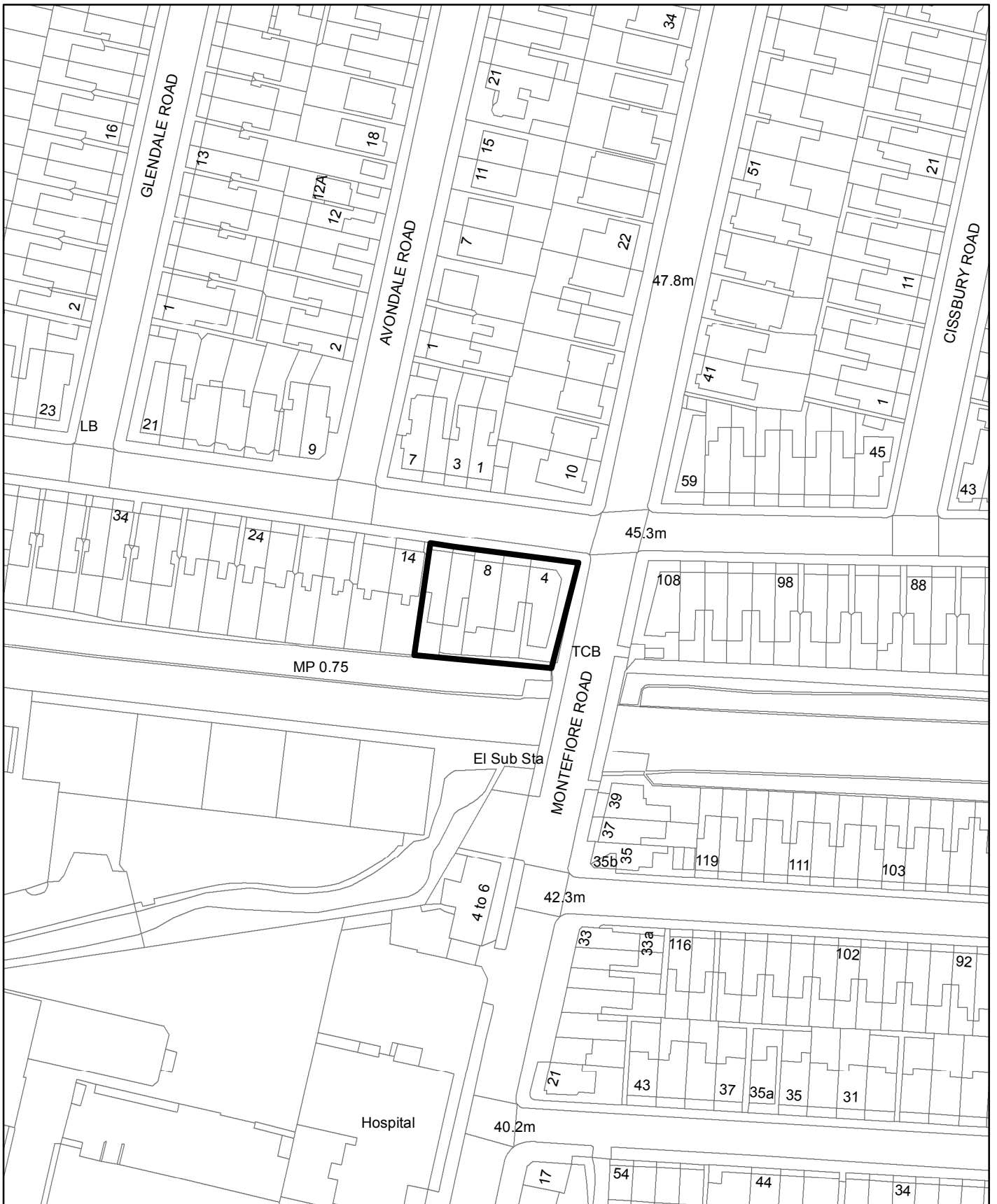


# **ITEM G**

**4-12 Lyndhurst Road  
BH2015/02893  
Full Planning**

**08 June 2016**



**Brighton & Hove  
City Council**



**Scale: 1:1,250**

<b><u>No:</u></b>	<b>BH2015/02893</b>	<b><u>Ward:</u></b>	<b>GOLDSMID</b>
<b><u>App Type:</u></b>	<b>Full Planning</b>		
<b><u>Address:</u></b>	<b>4 - 12 Lyndhurst Road Hove</b>		
<b><u>Proposal:</u></b>	<b>Change of use from nursing home (C2) to 6no houses (C3) with associated alterations.</b>		
<b><u>Officer:</u></b>	Kate Brocklebank, tel: 292454	<b><u>Valid Date:</u></b>	03/08/2015
<b><u>Con Area:</u></b>	N/A	<b><u>E.O.T Date:</u></b>	30 June 2016
<b><u>Listed Building Grade:</u></b>	N/A		
<b><u>Agent:</u></b>	Graham Johnson Designs, 134 Hollingbury Road Brighton BN1 7JD		
<b><u>Applicant:</u></b>	Z & M Care Ltd, Mrs Zara Moussavi 8 Lyndhurst Road Hove BN3 6FA		

**1 RECOMMENDATION**

- 1.1 That the Committee has taken into consideration and agrees with the reasons for the recommendation set out in section 11 and the policies and guidance in section 7 and resolves to be **MINDED TO GRANT** planning permission subject to a S106 agreement and the Conditions and Informatives set out in section 11.

**2 SITE LOCATION & DESCRIPTION**

- 2.1 The application relates to a group of five two storey properties with attic accommodation on the southern side of Lyndhurst Road, on the junction with Montefiore Road. The properties are interlinked internally and operate as a care home providing a specialist facility for a variety of people including older people and those with mental health, learning disabilities and behavioural needs.
- 2.2 The surrounding area is predominantly residential characterised by two storey terraced and semi-detached properties in a mixture of brick and rendered elevations. The majority have front gardens contained behind low front boundary walling.

**3 RELEVANT HISTORY**

**BH2005/00576/FP** – Renewal of previously approved application BH2000/01874/FP for change of use from nursing home (C2) to 6 no. houses (C3) and alterations to front ground floor level. Approved 26/09/05.

**BH2004/02677/FP** – Upper floor rear extension and ground floor front extension to create 2 additional bedroom/lounge area as conservatory, together with additional windows to rear laundry/staff room. Refused 15/09/2005.

**BH2004/01796** - Renewal of previously approved application BH2000/01874/FP for change of use from nursing home (use class C2) to 6 no. houses (use class C3) & alterations to front ground floor level. Refused 05/08/2004.

**BH2000/01874/FP** - Change of use from nursing home (use class C2) to 6 no. houses (use class C3) and alterations to front ground floor level. Approved 30/08/2000.

#### **4 THE APPLICATION**

4.1 The proposal includes removal of the central lobby entrance and reinstatement of two front doorways, along with erecting an infill section of boundary walling along Montefiore Road. To facilitate the conversion of the care home to 6 separate units various internal alterations are proposed along with the removal two existing conservatory structures and utility room to the rear of the site, the garden area will then be subdivided using close boarded fencing providing each unit with private amenity space and a common passageway will also be retained to the rear of the plots.

4.2 Since the submission of the application further supporting information has been sought in support of the loss of the care home use along with inclusion of replacement of uPVC windows to the front elevations and refurbishment of timber sashes (to be agreed by condition) as well as the removal of the redundant doorway on the north east corner to a timber sliding sash.

#### **5 PUBLICITY & CONSULTATIONS**

##### **5.1 External:**

**Neighbours: Six (6)** letters of representation have been received from the occupants of **Flat 1, Flat 2 and Flat 3, no.1 Lyndhurst Road, Flat 1 and Flat 2 no.3 Lyndhurst Road and Montefiore House**, objecting to the scheme on the following grounds:

- Increased parking pressure.
- Construction disruption to parking.
- Loss of care home is against council policy.
- Overdevelopment.
- Loss of jobs.
- Lack of demand for 5/6 bedroom homes in the city, particularly with small gardens.
- Increased demand on school places and doctors.
- Noise impacts from the construction.

##### **5.2 Internal:**

**Adult Social Care: Support** – Commissioners in Adult Social Care support the application for Lyndhurst to change use.

The service is provided in a homely setting, but one which can struggle to meet Care Quality Commission requirements. Problems with the building

are exacerbated by the range of differing service user needs that the provider seeks to meet. This range for those of physically and mentally very frail older people to much younger people with learning disabilities, whilst at times this mix is very successful it can be challenging in a building that is not designed for such a purpose. In addition, the physical layout of the property is such that adaptations necessary to meet the modern access requirements for Lyndhurst is not a suitable building for nursing care or extra care housing.

*Further comment* – Adult Social Care note that there are particular difficulties relating to the running of Lyndhurst as a Care facility on the basis of the differing service user's needs combined with the physical constraints of the building. In addition, smaller care homes such as Lyndhurst are acknowledged as suffering in viability terms; of note in this respect is that new build facilities coming forward in the market generally are of a minimum of 50 units. In addition, there has been a change in services in the City which have impacted on the viability of Lyndhurst Care Home - residents with learning disabilities are no longer being homed in group facilities such as Lyndhurst on the basis that this does not meet modern best practice for care.

- 5.3 **Environmental Health: No objection** - Although the proposed reversion to dwelling houses would match the existing residential uses already bordering the railway line, the expectation of modern housing has risen to expect an assessment and mitigation if necessary of the acknowledged detrimental effects of noise from transport and other local uses.

It is therefore recommended that a condition be applied so that before any approval is implemented, an acoustic assessment is submitted to the planning authority and any mitigation measures emerging are implemented before the development is occupied.

An acoustic assessment of the development shall be carried out under BS8233: 2014 with particular reference to section 6.4 'Noise from Railways' and the report submitted to the planning authority for approval. Any mitigation recommendations thereby approved shall be implemented before the building is occupied.

- 5.4 **Sustainable Transport: No objection** –  
*Pedestrian & Mobility Impaired Access:*  
Changing the use of this site from a nursing home (C2) to the 6no houses (C3) will generate more and further reaching pedestrian and mobility impaired trips. Access improvements to mitigate this increase in trip generation should be made by dropping the kerbs across Lyndhurst Road at its junction with Montefiore Road and at Montefiore Road's, Avondale Road's (by shop) , Glendale Road's, Ferndale Road's and Silverdale Road's junctions with Lyndhurst Road by and to the west of the site. All of these dropped kerbs should also have tactile paving to help the visually impaired.

*Cycle parking:*

Minimum of 8 cycle parking spaces should be provided – 6 plus 2 for visitors – secure by condition – none shown on the plans or referred to in the support documentation.

*Vehicular access:*

Existing crossover should be reinstated as pavement as it will become redundant.

*Car parking:*

Maximum parking standard for the development would be 14. The proposal will result in an increase in provision of on-street parking as a result of the removal of the disabled bays and the double yellow lines where the pavement will be reinstated resulting in an increase of 3 on-street parking bays.

*Disabled Parking:*

There are 2 disabled bays provided in Lyndhurst Road following on from a request from the owners of this site in the past. When the site ceases to be a care home the councils' Parking Infrastructure Team will revoke both of the existing disabled parking bays and turn them into ordinary parking bays.

There is an adequate provision for general disabled parking in the vicinity of the site. Therefore in this instance the Highway Authority would not consider the lack of on-site disabled car parking to be a reason for refusal.

*Vehicular Access:*

The applicant is not proposing any on-site car parking spaces therefore the existing vehicular access is now redundant. The Highway Authority would recommend that the existing crossover is reinstated back to footway via the inclusion of the suggested Grampian condition. Parking bays will subsequently be introduced by the Parking Infrastructure Team.

*Car Parking:*

SPGBH04 states that the maximum car parking standard for C3 dwelling houses within a CPZ is 2 spaces per dwelling plus 1 car space per 3 dwellings for visitors. The applicant is proposing 0 car parking spaces for each 4 plus bedroom property. For this development of 6 residential units the maximum car parking standard is 14 spaces (12 for residential units and 2 visitor spaces).

*Trip Generation/Highway Impact:*

There is not forecast to be a significant increase in vehicle trip generation as a result of these proposals therefore any highway impact will be minimal so the application is deemed acceptable in this case.

*Developer Contribution:*

The applicant is expected to make a financial contribution of £9000 based on the impacts of the scheme and to provide the improvements stated above.

**6 MATERIAL CONSIDERATIONS**

- 6.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that “If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”
- 6.2 The development plan is:
- Brighton & Hove Local Plan 2005 (saved policies post 2007);
  - East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (Adopted February 2013);
  - East Sussex and Brighton & Hove Minerals Local Plan (November 1999); Saved policies 3,4,32 and 36 – all outside of Brighton & Hove;
  - East Sussex and Brighton & Hove Waste Local Plan (February 2006); Saved Policies WLP 7 and WLP8 only – site allocations at Sackville Coalyard and Hangleton Bottom and Hollingdean Depot.
- 6.3 The National Planning Policy Framework (NPPF) is a material consideration.
- 6.4 Due weight should be given to relevant policies in the development plan according to their degree of consistency with the NPPF.
- 6.5 All material considerations and any policy conflicts are identified in the “Considerations and Assessment” section of the report.

**7 RELEVANT POLICIES & GUIDANCE**

Brighton & Hove City Plan Part One:

- SS1 Presumption in Favour of Sustainable Development
- CP1 Housing Delivery
- CP8 Sustainable Buildings
- CP12 Urban Design

Brighton & Hove Local Plan:

- TR1 Development and the demand for travel
- TR14 Cycle access and parking
- SU10 Noise nuisance
- QD5 Design – street frontages
- QD14 Extensions and alterations
- QD27 Protection of Amenity
- HO5 Provision of private amenity space in residential development
- HO11 Residential care and nursing homes
- HO13 Accessible housing and lifetime homes

Supplementary Planning Document:

- SPD12 Design Guide for Extensions and Alterations

**8 CONSIDERATIONS & ASSESSMENT**

8.1 The main considerations in the determination of this application relate to the principle of the change of use/loss of care home and proposed residential conversion, design, impact on amenity and sustainable transport.

**8.2 Principle**

The City Plan Part 1 was formally adopted on 24 March 2016. This supports a housing provision target of 13,200 new homes for the city to 2030. It is against this housing requirement that the five year housing land supply position will be assessed once the Plan is adopted. The City Plan Inspector indicates support for the council's approach to assessing the 5 year housing land supply and has found the Plan sound in this respect. The five year housing land supply position will be updated on an annual basis.

8.3 It is noted that planning permission has been granted for similar proposals some time ago, the most recent being some 10 years prior. However, this permission has now expired and the application will be considered on its own merits having consideration of adopted policy.

8.4 Saved Local Plan Policy HO11 seeks to retain existing care and nursing homes which comply or are realistically capable of reaching, the respective standards required.

8.5 Since the application was submitted the applicant has provided additional information in support of the application in the form of marketing history/feedback received from Baron Estates who marketed the property since 2013 with no success, along with marketing information and feedback on interest in the property from DC Care - Specialist Healthcare Business Agents who were instructed in February 2015. In addition, information on the viability of the business from Lucraft Hodgson Dawes Chartered Accountants for Lyndhurst Care Home, providing an overview of the past 5 years of the business and opinions on projections going forward in the coming years. In addition to the above, the applicant also submitted correspondence from the Council's Commissioning Manager in Adult Social Care, who states that the team would not oppose the proposed change of use.

8.6 On conducting a site visit of the property, it was evident that as a result of the property consisting originally as group of individual dwellings which have over the years been converted into one unit, the access arrangements throughout the building vary quite considerably with a large number of rooms only being accessed via narrow staircases. There is also little opportunity to improve access to current standards across the site as a result of the physical constraints of the building and differing levels between the properties along with the small size of a number of the rooms.

8.7 In addition, to the correspondence submitted by the applicant from Adult



Social Care, further advice has been sought by Officer's to further understand the services position and opinions about the suitability of Lyndhurst Road in respect of meeting current standards and therefore the likelihood of finding another operator for the business. Their response, as set out above made it clear that the unique way the care home is currently run allows for good occupancy levels as the residents with learning disabilities are generally more physically able, allowing access to the accommodation in the building that can only be accessed via staircases.

- 8.8 The Adult Social Care Team note that the current mix of residents with some younger residents with learning difficulties and others older more physically and mentally frail residents has some benefits, as detailed above in relation to access. However, the mix presents a significant challenge for those running the service on the basis that some residents can have quite challenging behaviour which can be intimidating for some of the more frail residents. It is not appropriate under current standards of practice to physically segregate residents to different areas of the building in order to manage this issue as would perhaps have been done in the past, meaning staffing levels needs to cater for this risk to closely manage the operation to ensure all residents are appropriately cared for.
- 8.9 In addition, the health care provision in the City has changed and members of the community with learning disabilities requiring homing are no longer placed in group living accommodation such as Lyndhurst but are supported in other ways to live more independently. As such, the current care model and mix of residents at Lyndhurst is no longer supported as best practice meaning that if the site were to be taken over by a new operator, it would be most likely as a care home for older occupants which would make issues of access throughout the building paramount and as stated above very challenging. The Adult Social Care Team comments that the service is provided in a homely setting, but it does struggle to meet Care Quality Commission requirements which is exacerbated by the range of differing service user needs that the provider seeks to meet which is very challenging in a building that is not designed for such a purpose. The Team also note that the physical layout of the property is such that adaptations necessary to meet the modern access requirements for Lyndhurst is not a suitable building for nursing care or extra care housing.
- 8.10 In addition to the above information the applicant has submitted a statement from their accountant which indicates the current facility has experienced loss of income over the past 5 year period. In addition, the forthcoming changes to minimum wages along with pension requirements are stated to be likely to have a significant impact on the profitability of the use.
- 8.11 Marketing information has also been submitted from a local agent along with a specialist Healthcare business agent (DC Care) along with sales particulars who marketed the property between February 2015 and November 2015 carrying out a number of mailshots along with calling those

contacted along with following up any expressions of interest. However the agents state that they have been unsuccessful in selling the property.

- 8.12 In summary, the physical constraints of the site result in the property being unlikely to reasonably be able to meet access requirements to provide modern care as a nursing care or extra care housing; this view is supported by the Council's Adult Social Care Team who support the application. It appears that the success of Lyndhurst Care Home until now, given these access constraints is in part due to the mix of residents however, this in turn has challenging management issues as the building is not purpose built. In addition the model no longer meets modern care best practice for those with learning difficulties making it difficult to envisage a prospective purchaser seeing it as a viable business prospect in its current form. The financial and physical implications and limitations of trying to adapt the property to meet the needs of just elderly residents is also acknowledged and is further supported by the marketing information submitted with the application where a buyer has not been found. It is therefore considered that the proposal adequately meets the requirements of policy HO11 and the principle of residential use is therefore accepted.
- 8.13 **Design**  
The proposal includes minor external alterations to facilitate the conversion as detailed above. The main entrance lobby and replacement with two front doorways adjacent to one another is considered acceptable subject to acceptable detailing and would have a similar appearance to the arrangement at 10 and 12 Lyndhurst Road adjacent.
- 8.14 The erection of the infill boundary wall along Montefiore Road is considered to be acceptable in principle subject to detailing to ensure it complements the existing walling it will extend from.
- 8.15 There are a number of structures which are being removed from the rear of the properties which represents and improvement to the currently rather cluttered rear of the building.
- 8.16 There are a number of timber sliding sash windows on the building which may be original and are in good condition which should be refurbished however a number of the windows are more modern uPVC and appear to be nearing the end of their useful life. It is therefore recommended that a condition is imposed on any permission to seek details of all windows to the front and east front elevation showing those to be refurbished and details of any replacement windows which should be painted timber which is more in keeping than the existing uPVC units. The redundant doorway on the north east corner is also proposed to be replaced with a timber sliding sash to match the originals which is fully supported.

With conditions to control details such as materials and boundary treatment along with landscaping, the proposal is considered to be acceptable in

design terms.

8.17 **Amenity**

*Existing:*

The proposed conversion to form 6 residential dwellings is considered appropriate for the character of the area and would be unlikely to give rise to adverse noise disturbance to any neighbouring dwelling. In addition, the scale and nature of the external alterations are such that they will not give rise to an adverse impact on neighbouring amenity by way of harmful loss of privacy, sunlight/daylight or having an overbearing impact.

*Future:*

The proposed units are each of a significant scale and provide an acceptable standard of accommodation in relation to outlook, natural light and ventilation and each has access to private amenity space.

The proposal would result in a level of inter-overlooking between the units, which would be limited and therefore acceptable.

To the rear of the site runs the railway line leading to Hove station. No assessment has been made of the potential impacts of this on future occupiers or how it would be mitigated. If the application were considered acceptable then a condition would be secured in accordance with Environmental Health's advice to seek a noise impact assessment and subsequent recommendations made which are likely to involve triple glazing and potentially passive ventilation.

8.18 **Sustainable Transport**

The proposed highway impacts are considered to be of an acceptable scale when compared with the existing use however the uplift in trips is recommended to be mitigated through the upgrading of junctions close to the site to introduce dropped curbs with tactile paving which is recommended to be secured via condition. It is also noted that on-street parking will be increased through the removal of two disabled parking bays.

Cycle parking is proposed for each unit along with an additional Sheffield stand for visitors a condition to secure this is also recommended.

8.19 **Affordable Housing**

City Plan Part One Policy CP20 seeks to secure affordable housing on developments of a net gain of 5 or more dwellings. The development secures a net gain of 6 units and therefore falls within criterion c) of the policy which seeks to secure 20% affordable housing as an equivalent financial contribution on sites between 5 and 9 (net) units. This percentage equates to 1 unit, the site is located in Zone 2 'Value Area' and as such the contribution is calculated at £285,250 which is recommended to be secured via S106.

**9 CONCLUSION**

9.1 The principle of the loss of the care home use has been adequately justified in relation to policy HO11 and the conversion to create six new dwellings deemed acceptable, with the imposition of suggested conditions the impacts on the character of the area, neighbouring amenity and the highway network are considered acceptable.

**10 EQUALITIES**

None identified.

**11 PLANNING OBLIGATION / CONDITIONS / INFORMATIVES**

11.1 S106 Heads of Terms

- Contribution of £9,000 towards sustainable infrastructure improvements – in the form of dropped curbs within the vicinity of the site.
- £285,250 affordable housing contribution.

11.2 Regulatory Conditions:

1. BH01.01 Full Planning.
2. The development hereby permitted shall be carried out in accordance with the approved drawings listed below.

**Reason:** For the avoidance of doubt and in the interests of proper planning.

Plan Type	Reference	Version	Date Received
Location Plan	35023/4		3 August 2015
Site plan	35023/5		3 August 2015
Out-rigger elevations exist and proposed	35023/6		
Ground floor details proposed	35023/8		2 February 2016
Proposed plans and elevation	35023/2	B	10 February 2016

3. Prior to first occupation, details of all windows and doors to be refurbished along with those to be replaced on the north/front elevation of each unit hereby approved along with those on the east elevation fronting Montefiore Road shall be submitted to and approved in writing by the Local Planning Authority. Details shall include method of opening, their reveals and cills including 1:20 scale elevational drawings and sections and these replacement windows and doors shall be constructed of painted timber with concealed trickle vents. The windows and doors shall then be installed in accordance with the approved details prior to first occupation.

**Reason:** To ensure a satisfactory appearance to the development and to comply with policy QD14 of the Brighton & Hove Local Plan and policy

CP12 of the Brighton & Hove City Plan Part One.

4. Prior to first occupation of the development hereby permitted a plan detailing the positions, height, design, materials and type of all existing and proposed boundary treatments along with existing and proposed gate details shall have been submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be provided in accordance with the approved details prior to first occupation of the development.

**Reason:** To enhance the appearance of the development in the interest of the visual and residential amenities of the area and to ensure a satisfactory appearance to the development and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan and policy CP12 of the Brighton & Hove City Plan Part One.

5. Prior to the first occupation of the development hereby permitted the applicant shall reinstate the redundant vehicle crossover on Montefiore Road to the south-east side of site back to a footway by raising the existing kerb and replacing the ramp with appropriate paving materials.

**Reason:** In the interests of highway safety and to comply with policy TR7 of the Brighton & Hove Local Plan.

6. Prior to first occupation of the development hereby approved, an acoustic assessment of the development shall be carried out and the report submitted to and approved in writing by the Local Planning Authority. Agreed mitigation recommendations shall then be implemented in accordance with the approved details prior to first occupation.

**Reason:** To safeguard the amenities of the future occupiers of the development and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.

7. Prior to first occupation of the development hereby permitted, a scheme for landscaping shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a. details of all hard surfacing;
- b. details of all proposed planting, including numbers and species of plant, and details of size and planting method of any trees.

All hard landscaping and means of enclosure shall be completed in accordance with the approved scheme prior to first occupation of the development. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting

season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

**Reason:** To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policy QD15 of the Brighton & Hove Local Plan and policy CP12 of the Brighton & Hove City Plan Part One.

8. The development hereby permitted shall not commence until such time as a scheme has been submitted to and approved in writing by the Local Planning Authority to provide that the residents of the development, other than those residents with disabilities who are Blue Badge Holders, have no entitlement to a resident's parking permit.

**Reason:** This pre-commencement condition is imposed in order to allow the Traffic Regulation Order to be amended in a timely manner prior to first occupation to ensure that the development is car-free and to comply with policy CP9 of the Brighton & Hove City Plan Part One.

9. The replacement front doors to units 6 and 8 shall be constructed of painted timber and the surfaces surrounding the doorways shall be repaired in materials to match in colour, style, bonding and texture those of the adjacent surfaces of the existing building.

**Reason:** To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policy QD14 of the Brighton & Hove Local Plan and policy CP12 of the Brighton & Hove City Plan Part One.

10. The development hereby permitted shall not be occupied until the cycle parking facilities shown on the approved plans have been fully implemented and made available for use. The cycle parking facilities shall thereafter be retained for use by the occupants of, and visitors to, the development at all times.

**Reason:** To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy TR14 of the Brighton & Hove Local Plan.

11. The development hereby approved shall not be occupied until the refuse and recycling storage facilities indicated on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

**Reason:** To ensure the provision of satisfactory facilities for the storage of refuse and recycling and to comply with policy QD27 of the Brighton & Hove Local Plan.

12. The replacement brickwork surround the replacement window hereby approved and as shown on drawing no. 35023/8 received 2 February 2016 shall match in material, colour, style, bonding and texture those of the existing building.

**Reason:** To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policy QD14 of the Brighton & Hove Local Plan and policy CP12 of the Brighton & Hove City Plan Part One.

13. The first floor window in the west elevation servicing the bathroom to unit 2 of the development hereby permitted shall not be glazed otherwise than with obscured glass and thereafter permanently retained as such.

**Reason:** To safeguard the privacy of the occupiers of the adjoining property and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.

11.3 Informatives:

1. In accordance with the National Planning Policy Framework and Policy SS1 of the Brighton & Hove City Plan Part One (submission document) the approach to making a decision on this planning application has been to apply the presumption in favour of sustainable development. The Local Planning Authority seeks to approve planning applications which are for sustainable development where possible.
2. This decision to grant Planning Permission has been taken:
  - (i) having regard to the policies and proposals in the National Planning Policy Framework and the Brighton & Hove Local Plan, including Supplementary Planning Guidance and Supplementary Planning Documents:  
(Please see section 7 of the report for the full list); and
  - (ii) for the following reasons:-  
The principle of the loss of the care home use has been adequately justified and the conversion to create six new dwellings deemed acceptable, with the imposition of suggested conditions and securing a planning obligation, the impacts on the character of the area, neighbouring amenity and the highway network are acceptable.
3. The applicant is advised that the proposed highways works should be carried out in accordance with the Council's current standards and specifications and under licence from the Streetworks team. The applicant should contact the Streetworks Team (01273 293366).
4. The applicant is advised in reference to condition 6 that the Acoustic Assessment shall be carried out under BS8233:2014 with particular reference to section 6.4 'Noise from Railways'.
5. The applicant is advised that the scheme required to be submitted by Condition 8 should include the registered address of the completed development; an invitation to the Council as Highway Authority

(copied to the Council's Parking Team) to amend the Traffic Regulation Order; and details of arrangements to notify potential purchasers, purchasers and occupiers that the development is car-free.