

Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – DO/13/1114 (KCC/DO/0385/2013)

A report by Head of Planning Applications Group to Planning Applications Committee on 25 March 2014.

Outline planning application by Kent Adult Social Services for demolition of existing building and the construction of an extra care building of 1, 2 and 3 storeys, containing 40 flats and associated communal and community facilities at Cornfields Residential Care Centre, Cranleigh Drive, Whitfield, Dover – (Ref: DO/13/1114 and KCC/DO/0385/2013).

Recommendation: Permission be granted subject to conditions.

Local Member(s): Mr. G. Lymer

Classification: Unrestricted

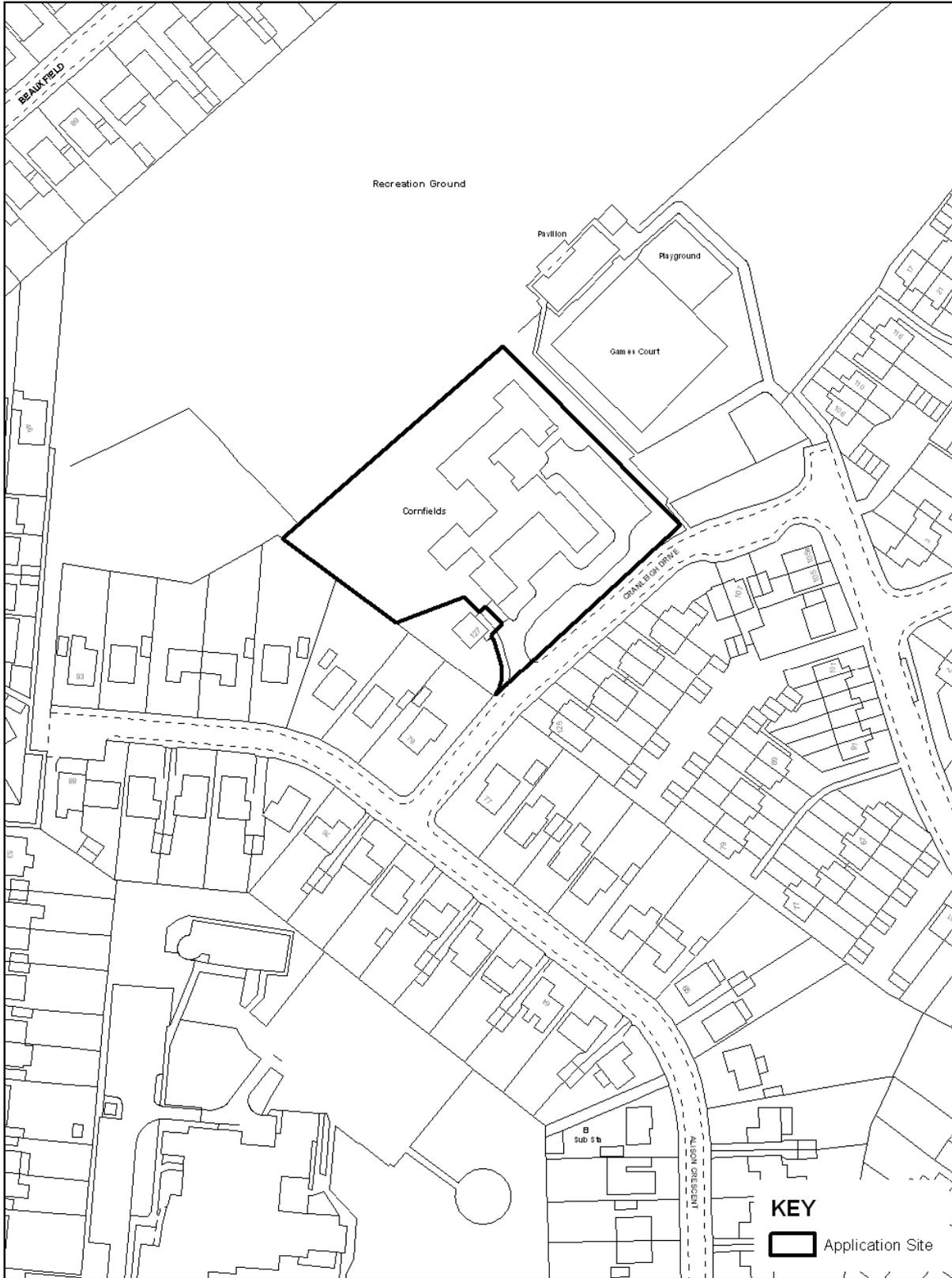
Site

1. The application site known as Cornfields is an existing residential care home located off Cranleigh Drive in Whitfield, approximately 3 miles north of the centre of Dover. 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 two storey private houses but there are some bungalows immediately to the south west of the site. There is a two storey house at the site entrance (No 127 Cranleigh Drive), which previously belonged to the site but is now in private ownership, and which shares the existing vehicular access facilities. The site is currently unoccupied and therefore the building is vacant but when the residential care home was open it was registered to provide care for 28 older persons. The vacant building is a single storey at the front and the remaining section of the building being two storeys in height with a pitched roof. The area of the site is approximately 0.49 of a hectare.
2. The site is flat and 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. The current vehicular entrance is off Cranleigh Drive. This shared access leads to a parking and delivery area, located in front of the existing building. The site has good access to public transport. Cranleigh Drive is a bus route and a bus stop is located immediately outside the entrance to the site. Services to the centre of Whitfield, Deal and Dover can be accessed from this location.

Background/Relevant Planning History

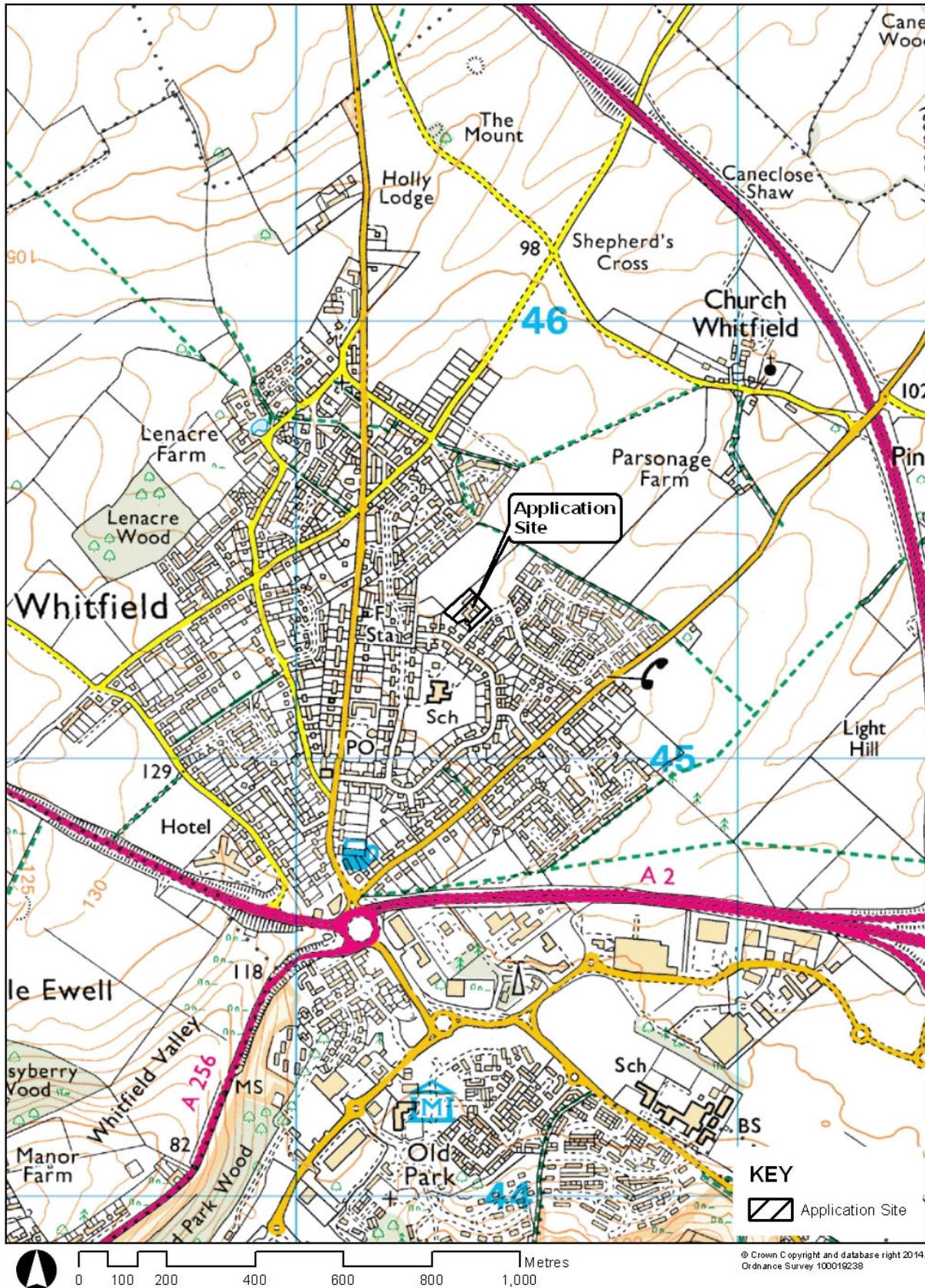
3. The redevelopment of the site is proposed by Kent County Council as part of their Excellent Homes For All programme, for which they are working with partners to provide supported housing. The Council's partners are Ashford Borough Council, Dartford Borough Council, Dover District Council, Thanet District Council and Tunbridge Wells Borough Council. This site, Cornfields, is one of seven sites throughout Kent to provide adequate housing which have been identified as a priority both within local Housing and Social Services Strategies. Kent County Council Adult Services submitted seven planning applications for the redevelopment of the various sites to the County Planning Authority at the end of 2013.

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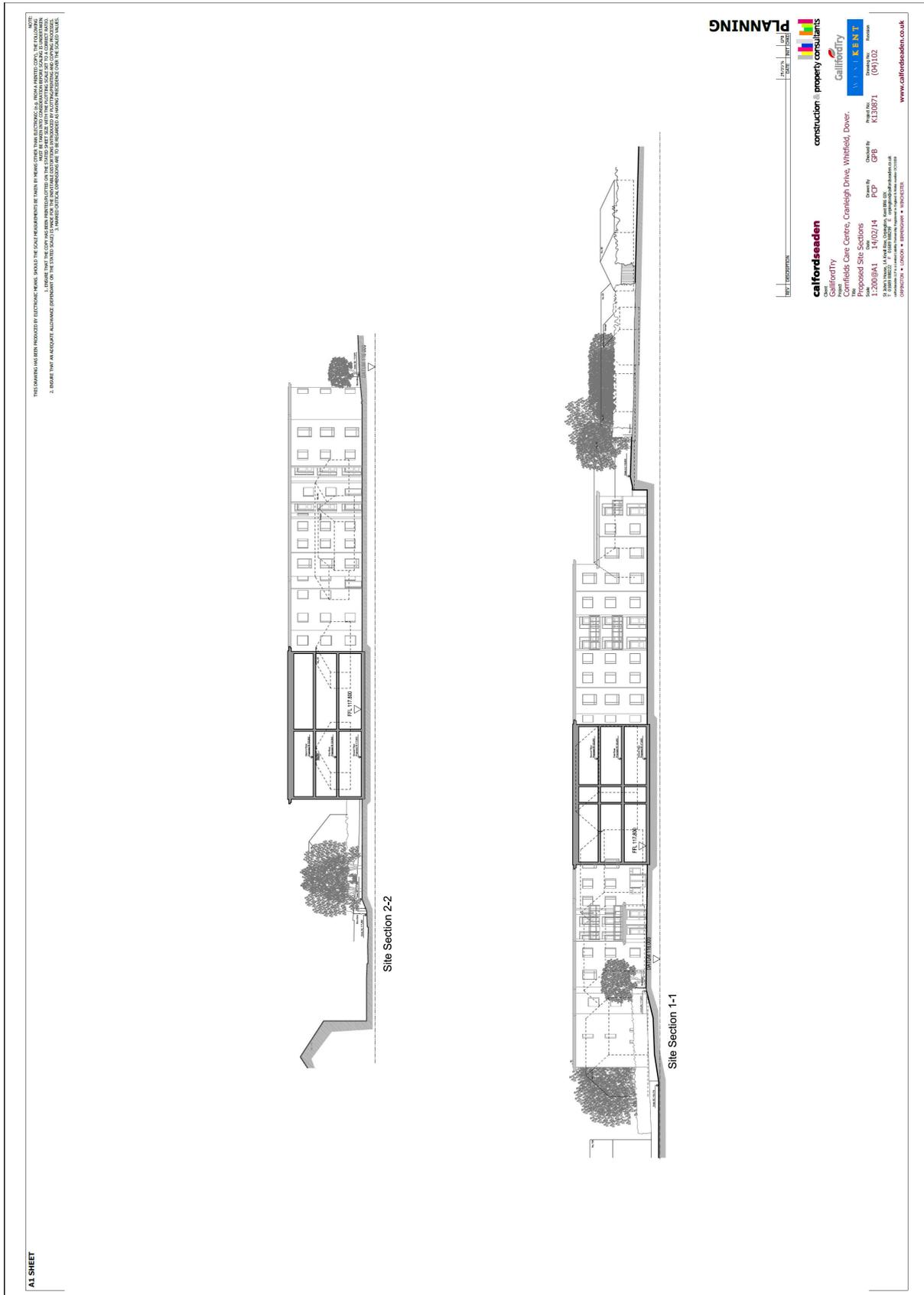


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Elevations

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A1 SHEET

PLANNING

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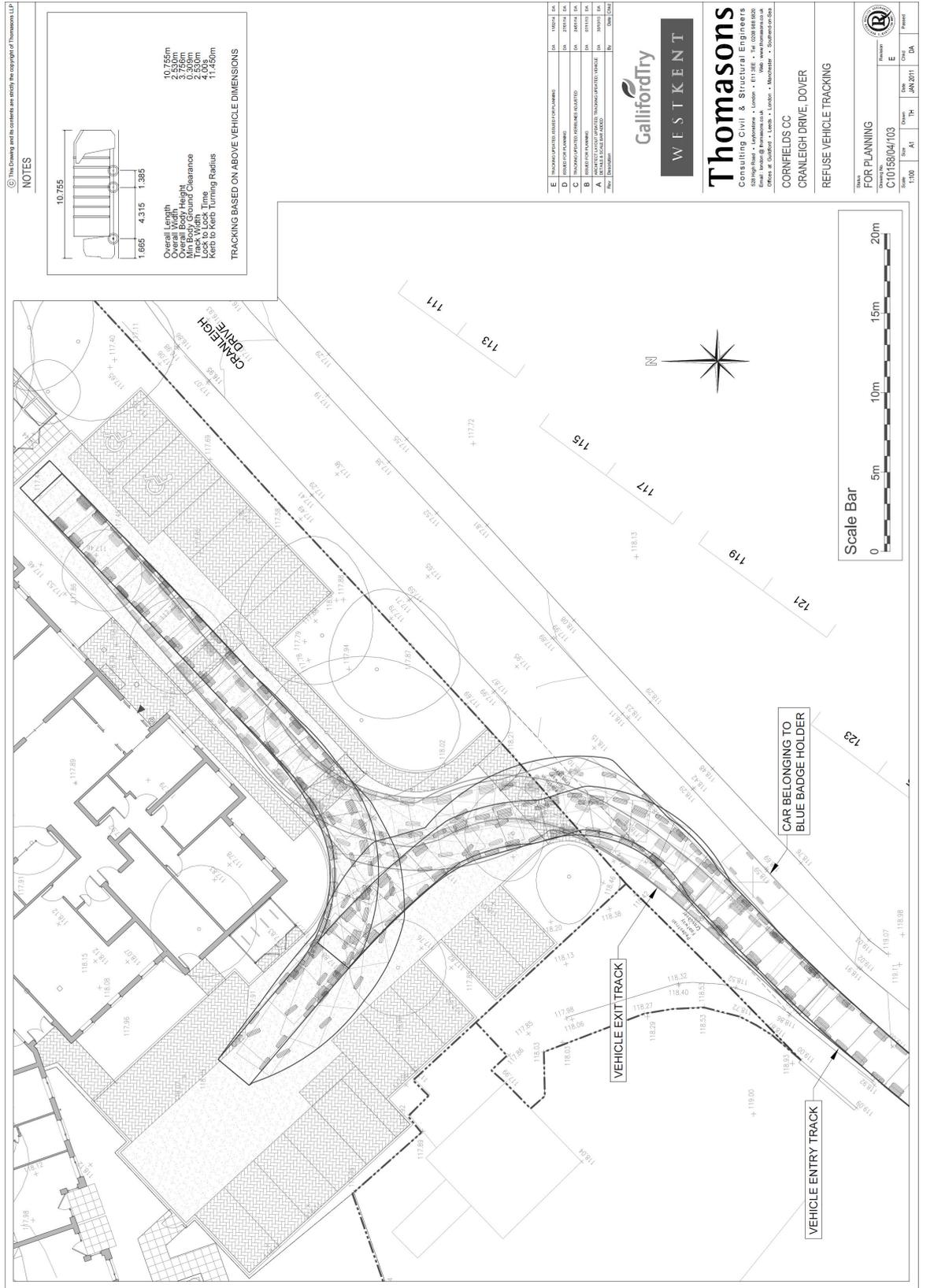
Ariel view

Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114



Refuse vehicle tracing

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4. A previous outline planning application for the redevelopment of the Cornfields site for this proposed use was submitted in 2009. This application also proposed 40 apartments with a mixture of 20 one-bed and 20 two-bed apartments. That outline application was also part of a County wide Extra care Housing scheme and six of the applications referred to above are on sites which were the subject to previous outline applications. The outline planning application for Cornfields (DO/09/477 and KCC/08/TEMP/0060) was considered by Members at the Planning Applications Committee on 11 May 2010, and outline planning permission was subsequently granted. That permission expired in May 2013, but remains a material consideration for subsequent applications. Whilst the site is currently unoccupied, the principle of the use of the site is already established and not an issue for consideration.
5. The previous outline planning application reserved out full details of appearance, scale and landscaping for later consideration, but approved the principle of replacing the existing accommodation on site with a two and three storey building containing 40 apartments and communal spaces. Although the previous application was an outline application, the proposed layout of the site was submitted for consideration and subsequently approved. The application before us today, however is not a reserved matter related to the outline consent (expired), but is a full detailed planning application to be considered afresh, although the existence of the earlier outline consent remains a material consideration. Moreover, the current applicant has proposed a building with a broadly similar footprint to that previously approved.

Proposal

6. This application has been submitted by Kent County Council Adult Services and seeks full planning permission for the demolition of the existing one and two storey care home with pitched roof, and the construction of an extra care building of one, two and three storeys, containing 40 flats and associated communal and community facilities. The applicant advises that the new accommodation is required in response to changing needs. The aim for The Excellent Homes for All Programme is to provide elderly people with extra care, as their needs require, whilst allowing independent living in apartments providing a mix of living accommodation with full facilities. Apartments would be self-contained and designed to avoid an institutional appearance, given that the new development would differ from the previous development in that it would be a collection of individual living units, with some communal facilities, rather than the traditional model of rows of bedrooms along institutional corridors.
7. A total of 40 apartments are proposed, including 20 one bedroom and 20 two bedroom, in addition to communal facilities such as a lounge, dining room, kitchen, cinema room, activities room, exercise/therapy room, hairdresser/treatment room, laundry, some accommodation for overnight staff, residents' communal areas and staff facilities. The proposed accommodation would be spread across an irregular shaped building, with part of it being one and two storeys in height but most of the building being three storeys with a flat roof. The applicant advises that the proposed layout of the building has been informed by the existing trees on the site and the need to retain as many trees as possible to the site boundaries and thereby provide effective screening. In addition the layout of the built form on site is generally in accordance with the 2009 outline planning permission.
8. The previous outline planning permission established areas of three storey development with areas of two storey at the edge of the building, nearest the existing residential

Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114

properties in Alison Crescent and Cranleigh Drive. This proposal is therefore for a small element of part one storey, some part two storey and the majority of part three storey building, located within the site to reduce the proximity of the building upon the existing neighbouring properties. The combination of one, two and three storey development has the effect of reducing the building footprint and thereby increasing the distance from neighbouring properties and provides a reasonable area of garden space and tree retention around the site boundary. The building would be two storeys in height where flanking properties to the southwest of the site, which is made up of bungalow properties. This is the same principle that was discussed during the previous outline planning application, as a means of reducing the concerns of the residents in Alison Crescent over the scale of the proposed new building. Three storeys have been proposed toward the north west and north east boundaries abutting the recreation ground where it is considered to be less intrusive to the neighbouring properties.

9. In order to contain the building in height restrictions of the previous outline planning permission, a flat roof is proposed to reduce the overall scale. A pitched roof, as agreed in the outline permission, would result in the building scaling 13 metres at its highest point, compared with the proposed flat roof three storey height of 9.7 metres of this planning application. Thereby a flat roof has been proposed to reduce the perceived height and scale of the new development.
10. The applicant advises that the design of the proposed building seeks to use materials which are found in the local area but in a modern way providing the new building with its own identity. The principal elevations promote weather boarding, light coloured render and red brickwork, all common with materials to be found in the village centre. The façade features apartments with private balconies accessed through a door from the main living room. The front façade has been stepped and articulated in height in order to reduce the perceived scale of the development.
11. Retention of the existing trees assists this aim, as well as softening views into and out from the site. Additional tree planting will be part of the proposal, replacing some of the poor quality trees, which would need to be removed for building to take place. Externally the grounds would accommodate amenity space and gardens specifically designed for the user group. Landscaping proposals would include enhancement of the site for the benefit of the residents and the wider context of the area. Spaces around the building provide areas of garden with adequate separation from neighbouring residential properties. The gardens are designed for easy access by residents providing sensory gardens, raised beds, working vegetable gardens with a greenhouse and a variety of seating areas for enjoyment throughout the day.
12. The planning application also proposes to provide a new, separate entrance off Cranleigh Drive rather than continuing with the existing entrance shared with no. 127 Cranleigh Drive. This will prevent confusion and congestion with the vehicle parking of the private resident of this property. 16 car parking spaces are proposed including three disabled parking spaces. A drop off point and turning area (able to accommodate 10.7 metre long refuse vehicle) would be provided adjacent to the building entrance, and there is space within the site for an ambulance/minibus/delivery vehicle to stop and off-load. In addition residents would have access to a buggy store for up to six motorised buggies and their recharging requirements, which is proposed to be located adjacent to the main entrance. Cycle parking is also being provided.
13. The development has been designed to meet Code for Sustainable Homes Level 3. As such the building have been assessed on 9 levels, including energy, water, materials, surface water, waste, pollution and ecology. Building orientation, building envelope,

Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114

design, insulation, air tightness and low energy lighting and appliances have all been considered and incorporated into the design.

Planning Policy

14. The following Guidance/Statements and Development Plan Policies summarised below are relevant to the consideration of the application:

- (i) **National Planning Policy Framework (NPPF)** March 2012, sets out the Government's planning policy guidance for England at the heart of which is a presumption in favour of sustainable development. The guidance is a material consideration for the determination of planning application but does not change the statutory status of the development plan which remains the starting point for decision making. However the weight given to development plan policies will depend on their consistency with the NPPF (the closer the policies in the development plan to the policies in the NPPF, the greater the weight that may be given).

In determining applications the NPPF states that local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible.

In terms of delivering sustainable development in relation to this development proposal, the NPPF guidance and objectives covering the following matters are of particular relevance:

- the delivery of a wide choice of high quality homes to meet current and future needs of different groups in the community, including older people with provision reflecting local demand in terms of size, type, tenure and range of housing.
- achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- development being located where the need to travel will be minimised and the use of sustainable transport modes can be maximised; and
- safe and suitable access to the site can be achieved for all people.

- (ii) **Dover District Council Core Strategy** (adopted February 2010).

Policy CP1 Requires for the location and scale of new development to comply with the Settlement Hierarchy.

Policy CP4 States that the residential developments of 10 dwellings or more, an appropriate housing mix and design in accordance with the Strategic Housing Market Assessment will be required.

Policy CP5 Requires for new residential developments to meet Code for Sustainable Homes Level 3 or above.

Policy CP11 Allocates the site to the west, north and east of Whitfield for managed expansion comprising at least 5,700 homes supported by transport, primary education, primary health and social care, utility services and green infrastructure together with retail, financial and professional offices and eating and drinking establishments.

Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114

Policy DM1 Promotes development for a range of uses within the urban boundaries of towns and villages within the District.

Policy DM11 Relates to the provision of new development and subsequent travel requirements. It promotes those developments that are located and designed to maximise

Policy DM12 States that the access arrangements of the development proposals will be assessed with regard to the highway network set out in the Local Transport Plan for Kent.

Policy DM13 Requires for the provision of parking to be a design-led process based upon the characteristics of the site, the locality, the nature of the proposed development and its design objectives.

Policy DM25 Promotes the retention of public open space.

Consultations

15. Dover District Council – raises **no objection**.

Whitfield Parish Council – fully **supports** the redevelopment of the site, both as a local authority and neighbour. However, the Council echoes residents' concerns regarding insufficient parking allocation in an area where it is already a challenge to park.

Kent County Council Highways and Transportation – raises **no objection** and notes that the proposal is unlikely to generate a significant increase in vehicle movements compared to the existing permitted use as a care home on the site. The amount of car and cycle parking proposed is also acceptable. However the following amendments are required:

- The access and turning areas are needed to accommodate a minimum 10.7 metre long refuse vehicle. In addition the vehicle tracking needs to take into account of the existing on street parking that takes place opposite the site and limits the width of the road available at the access. The layout should be amended accordingly.
- It appears that the proposed access and existing access to no. 127 Cranleigh Drive will be vehicle crossovers rather than the bell mouth arrangement on site at present. This is acceptable but it should be made clear on the drawing that this is the intention and that the existing bell mouth is to be removed.
- End parking spaces abutting soft landscaping or boundary treatment should be widened to 2.7 metres.

Upon receiving the revised drawing showing the revised tracking for a 10.7 metre refuse vehicle and the requirement to avoid the parked vehicles opposite, and especially taking into account a vehicle parked outside no. 123 Cranleigh Drive, the Highways Officer was satisfied with the revised refuse vehicle tracking.

Kent County Archaeologist – raises **no objection**, subject to the imposition of a condition requiring the implementation of a programme of archaeological work.

Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114

Kent County Landscape Officer - raises **no objection**, subject to the following conditions;

- Provision of a Method Statement (AMS) explaining how the demolition will be carried out with regard to the retained trees.
- Submission of a scaled Tree Protection Plan (TPP) to be submitted and approved by the County Planning Authority, before any works, including demolition, begin.

Kent County Ecologist Officer – raises **no objection**, subject to the imposition of conditions covering a survey of roosting bats to be undertaken between May and August and if required, a detailed mitigation strategy to be submitted for comment, and that the mitigation detailed within the breeding birds Mitigation, Enhancement and Ecology Management Strategy must be implemented accordingly.

Environment Agency – raises **no objection**.

Local Member

16. The local County Member, Mr Lymer was notified of the application on 23 December 2103.

Publicity

17. The application was advertised by the posting of a site notice and the individual notification of 63 neighbouring properties.

Representations

18. Representations to the application have been received from the residents of 9 nearby properties. The main planning reasons for objection can be summarised as follows:

Design and Layout

- a. Object to a 3 storey building in an area of 2 storey houses and bungalows.
- b. The development is not going to fit in with the surrounding buildings and will look out of place.
- c. The development is oversized for the site and has not been designed to enhance the area but to maximise profits at the expense of not only the local residents but the end user.
- d. The storeys do seem much higher than what is already there.
- e. Lack of external communal space for residents on the site due to the over development.
- f. The planting schedule does not adequately address privacy issues due to the additional storey.
- g. The external garden area is not sufficient to the ratio of residents, staff, visitors and forces residents off the site.

Residential Amenity

- h. The building will overlook all the other houses in the area, with overlooking from the balconies.

Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114

- i. The proposed additional level of living accommodation will cause overlooking into residential properties
- j. People occupying the upper floors will not only be able to see into my garden but also be able to see right into my property through the French doors. This is an infringement on our privacy.

Parking and Access

- k. There is not adequate parking space being provided, with a distinct lack of spaces available for 40 flats.
- l. The current development has 28 flats and approximately 20 parking spaces.
- m. No consideration has been made in relation to visitors or staff coming to this site.
- n. The shortfall in parking will inevitably push the additional vehicles into the surrounding narrow roads where parking spaces are already a premium, and there is not enough space on the road outside for the oversubscribed cars for the potential residents.
- o. There is a high level of existing parking in the locality
- p. The existing estate roads are narrow and not designed for buses.
- q. Currently in the evenings and weekends these roads are already heavily congested.
- r. Concern that the bus might stop running if it was unable to manoeuvre around the parked cars.
- s. Larger vehicles and buses often have to use the footway as a means of negotiating the road.
- t. The tracking for refuse vehicles shows that it requires both sides of Cranleigh Drive to complete the manoeuvre.
- u. Any large vehicle wishing to access the site will not be able to do so as I have a disabled blue badge and park directly outside my house (no. 123 Cranleigh Drive).
- v. (A Social Worker for no. 123 Cranleigh Drive) has raised concern about one family's need to park out on the road due to their disabled son and concern is that these plans will prevent them from doing so.
- w. The current access to Cornfields is regularly used as a passing place to allow traffic to pass.
- x. Additional vehicle movements in and out of the site will put children's safety at risk, particularly given the development is within 500m metres from the local primary school and is adjacent to the village playing field.
- y. Most of the existing people who live in this road, park outside their own homes, all on one side to allow the buses, etc. to get through.
- z. The current architect's drawing clearly shows double yellow lines along Cranleigh Drive [*Note since corrected*].

Discussion

19. In considering this proposal regard must be had to Development Plan Policies outlined in paragraph 14 above. Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Therefore this proposal needs to be considered in the context of Development Plan Policies, Government Guidance,

Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114

including the National Planning Policy Framework (NPPF) and other material planning considerations arising from consultation and publicity. In summary, the relevant planning policies, as well as strongly supporting provision of high quality homes, promote sustainable development, seek a high standard of design, have regard to local context, the amenity of nearby properties and the surrounding area, seek to protect playing field land and require adequate access and parking.

20. This application has been reported for determination by the Planning Applications Committee following the receipt of objections from local representations. The main issues relating to this application are scale/massing/design, residential amenity, access and car parking provision.

Scale/Massing/Design

21. The application proposes the demolition of the existing residential care building which accommodated 28 older people and is planned to be replaced with the new extra care development. The proposed new building is designed to accommodate a total of 40 apartments, 20 one bed and 20 two bed apartments and a range of communal facilities such as a lounge, dining room, kitchen, cinema room, activities room, exercise/therapy room, hairdresser/treatment room, laundry, some accommodation for overnight staff, resident's communal areas and staff facilities. 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 applicant has therefore proposed a combination of one, 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 as well as car parking and turning facilities. Notwithstanding the wider amenity issues discussed further below, I consider the site layout is a satisfactory design solution, given the constraints and surrounding development
22. 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 and potential overlooking. 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 principle of having a three storey building was established during the outline planning application stage, although this planning permission has now lapsed.
23. In order to contain the building in height terms a flat roof is proposed to reduce the overall scale. A pitched roof, as agreed by the previous outline permission, would result in a building with a central ridge being greater in height than the flat roof proposed in this planning application. The three storey pitched roof granted at outline permission would have given a building measuring 13 metres, compared with the proposed flat roof three storey height of 9.7 metres. Overall the height of the new building would only be 1 metre higher than the current disused building on this site. Therefore a flat roof is proposed to reduce the perceived height and scale of the new development.
24. This proposal is a mixture of part one, two and three storey building, located in the site to reduce the proximity of existing neighbouring buildings, Thereby removing any

Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114

negative effect on neighbouring residential amenity both for dwellings and the street scene. The combination of mainly two and three storey development has the effect of reducing the building footprint and thereby increasing the distance from neighbouring properties and provide a reasonable area of garden space and tree retention around the site boundaries.

25. 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.

Residential Amenity

26. 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 and impacts upon local roads and neighbouring parking arrangements.
27. Members will note that the previous outline planning application for the redevelopment of this site also attracted a number of representations from local residents. The design of the previous outline application building was altered to incorporate the comments of the residents and therefore established areas of three storey development in the furthest corner of the site, with areas of two storey at the edge of the building, nearest the existing residential properties in Alison Crescent and Cranleigh Drive. This planning application still proposes that the south east wing of the building is behind the retained hedge and tree screen to Cranleigh Drive although it is now proposed to be three storeys along this frontage. It is also proposed to be set back from the boundary 15 metres whereas the outline scheme was only 7 metres. The window to window distance between this wing and the nearest property on the other side of Cranleigh Drive would be 28.9 metres. Members will note that the distance approved at the outline permission was 24.4 metres. This distance is quiet generous and it must also be noted that the views between the new building and the properties in Cranleigh Drive will be across the road, which already carries vehicles such as buses and lorries. So there is no loss of view, as it will not be across a private space
28. Furthermore the part of the western wing closest to the boundary with the properties located in Alison Crescent is two storeys high and with a flat roof. The distance from the rear boundaries of these properties and the proposed building is 30 metres. The closest that the three storey element comes to this boundary is 37.8 metres. Windows in this flank elevation have been minimised together with existing trees retained to avoid any potential overlooking. These distances are greater than the standard guideline privacy distance of 21 metres for facing windows to habitable rooms and 11 metres where windows overlook blank flank walls. The nearest window to window overlooking scenario is to no. 127 Cranleigh Drive. Here the nearest window of the two storey element of the proposed building is 17.5 metres from the rear elevation of the single storey extension of this property. This elevation appears to have no windows which are in the west and eastern elevations. From the main two storey element of no.127, the equivalent distance window to window is 21.7 metres. This elevation certainly has windows but the distance is again well within guidelines.
29. Therefore to summarise, all these distances are greater than the standard guideline privacy distances of 21m for facing windows to habitable rooms and 11 metres where widows 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

Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114

create privacy for the existing properties. The applicant is prepared to increase the tree planting along the borders to further increase the level of privacy in the rear gardens of these properties and along Cranleigh Drive. Under the circumstances, I do not consider the proposed layout to be unacceptable in terms of not respecting privacy protection, given that the minimum guideline distances are exceeded, and where there are concerns over three storey vantage points, these views are across public highway and likely to be filtered by trees and hedging.

30. 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 overbearing 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.
31. 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 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.

Traffic Issues

32. Concerns have been raised over the proposed 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 current development proposes to provide a total of 16 parking spaces, which includes 3 disabled parking spaces, a drop off point and turning head facilities. Provision would also be made for a buggy store for up to 6 buggies and for cycle storage within the site. The planning application also proposes to separate the current access arrangement into the site, which is currently shared with the private owners of no. 127 Cranleigh Drive. This is proposed by creating a new vehicular access to the site, which will be moved slightly eastwards away from the current location and would now be sited opposite no. 119 Cranleigh Drive, as opposed to no. 123 Cranleigh Drive. Therefore the old access will be altered and become a vehicle crossover and the current bell mouth arrangement will be removed.
33. The Highways and Transportation Manager has been consulted on the proposed provision and has raised no objection to the proposal as it is unlikely to generate a significant increase in vehicle movements compared to the existing permitted use as a care home on the site. Additionally the amount of car and cycle/buggy parking provision is also acceptable. Members will note that the site is currently unoccupied and so there has been no traffic travelling into or out of the site for a period of time. Residents would have got used to this reduction in traffic accessing this site. Any redevelopment of this site would effectively reinstate the previous traffic flow that the site generated originally. Before the old care home shut down a traffic survey was taken in January 2010, which showed the existing traffic flow to the site over a two week period. This survey concluded that there was a constant movement into and out of the site and that the car park was seldom ever full.
34. Further research has been carried out on behalf of the proposed developers for other existing Extra Care accommodation throughout the country. However the results are equally pertinent to this site, since the main element in both cases is a comparison of parking provision at similar schemes which are operating satisfactorily. The research found that on average only around 6% of the residents are car owners. Therefore if this

Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114

was applied to this site, it would result in a maximum of 4 car owners. Furthermore the delivery of care would be provided by a care team on site so that one carer would be delivering a care service to a number of tenants rather than on a 1 to 1 ratio. The number of parking spaces needed by the care staff should be no more than 4 at any one time, however it is likely that the staff recruited would be local and would be encouraged to walk to work or to use public transport. 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 are vacant spaces. In this particular case there is also 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 considered unfounded and unlikely to happen as result of this particular development.

35. 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 Highways and Transportation Manager, who takes into account the existing traffic conditions when assessing the introduction of new development or as in this case, the redevelopment of the existing site. The Highways and Transportation 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. Compared to more conventional forms of housing development, the impacts on the local road network of Extra Care housing are arguably negligible, given the low level of car ownership and use amongst people in care.
36. 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. Concerns that Cranleigh Drive is only just wide enough for a bus and parked car to get passed 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, have been raised since many residents feel that there is not enough parking provided on site and that the new apartments would 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 would increase above what currently happens. It should be noted that the existing houses in Cranleigh Drive are not solely reliant on on-street parking, since many they have off-road parking to the rear but presumably choose not to use it. Whilst there may well be existing tensions and competition for on-street parking space, that is not a matter that should presume against this current proposal, which would provide what parking space it needs within its own site.
37. Concern has also been raised by the resident living opposite the entrance, who has a blue badge and parks in Cranleigh Drive (directly outside their property), that this would cause a problem for any large vehicle trying to enter or leave the application site. However it is proposed to relocate the existing access further eastwards along the site frontage and so the access would no longer be located opposite that resident. The existing access opposite would just become a vehicular crossover. The applicant has been made aware of these comments and a new vehicle tracking drawing showing a 10.7 metre long refuse vehicle has been plotted turning into and out of the new access, and even with a vehicle parked outside the property in question, a refuse vehicle would still be able to make this manoeuvre.

Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114

38. Concern was also raised by a number of residents that on an aerial view drawing of the proposal, double yellow lines were shown on both sides of Cranleigh Drive. This was actually a mistake, and no double yellow lines, or any other form of waiting restrictions are proposed a part of this planning application.
39. 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. I am also satisfied that there will be no other implications upon the existing traffic arrangements around the site.

Conclusion

40. In my view, the development would not give rise to any significant material harm and is in accordance with the general aims and objectives of the relevant Development Plan Policies. In addition, the development is in accordance with the principles of the National Planning Policy Framework. Subject to the imposition of the conditions, I consider that the proposed development would not have a significantly detrimental impact on the local highway network or residential amenity, and would accord with the principles of sustainable development as set out in the NPPF. Therefore, subject to the imposition of conditions, I am of the opinion that the proposed development would not give rise to any material harm and is otherwise in accordance with the general aims and objectives of the relevant Development Plan Policies and the guidance contained in the NPPF. Therefore, I recommend that permission be granted subject to appropriate conditions

Recommendation

41. RECOMMEND that PLANNING PERMISSION BE GRANTED, SUBJECT to conditions, including conditions covering:
- The standard time limit for commencing the proposed development;
 - The development to be carried out in accordance with the permitted details;
 - The submission of details of all construction materials to be used externally;
 - The submission of a scheme of landscaping, including details of species, source, location of saplings to be planted as well as mitigation and visual impact information be provided, and hard surfacing, its implementation and maintenance;
 - A Tree Protection Plan and an Arboricultural Method Statement to be submitted;
 - Planting replacement trees for the ones lost as a result of the development;
 - A programme of additional vegetation planting along Cranleigh Drive where there is a gap in the screening and to the rear of properties in Alison Crescent;
 - The submission of measures to protect those trees that are to be retained;
 - The submission of a survey of roosting bats is undertaken and mitigation measures for potentially roosting, foraging and commuting bats;
 - External lighting to be designed to have minimal impact on any bats;
 - The implementation of mitigation measures for breeding birds as detailed in the Mitigation, Enhancement and Ecology Management Strategy;
 - No tree removal to take place during the bird breeding season;
 - The implementation of a programme of archaeological works;
 - Parking and turning provision to be provided as shown on the submitted drawings;

Item D2

Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114

- Hours of working during construction to be restricted to between the hours of 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays;
- Measures to be taken to prevent mud and debris being taken onto the public highway;
- The submission of a Construction Management Plan, including access, parking and circulation within the site for contractors and other vehicles related to construction operations;
- The bell mouth outside property no. 123 Cranleigh Drive is removed and replaced with a vehicle crossover;
- The end parking spaces to be widened to 2.7 metres in width.

Case officer – Lidia Cook

01622 221063

Background documents - See section heading
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