

**UTT/21/2465/DFO (Saffron Walden)**

**(Major Application)**

**PROPOSAL:** Details following outline approval UTT/17/3426/OP (approved under appeal APP/C1570/W/19/3227368) for extra care housing (Use Class C2) together with associated infrastructure including road, drainage and access - details of appearance, landscaping, layout and scale.

**LOCATION:** Land South Of Radwinter Road, Saffron Walden, Essex

**APPLICANT:** McCarthy and Stone Retirement Lifestyles Ltd

**AGENT:** The Planning Bureau

**EXPIRY DATE:** 3<sup>rd</sup> November 2021

**CASE OFFICER:** Chris Tyler

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**1. NOTATION**

1.1 Outside Development Limits

**2. DESCRIPTION OF SITE**

2.1 The application site is roughly a rectangular parcel of land which sits between Tesco's to the west and Wild Hedges located to the west of the site. To the south of the site is the residential development of Portsmouth Close, which forms part of the wider Linden Homes development. The application site has main road frontage facing Radwinter Road and main access from Leverette Way.

**3. PROPOSAL**

3.1 This application considers the details following outline approval UTT/17/3426/OP (approved under appeal APP/C1570/W/19/3227368) for extra care housing (Use Class C2) together with associated infrastructure including road, drainage and access - details of appearance, landscaping, layout and scale.

3.2 This revised scheme proposes to overcome the previously refused scheme that was refused due to the following reason:

*The proposed development is unacceptable by reason of its design, scale, appearance and siting of the apartment block that will result in the introduction of a intrusive and dominating feature that will have a harmful impact to the character of the site, street-scene and surrounding area. This is contrary to ULP Policy GEN2 and the NPPF.*

3.3 In response to this, the design has been revisited to follow a traditional appearance, using pitched roofs of varying heights to break up the mass of the building and therefore reduce the apparent scale. The apartment block has a mix of 3 storey and 2.5 storey elements to achieve the variation in height and roofline.

3.4 The proposal for a total of 72 units of specialised 'extra care' accommodation units and includes:

33 x 1 bed apartments,  
23 x 2 bed apartments,  
7 x 1 bed bungalows,  
9 x 2 bed bungalows.

#### **4. ENVIRONMENTAL IMPACT ASSESSMENT**

4.1 Town and Country Planning (Environmental Assessment):  
The proposal has been previously screened and is not a Schedule 1 development, nor does it exceed the threshold criteria of Schedule 2, and therefore an Environmental Assessment is not required.

And

Human Rights Act considerations:

There may be implications under Article 1 and Article 8 of the First Protocol regarding the right of respect for a person's private and family life and home, and to the peaceful enjoyment of possessions; however, these issues have been taken into account in the determination of this application

#### **5. APPLICANT'S CASE**

5.1 The applicant has provided an extensive number of documents in support of the planning application to illustrate the process that has led to the development proposal and to explain and justify the proposal in a structured way. Also included with the application:

- Transport Statement,
- Travel Plan,
- Tree Survey,
- Planning Statement,
- Noise Impact Statement,
- Landscape Design Statement,
- Foul and Surface Water Strategy,
- Energy and Sustainability Statement,
- Design and Access Statement,
- Sustainability Policy Statement,
- Habitat Report,
- Ecology Briefing Note,
- Energy and Sustainability Statement.

5.2 The application provides two elements of built form, an apartment block and a grouping of bungalows. Both are to be provided on the same basis of extra care, that McCarthy and Stone provide under their 'Retirement Living Plus' product. This will provide high quality accommodation within a community with 24/7 staff presence and care tailored to suit the individual needs of residents.

5.3 The apartment block is a 3-storey building, located at the northern parcel of the site. The building forms an 'L-shape' that addresses Radwinter Road, and turns within the site to also address the access road at the east of the site. The outline application parameter plan noted 2.5 / 3 storey with a pitched roof, therefore the proposals fall

within this site parameter constraints.

- 5.4 External walls will be predominantly red brick with coloured rendered sections. The roof will be pitched with tile finish. The windows will be grey uPVC with window and doors to the communal areas being grey aluminium to match. Balconies will have glass in fills with grey metal work to match the windows.
- 5.6 The bungalows are located at the southern parcel of the site where the ground level is higher, hence the lower building height allows a reduction in the physical impact of the development where the ground level is higher. The bungalows are formed in a 'U-shaped' layout that compliments to the layout of the apartment building to form a central focus for the development based around large landscaped communal garden areas.
- 5.7 The bungalows will have access to small rear gardens as well as a central courtyard. Ground floor apartments will have access to a terrace, with some upper floor apartments having access to balconies. There is also a large communal garden and terrace. The rear gardens to the bungalows will have close boarded fence to the boundaries, with much of the site having estate railings to the boundary.
- 5.8 The proposed scheme is a Class C2 use by nature of the care provision it provides to residents. The McCarthy and Stone 'Extra Care' Accommodation is aimed at providing independent living for the frail elderly, with day to day care in the form of assistance and domiciliary care tailored to the owners' individual needs. It provides purpose built, specifically designed accommodation in a safe and secure environment including companionship whilst allowing an independent lifestyle. Safety, security and companionship reduces anxieties and maintains health and general well-being. It also provides a form of housing which meets better the on-set and increasing problems of mobility/frailty while maintaining an independent lifestyle.
- 5.9 Extra Care has been developed over the last 25 years and can take a variety of forms in both the public and the private sector from purpose-built blocks of flats to bungalows with the provision of some care. Extra Care has been developed across all tenures. Public Sector provision remains the vast majority of UK Extra Care developments. McCarthy & Stone is now the Country's leading provider of market Extra Care accommodation with over 100 such developments aimed at the majority of older people who are homeowners who neither should, nor wish to place additional burden on public provision to meet their housing and care needs in later life. In this respect too, the need to meet the needs of all older people is critical – the effects of loneliness, social isolation and not being able to access care has no barriers across the social spectrum.
- 5.10 Extra Care is at the forefront of the Government's strategy to address the housing and care needs of the rapidly ageing UK population. It is a concept which has evolved over time as policy, which requires a range of solutions across the social spectrum and provision has developed. It is complimentary to the Government's aspiration to allow people to live in their own homes for as long as possible. Whilst the June 2019 PPG amendment introduces a definition, the widely accepted definition in care terms dates from 2009.
- 5.11 A type of specialised housing that provides independence and choice to adults with varying care needs and enables them to remain in their own home. Extra Care Housing should be able to provide most residents if they so desire, with a home for the remainder of their life regardless of changes in their care needs. Services are provided in a purpose-built, housing environment with care and support delivered to

meet the individual resident's needs. This type of housing provides 24-hour support, meals, domestic help, leisure and recreation facilities and a genuinely safe environment to its residents. The approach of the extra care use is that the residents can live in their own homes for as long as possible, maintaining the sense of independence and wellbeing that comes with that but with the help and care they need to be able to do so.

## **6. RELEVANT SITE HISTORY**

### **6.1 UTT/20/2175/DFO**

Details following outline approval UTT/17/3426/OP (approved under appeal APP/C1570/W/19/3227368) for extra care housing (use class C2) together with associated infrastructure including road, drainage and access - details of appearance, landscaping, layout and scale.

REFUSED- 16/4/2021

The proposed development is unacceptable by reason of its design, scale, appearance and siting of the apartment block that will result in the introduction of a intrusive and dominating feature that will have a harmful impact to the character of the site, street-scene and surrounding area. This is contrary to ULP Policy GEN2 and the NPPF.

### **6.2 UTT/17/3426/OP**

Outline application, with all matters reserved except for access, for Extra Care Housing (Use Class C2) together with associated infrastructure including road, drainage and access.

REFUSED- 12/3/2019 for the following reasons;

The applicant has failed to complete the necessary Section 106 Obligation and has therefore failed to secure the following important contributions to infrastructure and the

necessary safeguards to mitigate the impacts of this development and its cumulative impact in consideration of UTT/17/3429/OP and UTT/13/3467/OP;

(i) Education contribution and securing provision of 1.2ha of land for the provision of primary school

(ii) Provision of open space and Transfer of open space

(iii) Financial contribution towards NHS Healthcare Facilities

(iv) Carrying out of highway works required by the Essex Highways Assessment

(v) Financial contribution towards highway works and public transport

(vi) A financial contribution towards the implementation/construction of the Wenden Road cycle path link scheme

(vii) Contribution to District Council to provide and enhance sport and recreation facilities

(viii) Contribution towards the maintenance of open space for 20 years

(ix) Provision of 40% affordable housing

(x) Travel Plan and monitoring fee

The proposal is therefore contrary to Policy H9, GEN1, GEN2 and GEN6 of the Uttlesford Local Plan adopted 2005, and the NPPF.

APPEAL ALLOWED -29/11/2019

### **6.3 UTT/13/3467/OP**

Outline planning application for either a residential development of up to 230 dwellings; Class B1 Business floorspace, extra care housing within Class C2, provision of public open space or for development of up to 200 dwellings, Class B1

Business floorspace, extra care housing within Class C2, provision of public open space, provision of land for a one form entry primary school; together with associated infrastructure including roads, drainage, access details from Radwinter Road and Shire Hill, with all matters reserved except access

Approved subject to conditions and S106 Agreement 26<sup>th</sup> May 2015

## **7. POLICIES**

### **7.1 National Policies**

National Planning Policy Framework (2019)

### **7.2 Uttlesford Local Plan (2005)**

- S7 – The Countryside
- GEN1 – Access
- GEN2 – Design
- GEN3 – Flood Protection
- GEN4 – Good Neighbourliness
- GEN5 – Light Pollution
- GEN6 – Infrastructure Provision to Support Development
- GEN7 – Nature Conservation
- GEN8 – Vehicle Parking Standards
- ENV11– Noise Generators
- ENV13 – Exposure to poor air quality
- H9 – Affordable Housing
- H10 – Housing Mix

### **7.3 Supplementary Planning Documents/Guidance**

Uttlesford Local Residential Parking Standards (2013)  
Essex County Council parking Standards (2006)  
Essex Design Guide  
Uttlesford Interim Climate Change Policy (2021)

## **8. PARISH COUNCIL COMMENTS**

8.1 No objections raised.

## **9.0 CONSULTATIONS**

### **The Highways Authority**

9.1 From a highway and transportation perspective the impact of the proposal is acceptable subject to the imposition of conditions, including:

Construction management plan,  
Provision of parking spaces,  
Provision of cycle and buggy spaces,  
Residential Travel Pack

### **Ecology**

9.2 No Objections subject to the imposition of conditions for biodiversity mitigation and

enhancement measures.

### **Natural England**

9.3 No objections.

### **Environmental Health**

9.4 No objections subject to the imposition of condition for noise insulation and contamination

### **Essex Police**

9.5 No objections.

### **National Air Traffic**

9.6 No objection.

### **Anglian Water**

9.7 No objection.

### **UDC Housing Enabling Officer**

9.8 No comments

## **10 REPRESENTATIONS**

10.1 It is noted the proposed scheme has been revised during the application to provided amended external materials and enhanced landscaping. As such the all statutory consultees and neighbours have been re-consulted.

2 letters of objections have been received, comments include:

Highways impacts,

Disruption during the construction period,

Lack of pedestrian crossing on Radwinter Road,

Lack of affordable housing, school provision and GP/ Dental,

Loss of a green space,

Loss of views,

Comments of in support of the developing the site will approve the visual appearance of the area.

10.2 All material planning matters will be considered in the follow report, however it is advised this application considers the details of details of appearance, landscaping, layout and scale as the outline planning permission for the development has been established under application UTT/17/3426/OP and UTT/13/3467/OP.

## **11 APPRAISAL**

The issues to be considered in the determination of this application are:

**A The principle of the development of this site for residential (ULP Policy S7 and**

the NPPF)

- B Character and appearance (S7, GEN2 and the NPPF)**
- C Amenity (GEN2, GEN4, GEN5, ENV11, NPPF)**
- D Landscaping (ULP Policies S7, GEN2 and the NPPF)**
- E Whether the proposed access and parking arrangements would be appropriate (ULP Policies GEN1 and GEN8)**
- F Nature Conservation (ULP Policy GEN7)**
- G Affordable Housing, Education Contributions, Housing Mix (ULP Policies H9, H10, GEN6)**
- H Flood Risk and drainage (ULP Policy GEN3; NPPF)**
- I Climate Change (UDC Interim Climate Change Policy 2021)**

**A The principle of the development of this site for residential (ULP Policy S7 and the NPPF)**

11.1 The principle of the development of the care home has been established through the outline planning permission UTT/13/3467/OP and UTT/17/3426/OP also subsequent allowed appeal for all matters reserved except access, for Extra Care Housing (Use Class C2) together with associated infrastructure including road, drainage and access. Although an objection has been raised in regards to the loss of the site this has already been established in the outline planning permission.

11.2 The proposal accords with the approved use of extra care housing (Use Class C2), the applicant has provided a great level of information to demonstrate this and clarifies that extra care use includes:

- Purpose-built, accessible building design that promotes independent living
- Fully self-contained properties where occupants have their own front doors, and tenancies or leases which give them security of tenure and the right to control who enters their home
- Office for use by staff serving the scheme and sometimes the wider community
- Some communal spaces and facilities
- Access to care and support services 24 hours a day
- Community alarms and other assistive technologies
- Safety and security often built into the design with fob or person-controlled entry

The Extra Care concept therefore comprises self-contained accommodation and further promotes independent living through care being readily available to help people remain in their own home environment. This approach also fully accords with the changed emphasis of government in the Care Act 2014 which seeks to transform the provision of adult social care with a new emphasis on wellbeing, prevention & integration.

11.3 Taking into consideration the extant 2017 outline planning permission and the demonstrated use of the development this is in line with the approved principle of development, in accordance with ULP Policy S7 and the NPPF.

**B Character and appearance (S7, GEN2 and the NPPF)**

11.4 With regards to the character and appearance of the development, ULP Policy GEN2 seeks quality design ensuing that the development is compatible with the scale form

and layout, appearance and materials of the area. The Policy aims to protect the amenity value of the area it is set in seeking high quality design. The development includes two elements of built form, an apartment block and grouping of bungalows.

- 11.5 The apartment block is a 3-storey building, located at the northern parcel of the site. The building forms an 'L-shape' that addresses Radwinter Road, and turns within the site to also address the access road at the east of the site. The outline application parameter plan noted 2.5 / 3 storey with a pitched roof, therefore the proposals fall within the approved outline planning consent constraint.
- 11.6 The apartment block will be front facing Radwinter Road. The building will inevitably result in the introduction of a large mass of built form, however this part of the site is at a lower site level set a significant distance from the residential properties to the rear of the site. It is recognised the appearance of the building will be evident when approaching the site along Radwinter Road, however as demonstrated on the submitted scene street plans this would only be apparent on when in immediate proximity to the application site.
- 11.7 The revised external appearance of the apartment block will include traditional appearance, using pitched roofs windows of varying heights to break up the mass of the building. A variety of dormer window styles will be included in the apartment block, the mix in character will contribute to the overall block appearance of the building and therefore reduce the apparent scale. The apartment block has a mix of 3 storey and 2.5 storey elements to achieve the variation in height and roofline. The proposed apartment building will be set back further within the site and will include significant landscaping to the front and along Radwinter Road to help soften and enhance the appearance of the building. The apartment block will include external materials of brick and rendered walls under a tiled roof.
- 11.8 The bungalows are located at the southern parcel of the site where the ground level is higher, hence the lower building height allows a reduction in the physical impact of the development where the ground level is much higher. The bungalows are formed in a 'U-shaped' layout that compliments the layout of the apartment building to form a central focus for the development based around a large landscaped communal garden area. The external materials of the bungalows include brick facing walls include buff brick and cladding facing walls under a pitched tiled roof.
- 11.9 The layout of the development will include private amenity space provided to each of the bungalows and a shared communal space located within the centre of the site. This is considered an appropriate level of communal amenity space within the site for both residents and visitors and in accordance with the aims of the Essex Design Guide.
- 11.10 A condition is recommended for the submission of details of materials prior to the commencement of the development. Taking into account the assessment of the proposed development it is considered the revised appearance, scale and layout of the proposed care home is appropriate and in the context of the site and surrounding area and is considered to resolve the refusal reason of planning application UTT/20/2175/DFO and therefore in accordance with ULP Policies S7, GEN2 and the NPPF.

## **C Amenity (GEN2, GEN4, GEN5, ENV11, NPPF)**

- 11.11 Due consideration should be made to the layout of the site and whether it will have any harmful impact to the amenity of neighbouring properties. It is noted a number of

objections have been received in regards to amenity impact and due consideration is made to this. To the south of the site is the residential areas of Portsmouth Close and Fairfax Drive however there is significant distance between the main apartment block and surrounding neighbouring dwelling to not cause a significant if any loss of daylight or over shadowing. Furthermore, there would be no harmful overbearing effects or disturbance from vehicle movements.

11.12 The distance between the application site and neighbouring residential properties will be significant, also due to the bungalow design of the properties at the rear of the site it is considered the proposal will not result in any harmful impact from loss of privacy or overlooking. It is concluded that the proposal accords with the above policies insofar as they relate to amenity, subject to the use of a condition to secure full details of any external lighting.

11.13 In regards to noise, the application includes a Noise Impact Statement which identifies the noise created by the development. The Council's Environmental Health Officer has been consulted and does not make any objection to the proposal subject to conditions for the submission of a noise insulation scheme. Taking into account the comments of the Environmental Health Officer and imposition of conditions it is considered that there would be no unacceptable significant impacts on the amenity of neighbouring residents from noise.

#### **D Landscaping (ULP Policies S7, GEN2 and the NPPF)**

11.14 This reserve matters application provides details of landscaping. The application includes the following within the landscape scheme;

- 1.1m black railing estate fence,
- Shrub planting,
- Native hedge planting,
- Tree planting,
- Communal gardens and terrace area

11.15 The existing site is an open plot of land that does not include any significant landscaping features albeit the site does include some hedgerow screening to the north and west boundary of the site. The enhancement of the landscape features has ensured a sensitive approach to the development allowing the proposals to be integrated within its setting and although visually prominent the landscaping will allow to soften and mitigate any visually harmful impact. The Council's Landscape Officer has been consulted in regards to the proposal, no objections or further recommendation have been made. As such it is considered the proposed landscaping scheme is appropriate and in accordance with ULP Policies ULP Policies S7, GEN2 and GEN7 and the NPPF.

#### **E Whether the proposed access and parking arrangements would be appropriate (ULP Policies GEN1 and GEN8)**

11.16 Local Plan Policy GEN1 seeks sustainable modes of transport which is reflected within the NPPF. Local plan policy GEN1 advised development will only be permitted if it meets the following criteria:

- a) Access to the main road network must be capable of carrying the traffic generated by the development safely.
- b) The traffic generated by the development must be capable of being

accommodated on the surrounding transport networks.

c) The design of the site must not compromise road safety and must take account of the needs of other users of their highway.

d) It must be designed to meet the needs of people with disabilities

e) The development encourages movement by other means other than driving car

- 11.17 The site is accessed from the existing bell-mouth junction off Leveret Way which is located 70m south of the junction with Radwinter Road. The site is bound by Radwinter Road to the north, Leveret Way to the east and south. The application includes a Transport Statement setting out the site accessibility including road and pedestrian networks.
- 11.18 Taking into account the comments of the Highway Authority, it is considered that the proposal would not have an adverse effect on highway safety or its efficiency. In particular. The level of parking provision has been assessed and found to be sufficient, in combination with relatively good sustainable transport options, to prevent unacceptable impacts on highway safety from on-street parking. It is therefore concluded that the proposal accords with the above transport policies.
- 11.19 The Highway Authority have recommended staff and resident travel plans to be secured prior to the occupation of the development. The travel plan is to minimise the impact of travel on the environment, and can help to reduce emissions of greenhouse gases, improve local air quality, minimise health risks and reduce congestion. Encouraging staff and residents to carry out their everyday activities in a more sustainable manner can also contribute to improvements in the local environment. The implementation of the travel plan and monitoring fee was secured by conditions and legal agreement in the outline planning permission allowed by appeal.
- 11.20 The Transport Statement has assessed the anticipated trip generation from the care home, and concludes that the increase in peak hour vehicle trips due to the proposed development would be negligible and would not have a material effect on the operation of the surrounding highway network. The proposed development is anticipated to generate 11 fewer trips in the AM peak and 7 fewer trips in the PM peak than the consented care home and therefore the proposals are anticipated to lead to a betterment to the operation of the local road network. This is nonetheless in accordance with what has been approved as part of the outline planning permission.
- 11.21 ULP Policy GEN8 requires parking provision to be in accordance with current adopted standards. The most relevant parking standard is Class C2 Residential Care Home which is set out within ECC's 'Parking Standards Design and Good Practice.
- 11.22 The standards advise that residential care homes should include 1 space per full time equivalent staff + 1 visitor space per 3 beds. The total number of beds spaces is 95, together with 15 full time staff this will calculate to a requirement of 47 parking spaces in total. 58 parking spaces are provided and therefore it is considered the development meets the maximum vehicle criteria as set out in the Essex County Council Parking Standards 2009.
- 11.23 A Travel Plan would be adopted by the operator with measures implemented from the first opening, this will encourage staff to walk, cycle, car share an use public transport to get to work. On the basis of this information the proposed parking provision would be satisfactory to meet the likely parking demand. This would

contain all development related parking within the site and not result in overspill parking on the local roads, in accordance with Local Plan Policy GEN8 and ECC Parking Standards (2009). No objections have been raised by Highways as a result of this.

#### **F Nature Conservation (ULP Policy GEN7)**

11.24 Policy GEN7 seeks to ensure that development would not have a harmful effect on wildlife and Biodiversity. The previously approved outline planning application (UTT/17/3426/OP) included significant details of ecology, protected species and habitat. This current reserved matters application includes a subsequent updated ecology appraisal which has been assessed by the Council's Ecology Consultant. No objection have been made subject to conditions, as such it is considered the proposed development will not have a harmful impact on protected species or biodiversity and is in accordance with ULP Policy GEN7 and the National Planning Policy Framework.

#### **G Affordable Housing, NHS Contributions, (ULP Policies H9, GEN6)**

11.25 The proposed development relates to a reserved matters application extra care home, as such there is no requirement for affordable housing to be provided, this has been confirmed by the Council's Housing Enabling Officer.

11.26 The West Essex Clinical Commission Group have requested a developer contribution of £22,230 to mitigate the impacts of this proposal. It is confirmed this was secured by Legal Agreement as part of the outline planning permission for the wider development under planning application UTT/13/3467/OP.

#### **H Flood Risk and drainage (ULP Policy GEN3; NPPF)**

11.27 Policy GEN3 requires development outside flood risk areas to not increase the risk of flooding through surface water run-off. The NPPF requires development to be steered towards areas with the lowest probability of flooding. The site is not in an area that is identified as at risk of flooding. However, the proposal is a 'major development' so it would be necessary to include a Sustainable Drainage System (SuDS) as an integral part of the design.

11.28 The application includes a foul and surface water strategy, no objections or further recommendations have been received from statutory consultees however in being consistent with the previous refused planning application (UTT/20/2175/DFO) the proposal did not result in any objections raised or further required conditions. As such it is considered the proposed revised scheme will include appropriate drainage and will not give rise to an increase in flooding and in accordance with ULP Policy GEN3.

#### **I Climate Change and Renewable Energy (UDC Interim Climate Change Policy 2021)**

11.29 Following the recently adopted UDC Interim Climate Change Policy 2021 due consideration should be made by developer to demonstrate the path that their proposals take towards achieving net – zero carbon by 2030, and all the ways their proposal is working towards this in response to planning law, and also to the guidance set out in the NPPF and Planning Policy Guidance. The applicant has included an Energy and Sustainability Statement demonstrating how the proposal accords with this policy.

- 11.30 The conclusion of the energy strategy is that the development significantly reduces the building's CO2 emissions when compared to the baseline target, through a combination of passive measures, building fabric design improvements and the installation of high efficiency heating and hot water services and the addition of 58.25 kWp of photovoltaic panels.
- 11.31 The location of the site is part of a planned sustainable urban extension to Saffron Walden, the site will have undergone extensive assessment to ensure the most suitable and sustainable location for growth, as per the approved outlined planning permission. The minimising of carbon emissions through the development itself are demonstrated in the following paragraphs.
- 11.32 The proposal takes into consideration the existing landscape working with the existing topography of the site to avoid regrading of the site and the need to export land from the site, this limits the impacts on climate change.
- 11.33 The drainage solution adopted for the site make suitable provision to ensure no detriment to local water supply. The units are designed to achieve average water consumption.
- 11.34 The building utilises an all-electric scheme for heating, ventilation and kitchen supply, therefore no emission will be omitted from the site to ensure there is no detriment to local air quality.
- 11.35 The proposed landscaping scheme includes extensive planting of native trees, shrubs and areas of open grassland as well as extensive hedgerow planting which provides a net gain. In biodiversity terms there is a significant net gain in habitat provided in the proposed landscape scheme.
- 11.36 The nature of the development focuses on two main elements, offering a means to retain an element of independence, to achieve this an element of higher density is required in order to realise the objectives of creating a community and the economies for the provision of care. In design terms the site layout has been designed to link the bungalows and apartments together and also outside of the site.
- 11.37 The overall energy strategy through the combination of a fabric first approach, sustainable design and the use of on-site generation will ensure the proposed development at Radwinter Road, Saffron Walden achieves a reduction in CO2 and predicted energy against the developments residual case.
- 11.38 The development has been designed to improve daylight habitable spaces to improve the health and welling being of residents. Heat loss will be mitigated through good construction detailing providing adequately sealing and techniques to minimise the amount of air infiltration's the buildings will include mechanical ventilation with heat recovery and low energy lighting.
- 11.39 All materials are to be sources as locally as possible to reduce carbon cost of transport. While contractors will be encouraged to manage recycling and waste efficiently the developer is committed to a policy framework for waste management.
- 11.40 In promoting sustainable travel, the development will provide appropriate storage for cycle and motorises scooters. The development is located within a sustainable location in terms of being close to local amenities and transport links which will also be supported by a travel plan.

11.41 Electric charging points are provided for each of the bungalows and 20% of the unallocated parking spaces. The provision also includes ducting for future installation. The proposed development therefore accords with policy in this respect.

## **12 CONCLUSION**

A The principle of the development of the care home has been established through the outline planning permission UTT/17/3426/OP and subsequent allowed appeal for all matters reserved except access, for Extra Care Housing (Use Class C2) together with associated infrastructure including road, drainage and access.

B The proposed scheme would provide the mix of extra care housing sought under paragraphs 60 and 61 of the NPPF to meet the needs of an older generation and people care requirements. The proposed use of the site would make more effected use of the large plot and although not part of a key employment site will provide significant economic growth. There is a need for a care facility of which the need will grow further over the coming years. The development accords with ULP Policies S7, GEN2 and the NPPF.

C The revised layout, scale, appearance and landscaping of the development is considered appropriate. The size of amenity areas and parking provisions are acceptable. The development accords with ULP Policies S7, GEN2, GEN8 and the NPPF.

D The layout, scale and siting of the proposal is not considered to have any harmful impact to the residential amenity of neighbouring properties in terms of loss of privacy, overlooking, overbearing, light pollution, noise and disturbance. The development is in accordance with ULP Policies (GEN2, GEN4, GEN5, ENV11, NPPF)

E The proposal would not be harmful to protect/priority species subject to conditions and in accordance with ULP Policy GEN7 and the NPPF.

F The proposal will not give rise to flooding and is in accordance with ULP Policy GEN3

G Due consideration has been made to the UDC Interim Climate Change Policy 2021 and ULP policy ENV15 and how the developer has demonstrated the path that their proposals take towards achieving net – zero carbon by 2030.

H The applicant has been consulted on all 'pre-commencement' conditions, in accordance with The Town and Country Planning (Pre-commencement Conditions) Regulations 2018.

## **RECOMMENDATION – APPROVAL WITH CONDITIONS**

### Conditions

1 No development shall take place, including any ground works until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to throughout the construction period. The Plan shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. wheel and underbody cleaning facilities
- v. Routing of construction vehicles

REASON: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM1 of the Highway Authority's Development Management Policies February 2011 and in accordance with ULP Policy GEN1.

- 2 The proposed development shall not be occupied until such time as the vehicle parking area indicated on the submitted drawing LSE-2686-02-AC-001 Rev C and LSE -2686-03-AC-210 Rev D, including any parking spaces for the mobility impaired, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area, including the number of unallocated spaces, and associated turning area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

REASON: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and in accordance with ULP Policy GEN1 and GEN8.

- 3 The cycle and buggy parking facilities as shown on the approved plans LSE-2672-03-AC-211 D and LSE-2672-03-AC-220 C shall to be provided prior to the first occupation of the development and retained at all times thereafter.

REASON: To ensure appropriate bicycle parking is provided In accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and in accordance with ULP Policy GEN1.

- 4 Prior to the commencement of the development above slab level a Biodiversity Enhancement Strategy for protected and Priority species shall be submitted to and approved in writing by the Local Planning Authority and should include integrated bird and bat boxes.

The content of the Biodiversity Enhancement Strategy shall include the following:

- a) Purpose and conservation objectives for the proposed enhancement measures including the installation of bird and bat boxes;
- b) detailed designs to achieve stated objectives;
- c) locations of proposed enhancement measures by appropriate maps and plans;
- d) timetable for implementation;
- e) persons responsible for implementing the enhancement measures;
- f) details of initial aftercare and long-term maintenance (where relevant).

The works shall be implemented in accordance with the approved details prior to occupation and shall be retained in that manner thereafter.

REASON: To enhance protected and Priority species & habitats and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats &

species) and in accordance with ULP Policy GEN7.

- 5 Prior to the commencement development hereby approved a detailed Phase 3 remediation scheme shall be submitted for approval in writing by the Local Planning Authority. This scheme shall detail measures to be taken to mitigate any risks to human health, groundwater and the wider environment. Any works which form part of the Phase 3 scheme approved by the local authority shall be completed in full before any permitted building is occupied.

REASON: To ensure that no future contamination investigation is required under Part 2A of the Environmental Protection Act 1990 and in accordance with ULP Policy ENV14

- 6 Prior to the occupation of the of the development hereby approved the effectiveness of any remediation scheme shall be demonstrated to the Local Planning Authority by means of a validation report submitted to the Council and approved in writing (to incorporate photographs, material transport tickets and validation sampling), unless an alternative period is approved in writing by the Authority. Any such validation should include responses to any unexpected contamination discovered during works.

REASON: To ensure that no future contamination investigation is required under Part 2A of the Environmental Protection Act 1990 and in accordance with ULP Policy ENV14

- 7 The development hereby approved shall be in accordance with noise assessment submitted (Cass Allen RP01-20226) and shall achieve internal noise levels recommended in British Standard 8233:2014 and BS4142:2014. Sound Insulation and noise reduction for buildings.

REASON: To protect the amenity of the resident of the development from noise impact and in accordance with ULP Policies ENV11 and GEN4..

- 8 Prior to commencement of works above slab level, details of the following external finishes (including samples and/or photographs as appropriate) must be submitted to and approved in writing by the local planning authority:

- Walls
- Roof
- Windows
- Doors

The development must be carried out in accordance with the approved details shall not be changed without prior written approval from the Local Planning Authority.

REASON: To ensure compatibility with the character of the area, in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005) and the National Planning Policy Framework.

- 9 The proposed electric vehicle charging points including a single charging point for each of the bungalows and charging points for 20% of the unallocated parking spaces shall be provided, fully wired and connected, ready to use before first occupation of the development. The provision of ducting for future installation shall also be included.

REASON: The requirement of the charging points are required to mitigate the harm

for poor air quality due to the increase in vehicle movement and being within and in accordance with ULP ENV13 the adopted Interim Climate Change Policy 2021 and the NPPF.

- 10 Prior to slab level of the development hereby approved details of the solar panels to be included on the bungalows and apartment shall be submitted to and approved in writing by the local planning authority. Thereafter the development shall be implemented in accordance with the approved details.

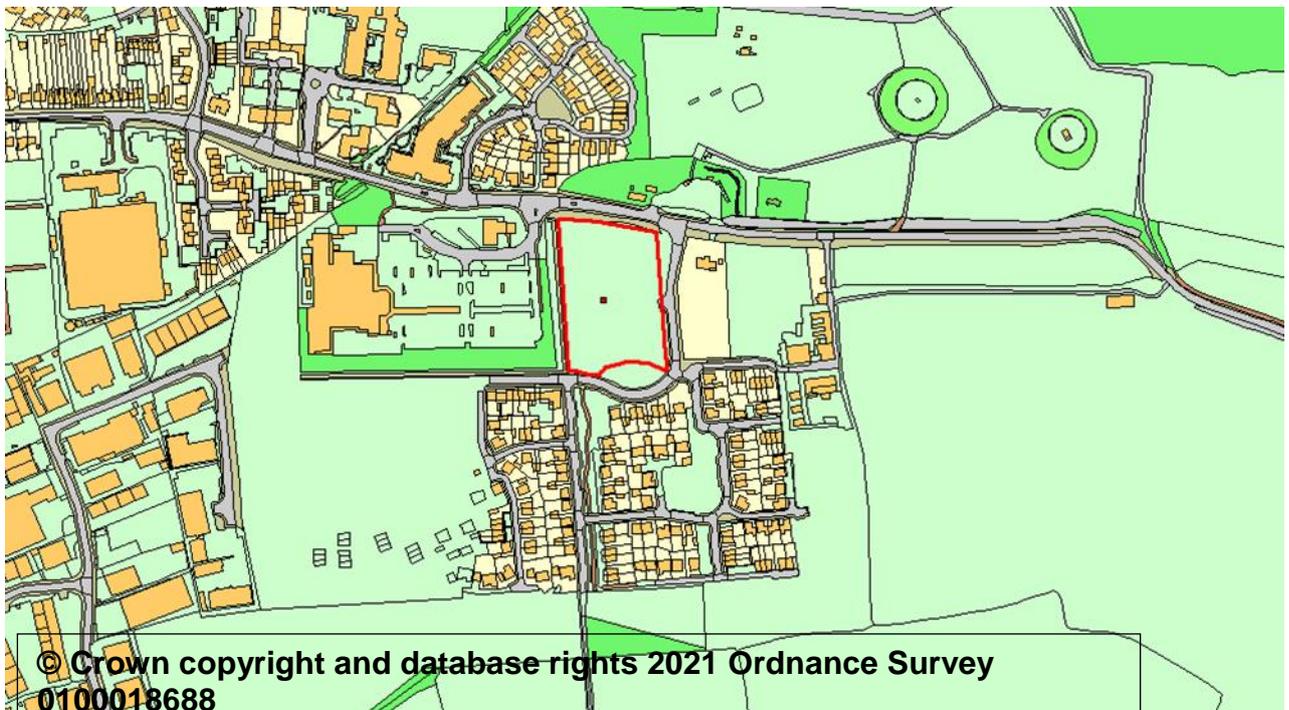
REASON: These measures are required to identify suitable areas for renewable and low carbon energy sources, and supporting infrastructure in accordance with the NPPF and the adopted Interim Climate Change Policy 2021.

- 11 The landscaping shall be carried out strictly in accordance with the details shown on drawing no. MCS22845-21 and tree protection plan 1444-KC-XX-YTREE-TPP01 REVB otherwise agreed in writing by the local planning authority.

REASON: To ensure compatibility with the character of the area, in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005) and the National Planning Policy Framework.

- 12 Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per independent dwelling, for sustainable transport, approved by Essex County Council.

REASON: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and in accordance with ULP Policy GEN1.



Organisation: Uttlesford District Council  
Department: Planning  
Date: 14<sup>th</sup> September 2021