

UTT/0874/11/FUL - GREAT EASTON

PROPOSAL: Proposed redevelopment of Moat House to provide 26 extra care units, 1 visitor suite with associated car parking and landscaping (amendments to approved planning application UTT/0426/06/FUL). Retention of existing access to serve Moat Cottage

LOCATION: Moat House, Dunmow Road, Great Easton

APPLICANT: RV Moat House Limited

AGENT: Tetlow King Planning

GRID REFERENCE: TL 611-254

EXPIRY DATE: 4 August 2011

CASE OFFICER: Ms K Hollitt

APPLICATION TYPE: MAJOR

1. NOTATION

1.1 Outside Development Limits.

2. DESCRIPTION OF SITE

2.1 The application site is located on the eastern side of the B184 and is a substantial red brick building set in extensive grounds. The building is currently used as a care home. There is an existing vehicular access serving the property with a car parking area adjacent to the western elevation (front). The building is set in an elevated position in comparison to the highway and there is a frontage hedge and post and rail fence. Within the grounds are some mature trees forming a parkland setting and a ha-ha wall separates the parkland area from the more intimate space around the building. To the north a new care home is currently under construction. There is a mix of residential and commercial development on the western side of the B184. There are agricultural fields to the east of the site.

2.2. Within the extensive area within the ownership of the applicant, but lying outside of the application site, is Moat Cottage. There is an access serving this cottage which is subject to a condition imposed under planning approval UTT/0874/11/FUL to be closed off.

3. PROPOSAL

3.1 The proposal relates to the redevelopment of the site to provide 26 extra care units and a visitor suite, associated car parking and landscaping. It is also proposed to retain the access to serve Moat Cottage. The scheme would be an alternative to that approved under reference UTT/0426/06/FUL which is an extant consent by virtue of the access to serve the new care home having been constructed.

3.2 The proposal would involve the demolition of the existing building and the construction of a new building with a larger footprint. It is proposed to replicate the western elevation as far as possible and reproduce certain elements of the existing building, such as the coach house with an underpass linking this development to the new care home development to the north.

- 3.3 Included within the scheme it is proposed to construct a buggy store, a bin store, substation and a garden store. These would be to the north of the proposed new building. A new car parking area would be created within the garden area defined by the ha-ha to the south of the building.
- 3.4 The existing care home has a footprint of around 535 square metres and the accommodation is set out over two floors. The extant consent relates to a building having a footprint of around 970 square metres and this proposal relates to a building having a footprint of around 1022 square metres (these measurements include the underpass). The extant scheme set out the 24 extra care units over two floors and attics. This revised scheme seeks to do the same.
- 3.5 The western elevation of the extant scheme would be 28m in length, and the southern elevation 38m. The revised scheme seeks a western elevation of 30m in length and southern elevation of 38.6m. The extant scheme related to a building have a maximum span of 20.4m and the revised scheme proposes a span of around 19.9m. The layout of the proposed footprint has been amended to take into account the constraints of the site boundaries. It is proposed to utilise the differences in ground levels by constructing a basement to the coach house element of the building to house the plant equipment.
- 3.6 The extant scheme had a maximum ridge height on the western elevation of 8.7m and the revised scheme seeks to raise the ridge of the principal western elevation to 9.2m to increase the dominance of this element over the coach house. The ridge height on the coach house would be 8.5m, marginally lower than the existing situation where the ridge height of the coach house is the same as the principal elevation.
- 3.7 The dormers on the extant scheme were square, similar in character to those on the new care home currently under construction. This revised scheme seeks to use more traditional pitched roof dormers, reflecting those in the current coach house.
- 3.8 The most fundamental change between the two schemes is the location of the car parking area. In the extant scheme the car parking area would have been retained adjacent to the western elevation although the approved scheme did not specify how many parking spaces would be provided. This revised scheme seeks to relocate the car parking area to adjacent to the southern elevation where 24 spaces are proposed. Two additional spaces meeting the disabled space criteria are proposed adjacent to the western elevation. The parking area would be set at a lower level to the building by approximately 2m. It is proposed to install a lift in the retained rotunda building to enable access for those with limited mobility between the car park and the building.
- 3.9 In terms of accommodation mix, it is proposed to construct a visitor suite on the ground floor, a total of 11 x 1 bedroom units and 15 x 2 bedroom units. This would be over two floors and within the attics and there would be a lift to serve the upper floors.

4. APPLICANT'S CASE

- 4.1 The following documents have been submitted with the application:

- Design and Access Statement
- Planning Statement
- Visual Assessment of Parking Proposals
- Landscape Assessment of Parking Proposals
- Protected Species Report
- Wildlife Assessment
- Tree Survey
- Flood Risk Statement

- Travel Plan
- Transport Statement
- Geotechnical and Contaminated Land Investigation
- Building Survey
- Noise Mitigation Statement
- Engineering Report
- Sustainable Construction Statement
- Sustainable Heating Strategy
- Extra Care need and viability Statement
- Archaeological Report
- Statement of Community Involvement

4.2 Summary of Planning Statement:

This planning application represents a minor alteration to the extant scheme which has permission under reference UTT/0426/06/FUL; the changes being proposed with the intention of achieving a better executed redevelopment of Moat House. The provision of the extra care units will, in combination with the 60 bed care home, enable the site to function as a Continuing Care Retirement Community. It will be well equipped to provide a high standard of accommodation and care for the needs of local people ranging from those who require only small amounts of support to those who require 24-hour care (in the care home). The proposed adjustments will not only achieve an implementable and coherent scheme; it brings the additional benefit of better relating the building footprint while managing to achieve a net gain of two additional extra care units, plus one visitor's suite. Given this intent and the compliance of the scheme with the Development Plan, the policy support for extra care and the identified need in the locality, we consider it appropriate that planning permission be granted.

4.3 Summary of Design Proposals:

The new proposed building is similar to the previous approval in terms of site location, scale and materials. Amendments to the floor layouts have resulted in elevational differences between the two schemes. Proposals have rectified many of the noted problems facing us with the construction of the approved scheme and provides Retirement Villages with a building that is more spatially and energy efficient, and which will also prove more cost effective in construction and onward maintenance. The proposed development has been designed in order to both follow the general footprint and scale of the previous approval and is set on virtually the same line as the original building. The west and north elevations to the main entrance and coach house are in their existing location. The existing building is built of a red multi stock brick and if possible the existing bricks will be retained and reused. Areas of facing brickwork will be built in a 50/50 blended mix Weinerberger Warnham Light Multi and Warnham Red Stock bricks as per the new care home on site. The scale of the building is retained as existing to the coach house which remains as two storeys with accommodation in the roof. The garages to the ground floor of the coach house will be amended to relocate the existing underpass and allow conversion of three of the garage space areas to a two bedroom apartment. The west elevation to the building retains the design of the existing and may be subject to façade retention subject to structural engineers investigations. The ridge of the main roof over the building has been raised in order to achieve the extra headroom required to provide units on the top floor as had been approved under the previous scheme. The roof will be finished in slate to match the existing care home. Roofs to dormer windows have been designed to match the style of the existing dormers on the coach house. Access to patios and gardens are available to ground floor units. The first floor units to the south and north elevations are provided with Juliette balconies. Due to the levels across the site and the adjacent care home, an access lift has been provided that will take residents from the ground and first floor of the extra care units to the lower ground floor level and club house within the care home.

5. RELEVANT SITE HISTORY

- 5.1 UTT/1718/02/OP: Outline application to convert/extend Moat House to form additional care flats with 4 staff flats in roof space. Erection of 14 extra care cottages with garages, child nursery, café/shop, administration offices and store. New access road. Refused December 2003; appeal dismissed March 2005.
- 5.2 UTT/0426/06/FUL: Proposed alteration and extension of Moat House to 24 no. extra care flats. New 60 bed care home and store/workshop with new access. Approved May 2006.
- 5.3 UTT/2001/08/FUL: Erection of 60 bedroom care home, ancillary staff accommodation and office space, new vehicular access (revised scheme to approved scheme under UTT/0426/06/FUL). Approved March 2009.
- 5.4 There is an extensive earlier history relating to consents for extensions to the Moat House.

6. POLICIES

6.1 National Policies

PPS1: Delivering Sustainable Development
Supplement to PPS1: Planning and Climate Change
PPS3: Housing
PPS7: Sustainable Development in Rural Areas
PPS9: Biodiversity and Geological Conservation
PPG13: Transport
PPS25: Planning and Flood Risk

6.2 East of England Plan 2006

Policy SS1: Achieving Sustainable Development
Policy H1: Housing
Policy T7: Transport in Rural Areas
Policy T14: Parking
Policy ENV7: Quality in the Built Environment
Policy ENG1: Carbon Dioxide Emissions and Energy Performance

6.3 Essex Replacement Structure Plan 2001

None

6.4 Uttlesford District Local Plan 2005

Policy S7: The Countryside
Policy GEN1: Access
Policy GEN2: Design
Policy GEN3: Flood Protection
Policy GEN5: Light pollution
Policy GEN7: Nature Conservation
Policy GEN8: Vehicle Parking Standards
Policy ENV3: Open Spaces and Trees
Policy ENV15: Renewable Energy

6.5 Other Documents

SPD: Accessible Homes and Playspace
SPD: Energy Efficiency and Renewable Energy
Parking Standards: Design and Good Practice
Development Management Policies

7. PARISH COUNCIL COMMENTS

7.1 No comments or objections.

8. CONSULTATIONS

Climate Change Manager

8.1 Conditions C.8.29 and C.8.32 required.

Engineer

8.2 Conditions required relating to drainage scheme and implementation of flood risk management measures as identified in the Flood Risk Assessment.

Environmental Health Officer

8.3 Contamination were identified therefore condition required. Condition required relating to hours of work. Condition required relating to scheme of artificial lighting. Additional comments: Lighting plan submitted is acceptable.

Environment Agency

8.4 Flood risk: No objections subject to conditions. Contamination: No objections subject to condition.

Project Officer (Accessibility)

8.5 Note the comments made relating to the design and typical layout of one bedroom units. I would hope that the space identified to support the accessibility requirements shown in the one bedroom units will equally apply to the two bedroom units. There are 26 dwellings here which would trigger the requirement for Wheelchair Accessible Housing which has not been addressed.

Highways

8.6 No objections subject to conditions.

9. REPRESENTATIONS

9.1 This application has been advertised and no representations have been received. Advertisement expired 14 June 2011.

10. APPRAISAL

The issues to consider in the determination of the application are:

- A whether the principle of the development is acceptable in this location (ULP Policy S7, EEP Policies SS1 and H1; PPS1: Delivering Sustainable Development; PPS3: Housing; PPS7: Sustainable Development in Rural Areas)
- B the design is appropriate (ULP Policies GEN2, GEN5, ENV3 and ENV15; Supplement to PPS1; EEP Policies ENV7 and ENG1; SPD: Accessible Homes and Playspace; SPD: Energy Efficiency and Renewable Energy)

- C the access and parking arrangements are appropriate (ULP Policies GEN1 and GEN8; EEP Policies T7 and T14; PPG13: Transport; Parking Standards: Design and Good Practice; Development Management Policies)
- D there would be unacceptable impacts on biodiversity (ULP Policy GEN7; PPS9: Biodiversity and Geological Conservation)
- E there would be any flood risk issues (ULP Policy ENV3; PPS25: Planning and Flood Risk)

A whether the principle of the development is acceptable in this location (ULP Policy S7, EEP Policies SS1 and H1; PPS1: Delivering Sustainable Development; PPS3: Housing; PPS7: Sustainable Development in Rural Areas)

- 10.1 The application site is located within a rural area where there is a general presumption at both a national and local level against development except that that needs to take place there. The general thrust of national planning policy is to direct development towards sustainable locations and to ensure that the environmental impacts of development are mitigated.
- 10.2 The application relates to the replacement of the existing care home with a development of 26 extra care units and a visitor suite, associated car parking and landscaping. The applicant argues that the replacement of the existing building would enable a more energy efficient building to be constructed and that a new building would enable better use of space and integration with the new care home. The principle of extra care flats on this site has been established following the grant of planning permission in 2006. This consent is still extant following the construction of the new access road under this consent.
- 10.3 There is a demonstrated need for this type of development given the demographic changes to the population, supported by the Strategic Housing Market Assessment (SHMA) which identifies that approximately one quarter of all the households within the London commuter belt are pensioners and that, over a 5 year period (2004-2009) there had been over 10% growth in the number of pensioners in the Uttlesford District. This trend is likely to continue for the foreseeable future.
- 10.4 This proposal seeks to increase the number of flats by two units. The previous scheme related to the creation of 8 x 1 bedroom units and 16 x 2 bedroom units. This proposal relates to the creation of 11 x 1 bedroom units and 15 x 2 bedroom units, together with a visitor's suite. This small increase in units would not be adverse in terms of its impact on the character of the area or contrary to the principle of the development already established.

B the design is appropriate (ULP Policies GEN2, GEN5, ENV3 and ENV15; Supplement to PPS1; EEP Policies ENV7 and ENG1; SPD: Accessible Homes and Playspace; SPD: Energy Efficiency and Renewable Energy; Supplement to PPS1: Planning and Climate Change)

- 10.5 The design of the revised scheme has been amended to address the inadequacies of the previous scheme and also the constraints of the site. The previous consent proposed the conversion of the existing building, but it would appear that the scheme as approved would have required substantial alterations to both the internal and external layout of the building, above and beyond that required as a conversion.
- 10.6 The revised scheme seeks to demolish the existing building but ensure that the most important, western façade is replicated in the reconstruction. In line with the previous consent it is proposed to raise the ridge height but this revised proposal seeks to ensure that this is raised to a sufficient degree to enable adequate headroom within the attic rooms. This increase in ridge height would also result in the coach house element of the building becoming a visually subservient element to the principal building. At present the coach house is more dominant than the principal building.

- 10.7 The original proposal sought to use square dormers, which bore no relationship to the character or design of the original building. This revised proposal seeks to utilise pitched roof dormers, reflecting those on the existing coach house building. Simpler design features are also proposed reflecting the character and design of the original building. In principle the design of the building is considered appropriate and should not result in detrimental harm to the character of the rural area.
- 10.8 The proposed scheme has been designed to meet the Code for Sustainable Homes Level 3. This is a benefit over the extant scheme as a conversion scheme cannot be designed in order to achieve this level of sustainability. Furthermore, the proposed scheme will also be able meet the requirement for 10% renewable energy as set out in the adopted SPD: Energy Efficiency and Renewable Energy. This would ensure the replacement building would be a form of development which satisfies sustainability policies over and above the extant scheme.
- 10.9 The nature of the development and the potential requirements of the users of the building result in the requirement to satisfy the standards as set out in the Supplementary Planning Document (SPD); Accessible Homes and Playspace being imperative. It has been demonstrated that the units are all capable of satisfying the Lifetime Homes standards. There has not been any confirmation that any of the units would be specifically set out to meet the wheelchair accessibility standards. However, the applicant has stated they “consider that these extra care apartments which are designed for those who are more able to move around and those in need of mobility aids (sticks, wheelchairs etc) will meet the future resident’s needs. The sizes are standard for extra care schemes elsewhere and we therefore consider that the scheme as proposed will be sufficient.” Compliance with the standards can be secured by condition.
- 10.10 The application is accompanied by a proposed lighting scheme. This indicates the use of low level bollard lighting within the car park area and within the vicinity of the building. This would ensure that the impacts of lighting would be kept to a minimum reflecting the rural location of the site. A similar lighting scheme has been approved for the new care home element of the site.

C the access and parking arrangements are appropriate (ULP Policies GEN1 and GEN8; EEP Policies T7 and T14; PPG13: Transport; Parking Standards: Design and Good Practice; Development Management Policies)

- 10.11 The application site is currently served by an access serving the existing care home. It is proposed to retain this access point to serve the new development. This access point is single width for the majority of its length and existing mature trees prevent the provision of suitable passing places. This access point was approved to serve the previously approved development of 24 units and this consent is still extant. It is not considered that the creation of two additional units on this site would be sufficient to give rise to significant highway safety concerns in relation to this access point.
- 10.12 It is noted, however, that an underpass between the proposed development and the newly constructed care home is proposed. This could potentially result in additional traffic utilising this southern access point, particularly for vehicles using the care home and wishing to exit the site towards Great Dunmow. This has been raised as a point of concern by the Highways Department. Discussions have taken place between the applicant and the Highways Department on this matter. The applicant states that the underpass has primarily been provided for architectural reasons, reflecting the current design of the coach house element of the original building. In terms of the operation of the site the access is primarily to allow the occupant’s operational/maintenance vehicles to have ease of access between both sections of the development without having to go via the B184. However, in order to alleviate the concerns of the Highways Department in respect of additional traffic utilising the sub-standard southern access

point the applicant is prepared to agree to some form of control to limit access between the two schemes. This could take the form of a gate or a rising bollard, details of which could be secured by condition.

10.13 Within the application site is a further access point which serves Moat Cottage. The extant consent was subject to a condition requiring that this access point be closed off to vehicular traffic within 28 days of the opening of the access serving the new care home. The new access serving the care home has technically been open since construction work commenced on phase 1 of the site and the condition requiring the closure of the Moat Cottage access has been breached since that time. This application seeks to retain the use of this access to serve Moat Cottage only. This access point has been closed off within the grounds to prevent vehicular access from any other part of the site and care home complex. Since the extant consent was granted the site has come under new ownership and the current applicant also has control over Moat Cottage. When consent was granted for the alternative care home scheme the condition requiring the closure of the Moat Cottage access was not imposed. The low level use of this access by one residential property is not considered to give rise to any significant highway safety issues and its retention to serve Moat Cottage is acceptable.

10.14 The extant consent proposed 28 car parking spaces to serve the whole of the development consisting of the 60 bed care home and 24 extra care flats. An additional area of parking would have been retained to the front of the existing care home building, but not officially designated or set out for parking. At the time of the extant consent the Council was working to maximum parking standards. New parking standards were adopted by the Council in January 2010 following Essex County Council's revised approach to parking in September 2009.

10.15 The new care home currently nearing completion to the north of the application site has a separate access and car park providing 26 parking spaces and 3 disabled spaces. It is now proposed that the new extra care flats will have a separate parking area served by the existing access. It is proposed to provide 26 parking spaces to serve the development, including 2 disabled spaces. The applicant states that they operate several sites of this nature around the UK and have statistics that show the average car ownership of their villages to be no more than 65%. As such they consider the provision of 1 space per unit would be more than adequate to serve the development and visitor parking. This evidence based approach has been accepted in a recent care home decision in Saffron Walden. The spaces would conform to the new standards of 5.5m x 2.9m with 6m manoeuvring space between bay ends.

10.16 The car parking area would be provided at a lower level to the development. However, the existing rotunda building is proposed to be reconstructed in its current position and would accommodate a lift to ensure there would be level access for those with limited mobility.

10.17 In principle the car parking arrangements would be sufficient to serve this development. However, the location of the car park would be on the current garden area which is separated from the parkland area by a ha-ha wall. This would result in an increase in the urbanisation of the site and affect the setting of the proposed development and the character of the rural area. This is exacerbated by the fact that the existing hedgerow adjacent to the B184 has been cut back in the past year which has resulted in the southern elevation of the building becoming completely exposed to passing vehicles/pedestrians on the B184. A visual assessment has been carried out to establish the visual impacts of the car parking area. It concludes that the proposed parking area would be visible from the south west (B184) and to a lesser extent from a public right of way on high ground to the east. The assessment has identified opportunities for mitigation and it is proposed to reinforce the vegetation along the eastern boundary. It is also proposed to introduce new hedge and tree planting to the south of the building and the introduction of native planting along the southern boundary.

This can be secured by condition and subject to such a condition the parking arrangements would be acceptable in visual impact terms.

- 10.18 The existing access point has mature trees along either side and these could be susceptible to damage during construction works. In order to protect these trees it is proposed that a new temporary construction access is created approximately 35m to the south of the existing access. This would partially cross the parkland and rejoin the existing access nearer to the building away from the mature trees. The Highways Department is satisfied with the proposed arrangements subject to conditions requiring the submission of full details of the access arrangements and also details to ensure that the access is closed following completion of the works.
- 10.19 This revised access point would be provided in conjunction with a designated construction compound. No plan showing the precise location of the compound has been submitted at the time of writing this report, although it is understood that this would be within the ha-ha garden, the area which would ultimately form the car parking area. During construction works on phase 1 there have been issues of vehicles either being parked within or very close to the highway. Temporary use was made of land owned by P&A Wood on the opposite side of the B184, but this land is now currently being redeveloped and would not be available for phase 2 of this development. Subject to the access point and the construction compound not encroaching onto the parkland area any more than required by the access road it is considered that this arrangement would be acceptable and this can be secured by condition. Reinstatement of the parkland area can also be secured by condition.

D there would be unacceptable impacts on biodiversity (ULP Policy GEN7; PPS9: Biodiversity and Geological Conservation)

- 10.20 The proposal would result in the demolition of the existing buildings on site and the removal of a number of trees in order to facilitate the development. As such the proposals could potentially impact on protected species. An ecological survey has been submitted with the application which confirms that no species or habitat enjoying specific legal protection, with the exception of foraging bats and potentially roosting birds, would be affected by the proposals. Recommendations for appropriate precautions are set out within the report which include care to be taken during site clearance unless otherwise previously inspected by a qualified ecologist to confirm the absence of nesting birds; erection of amphibian fencing to prevent any potential migration of amphibians from the pond area; use of badger ladders in trenches as a precaution even though there is no evidence of badger activity within the site; timing of demolition of the building to ensure that there will be no impact on bats and a further inspection of the building prior to demolition; installation of bat boxes on trees.
- 10.21 Given the limited impact the proposals would have on protected species it is considered that the proposed precautions and mitigation would be sufficient to ensure no detrimental impact on biodiversity. The proposals are therefore acceptable in policy terms.
- 10.22 In addition to biodiversity and protected species being a material planning consideration, there are statutory duties imposed on local planning authorities. Section 40(1) of the Natural Environment and Rural Communities Act 2006 states "Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity." This includes local authorities carrying out their consideration of planning applications. Similar requirements are set out in Regulation 3(4) of the Conservation (Natural Habitats &c) Regulations 1994, Section 74 of the Countryside and Rights of Way Act 2000 and Regulation 9(5) of the Conservation of Habitats and Species Regulations 2010.

10.23 The tests for granting a licence are required to apply the 3 tests set out in Regulation 53 of the Habitats Regulations 2010 and must be considered by local authorities. These tests are:

- The consented operation must be for “preserving public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment”; and
- There must be “no satisfactory alternative”; and
- The action authorised “will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range”.

10.25 The first two of the three tests are judgements as assessed by the local planning authority. In this instance the potential risk to protected species is minimal and therefore it is unlikely that a licence would be required. The site is already subject to an extant consent and therefore the benefits of this revised scheme would need to be taken into account. In view of the ecological survey identifying very low use of the site by protected species it is considered that the proposals would not be detrimental to the maintenance of the population of the species at a favourable conservation status in their natural range. Indeed, the overall landscaping works proposed could result in a benefit to protected species.

E there would be any flood risk issues (ULP Policy ENV3; PPS25: Planning and Flood Risk)

10.26 The application site is located outside any designated flood zone and therefore has a low flood risk potential. However, given the size of the application site it is necessary for the applicant to demonstrate that the development would not give rise to an increase in off-site flood risk concerns. A Flood Risk Assessment (FRA) has been submitted with the application which confirms that given the nature of the development and the designed storm water discharge methods, the proposals do not appear to aggravate or increase the risk of flooding to the existing site or to surrounding properties. The FRA has been assessed by the Environment Agency who is satisfied by the findings, subject to conditions.

11. CONCLUSION

The following is a summary of the main reasons for the recommendation:

- A This proposal relates to an alternative scheme for extra care flats on a site where an extant scheme exists for 24 extra care flats. This proposal relates to the provision of 26 flats and a visitor suite. The principle of the development has already been established by the extant consent and this proposal is not considered to be detrimental to the character of the area or contrary to policy.
- B The extant consent related to the conversion and extension of the existing building. However, analysis of the approved scheme has identified several discrepancies that result in the scheme being difficult to implement. This revised proposal seeks to address those issues whilst remodelling the scheme to provide a more aesthetically sympathetic scheme. The current proposal would result in demolition of the existing building and the construction of a replacement. This would enable a higher level of energy efficiency to be built into the scheme and the proposal would be able to satisfy Code Level 3 of the Code for Sustainable Homes. In addition the units would meet Lifetime Homes criteria and the requirement for 10% of energy to come from renewables. A low-level lighting scheme is also proposed which is acceptable in this rural area.
- C The use of the existing access for the proposed development would be in line with the extant scheme. The creation of two extra units would not give rise to increased highway safety issues. The parking provision would be one space per unit and the

applicant contends that this would be in line with other such facilities they operate throughout the country. In order to protect the mature trees it is proposed that a temporary construction access is put in place and this is acceptable subject to reinstatement of the parkland following completion of the development. Essex County Council Highways also seek conditions to prevent traffic from the care home element of the complex using the existing access point and also relating to the provision of a construction compound. The applicant also seeks to retain the existing access to Moat Cottage. No highways issues are raised in respect of this.

- D There would not be any adverse impact on biodiversity as a result of the proposals. Precautions relating to potential roosting birds and bats are built into the proposals and it is proposed to install bat boxes.
- E. No flood risk issues would result from the proposals, subject to appropriate conditions.

RECOMMENDATION – APPROVAL SUBJECT TO CONDITIONS

1. Standard Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: In order to comply with Section 91 (1) and (2) of the Town and Country Planning Act 1990 (as amended).

2. To be implemented in accordance with approved plans

The development hereby permitted shall be implemented in all respects strictly in accordance with the submitted plans contained in the application, unless agreed in writing by the local planning authority.

REASON: To ensure the scheme will be carried out as approved and because any changes must be agreed in advance in writing by the local planning authority.

3. Scheme of landscaping to be submitted and agreed

No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. Subsequently, these works shall be carried out as approved. The landscaping details to be submitted shall include:-

- a) hard surfacing, other hard landscape features and materials
- b) existing trees, hedges or other soft features to be retained
- c) planting plans, including specifications of species, sizes, planting centres, number and percentage mix
- d) details of siting and timing of all construction activities to avoid harm to all nature conservation features
- e) location of service runs
- f) management and maintenance details

REASON: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted.

4. Implementation of landscaping

All hard and soft landscape works shall be carried out in accordance with the approved details. All planting seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five 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. All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the local planning authority.

REASON: to ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development. Page 11

5. Use of native species

The landscaping scheme shall consist of suitable species for the locality with a preference for native species in accordance with the reasonable requirements of the local planning authority. Details of species, sizes, planting centres, number and percentage mix shall be submitted to and be approved in writing by the local planning authority before commencement of development, the approved details shall be implemented in the first planting and seeding season following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five 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: In the interest of preserving and enhancing the biodiversity value of the site.

6. Retention and protection of trees and shrubs for the duration of development

(a) No retained tree or shrub shall be cut down, uprooted or destroyed, nor shall any retained tree or shrub be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work).

(b) If any retained tree or shrub is removed, uprooted or destroyed or dies, another tree or shrub shall be planted at the same place and that tree or shrub shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shrub or hedge shall be undertaken in accordance with details approved in writing by the local planning authority to comply with the recommendation of British Standard 5837:2005 (Trees in relation to construction) before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority. No fires shall be lit within 20 metres of the retained trees and shrubs.

In this condition 'retained tree or shrub' means an existing tree or shrub, as the case may be, which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) above shall have effect until the expiration of five years from the date of the occupation of the building for its permitted use.

REASON: To protect the existing trees, shrubs and hedgerows in the interest of visual amenity.

7. The lighting to the development hereby permitted shall be carried out strictly in accordance with the details submitted in drawing no. 7018E(60)SK003. No additional lighting will be installed without the prior submission of details and the written permission of the local planning authority.

REASON: To ensure the lighting of the development hereby permitted does not have a detrimental impact on the character of the rural area.

8. Restriction of hours of operation

No construction work shall be carried out on, nor machinery operated on, nor materials be delivered to, the site at any time on Sundays or Public Holidays, or before 8.00am or after 6.00pm on Monday to Friday or before 8.30am or after 2.00pm on Saturdays. All building or construction material shall be stored within the site and no materials deposited on the public highway.

REASON: In the interests of residential amenity.

9. The development hereby permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA), (dated April 2011,

project E 100006391) and the Layout Drainage Plan, drawing no C101A. In accordance with Page 4 of the approved FRA, 281m³ of storm water attenuation shall be created on site and discharge from the development shall be restricted to no more than 5.63 l/s.

REASON: To accommodate the 1 in 100 year storm event with the addition of climate change and to ensure no increased flood risk arises as a result of the development.

10. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted to, and obtained written approval from the local planning authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

REASON: To ensure that the proposed development does not cause pollution of Controlled Waters and that development complies with approved details in the interests of protection of Controlled Waters.

11. No development (including demolition) shall commence until the temporary construction access, as shown in principle on drawing SK03, has been provided. Details of the precise location of the temporary access, including any temporary traffic management details shall be submitted to and approved in writing prior to the commencement of development. Subsequently the details shall be implemented as approved.

REASON: In the interests of highway safety in accordance with Uttlesford District Local Plan Policy GEN1 - Access.

12. The temporary access as shown in principle on drawing no SK03, the full details of which shall be approved under condition 11 above, shall be suitably and permanently closed to vehicular traffic to the satisfaction of the Local Planning Authority within 3 months of the completion of construction. The details of the means of closure shall be submitted to and approved in writing by the local planning authority and the details shall include the incorporation of the reinstatement to full height of the highway verge and kerbing.

REASON: To ensure the removal of and to preclude the creation of unnecessary points of traffic conflict in the highway in the interests of highway safety.

13. No development (including demolition) shall commence until wheel cleaning apparatus has been provided within the application site in accordance with details to be submitted to and approved in writing by the local planning authority prior to the commencement of the development, and which shall be operated and maintained as approved during construction of the development hereby approved.

REASON: In order to ensure that the wheels of the vehicles are cleaned before leaving the site in the interests of highway safety, in accordance with Uttlesford District Local Plan Policy GEN1 - Access.

14. Prior to development commencing on site provision of adequate turning and off loading facilities for delivery/construction vehicles within the limits of the site together with an adequate parking area for those employed in developing the site shall be provided. Details of these facilities shall be submitted to and approved in writing by the local planning authority.

REASON: In the interests of highway safety in accordance with Uttlesford District Local Plan Policy GEN1 - Access.

15. Prior to development commencing on site details of measures to prevent vehicle movements other than emergency and service vehicles from using the underpass shall be submitted to and approved in writing by the local planning authority. Subsequently these details shall be implemented as approved prior to the first residential occupation of the extra care flats hereby permitted.

REASON: In the interests of highway safety in accordance with Uttlesford District Local Plan Policy GEN1 – Access.

16. The measures set out in the Travel Plan accompanying this permission shall be put in place prior to the occupation of the development hereby approved. The measures set out in

that document shall remain in operation in their entirety unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of promoting alternative and more sustainable means of travel than the private car.

17. Prior to the commencement of the development hereby permitted details of the implementation, maintenance and management of the sustainable urban drainage scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- i. a timetable for its implementation, and
- ii a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable urban drainage scheme throughout its lifetime.

REASON: To control the risk of flooding to the development and adjoining land.

18. Condition for compliance with code level 3 (five or more dwellings) M

The development as designed, specified and built shall achieve a 'Code for Sustainable Homes' rating of 'Level 3'. The applicant will provide the planning authority with a Code for Sustainable Homes design-stage assessment of the rating of the proposed development, carried out by an accredited assessor, before work commences on-site. The developer will provide a Code for Sustainable Homes post-construction assessment of the rating of the as-built development within four weeks following its completion, also carried out by an accredited assessor.

REASON: In the interests of the promotion of sustainable forms of development and construction

19. Compliance with the 10% rule (developments of five or more dwellings or greater than 1000sqm floor area)

The applicant shall incorporate on-site renewable or low-carbon energy technologies to provide 10% of the annual energy needs of the approved development in-use.

The applicant will provide the planning authority with a design SAP or SBEM rating of the proposed development carried out by an accredited assessor before work commences on-site, as well as technical details and estimated annual energy production of the proposed renewable or low carbon technologies to be installed.

Within four weeks following its completion, the applicant will provide a SAP or SBEM rating of the as-built development and details of the renewable or low carbon technologies that were installed.

REASON: In the interests of the promotion of sustainable forms of development and construction

20. Ban on airport related parking - 1

The 26 parking spaces shown on drawing 4271 PL01 dated 12 April 2001 received 5 May 2011 shall not be used other than for the parking of vehicles in association with the use of the extra care flats hereby permitted. No vehicle shall be parked in the approved parking spaces unless it belongs to or was driven there by a person who is resident at (or working or attending a function which is being held at) the extra care flats. No vehicle parked at the site by or on behalf of a person visiting the extra care flats as a resident shall remain on the site unless that person is staying as a resident at the extra care flats whilst the vehicle is parked.

REASON: To ensure adequate car parking spaces are provided to serve the extra care flats in the interests of highway safety. Furthermore, it is the policy of the Council that all parking required for Stansted Airport should be accommodated within the airport boundary, in order to protect the appearance of the countryside.

21. Accessibility – further submission

Prior to the commencement of the development hereby permitted, an accessibility statement/drawing shall be submitted to and approved in writing by the local planning authority. The details submitted shall set out the measures to ensure that the building is

accessible to all sectors of the community. The buildings shall be designed as 'Lifetime Homes' and shall be adaptable for wheelchair use. The details shall include details demonstrating that at least 2 units will be constructed to wheelchair accessible standards. All the measures that are approved shall be incorporated in the development before occupation.

REASON: To ensure that the district's housing stock is accessible to all.

22. The development hereby permitted shall be carried out in accordance with the measures and proposals as set out in Section 7 of the Wildlife Assessment, dated April 2011.

REASON: To ensure the development does not adversely impact on protected species.

23. Before development commences samples of materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The development shall be implemented using the approved materials. Subsequently, the approved materials shall not be changed without the prior written consent of the local planning authority.

REASON: To ensure a satisfactory standard of development in the interests of visual amenity.