proposal. II. The position of this new access can be determined by the applicant, bearing in mind efforts to minimise impact on vegetation/walls, and levels between site and highway/footway. This will be a consideration, in terms of determining transport sustainability. III. Access arrangement plan for existing access, to include clearly annotated visibility splay sight lines/distances (Y) from a set-back (X) of 2.4m should be provided, to demonstrate/record existing suitability. IV. Parking provision should be detailed, determined by the conclusion of the TS and in accordance with the requirements of Policy T2 of the Climate Emergency DPD'.*

5.0 Site Location and Local Highway Network

- 5.1 The proposed development site is located on the eastern edge of Lostwithiel, south of Bodmin and north east of St Austell. The site is bounded by a residential development, open land and the A390 Grenville Road. It is proposed to utilise the existing access directly off the adjacent A390.
- 5.2 The location of the development can be seen in Figure 1 below.



Figure 1 – Site Location

- 5.3 The proposed site layout is shown in drawing no. 3849 - PBWC - 00 - XX - DR - A - 1102 Rev. P10 (**Appendix A**). It is proposed to continue to utilise the existing vehicular access to/from the A390.

6.0 Proposed Site Layout & Access Appraisal

- 6.1 As stated, the access will be as existing, directly to/from the A390 Grenville Road. The existing access maximises emerging, forward and rear visibility for drivers.
- 6.2 The A390 is unlit, approximately 7m wide, with a 1.8m wide continuous footway on the northern edge of carriageway. – see Plate 1 below. Between the site and the footway there is also a large grassed highway verge.



Plate 1 - A390 Frontage to Site (Looking West)

- 6.3 The internal layout of the site demonstrates the site to be provided with 46 dedicated parking spaces which reflects the edge of town location of the site. This is an increase of 8 parking spaces over the existing and will include 5 new spaces for people with disabilities – see **Appendix A**. Dedicated cycle parking will also be provided for staff and visitors.
- 6.4 The existing access to the site has been used for many years by vehicles and is set back approximately 8m from the carriageway to enable exiting vehicles to stand clear of passing traffic.
- 6.5 The existing posted speed limit on the A390 past the site is 40mph and therefore, according to Design Manual for Roads & Bridges (DMRB) the recommended length of visibility for emerging drivers, from a point 2.4m, is 120m in each direction. Drawing No. JG01 (**Appendix B**) shows the required visibility and Plates 2 & 3 overleaf demonstrate the extensive emerging and forward visibility.



Plate 2 – Emerging Visibility West From Proposed/Existing Access Onto A390



Plate 3 – Emerging Visibility East From Proposed/Existing Access Onto A390

- 6.6 Examination of the recorded accident/collision data held by Cornwall Council and relevant online sites demonstrated that there have been no recorded collisions at or within the vicinity of the site access for over the past 5 years.
- 6.7 It is concluded that the existing A390 Grenville Road would satisfactorily accommodate the likely low level of additional vehicular trips arising from the

proposed residential development and therefore the traffic impact of the scheme is considered to be acceptable.

- 6.8 Directly opposite the proposal site a recently approved and commenced residential development of 47 new homes (PA19/11224). The highway officer stated that the proposed access was acceptable as is the sustainability of the site in relation to the proximity of the nearby local services. The current permission also includes a dedicated right-turn lane with pedestrian crossing point/island, all of which would greatly benefit the proposal site and its access.
- 6.9 Meadowbrook Nursing Home currently provides care for those with dementia, Parkinson's disease, stroke and respiratory conditions. In addition to that, they also care for residents with physical disabilities, including those over the age of 65 who have learning disabilities, and bariatric patients. The same care provision will be now via larger, purpose built facilities with increased bed space to meet local and county demand.
- 6.10 Cornwallis Care Services runs the Meadowbrook Nursing Care Home and currently has a staff complement of 50, of which approx. 23 are on site during the day. It is calculated that the reorganisation and additional units will increase the staff levels by 47 and the enlarged, recently approved, extra care wing will have an additional 15 staff which equates to a staff increase of 62 across the site and a total of 112. Obviously, these staff are comprised of mainly health care workers and nurses but a third will be admin, housekeeping, kitchen staff, maintenance etc plus the care staff will work shifts with an average of 50 total staff on site during the day and less than half that number at night.
- 6.11 Utilising Cornwall Councils maximum parking standards it is recommended that 'old people's homes', which are higher traffic generators than close care homes but the only guidance given, suggest a guide of 1 car space per 6 residents (catering for visitors) and every 2 staff. Given the total bed spaces (113) and staff (112) this equates to a maximum provision of 75 spaces. Based upon a staff day shift being an average of 50 actually brings the maximum provision required down to 46 (plus 3 drop-off bays) and the proposal is to provide 46 including 5 disabled spaces and secure, covered cycle storage.
- 6.12 A large proportion of the staff currently car share and walk to site so approximately only 15 vehicles are currently associated with work to home journeys per day. Family visits account for approximately 6 vehicles spread over the day and delivery vehicles from suppliers 2 to 3 vehicles per day. External medical professionals and ambulances will also account for 2 vehicles per day. After 17.00 the site is very quiet with regard to vehicular movements with only 3 night staff cars coming to site. Even with the

effective doubling of the number of bed spaces it is considered that the proposed parking provision is fit for purpose.

- 6.13 With regard to parking levels the highway authority is responsible for carefully weighing up a number of factors ie too much parking encourages car use, restricted provision encourages alternatives to the car, hence the authority's parking guidelines being maximum. Given the shift worker levels, the opportunity to car share, cycle, walk and/or bus/train together with the fact that recorded visits to residents by friends and family are both sporadic during the day and day of the week ie everybody doesn't visit at once and not all travel by car, especially if they live locally. It is felt that the parking levels proposed are fit for purpose and the level of parking that the site operator (Cornwallis Care Services) feel is required.
- 6.14 The scheme has balanced the requirement for private car ownership with the wider desire to reduce car ownership, encourage walking and the use of sustainable methods of transportation such as public transport and cycling. Dedicated cycle storage and changing facilities have been provided in each of the buildings.
- 6.15 The parking levels and type, both cycle and car, are considered to accord with policies T1 & T2 of the CEDPD. The car spaces will have, initially, 5 spaces EV enabled to reflect that last year 10% of all car sales were electric. The number and level of EV space demand will inevitably rise in the coming years and spurs off the main electrical feed can be provided to all spaces as when required.

7.0 **Vehicular Trip Generation.**

7.1 The existing 42 bed care home and recently approved 22 bed extra care home will be replaced by replaced by the two new units with 77 care beds and 36 close care beds, a total net increase of 49 new bed spaces.

7.2 The likely impact of the additional bed spaces (49 beds) has been informed by trip rates recorded in the TRICS database. A summary of the vehicular trips associated with the proposed nursing home is shown in Table 5.3 below.

49 Bed Nursing Home	Trip Rate		Total Trips		Two Way Movements
	Arrivals	Departures	Arrivals	Departures	Total Trips
AM Peak 08.00-09.00	0.077	0.107	4	6	10
PM Peak 17.00-18.00	0.119	0.185	6	10	16

Table 5.3 - Forecast Trip Generation - Nursing Home (54 Beds)

7.3 The predicted likely trip rates are considered acceptable given the sites excellent existing access and the edge of village location.

8.0 Site Accessibility & Sustainability

- 8.1 Lostwithiel is highly accessible with regular bus and mainline train services, medical practice, community centre, public houses and local shops, the majority of which are within accepted walking distance. Alternative travel options to the private car are well catered for and many staff will walk, cycle and use the local bus service whilst others, where necessary will be encouraged to car share. Many of the residents will have family located within the village too.
- 8.2 The benefits of non-car travel are clear environmentally but there is also a health benefit for the participants from reduction of stress by removing the need to drive long distances to personal health through walking and cycling. An often hidden benefit is the cost savings for the individual from car free travel. UK car owners spend over £3,500 to run their cars each year. Besides the purchase price, the biggest expenses of car ownership are petrol or diesel (£1,400+ a year estimated now due to rising petrol and diesel prices), motor insurance (£561 a year), and repairs and servicing (£273 a year). In addition, road tax, parking fees & permits, driving lessons, car clubs, fines and other upkeep expenses cost an additional £259 a year per vehicle (www.nimblefins.co.uk). A site Travel Plan has been produced for the proposal and forms part of the planning application submission.

Pedestrians & Cyclists

- 8.3 Whilst approximately 850m from the centre of Lostwithiel, outlying residential areas are also close to the site. Staff and resident's visitors will be able to walk or cycle as the majority of distances involved are close to the recommended walking distance of 800m (Manual for Streets) whilst this is not considered an upper or maximum limit and an average of 2km is manageable by most fully ambulant pedestrians. The site is well within the recommended 5km cycle distance and with on-site cycle parking together with staff shower/changing facilities is very attractive to both employees and resident's visitors.
- 8.4 The popularity of electric bicycles has risen dramatically over the last few years with the advent of smaller, lighter battery packs and the initial purchase price reducing. The cheapest brand new electric bike retails at approximately £650. Clearly staff and visitors will be able to charge their bikes at work, if required, and if demand is high enough, a dedicated charging area would be considered.
- 8.5 The government led 'Cycle to Work' scheme was introduced in 1999 with the aim being to encourage people to make healthier and more environmentally friendly lifestyle choices. The scheme allows employees to spend up to £1000 on bikes and equipment, tax-free, making a claimed saving of up to 42 per cent on the overall value.

Bus

- 8.6 There are well serviced bus stops within 450m to both the west and east of the site which could be utilised for a linked trip to the mainline train station or to access St Austell, Bodmin, Liskeard etc.
- 8.7 The majority of the ambulant residents will be eligible for or in possession of, the governments free bus pass. Staff and visitors can now purchase an all-day Cornwall bus ticket for £5 or £20 for a whole week which is clearly cheaper than driving from/to St Austell for example.

Train

- 8.8 Lostwithiel mainline train station offers a further alternative to using a car for staff and visitors. It is easily accessible within minutes on foot being approximately 660m from the site. In addition to local rail travel by mainline to Truro, Camborne, Plymouth etc (commuting, visiting etc) the mainline services from Lostwithiel provide countrywide travel reducing dependence on the private car.

Car Sharing

- 8.9 Car sharing can save money and time. It is an enjoyable experience and particularly useful for similar daily trips i.e. commuting. This is something staff and even perhaps visitors to the residents could share and enjoy.
- 8.10 It is intended that the development will operate in a sustainable manner that contributes to the wellbeing of the community by conforming to the core aims and objectives of the Cornwall Council 'Local Transport Plan – Connecting Cornwall 2010' (LTP3).
- 8.11 In summary, the application site is very accessible by a range of transport modes other than the private car. The development site is accessible by foot, cycle, bus and rail as part of a linked trip.

9.0 **Summary & conclusion**

9.1 **Summary**

9.2 This Transport Statement (TS) has been prepared by Jon Pearson Ltd, transport and highway consultant for Cornwallis Care Services Ltd to support the planning application for the demolition of the existing care home and construction of a new replacement care home and adjacent extra care home, with additional parking at Meadowbrook House, 52 Grenville Road, Lostwithiel, Cornwall.

9.3 The purpose of this TS is to demonstrate to the Local Highway Authority (LHA) and the Local Planning Authority (LPA) that the proposed development will not result in a severe impact upon the local highway network. It is considered that the provision of the development and creation of local employment, will in fact be beneficial to the local area.

9.4 **Conclusion**

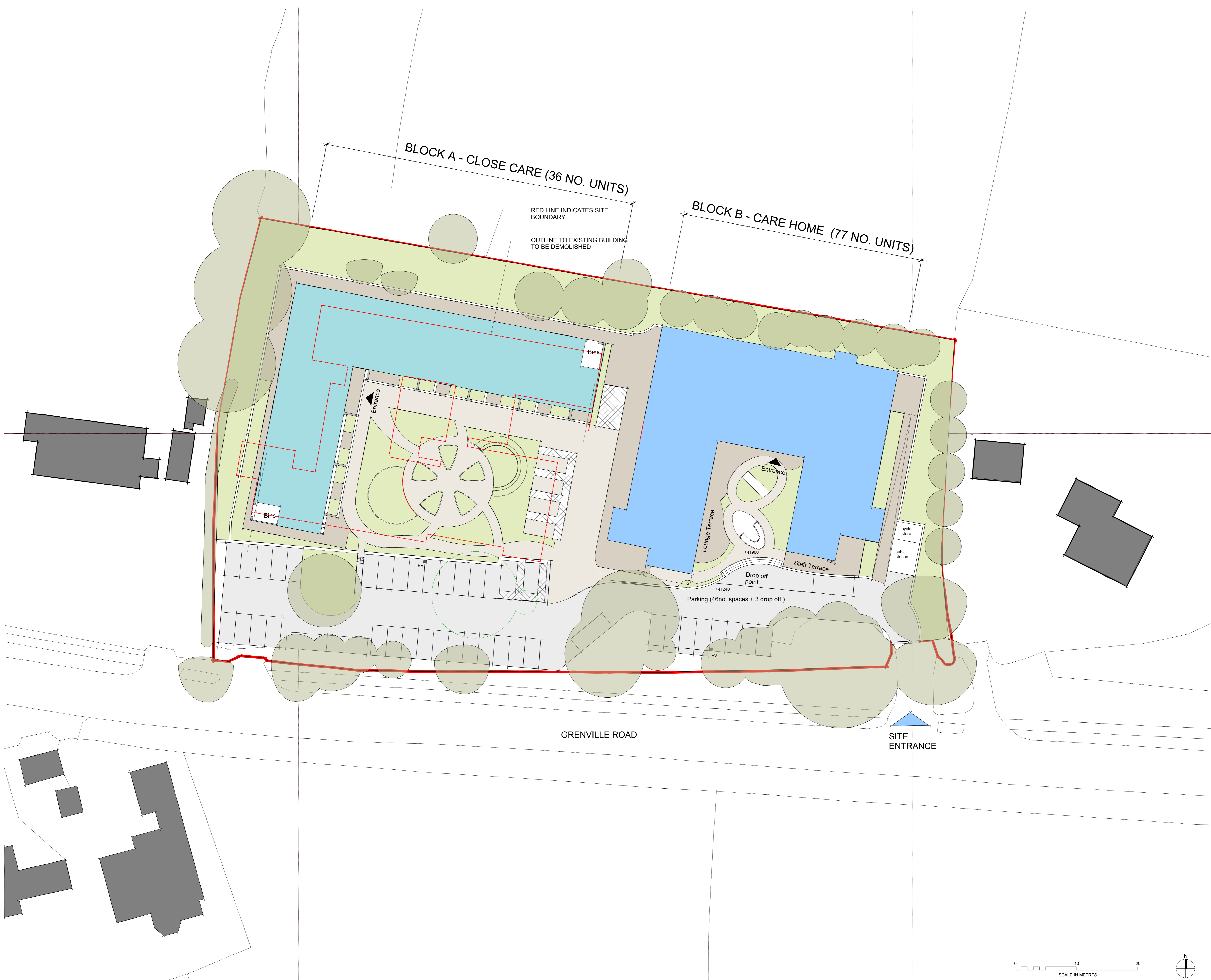
9.5 The purpose of this Transport Statement has been to:-

1. outline the nature of the proposed development;
2. demonstrate compliance with National and Local planning policies;
3. describe / present the design of the proposal site with particular reference to its external highways and servicing provision;
4. describe the proposed vehicular access/exit arrangement;
5. present brief details of the proposal sites non-motorised accessibility;
6. draw a reasoned, evidence based conclusion from the preceding information.

9.6 It is considered that the proposed location of the development has been shown to be acceptable in terms of the lack of any resultant local highway impacts. There are no pressing capacity or safety concerns that can be considered "severe". Furthermore, the provision of the development is considered sustainable and a benefit to the local area.

9.7 The above considerations indicate that there are no highway reasons for the LPA to refuse the planning application.

Appendix A



NOTES

- 1 THIS DRAWING IS THE COPYRIGHT OF THE ARCHITECT AND MAY NOT BE REPRODUCED WITHOUT LICENCE.
- 2 DO NOT SCALE OFF THIS DRAWING EXCEPT FOR THE PURPOSES OF PLANNING ONLY.
- 3 ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR BEFORE COMMENCEMENT OF WORK AND ANY DISCREPANCIES REPORTED TO THE ARCHITECT.
- 4 NO RESPONSIBILITY CAN BE ACCEPTED FOR ERRORS ARISING ON SITE DUE TO UNAUTHORISED VARIATIONS FROM THE ARCHITECTS DRAWINGS.
- 5 DRAWINGS ISSUED ELECTRONICALLY MAY LOSE SOME DETAIL.

NOTES:
 This drawings contains the following model files:
 3849-PBWC-00-ZZ-M3-A-0001-Site-S1-P01

AMENDMENTS				
Rev No.	Revision Description	Rev. Date	Review by	Issued by
1	First Issue	05-04-23		PDP
2	Additional information indicated	06-04-23		PDP
3	Site Plan amended, Parking relocated, Block B no. of units increase	12-04-23		PDP
4	Care home repositioned, close care reduced in size following Town Council presentation	17-05-23		PDP
5	Site plan updated to align with draft Mei Loci Landscape Design	27-07-23		CF
6	Area to ground floor aligned with latest plans, narrower, Sub-station & cycle store aded	15-08-23		CF
7	Issued for planning	05-09-23		PDP
8	Update following FE comments	21-09-23		PDP
9	Plant room and cycle store relocated	06-12-23	CF	PDP
10	Minor amendments to block B entrance	05-01-24	CF	PDP

**Poynton Bradbury
Wynter Cole Architects**
 ATLANTIC STUDIO, TRELION AVENUE
 ST. IVES, CORNWALL, TR26 2AD
 Tel: 01736 792000
 architects@pbwc.co.uk
 www.pbwc.co.uk

Client
Cornwallis Care Services Ltd

Job
Meadowbrook Care Home
Grenville Road, Lostwithiel

Title
Proposed Site Plan

Project/Sheet
3849 - PBWC - 00 - XX - DR - A - 1102

Purpose of Issue
Planning Status **S2** Revision **P10**

Scale
1 : 200@A0

Director In Charge CT	Project Lead CF	Off. Project No. 3849
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Appendix B

DATE:	27.04.19
JOB NO:	JP.123.18
REV:	--
DRAWN BY:	JG
CHECKED BY:	JP
SCALE:	1:500 @ A1
DRAWING NO:	JG01

NOTES

1. The contractor shall not scale off the drawing for constructional purposes, only figured dimensions shall be worked from.
2. All dimensions and levels to be checked on site by the contractor before commencement of any work and any discrepancies to be reported to the transport & highways consultant.
3. The drawings/information used are to be cross referenced where necessary with other relevant consultants information. If in doubt please ask!
4. All drawings remain the copyright of Jon Pearson, Transport & Highway Consultant.
5. Documents/drawings transferred electronically are not to be altered without prior consent.
6. Printed drawings not valid in black and white.

AMENDMENTS



ACCESS VISIBILITY TO THE EAST



ACCESS VISIBILITY TO THE WEST

