

**Outline planning application for 40 bed extra care sheltered development at Cornfields Residential Care Centre, Cranleigh Drive, Whitfield, Dover – DO/08/477**

A report by Head of Planning Applications Group to Planning Applications Committee on 11 May 2010.

Outline planning application by Kent Adult Social Services for 40 bed extra care sheltered development for the elderly including 20 1-bed apartments, 20 2-bed apartments, residents communal areas and staff facilities at Cornfields Residential Care Centre, Cranleigh Drive, Whitfield, Dover (Ref: DO/08/477).

Recommendation: Outline planning permission be granted subject to conditions.

**Local Member(s): Mr. B. Cope**

**Classification: Unrestricted**

**Site**

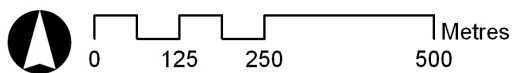
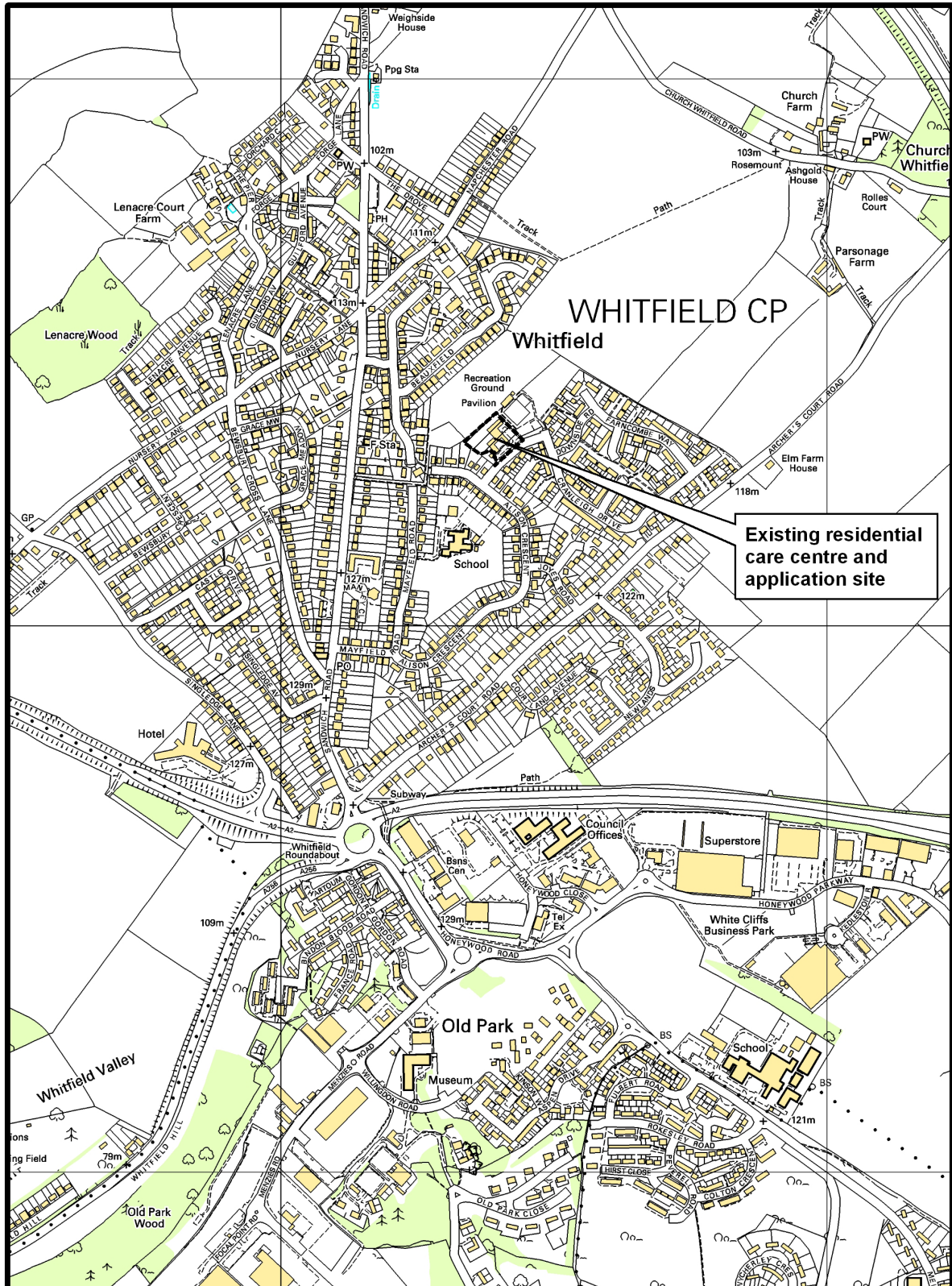
1. Cornfields is a residential care home located off Cranleigh Drive in Whitfield, approximately 3 miles north of the centre of Dover. It is currently operational as a residential care home and is registered to provide care for 28 older people. The building is currently a single storey at the front and the remaining section of the building being 2-storeys in height. The area of the site is approximately 0.49 of a hectare. The site is located in a predominantly residential area to the south east (Cranleigh Drive) and south west (Alison Crescent) and open fields to the north east and north west. The residential developments around are generally 2-storey private houses but there are some bungalows immediately to the south west of the site. There is a 2-storey house at the site entrance (No 127 Cranleigh Drive), which previously belonged to the site but is now in private ownership, with shared vehicular access facilities.
2. The site is generally open with a substantial belt of trees to the perimeter, predominantly to the north west. These trees are to remain unaffected in the development of the outline proposals. The current vehicular entrance is off Cranleigh Drive and leads to a parking and delivery area, located in front of the existing building.

**Background**

3. This application is one in a series of applications for providing new and upgraded residential care accommodation across the county. Kent Adult Services is taking the lead in this countrywide programme of Extra Care Housing, although it is very much on partnership with the Kent District Councils and a private sector provider, as yet to be identified. The first wave of Extra Care Housing is nearing completion, with new accommodation being provided on largely existing care home sites in Herne Bay, Hythe, Dover, Margate, Birchington, Broadstairs, Ashford, Maidstone and Dartford. Whilst these developments are being constructed and managed as part of a Private Finance Initiative, the sites are ones already in local authority ownership, either owned by the County Council or the local District Council. Planning applications for these developments were considered by the County Planning Authority in 2006-7. Planning applications for the next wave of developments have been considered so far on sites at Manorbroke, Dartford, Little Hill, Tenterden, St. Stephen's Walk, Ashford, Newington Primary School and Newington Library site, Ramsgate.

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CORNFIELDS, WHITFIELD DOVER - LOCATION PLAN



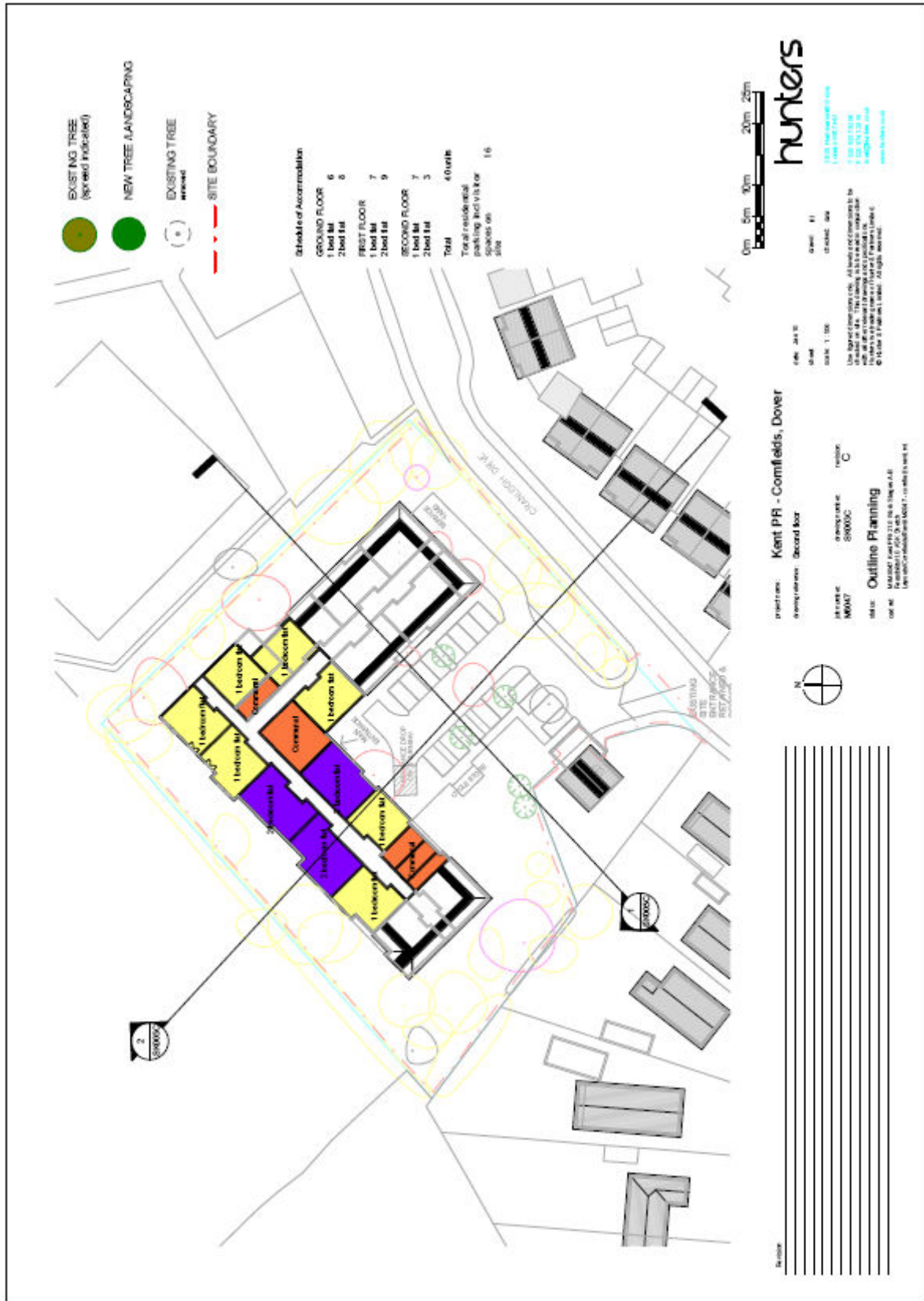
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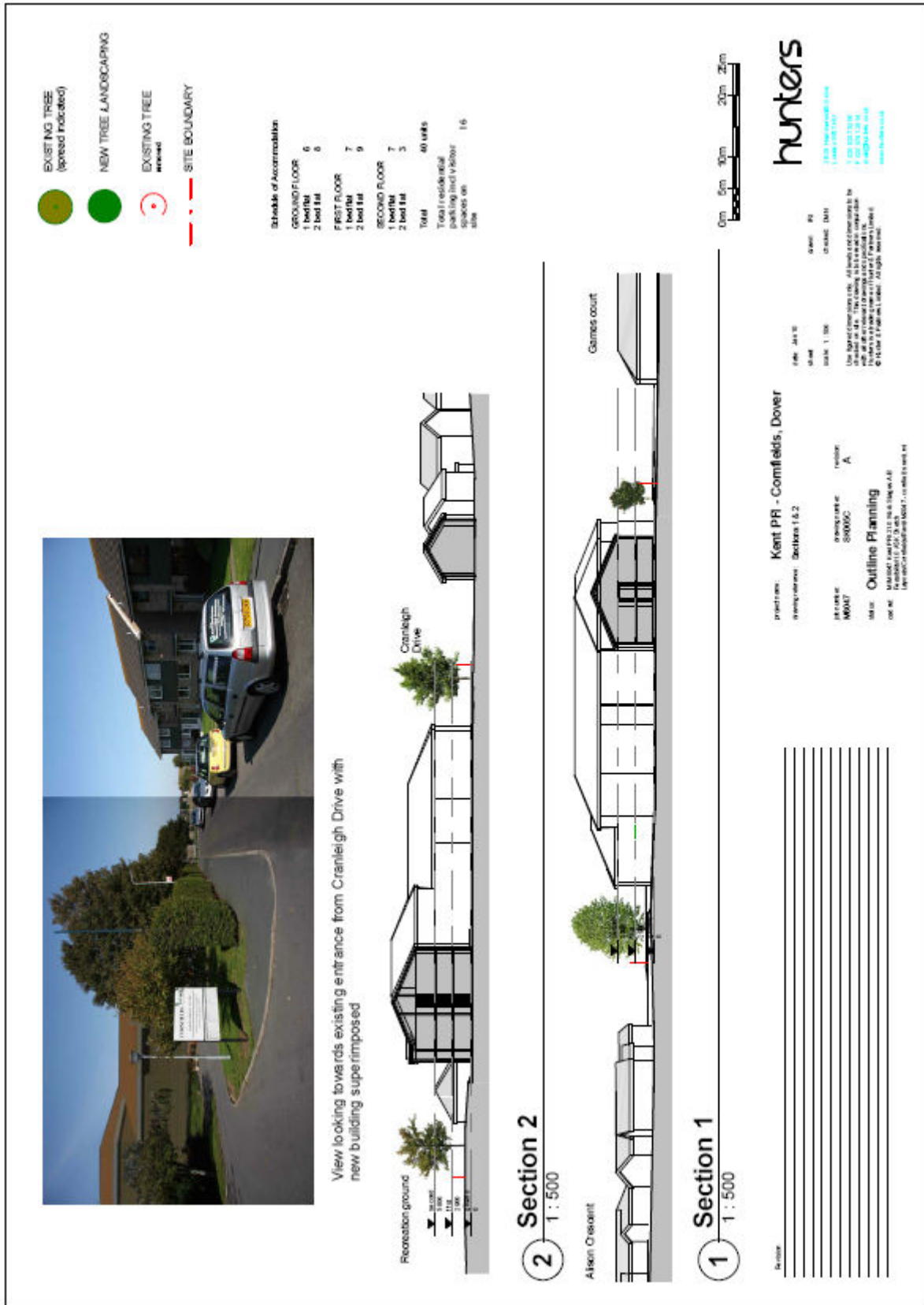
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4. The latest wave of planning applications are made in outline only, with full details of appearance, scale and landscaping reserved for consideration as part of later planning applications if outline consent is achieved. In this particular case, the proposed site is already in use as providing accommodation for the elderly, so the principle of the use of the site is already well established and not an issue for consideration. However, in order to secure funding and a private sector partner for the whole programme of provision, there is a need to secure planning consents first and to avoid potentially abortive detailed design work on unsuccessful sites, there is some sense in following the two stage consent process with initial outline applications. On an existing site such as Cornfields, the nature of the proposed development and the type of activity associated with it would not involve any significant change, but the amount of development and the type of accommodation and its management would change as a result of these proposals, so these aspects do warrant exploration as part of this outline planning application.

**Proposal**

5. The aim of the Excellent Homes for All programmes is to provide improved and upgraded accommodation for those requiring an element of care in the county. In the main, this relates to elderly people but the degree of care needed varies greatly from those needing constant supervision to those who can largely live independently from care. The new accommodation being provided responds to these changing needs by providing a mix of living accommodation within the development, at the same time as providing a higher standard of accommodation and personal space and facilities than the conventional old peoples' homes have hitherto provided. In particular, these developments provide a mix of individual apartments with modern amenities and to larger dimensions, rather than the earlier pattern of a series of bedrooms lining corridors with shared toilet facilities. However, there would still be some communal spaces, as well as medical facilities but these would be less of an institution nature, including hairdressing salons, fitness suites etc. for the residents.
6. Under the circumstances, the type of internal space being provided is quite different from what has traditionally been provided by local authorities, which is why these applications involve demolition and redevelopment, rather than refurbishment of these existing buildings. As well as improving the standards of the internal spaces and facilities, opportunity is also taken to improve the environment performance of the buildings, especially in terms of energy efficiency and thermal insulation, which those sites developed in the 1960 and 1970's are now found to be very poor at.
7. The application proposes the demolition of the existing sheltered housing on site which accommodates 28 older people and their replacement with a development of 40 new apartments (20 one bed and 20 two bed) arranged over 2-3 storeys. The new building will also have shared communal areas and externally the grounds would accommodate a vehicle parking area and a service area. Ambulances would also be able to drive onto the site and turn around. It is also proposed to have some garden amenity space. Although this is not a detailed application, a proposed layout of the site has been submitted to enable assessment of the impacts of the proposed redevelopment.
8. The application has been twice amended since its submission, in the light of objections from local residents and concerns from both Planning Authorities at the potential impacts of the development. The currently proposed scheme still maintains the original number of apartments and sought to address local concerns about the scale of the building by reducing the footprint of the building and moving it slightly away from the residential



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properties in Alison Crescent. It also proposes to keep the building nearest to the existing residential to two-storeys whilst the three-storey section is on the part of the building that is furthest away from the existing residential properties. This also helps to create a more interesting, stepped roof detail. It is these amended proposals that will be assessed in this Report. Local residents have been notified following each amendment and the reported representations refer to both the original scheme and the latest amendment.

**Planning Policy**

9. The Development Plan Policies summarised below are relevant to consideration of the application:

(i) The adopted **South East Plan 2009**:

**Policy CC1** Seeks to achieve and maintain sustainable development in the region.

**Policy CC4** Seeks to avoid adverse impacts from developments on the built and natural environment.

**Policy CC6** Seeks to create sustainable and distinctive communities via development, which respects the character and distinctiveness of settlements and promotes a high quality built environment.

**Policy BE1** Seeks to promote and support design solution opportunities with new development that are relevant to context, local character and distinctiveness and sense of place.

**Policy T4** Seeks to manage car parking provision at sites and set maximum parking standards in line with PPG13 Transport.

**Policy H4** Local authorities should identify the whole range of housing needs required in their areas working with adjoining local authorities where appropriate. Groups with particular housing needs include older and disabled people and other groups with specialist requirements.

(ii) The adopted **Dover District Council Local Plan 2002**.

**Policy DD1** Requires proposals that are acceptable in terms of layout, siting, scale, architectural style, materials, spatial and visual character of the area, landscaping, privacy and amenity.

**Consultations**

*(All of the below comments form the statutory consultees, were raised in response to the original planning application and none of the comments have changed due to the proposed amended details that have been submitted as a result of all the comments raised originally).*

10. **Dover District Council** – Raises **objection** on layout, visual amenities and scale of the building. The layout of the application is considered to be unacceptable due to the close proximity of the building with the residential properties adjacent to the south west

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boundary. It is acknowledged that the scale of the building is a reserved matter however the architect has indicated the size of the footprint, has confirmed that the proposal would be a 3 storey building and has shown a pitched roof with a ridge height of 13 metres. Therefore together with the close proximity and the indicative scale of the building it would result in an overbearing sense of enclosure and would lead to a loss of natural light, harmful to the amenities of the adjacent resident.

The indicative scale and proposed layout of the site would also be harmful to the visual amenities of the street scene, the bulk, mass and scale of the building would be at odds with the existing urban grain, spatial and visual character of the surrounding area. It is acknowledged that by the virtue of the retention of the natural landscaping on the front boundary (south east) and the set back of the building from the public highway the impact would be reduced but not so significantly that it would overcome this objection.

11. **Whitfield Parish Council** – Raises **objection** as it is out of keeping with the surrounding area, which comprises bungalows and two-storey housing. Many surrounding properties would be overlooked and would have clear views of the three-storey development. It is also considered that there is insufficient parking planned. Buses already have problems passing as the road is narrow at this point. An increase in traffic and roadside parking would be unacceptable and could cause access problems for emergency vehicles.
12. **Divisional Transportation Manager** – raises **no objection** as the level of parking is acceptable for the development of sheltered housing and the access is utilising the existing. The proposed turning facilities are also acceptable. The only issue is the lack of pedestrian facilities as there are no details of the crossing points to be made available within the site. A safe pedestrian route to the entrance from Cranleigh Drive approaching from both directions will be required as part of the detailed planning application.
13. **Environment Agency** – raises **no objection**, subject to the imposition of conditions on contamination, a report on desk study, drainage and fuel, oil and chemical storage.
14. **Kent County Archaeologist** – raises **no objection**, subject to the imposition of a condition requiring the implementation of a programme of archaeological work.
15. **Jacobs Landscaping** - raises **no objection** whilst acknowledging that the proposed care apartments would be more visible from the adjacent properties along Cranleigh Drive than the existing care home. However this is a reasonably densely populated townscape where views of other buildings are likely. In addition to this, the existing boundary vegetation provides a reasonable visual screen from the surrounding visual receptors. Whilst there would be some loss of existing trees, none of these are of the highest arboricultural or landscape value. Much of the boundary vegetation would be retainable and any necessary loss of trees could be mitigated through additional boundary planting to enhance its visual screening function.

**Local Member(s)**

16. The local County Member, Mr Cope was notified of the application on 26 May 2009, 11 August 2009 and 8 March 2010.

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**Publicity**

17. The application was advertised by the posting of a site notice and the notification of 85 neighbouring properties of the original application. Neighbour notification was repeated in the light of the two subsequent amendments to the initial proposals, with 20 of the closest neighbouring properties being notified. This also included a number of residents who had originally written in with representations.

**Representations**

18. In total 17 representations have been received in response to the original planning application and the two subsequent amendments. The original application attracted 8 representations, with the first amendment receiving 3 representations and the second and final amendment receiving 6 representations. The main planning reasons for objection can be summarised as follows:

- The flats would generate more traffic on the local roads.
- Not enough car parking provision has been proposed for this development.
- There is already a lot of parking in Cranleigh Drive as it already acts as an overflow car park for Cornfields already and for any sporting activities that are taking place at the recreation ground.
- Cranleigh Drive is only just wide enough to accommodate a parked car and a bus.
- Cranleigh Drive would struggle to cope with all the additional traffic that this development will generate.
- This is currently a quiet area, which would be changed by the increase in traffic and the subsequent increase in noise as a result of this development.
- Concern about the noise of the demolition and rebuild of the new care home.
- Objection to the proposed height of the building as it is totally unacceptable bearing in mind the height of the buildings around the care home, which are mainly bungalows.
- A three-storey building is overbearing for neighbouring properties.
- The windows of the proposed development would overlook neighbouring properties and result in a loss of privacy.
- The proposed building would affect the light in neighbouring properties.
- The proposed building would be an eyesore and will be visible from everywhere in Whitfield.
- Why is there a need to change the care home, which is very successfully run, into something different?

**Discussion**

19. The application is required to be determined in accordance with the relevant Development Plan policies, unless other material considerations are of overriding importance. Therefore the proposal needs to be considered in the context of the South East Plan and Dover District Council Local Plan policies and other material considerations, including those arising from consultation and neighbour notification responses. In this particular case, the determining issues would therefore include relevant planning policies, transportation aspects, design considerations, residential amenity aspects and need considerations.

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Policy Context

20. Policies in the South East Plan generally promote sustainable development, sustainable design and construction and sustainable communities, as well as seeking to upgrade existing housing and restrain parking provisions. The whole programme of providing new sites or developing existing ones to extend and improve accommodation for the elderly where there are local needs is entirely consistent with the objections of Policies CC1, CC6 and H4, given that the proposals do aim to upgrade the existing housing stock, to meet local community needs and to meet the specialist needs of those in the community not otherwise catered for by the open market. Additionally, the proposed development would make best use of previously developed land by upgrading an existing site rather than seeking fresh land and releasing the current site to some alternative development. The application also broadly complies with the Policy T4 objective to ensure an appropriate level of on-site parking, to avoid attracting indiscriminate use of personal transport.
21. Overall I do not consider that the proposed redevelopment of this site fundamentally conflicts with any of the relevant Development Plan Policies, given that it clearly accords in principle with the general thrust of most of the policy objectives. Moreover the planning application is in outline only at this stage and since the site has already been in residential institutional use for many years, the principle of the proposed use is well established.

Design Aspects

22. Whilst the application has reserved out details of building appearance, scale and landscaping for later consideration, it is necessary to consider the submitted details relating to the layout of the proposals and the access arrangements. The District Council and some local residents have raised objections to the proposed design of the new building, although at present there are only sketch details of the layout of the development to inform that consideration. The proposed new building is designed to accommodate 20 one bed flats and 20 two bed flats and a range of communal rooms. To spread the proposed layout of the new building across the site would have significant implications for visual amenity in the street scene, neighbouring residential amenity and the amenity of the residents themselves because of the lack of outdoor space. The applicants have therefore proposed a combination of two and three storey development to reduce the building footprint, increase the distances from neighbouring properties and provide a reasonable area of garden and tree retention around the site borders. Notwithstanding the wider amenity issues discussed further below, I consider that the latest site layout is a satisfactory design solution.
23. However the implied height of the proposed building has provoked some objections on the basis of it being out of character with the surroundings and potentially detrimental to neighbouring properties. Some objectors seem to have an aversion in principle to the notion of a three-storey development, primarily on the basis of the visual appearance, potential overlooking and loss of light. In terms of visual appearance, the houses surrounding the site are currently a mixture of bungalows to the south west and two storey houses to the south east, with a general suburban domestic character. Whilst compatibility with neighbouring properties is an important consideration, it is the comparative height of the building, which largely determines whether a juxtaposition of varying storeys would be acceptable. The latest amendment takes this into consideration and therefore proposes that the building would only be two storeys in height flanking properties to the south east and south west. On the part of the site, where the recreation ground abuts the site and there is a good vegetation cover, it is

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proposed to have three storeys here, as it would be less intrusive to the neighbouring properties, whilst still maintaining 40 flats in this development (see site cross section drawings).

24. Daylight and privacy issues are discussed below, but given that the 3 storey element is physically and visually distanced from neighbouring properties I do not consider that that aspect is unacceptable on design grounds. In particular, the area is characterised by mixed modern designs, varying massings and differing heights of buildings and I cannot agree that the proposed development would be at odds with any readily identifiable grain. Even if there was a grain that could be adhered to, that would be simply promoting bland homogeneity and contrary to *Kent Design Guide* principles in itself. Moreover, the locality is not one characterised by historic buildings or some heritage or locally distinctive features worthy of replicating, so to presume against the proposed development on the grounds of design compatibility is also inappropriate in this particular case.

#### Amenity Issues

25. This planning application has attracted a number of objections from neighbouring properties concerned about the redevelopment of the site and the potential impacts on their amenity and the wider impacts of the locality. Chief issues for concern in planning terms include a loss of privacy, overlooking and visual intrusion, daylight interruption and impacts upon local roads. The applicants have amended their proposals twice in response to such concerns and it is important to assess the scheme as now amended to judge whether any of these issues are sufficient to warrant refusal of planning consent.
26. The proposed layout of the site and the position of the building have the potential to affect several issues, including the loss of privacy and light, overlooking and visual intrusion. As first submitted the proposed layout would have been close to the side wall of the properties to the south west boundary of the site (Alison Crescent and No 127 Cranleigh Drive) with the potential for both visual intrusion and loss of privacy by overlooking. The adjustment to the position of the building has overcome these issues by increasing the physical separation to 31.26m (to the nearest property in Alison Crescent) and to 21.44m (to No 127 Cranleigh Drive) and by reducing the height of the building nearest to these properties from three storeys to two storeys. The nearest property in Cranleigh Drive on the opposite side of the road from the development would have a physical separation distance of 24.41m. All these distances are greater than the standard guideline privacy distances of 21m for facing windows to habitable rooms (and 11 metres where windows to blank walls). There is also good existing screening of trees along the border with the houses in Alison Crescent and No 127 Cranleigh Drive, which would also help to create privacy for the existing properties. The applicant is prepared to increase the tree planting along this border to further increase the level of privacy in the rear gardens of these properties.
27. Members will be aware that the protection of private views is not a material planning consideration, and given the distances from neighbouring properties, I do not consider the visual impact of the proposed development would be either intrusive or over bearing in the neighbourhood. Clearly, the redevelopment of the site would involve changes in the appearance of the street scene, and alteration and/or interruption of private views from some individual properties, but these are not in themselves grounds for resisting planning proposals. It is also not possible to judge whether the development would be visually unappealing in the wider setting, pending the submission of a detailed planning application that included design details.

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28. Loss of daylight and/or interruption of sunlight are valid grounds for objection to development, where they can be substantiated and some significant detriment can be demonstrated. In this particular case, the proposed layout indicates that the new building would be physically separated from the nearest neighbouring buildings by over 20 metres, thereby removing the possibility of any significant overshadowing of any neighbouring property, even with the proposed higher roof levels. Under the circumstances, any overshadowing is more likely to be from existing neighbouring houses which are already more closely spaced together. With regard to interruption of direct sunlight it should also be noted that the proposed new building would be generally to the north of most surrounding properties, with the path of travel of the sun being from east to south to west. Moreover the three storey element would be on the northern boundary and only capable of casting a shadow on the undeveloped land to the north of the site.
29. Concerns have also been raised over noise nuisance from the proposed development. The redevelopment of the site from one type of care accommodation for the elderly to another is unlikely to have any significant change in terms of noise or activity. Nor are the vehicle movements associated with it likely to alter the existing noise patterns. The new building would be constructed to modern insulation standards and any noise leakage is likely to be less than from the present development. Noise nuisance during construction is more likely to be nuisance, but to a certain extent is inevitable and cannot be used as a means to reject development proposals alone. However, it is possible to reduce the impacts of noise disturbance by imposing conditions over the timing of construction activity, delivery of materials, etc. and, should planning consent be given, I would recommend that such conditions be imposed.
30. Under the circumstances, I do not consider that there is likely to be any significant detriment to neighbouring properties as a result of visual intrusion, noise disturbance, loss of light or invasion of privacy, given that the generally accepted standard design guide distances for the spacing of residential properties could still be achieved with the proposed layout as now amended.

Traffic Issues

31. Concerns have been raised over the provision of parking on the site and whether that would be adequate with the increased numbers of people living at, working at and visiting the site. The development proposes to provide 17 parking spaces and a drop off point as well as a service yard and turning head facilities. It is intended to keep the same access point off Cranleigh Drive due to the fact that the current access is shared between the care home and the private owners of No 127 Cranleigh Drive, who have legal rights to use this access. Provision would also be made for cycle storage within the site.
32. The Divisional Transport Manager has been consulted on the proposed provision and has raised no objection to the proposal and has confirmed that it complies with Supplementary Planning Guidance (Kent Vehicle Parking Standards). In fact the latest amended scheme has increased the level of parking by one space and now would exceed the standard required. However the Divisional Transport Manager has noted that there are currently no pedestrian facilities leading into the site from Cranleigh Drive and would wish to see this included in the future. Since the proposal exceeds the standard requirement for parking by one space, then no transportation objection could be sustained on this particular application. Whilst local residents may contest this judgement, there is good evidence from the other sites across the County where a similar provision of parking provision demonstrates that at many times of the day there

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are vacant spaces, because many of the staff do not drive to the site or they share vehicles. There is a good public transport link to the site, with a bus stop located directly outside in Cranleigh Drive. Therefore local resident concerns that more cars would park in Cranleigh Drive, if they cannot find a space within the site, are unfounded and unlikely to happen.

33. The impact upon the local road network and the ability of the surrounding roads to be able to accommodate any increased parking upon neighbouring roads as a result of this development, is a matter for consideration by the Divisional Transport Manager, who takes into account the existing traffic conditions when assessing the introduction of new development or as is this case, the redevelopment of the existing site. The Divisional Transport Manager has not raised any concerns about the local road network being unable to cope with any potential increase in traffic to the site nor about any overflow parking that may take place out on the public highway.
34. Cranleigh Drive is an estate road which measures 5 metres in width and as already stated it is a bus route. There is already some on street parking taking place in the area of the care home, as residents directly opposite the care home have off-road parking to the rear of their properties, whilst residents in Alison Crescent have off-road parking to the front of their properties. There is no evidence to suggest that any current on-street parking affects the bus service. Residents concerns that Cranleigh Drive is only just wide enough for a bus and parked car to get past each other and that any additional overflow parking in Cranleigh Drive may affect the ability for vehicles to be able to pass each other safely has been raised as many residents feel that there is not enough parking provided on site and that the new apartments will generate additional traffic. However the level of parking provision is above the required standard and there is no evidence to suggest that the traffic levels will increase above what currently happens.
35. Attached as an Appendix, is a traffic survey which shows the existing traffic flow to the site over a two week period, taken in January 2010. This survey concluded that there is a constant movement into and out of the site and that the car park was seldom ever full. As it is predicted that the traffic flow to the site will not increase due to the redevelopment, then it can be concluded that the current situation should not change.
36. Under the circumstances, I do not consider that there is likely to be any significant detriment to neighbouring properties as a result of the car parking provision for the redevelopment nor there to be any increase in traffic levels to the site.

**Conclusion**

37. Since the proposed use of the site is already well established, I see no objection to the principle of the proposed development and consider that it also accords with the general thrust of the relevant Development Plan Policies. Objections have been raised to the impacts of the proposed redevelopment on various aspects including residential amenity, design aspects and traffic/parking issues, but having examined each of these aspects in detail, I am of the view that none are of sufficient substance as to warrant a refusal on the application. In particular there would be inevitable changes to the local streetscape and residential environment if the development was to proceed but these are not in themselves reasons to withhold planning consent if there is unlikely to be any significant lasting harm to interests of acknowledged importance. Whilst there may be understandable local concerns, the proposed changes are not sufficient reasons to presume against planning permission.

## Item D3

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38. Under the circumstances, I advise that the proposed development is in accordance with the general principles of the Development Plan Policies and subject to appropriate conditions, I am of the opinion that the proposed development is unlikely to significantly compromise the amenity of the local residents. Consequently I recommend that outline planning permission be granted.

#### Recommendation

39. RECOMMEND that PLANNING PERMISSION BE GRANTED, SUBJECT to conditions, including conditions covering:

- the standard time limit;
- the standard outline planning conditions relating to the reserved matters of scale appearance and landscaping details;
- the protection of trees and vegetation during construction;
- controls over hours and days of construction activity;
- the inclusion of a footpath leading to the front entrance in the detailed design; and
- the development to be carried out in accordance with the permitted details.

Case officer – Lidia Cook	01622 221063
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Background documents - See section heading
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## Appendix 1 to Item D3

### Outline application for 40 bed extra care sheltered development at Cornfields Residential Care Centre, Whitfield, Dover – D0/08/477

#### Letter provided by applicant in respect of car parking issues



The information provided below relates to the use of the car park facilities at the Cornfields Registered Care Centre site between 18<sup>th</sup> January and 31<sup>st</sup> January 2010. There was a constant movement in and out during each recorded session so typically the full number of parking spaces was seldom utilised.

There are 17 spaces in the car park at Cornfields. It is very rare that these are all full at any one time. We have regular visits from health professionals such as GP, District Nurse, Physiotherapists, Occupational Therapists etc. Their visits can vary in length from 15 to 45 minutes. They usually visit on weekdays but emergencies and ongoing treatments may require a visit at weekends.

As the centre is open 24 hours a day, visitors are welcome at any time, however many do not arrive before 9am due to clients eating breakfast, and most leave by 8pm due to clients wishing to go to bed.

The number of staff using the car park varies greatly depending on whether they are local or have access to a vehicle, or whether they live further away and use private transport.

The high usage indicated in the table below on 20<sup>th</sup> January was due to a training day held at the centre from 9.30 am – 2.30 pm – these are occasional, and not a regular occurrence. .

18 <sup>th</sup> – 24 <sup>th</sup> January 2010				25 <sup>th</sup> – 31 <sup>st</sup> January 2010			
<b>Monday 18/01/10</b>	07:00am to 12:30pm	12:30pm to 5:00pm	5:00pm to 10:00pm	<b>Monday 25/01/10</b>	07:00am to 12:30pm	12:30pm to 5:00pm	5:00pm to 10:00pm
In	27	10	4	In	19	12	4
Out	14	22	6	Out	9	17	9
<b>Tuesday 19/01/10</b>	07:00am to 12:30pm	12:30pm to 5:00pm	5:00pm to 10:00pm	<b>Tuesday 26/01/10</b>	07:00am to 12:30pm	12:30pm to 5:00pm	5:00pm to 10:00pm
In	25	12	3	In	19	11	4
Out	14	17	8	Out	9	16	9

## Appendix 1 to Item D3

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<b>Wednesday 20/01/10</b>	07:00am to 12:30pm	12:30pm to 5:00pm	5:00pm to 10:00pm	<b>Wednesday 27/01/10</b>	07:00am to 12:30pm	12:30pm to 5:00pm	5:00pm to 10:00pm
In	27	22	5	In	23	11	2
Out	9	38	7	Out	9	21	6
<b>Thursday 21/01/10</b>	07:00am to 12:30pm	12:30pm to 5:00pm	5:00pm to 10:00pm	<b>Thursday 28/01/10</b>	07:00am to 12:30pm	12:30pm to 5:00pm	5:00pm to 10:00pm
In	23	16	3	In	5	13	2
Out	14	22	6	Out	4	12	4
<b>Friday 22/01/10</b>	07:00am to 12:30pm	12:30pm to 5:00pm	5:00pm to 10:00pm	<b>Friday 29/01/10</b>	07:00am to 12:30pm	12:30pm to 5:00pm	5:00pm to 10:00pm
In	17	16	4	In	16	13	2
Out	11	17	9	Out	10	16	4
<b>Saturday 23/01/10</b>	07:00am to 12:30pm	12:30pm to 5:00pm	5:00pm to 10:00pm	<b>Saturday 30/01/10</b>	07:00am to 12:30pm	12:30pm to 5:00pm	5:00pm to 10:00pm
In	12	15	3	In	8	10	2
Out	8	16	6	Out	7	7	6
<b>Sunday 24/01/10</b>	07:00am to 12:30pm	12:30pm to 5:00pm	5:00pm to 10:00pm	<b>Sunday 31/01/10</b>	07:00am to 12:30pm	12:30pm to 5:00pm	5:00pm to 10:00pm
In	13	15	2	In	8	4	2
Out	4	21	5	Out	3	7	3