

ITEM NUMBER: 5

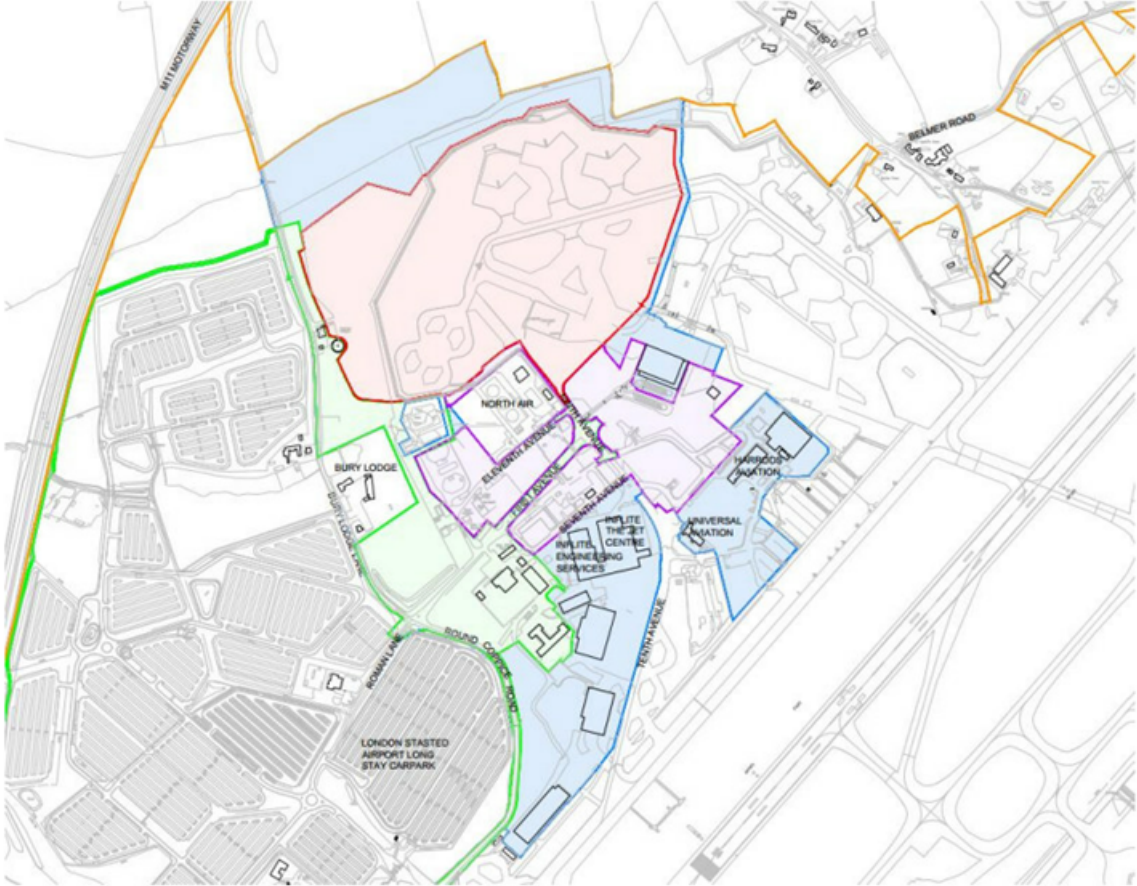
PLANNING COMMITTEE DATE: 30 July 2025

REFERENCE NUMBER: UTT/24/3144/DFO

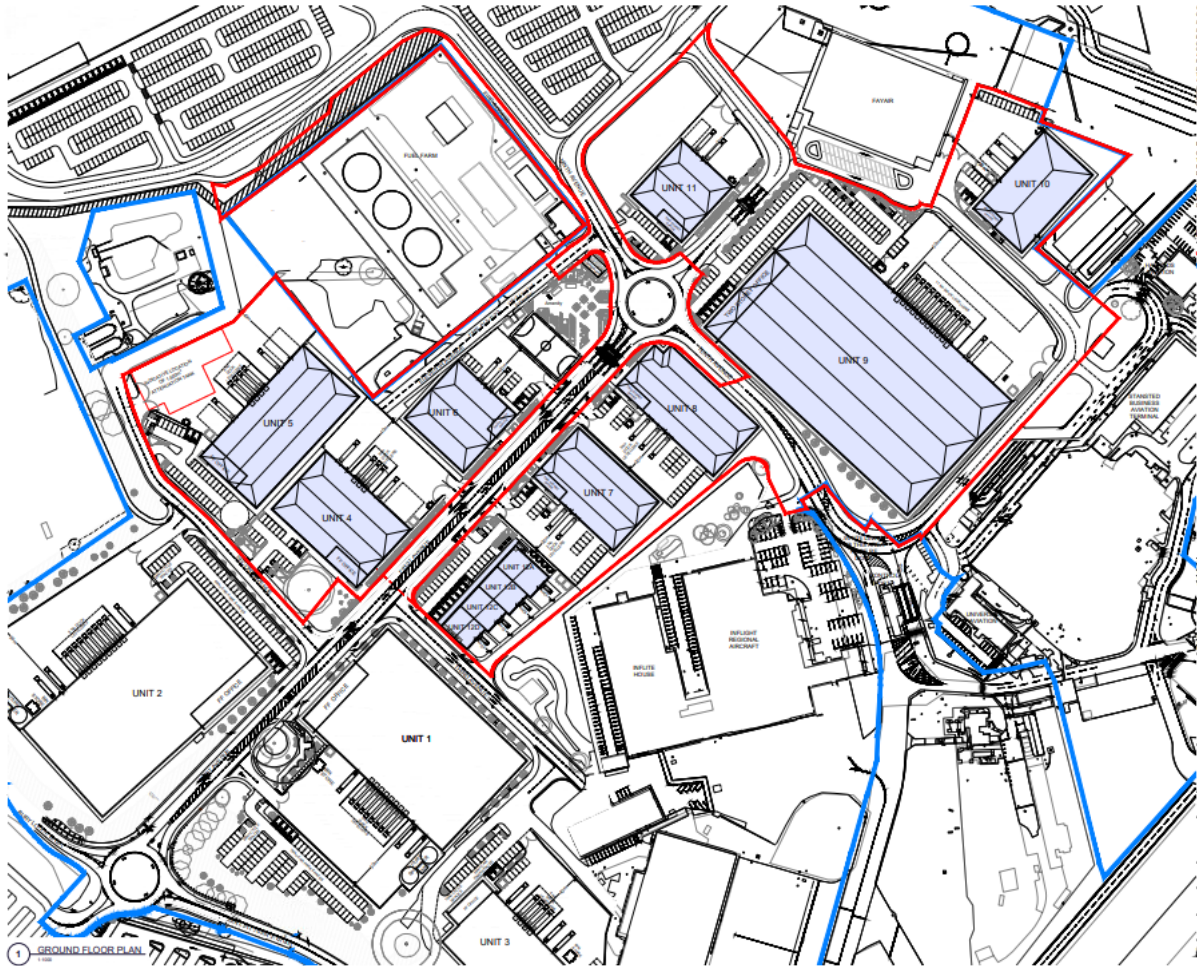
LOCATION: Land North of Stansted Airport, Third Avenue, Stansted.

WIDER SITE LOCATION PLAN:

Figure 2.1: Phase 1B / 3 Site Location (identified by the purple boundary area)



Phase 3 (1b) – PROPOSED SITE LAYOUT



PROPOSAL: UTT/24/3144/DFO- Reserved matters comprising external appearance, layout, scale and landscaping for Phase 1b of the Land to the North of Stansted pursuant to outline planning permission UTT/22/0434/OP; comprising commercial/employment floorspace predominantly within Class B8 Classes E (g) and Class B2, with the supporting food retail/food/beverage/nursery uses within Classes E (a), E(b) and E(f), amenity area, car parking, cycle parking, cycle storage, servicing, plant areas, landscaping and other associated works.

Part discharge of planning conditions 5 (Landscaping Management Plan), 7 (materials), 21 (Cycle Access), 38 (drainage), 50 (glint and glare), 54 (wind shear), 78 (BNG) and 79 (Landscaping and Ecological Management Plan) pursuant to outline planning permission UTT/22/0434/OP.

APPLICANT: Threadneedle Curtis Limited

AGENT: Montagu Evans LLP

EXPIRY DATE: 24th March 2025

EOT Expiry Date 7th August 2025

CASE OFFICER: Maria Shoemith

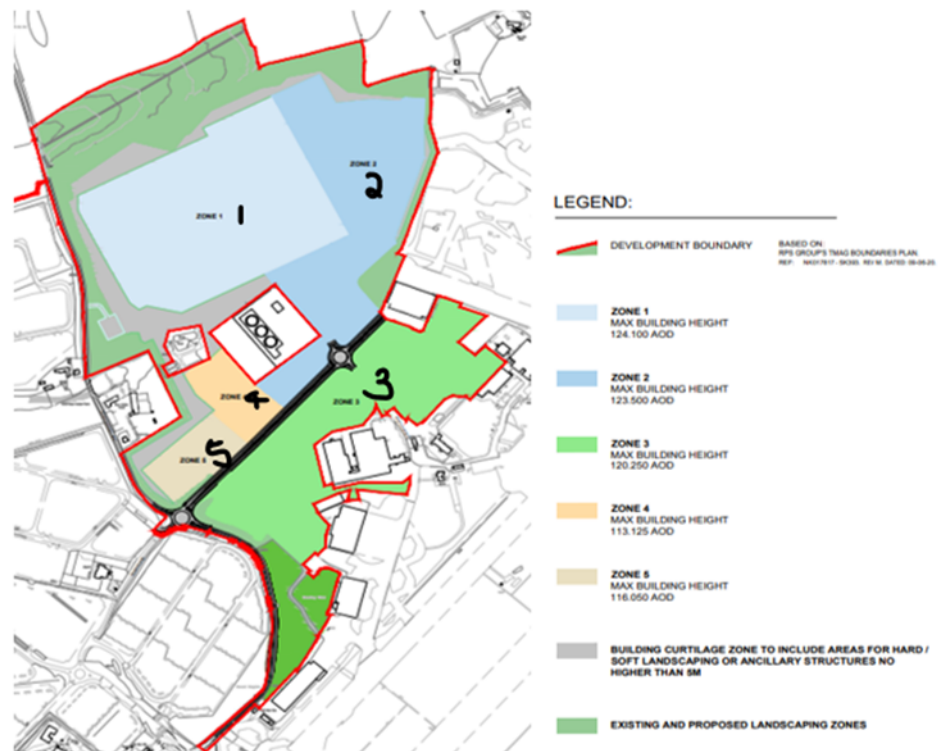
NOTATION: Airport related uses protection area
Aerodrome Directions
Strategic landscape area
Important Woodland – Round Coppice and Stocking Wood & Local Wildlife sites
SSSI Impact Zone for Hatfield Forest
Air Quality – M11 (within 100m) and A120 (within 35m)
Oil pipelines hazard/Fuel Tank storage
Within 250m landfill – contamination
Noise restrictions of 57db 16hr LEQ
Flood risk centre zone for Great Hallingbury Brook
Public Right of Way
Mineral Safeguarding Area

REASON THIS APPLICATION IS ON THE AGENDA: Major Application

1. EXECUTIVE SUMMARY

- 1.1** The Council is to consider this application for reserved planning matters following outline planning permission being granted for *“the demolition of existing structures and redevelopment of 61.86Ha to provide 195,100sqm commercial / employment development predominantly within Class B8 with Classes E(g), B2 and supporting food retail/ food/beverage/nursery uses within Classes E (a), E(b) and E(f) and associated access/highway works, substation, strategic landscaping and cycle route and other associated works with matters of layout, scale, appearance and other landscaping reserved”*. Outline planning permission was granted in August 2023 subject to a schedule of conditions and a Section 106 Agreement.
- 1.2** This application is essentially for Phase 1b (Phase 3) for the detailed / reserved matters pertaining to Northside. The parcel in terms of order of building out would be second in line from Units 1-3 in Phase 1 that was approved under UTT/23/2187/DFO, but is technically the 3rd (and final) Phase to be submitted for approval on the site as part of the wider outline consent.
- 1.3** The application site is located west/north-west of Stansted Airport. The site’s access would be taken from First Avenue, which is located off Bury Lodge Lane and Round Coppice Road that lie in the ownership of MAG. Nonetheless, the applicant has the right to undertake highway improvements in association with the proposed development. The outline planning application site covers an area of 66.11ha of airport land that includes the proposed access, highway works and cycle route. The developable area for employment is 61.86ha. There are areas within the wider redline which are not included within it which are retained by the airport that consist of fuel storage tanks and storage area that also forms part of the airport’s drainage.
- 1.4** As part of the outline application parameters were approved. An approved total floorspace of up to 195,100 sqm of mixed employment uses to comprise the following:
- 95% storage and distribution use (Class B8)
 - 5% mixed business uses (Classes E(g)/B2/B8)
 - Ancillary retail / café / day nursery uses (Classes E (a, b, f))
- 1.5** The approved parameter plans at the outline stage limited and show the extent of the development proposed, the extent of the built development zone, defined heights and maximum height limits, vehicular access points, extent of landscaping/and green zones (existing & proposed) and maximum floor area. The subject reserved matters should accord and be within the parameters that have been approved under the outline consent. The proposed Phase 3 units fall within the identified parameter height zones 2, 3, 4 and 5 as it runs

along the central spine of the site. The proposed heights accord with the approved parameters outlined within drawing 31519-PL-102 approved under the Outline application.



- 1.6 The principle of the development has already been approved, and therefore the quantum of use is not for discussion nor is the flexibility in the approved use classes.
- 1.7 The considerations for these reserved matters application is in terms of **design layout, scale, appearance and other landscaping** in relation to Phase 3. The adopted allocation policy, the draft allocation and the outline consent for the site has accepted the scale of such buildings in this location.
- 1.8 Several aerodromes protection measures have been proposed as part of the mitigation measures and secured as part of the outline planning conditions. All identified hazards and public safety issues such as the fuel storage tanks, bird hazard, glint and glare, wind impact, instrumental flight procedures, security and emergency access route have been mitigated within the outline application and conditions; also considered in further detail as part of these reserved matters. Concerns raised by the statutory consultees have been addressed. There are still a few conditions that require further work which will be done outside of this application process.
- 1.9 The buildings in their fabric are proposed to be highly sustainable, especially the offices, meeting BREEAM rating of 'very good' to 'excellent'. The scheme meets Local Plan Policies GEN1 and GEN2

Supplementary Planning Guidance Energy Efficiency and Renewable Energy SPG (October 2007) and the more recent Interim Climate Change Policy (2021), as well as the NPPF.

1.10 The layout is similar as that highlighted in the outline planning application on the illustrative master plan.

1.11 In terms of amenity, lighting, contamination, flooding, landscaping, and ecology in terms of protected species no objections have been raised by the statutory consultee. Many of the required details have been conditioned at outline stage to follow prior to commencement or occupation. It has been concluded that the development is in accordance with Local Plan Policies GEN2, GEN3, GEN4, ENV13, ENV14, GEN7 and NPPF.

1.12 The details submitted for the proposed development is considered to be acceptable and in accordance with the outline planning permission.

2. RECOMMENDATION

2.1 That the Strategic Director of Planning be authorised to **GRANT** permission for the Phase 3 Reserved Matters development subject to those items set out in section 18 of this report –

A) Conditions

3. SITE LOCATION AND DESCRIPTION:

3.1 The wider application site covers an area of 66.11ha of airport land that includes the proposed access, highway works and cycle route. The developable area for employment is 61.86ha. The site itself is largely flat. The scheme has been separated into three phases of which this subject application falls under Phase 3. This part of Phase 3 occupies an area of approximately 10.33ha to the centre portion of the wider site. There are various small structures within Phase 3, that require to be demolished as part of the redevelopment.

3.2 The site is located west/north-west of Stansted Airport. The site's access would be taken from First Avenue, which is located off Bury Lodge Lane and Round Coppice Road that lie in the ownership of MAG however the applicant has the right to undertake highway improvements in association with the proposed development, which have already been agreed as part of the outline consent.

3.3 There are areas within the wider redline which are not included within it, these are retained by the airport and consist of fuel storage tanks and storage area that also forms part of the airport's drainage.

- 3.4** Stansted Mountfitchet Village is located approximately just over 1km to the northwest of the site; Burton End lies to the northeast of the airport Birchanger Village to the west and Takeley to the south.
- 3.5** Immediately opposite the application site is the airport's Long Stay car parks. The site is currently used for a mixture of services, storage and distribution warehouses, aeroplane hangars and stands.
- 3.6** The southern part of the site had low level buildings. There is an existing fuelling station and the two storey Stansted House. The consented first phase covers this area and would see the demolition of those buildings, as approved within the outline planning permission.
- 3.7** There are three lots of residential properties that are located near the wider site as a whole. Within the wider application site are the Bury Lodge Cottages which are in the applicant's ownership and are approved to be demolished as part of the proposed wider approved development and replaced with soft landscaping which will form a continuation of the existing strategic landscaping, also the construction of a new substation (already built) to serve the development and cycle path route that runs to the west of Phase 2. Adjacent to the site fronting Bury Lodge Lane, to the north of the Elsenham Youth Football Club pitches (forming Phase 1), is Bury Lodge Barn a wedding venue, events and boutique hotel. This is stated to be in the ownership of the applicant which has a long lease. This consists of barns that are Grade II Listed Buildings. Opposite the site, next to the long stay car parks is Little Bury Lodge Farm. This residential property west of Bury Lodge Lane is owned freehold by Stansted Airport Limited (STAL) and had been empty following fire in 2021. This property is already subjected to airport related activity already.
- 3.8** The site's roads are within easy reach of the M11 London to Cambridge corridor, A120 which links to the A131 and A12 beyond.
- 3.9** The application site is surrounded and protected by strategic landscape along the northern and western boundary which is protected by Local Plan Policy AIR6.
- 3.10** The application site has been underused surplus land, considered to be brownfield which had been sold to the applicant August 2020. *"The Site comprises predominately developed land with areas of undeveloped curtilage. Parts of the Site were originally used as the terminal building at Stansted, from which several buildings remain, a number of which are vacant. The existing buildings are predominantly clustered in the southern area of the site, with hard standing and open space to the north,"* (UTT/22/0434/OP Planning Statement)

4. PROPOSAL

- 4.1** This Reserved Matters application for Phase 3 seeks the following;

- Reserved matters comprising external appearance, layout, scale and landscaping for Phase 1b of the Land to the North of Stansted pursuant to outline planning permission UTT/22/0434/OP; comprising commercial/employment floorspace predominantly within Class B8 Classes E (g) and Class B2, with the supporting food retail/food/beverage/nursery uses within Classes E (a), E(b) and E(f), amenity area, car parking, cycle parking, cycle storage, servicing, plant areas, landscaping and other associated works.
- Part discharge of planning conditions 5 (Landscaping Management Plan), 7 (materials), 21 (Cycle Access), 38 (drainage), 50 (glint and glare), 54 (wind shear), 78 (BNG) and 79 (Landscaping and Ecological Management Plan) pursuant to outline planning permission UTT/22/0434/OP.

4.2 The details of the main access, as well as works to the length of First Avenue have been approved as part of the outline and therefore the internal road layout off First Avenue also forms part of the Reserved Matters consideration.

4.3 Below indicates the 'redline' for Phase 3 subject to these Reserved Matters applications in its context of the area and wider approved scheme.

Figure 3.1 – Phase 1B / 3 Proposed Site Layout



Figure 3.2 – Phase 1B / 3 CGI



4.4 The reserved matters provide details of landscaping to the boundaries of the third phase in and around the proposed units. Details of the internal footpath/cycle path have been provided as well, showing the connectivity of Phase 3 to the rest of the approved development and footpath network secured as part of Phase 1 and 2.

4.5 As part of the outline nature of the scheme parameters were proposed to provide clarity, certainty, and limitations in terms of what is being proposed and the level of mitigation which is likely to be required. The proposed floorspace of up to 195,100 sqm of mixed employment uses to comprise approximately:

- 95% storage and distribution use (Class B8)
- 5% mixed business uses (Classes E(g)/B2/B8)
- Ancillary retail / café / day nursery uses (Classes E (a, b, f))

4.6 The tables below break this down further;

4.6.1

Table 4.1 – Likely Development Uses Schedule

Land Use	Land Use Class	GIA (SQM)
General Industrial	B2	9,715
Offices	E(g) (i), (ii), (iii)	
Research and Development Industrial Processes		
Storage & Distribution	B8	184,585
Sale of Food and Drink	E(b)	630
Day Nursery	E(f)	170
Total		195,100

4.6.2

Table 4.2: Proposed Height Parameters

	Proposed Height Parameter – AOD Meters	Approximate Equivalent Height - Meters
Zone 1	124.100 m	24m
Zone 2	123.500 m	22m
Zone 3	120.250 m	20m
Zone 4	113.125 m	14m
Zone 5	116.050 m	16m

4.7

In terms of the above approved floorspace, Phase 1 approved covered a mixed space floor area of 22,637m². Phase 2 is anticipated to be buildings for B8 with ancillary B1 office space, four varying layouts have been approved. This application is for the proposed erection of 12 units, which form units 4 to 12 D ranging in size and uses. *“The scheme proposed on the land of Phase 3 is comprised by nine buildings:*

- *Unit 4,5, 6, 7, 8, 10 and 11 are all of similar relatively reduced dimensions, in the range of 20,000 to 46,000 sq ft. This is driven by commercial advice, existing constraints and proposed road layout.*
- *Unit 9 is the largest building in this Phase, with a size of circa 170000 sq ft, which is close to units including in the other two Phases of the development.*
- *Finally, the proposed unit 12 is a distinctive building, conceived as a central hub of services for all the other units and businesses stablished in the development. The external treatment and dimensions differ from the surrounding units, and internally it can be subdivided in a flexible number of smaller units. The internal divisions could be vertical walls and also horizontal floor at first floor level, where independent access can be provided via a common corridor.” (DAS)*



Illustrative CGI of Phase 3

4.8

Below is the likely break down of the proposed uses approved at outline, with each phase of reserved matters illustrated against approved floor space;

Land Use	Land Use Class	GIA (sqm)	Phase 1 (sqm)	Phase 2 (sqm)	Phase 3 (sqm)
General Industrial	B2	9,715	Combined below		37,343m ² (GEA)
Office R & D Industrial	E(g), (i), (ii), (iii)				
Storage Distribution	B8	184,585	22,637	126,976 (1) 122,932 (2) 114,677 (3) 113,620 (4)	
Sale of Food	E(b)	630		-----	3,456m ² (GEA)
Day Nursery	E(f)	170		-----	= 40,779m ²
Total balance remaining		195,100	172,463	45,487 (1) 49,531 (2) 57,786 (3) 58,843 (4)	-40,779= 4,708 to 18,064m² balance of approved floorspace capacity

4.9 It should be noted that condition 16 of the outline consent states;
"The development hereby permitted shall provide a minimum floorspace of 9,715 sqm of non Use Class B8 uses relating to Use Class B2, E (g) (i), (ii) and (iii).

4.9.1 *Reason:*
In order to provide a diversification and to mitigate socio-economic impacts in accordance with the NPPF."

4.10 Phase 3 provides various units of a range of sizes, smaller ancillary units of differing E Class uses and up to circa 15,000m² of industrial units. This reflects what was indicated at outline stage. The planning application submission states that Phase 3 relates to the central part of the site along the spine road (First Avneue) comprising of;

- Construction of 8 employment units ranging from 700sqm to 15,600sqm accommodating Class B8, Class E(g) and B2 uses, total area: 37,343sqm (GEA)

- Construction of a terrace of four units ranging in size from 588sqm to 843sqm, accommodating supporting food retail/ food/ beverage/ nursery uses (Class E(a)/E(b)/E(f), total area 3,456 (GEA)
- Provision of ancillary space
- Car parking provision comprising 275 spaces including 29 blue badge spaces
- Cycle parking provision comprising 51 spaces
- Service yards, docking levellers, sprinkler tanks and bin storage for each employment unit
- Boundary fencing
- Associated landscaping
- Cycle path and
- Other associated works

4.11 As the proposed units are being developed speculatively, there is no clear end users but the units are being built flexibly to appeal to a range of future occupiers and the market. The proposed Phase 3 would fall within the parameters of the approved floorspace.

4.12 The applicant has specified the following;

- There is strong commitment for the creation of a sustainable development which includes the construction of low carbon, energy efficient buildings.
- The scheme will accord with the Design Code development at outline stage and have regard to the sites constraints in the form of retaining continued emergency access to the runway, protecting veteran trees, protecting and enhancing existing landscaping, topography, accessing existing infrastructure and Control of Major Accident Hazards (COMAH) associated to the Fuel Farm.
- The proposed development conforms with the approved outline parameters plan;
 - the buildings sit within the extent of built development zone.
 - the building heights sit below the specified maximum heights.
 - the vehicular access points are accessed via the approved estate road
 - the extent of existing landscaping has been retained.
- Access provision for safe and effective access points into the site from the proposed infrastructure has been proposed.
- Foot and cycle paths are proposed allowing segregation of movement between cars, service vehicles, cyclists and pedestrians entering the site.

4.13 In terms of height, the parameters are stated to be reflective of what exists on site with the highest point being comparable to the existing Titan building. These reserved matters ensures that this is the case that the size, scale, appearance and layout are acceptable and compatible with the surrounding area.

4.14 The proposed units will have the following heights:

4.14.1 Zone 4 (Max 113.125 AoD / 14m) =

- Unit 4 has a haunch height of 10m and a proposed ridge of **12.63m**,
- Unit 5 has a haunch height of 12.5m and a proposed ridge height of **15.13m**,
- Unit 6 has a haunch height of 10m and a proposed ridge height of **12.66m**,
- Unit 11 has a haunch height of 10m and a proposed ridge height of **12.58m**

4.14.2 Zone 3 (Max 120.250 AoD / 20m) =

- Unit 7 has a haunch height of 10m and a proposed ridge height of **12.48m**;
- Unit 8 has a haunch height of 10.0m and a proposed ridge height of **12.49m**,
- Unit 9 has a haunch height of 15.0m and a proposed ridge height of **18.07m**,
- Unit 10 has a haunch height of 10m and a proposed ridge height of **12.47m**,
- Unit 12 has a haunch height of 10m and a proposed ridge height of **14.14m**

4.15 It has been highlighted within the submission that the finished floor levels will be set to ensure the ridge heights do not exceed the height parameters approved under the outline.

4.16 The following documents have been submitted in support of the planning for consideration;

- Transport Statement
- Design And Access Statement
- Wind Shear And Turbulence Analysis
- Statement Of Compliance
- Schedule Of Application Material
- Schedule Of Application Drawings
- Glint And Glare Study
- Flood Risk Assessment
- Aviation Safeguarding Matters (January 2022)
- Revised BNG Metric
- Revised Drainage Strategy

- Revised Landscape Management Plan
- Revised Biodiversity Net Gain Design Stage Report

4.16.1

Drawings;

- 31948-MSA-ST-00-DR-A-42001 PL07 - Site Layout Plan Identifying Phase Area
- 31519-PL-102 - Proposed Height Parameters Plan
- 31948-MSA-ST-00-DR-A-48002 PL03 - Revised Cycle Shelter Details
- 31948-MSA-ST-00-DR-A-48001 PL03 - Revised Bin Store Details
- 31948-MSA-ST-00-DR-A-45000 PL05 - Revised External Finishes
- 31948-MSA-ST-00-DR-A-44001 PL07 - Revised Fencing And Barrier Details
- 31948-MSA-ST-00-DR-A-42002 PL06 - Revised Cycle Connectivity Plan
- DT369436 - Barrel Roof 3 Bay Foa Hep
- 31948-MSA-ST-00-DR-A-42001 PL09 - Revised Site Layout Plan
- 0848-SHR SK-XX-XX-DR-L-1005 12 - Revised Detailed Landscape Proposals Community Space
- 0848-SHR SK-XX-XX-DR-L-1002 07 - Revised Detailed Landscape Proposals Sheet 1/3
- 0848-SHR SK-XX-XX-DR-L-1003 07 - Revised Detailed Landscape Proposals Sheet 2/3
- 0848-SHR SK-XX-XX-DR-L-1004 07 - Revised Detailed Landscape Proposals Sheet 3/3
- 0848-SHR SK-XX-XX-DR-L-1001 07 - Revised Landscape Masterplan Phase Three Overall Layout

4.16.2

Unit 4

- 31948-MSA-04-00-DR-A-50040 PL02 - Unit 4 GA Ground Floor Plan
- 31948-MSA-04-RF-DR-A-50042 PL02 - Unit 4 Roof Plan
- 31948-MSA-04-XX-DR-A-53040 PL02 - Unit 4 GA Elevations
- 31948-MSA-04-XX-DR-A-53042 PL02 - Unit 4 Illustrative Colour Elevations
- 31948-MSA-04-ZZ-DR-A-50040 PL02 - Unit 4 Office Floor Plans

4.16.3

Unit 5

- 31948-MSA-05-DR-A-50050 PL02 - Unit 5 GA Ground Floor Plan
- 31948-MSA-05-RF-DR-A-50052 - Unit 5 Roof Plan
- 31948-MSA-05-XX-DR-A-53050 PL02 - Unit 5 GA Elevations
- 31948-MSA-05-XX-DR-A-53052 PL02 - Unit 5 Illustrative Colour Elevations

- 31948-MSA-05-ZZ-DR-A-50051 PL02 - Unit 5 Office Floor Plan

4.16.4 **Unit 6**

- 31948-MSA-06-00-DR-A-50060 PL02 - Unit 6 GA Ground Floor Plan
- 31948-MSA-06-RF-DR-A-50062 PL02 - Unit 6 Roof Plan
- 31948-MSA-06-XX-DR-A-53052 PL02 - Unit 6 GA Elevations
- 31948-MSA-06-XX-DR-A-53062 PL02 - Unit 6 Illustrative Colour Elevations
- 31948-MSA-06-ZZ-DR-A-50061 - Unit 6 Office Floor Plans

4.16.5 **Unit 7**

-
- 31948-MSA-07-00-DR-A-50070 PL02 - Unit 7 GA Ground Floor Plan
- 31948-MSA-07-RF-DR-A-50072 PL02 - Unit 7 Roof Plan
- 31948-MSA-07-XX-DR-A-53070 PL02 - Unit 7 GA Elevations
- 31948-MSA-07-XX-DR-A-53072 PL02 - Unit 7 Illustrative Colour Elevations
- 31948-MSA-07-ZZ-DR-A-50071 - Unit 7 Office Floor Plans

4.16.6 **Unit 8**

- 31948-MSA-08-00-DR-A-50080 PL02 - Unit 8 GA Ground Floor Plan
- 31948-MSA-08-RF-DR-A-50082 PL02 - Unit 8 Roof Plan
- 31948-MSA-08-XX-DR-A-53080 PL02 - Unit 8 GA Elevations
- 31948-MSA-08-XX-DR-A-53082 PL02 - Unit 8 Illustrative Colour Elevations
- 31948-MSA-08-ZZ-DR-A-50081 - Unit 8 Office Floor Plans

4.16.7 **Unit 9**

- 31948-MSA-09-ZZ-DR-A-50091 PL02 - Unit 9 Office Floor Plans
- 31948-MSA-09-XX-DR-A-53092 - Unit 9 Illustrative Colour Elevations
- 31948-MSA-09-XX-DR-A-53090 PL02 - Unit 9 GA Elevations
- 31948-MSA-09-RF-DR-A-50092 PL02 - Unit 9 Roof Plan
- 31948-MSA-09-00-DR-A-50090 PL02 - Unit 9 Ground Floor Plan

4.16.8 **Unit 10**

- 31948-MSA-10-00-DR-A-50100 PL02 - Unit 10 GA Ground Floor Plan
- 31948-MSA-10-RF-DR-A-50102 PL02 - Unit 10 Roof Plan
- 31948-MSA-10-XX-DR-A-53100 PL02 - Unit 10 GA Elevations
- 31948-MSA-10-XX-DR-A-53102 PL02 - Unit 10 Illustrative Colour Elevations

- 31948-MSA-10-ZZ-DR-A-50101 PL02 - Unit 10 Office Floor Plans

4.16.9 Unit 11

- 31948-MSA-11-00-DR-A-50110 PL02 - Unit 11 GA Ground Floor Plan
- 31948-MSA-11-RF-DR-A-50112 PL02 - Unit 11 Roof Plan
- 31948-MSA-11-XX-DR-A-53110 PL02 - Unit 11 GA Elevations
- 31948-MSA-11-XX-DR-A-53112 PL02 - Unit 11 Illustrative Colour Elevations
- 31948-MSA-11-ZZ-DR-A-50111 PL02 - Unit 11 Office Floor Plans

4.16.10 Unit 12

- 31948-MSA-12-00-DR-A-50120 PL02 - Unit 12 GA Ground Floor Plan
- 31948-MSA-12-RF-DR-A-50122 PL02 - Unit 12 Roof Plan
- 31948-MSA-12-XX-DR-A-53120 PL02 - Unit 12 North West/North East GA Elevation
- 31948-MSA-12-XX-DR-A-53121 PL02 - Unit 12 South East/South West GA Elevation
- 31948-MSA-12-XX-DR-A-53122 PL02 - Unit 12 Illustrative Colour Elevations
- 31948-MSA-12-ZZ-DR-A-50121 PL02 - Unit 12 GA First Floor Plan

5. ENVIRONMENTAL IMPACT ASSESSMENT

5.1 The proposal falls within 10(b) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regs). An Environmental Impact Assessment has been provided as part of the outline application submission following earlier Screening and Scoping Opinions being issued prior to its submission. This reserved matters application is in accordance and within the parameters of the initial outline EIA. Relevant Statutory consultees had been involved in this process at the time and have been reconsulted on this application. Their comments are highlighted below.

6. RELEVANT SITE HISTORY

6.1 A search of Council's records indicates the following recorded planning history:

6.2 UTT/16/3601/SO - request for an EIA Scoping Opinion for "the demolition of existing structures and buildings at land northwest of the airport (referred to as 'Stansted Northside') and development of a new logistics centre with general industrial and storage / distribution uses to complement activities at Stansted". The opinion was based on approximately 55ha of which up to 43ha was proposed to be developed. – Opinion given

6.3 UTT/21/3180/SO - Request for Scoping opinion for proposed development of a logistics hub comprising of approximately 195,100m² (2.1 million square feet) (Gross Internal Area (GIA)) of floorspace which shall comprise of Class B8 (storage or distribution) Class B2 (general industrial) and Class E (commercial business and service) (the Proposed Development)

- No opinion given following the submission of UTT/22/0434/OP

6.4.1 Extant & Current Airport Applications
UTT/18/0460/FUL – Airfield works comprising two new taxiway links to the existing runway (a Rapid Access Taxiway and a Rapid Exit Taxiway), six additional remote aircraft stands (adjacent Yankee taxiway); and three additional aircraft stands (extension of the Echo Apron) to enable combined airfield operations of 274,000 aircraft movements (of which not more than 16,000 movements would be Cargo Air Transport Movements (CATM)) and a throughput of 43 million terminal passengers, in a 12-month calendar period.

- The application was allowed by the Secretary of State on 21 June 2021

6.4.2 UTT/25/1542/FUL - Airfield works comprising two new taxiway links to the existing runway (Rapid Access Taxiway and Rapid Exit Taxiway) to enable continued airfield operations of 274,000 aircraft movements and an increase in passenger throughput from 43 million terminal passengers to up to 51 million terminal passengers, in a twelve-month calendar period – Current – under determination

6.5 UTT/17/1640/SO - Request for EIA scoping opinion under Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for proposed increase in annual number of passengers to 44.5mppa and corresponding increase of 11,000 annual aircraft movements with associated construction within the airport boundary including two new links to the runway together with nine additional aircraft stands

- Opinion Given

6.6 UTT/0717/06/FUL – Extension to the passenger terminal; provision of additional aircraft stands and taxiways, aircraft maintenance facilities, offices, cargo handling facilities, aviation fuel storage, passenger and staff car parking and other operational and industrial support accommodation; alterations to airport roads, terminal forecourt and the Stansted rail, coach and bus station; together with associated landscaping and infrastructure as permitted under application UTT/1000/01/OP but without complying with Condition MPPA1 and varying Condition ATM1 to 264,000 ATMs

- Allowed by the Secretary of State on 8 October 2008
- 6.7** UTT/1150/80/SA - Outline app for expansion of Stansted Airport by provision of new passenger terminal complex with capacity of about 15 mppa east of extg runway cargo handing & general aviation facilities hotel and taxiways (incl. widening of proposed taxiway to be used
- allowed at appeal by the Secretary of State on 5th June 1985
- 6.8** UTT/22/0434/OP – Outline application for demolition of existing structures and redevelopment of 61.86Ha to provide 195,100sqm commercial / employment development predominantly within Class B8 with Classes E(g), B2 and supporting food retail/ food/beverage/nursery uses within Classes E (a), E(b) and E(f) and associated access/highway works, substation, strategic landscaping and cycle route and other associated works with matters of layout, scale, appearance and other landscaping reserved
- Approved subject to conditions and S106 Agreement 9.8.2023
- 6.9** UTT/23/2187/DFO - Reserved matters comprising external appearance, layout, scale and landscaping for **Phase 1** pursuant to Outline Planning Permission ref: UTT/22/0434/OP; comprising 22,637sqm (GEA) commercial / employment floorspace predominantly within Class B8 Classes E(g) and Class B2, car parking, cycle storage, servicing, plant areas, landscaping and other associated works – Approved subject to conditions 8.03.2024
- 6.10** A number of local and wider major schemes have been granted planning permission of which have been highlighted and taken into account within the EIA which had been assessed as part of the assessment of the outline planning report at the time. The most relevant to this development is below;
- 6.10.1** UTT/23/2032/FUL - Construction of a 3G Artificial Grass Pitch, perimeter fencing, hardstanding including surface car and cycle parking, access road, flood lighting, a storage container, access ramp, associated works and landscaping at The Mountfitchet High School, Forest Hall Road, Stansted – Approved subject to conditions 19.12.2023
- 6.10.2** UTT/24/1333/FUL - Change of use from agricultural field to 3 no. football pitches, car parking, site access, a storage container, associated works and landscaping at Land North of M11 Business LinkParsonage Lane, Stansted – Approved
- 6.11**
- UTT/24/0897/DFO - Reserved matters comprising external appearance, layout, scale and landscaping for **Option 4 of Phase 2** pursuant to Outline Planning Permission ref: UTT/22/0434/OP; comprising commercial / employment

floorspace predominantly within Class B8 Classes E(g) and Class B2, car parking, cycle storage, servicing, plant areas, landscaping and other associated works. Part Discharge of planning conditions 5 (Landscape Management Plan), 7 (materials), 21 (Cycle Access), and 38 (Drainage) pursuant to Outline Planning permission ref: UTT/22/0434/OP

- UTT/24/0902/DFO - Reserved matters comprising external appearance, layout, scale and landscaping for **Option 3 of Phase 2** pursuant to Outline Planning Permission ref: UTT/22/0434/OP; comprising commercial / employment floorspace predominantly within Class B8 Classes E(g) and Class B2, car parking, cycle storage, servicing, plant areas, landscaping and other associated works. Part Discharge of planning conditions 5 (Landscape Management Plan), 7 (materials), 21 (Cycle Access) and 38 (Drainage), pursuant to Outline Planning permission ref: UTT/22/0434/OP
- UTT/24/0904/DFO - Reserved matters comprising external appearance, layout, scale and landscaping for **Option 1 of Phase 2** pursuant to Outline Planning Permission ref: UTT/22/0434/OP; comprising commercial / employment floorspace predominantly within Class B8 Classes E(g) and Class B2, car parking, cycle storage, servicing, plant areas, landscaping and other associated works. Part Discharge of planning conditions 5 (Landscape Management Plan), 7 (materials), 21 (Cycle Access) and 38 (Drainage) pursuant to Outline Planning permission ref: UTT/22/0434/OP
- UTT/24/0906/DFO - Reserved matters comprising external appearance, layout, scale and landscaping for **Option 2 of Phase 2** pursuant to Outline Planning Permission ref: UTT/22/0434/OP; comprising commercial / employment floorspace predominantly within Class B8 Classes E(g) and Class B2, car parking, cycle storage, servicing, plant areas, landscaping and other associated works. Part Discharge of planning conditions 5 (Landscape Management Plan), 7 (materials), 21 (Cycle Access) and 38 (Drainage) pursuant to Outline Planning permission ref: UTT/22/0434/OP

6.11.1 All Phase 2 Option applications are Approved subject to conditions.

6.12 A number of Discharge of Condition applications have been submitted following conditions at outline and reserved matters for Phase 1 relating to materials, aerodrome safeguarding, lighting, air quality, landscaping and BNG. Also, in relation to Phase 2 concerning Active Travel England conditions.

6.13 A Statement of Compliance has been submitted as part of these application.

7. PREAPPLICATION ADVICE AND/OR COMMUNITY CONSULTATION

7.1 Local planning authorities are required to produce a Statement Community Involvement under Section 18 (Part 1) of the Planning and Compulsory Purchase Act (2004). The previous SCI was adopted on 9th March 2021. Paragraph 40 of the NPPF states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties and that good quality pre-application discussions enable better coordination between public and private resources, and improved results for the community.

7.2 No further community involvement has been undertaken following an extensive pre-application process at outline stage. However, discussions have been ongoing with statutory consultees regarding the evolution of the design and discharging of conditions. This involves the ongoing discussions with Essex Police Liaison Group.

8. SUMMARY OF STATUTORY CONSULTEE RESPONSES

8.1 See below Section 10.

9. PARISH COUNCIL COMMENTS

9.1 STANSTED PARISH COUNCIL

9.1.1 No Objection

10. CONSULTEE RESPONSES

10.1 Exolum Fisher German – Neutral Advisory

10.1.1 You should note that the interests of the Exolum are conserved by means of the Energy Act 2013, Part IV of the Act, and other legislation such as the Pipeline Safety Regulations 1996. It is, however, the Energy Act 2013 that prohibits any development and most intrusive activities within the Easement Strip without specific consent from Exolum. Exolum's Easement Strips are 6 metres wide and can incorporate other associated Exolum facilities.

10.1.2 Exolum will be able to provide guidance on the required procedures for entering a Works Consent and provide confirmation on permitted development and intrusive activities. The whole process of obtaining a Works Consent can take between four and six weeks depending on circumstances at the time of application.

10.1.3 To reiterate, you should not undertake any work or activity without first contacting Exolum for advice and, if required, a Works Consent.

- 10.1.4** You should also be aware that landowners and third parties have a duty of care not to carry out any works that have the potential to damage Exolum apparatus. This duty of care applies even if the works themselves are situated more than 3 metres from the pipeline. Examples of such works are mineral extraction, mining, explosives, piling and windfarms.
- 10.1.5** Please note that implementation of any unapproved work that affects the Exolum Easement Strip may result in serious consequences in terms of health and safety, expense and other attendant liabilities. In such cases it is the perpetrator of the act, together with any other promoting organisation, that shall be held fully accountable for any resulting damage.
- 10.2** **Essex County Fire & Rescue Service – Neutral Advisory**
- 10.2.1** Thank you for your email dated 31/12/2024 in which you direct this Authority to the Uttlesford District Council website, where details of the above proposal can be viewed. The application has been considered, and I draw your attention to the following comments:
- 10.2.2** **Access**
Access for Fire Service purposes has been considered in accordance with the Essex Act 1987 - Section 13 and is considered satisfactory provided that the arrangements are in accordance with Building Regulations contained in Approved Document B, Volume 2, Requirement B5.
- 10.2.3** More detailed observations on access and facilities for the Fire Service will be considered at Building Regulation consultation stage.
- 10.2.4** **Building Regulations**
It is the responsibility of anyone carrying out building work to comply with the relevant requirements of the Building Regulations. Applicants can decide whether to apply to the Local Authority for Building Control or to appoint an Approved Inspector.
- 10.2.5** Local Authority Building Control will consult with the Essex Police, Fire and Crime Commissioner Fire and Rescue Authority (hereafter called “the Authority”) in accordance with “Building Regulations and Fire Safety - Procedural Guidance”.
- 10.2.6** Approved Inspectors will consult with the Authority in accordance with The Building (Registered Building Control Approvers Etc.) (England) Regs 2024.
- 10.2.7** **Water Supplies**
The architect or applicant is reminded that additional water supplies for firefighting may be necessary for this development. The architect

or applicant is urged to contact Water Section at Service Headquarters, 01376 576000.

10.2.8 Sprinkler Systems

“There is clear evidence that the installation of Automatic Water Suppression Systems (AWSS) can be effective in the rapid suppression of fires. Essex County Fire & Rescue Service (ECFRS) therefore uses every occasion to urge building owners and developers to consider the installation of AWSS. ECFRS are ideally placed to promote a better understanding of how fire protection measures can reduce the risk to life, business continuity and limit the impact of fire on the environment and to the local economy.

10.2.9 Even where not required under Building Regulations guidance, ECFRS would strongly recommend a risk-based approach to the inclusion of AWSS, which can substantially reduce the risk to life and of property loss. We also encourage developers to use them to allow design freedoms, where it can be demonstrated that there is an equivalent level of safety and that the functional requirements of the Regulations are met.”

10.3 Natural England – No Comments

10.3.1 Natural England has **no comments** to make on this reserved matters application.

10.3.2 Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice. Natural England and the Forestry Commission have also published standing advice on ancient woodland, ancient and veteran trees which you can use to assess any impacts on ancient woodland or trees.

10.3.3 The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision-making process. We advise local planning authorities to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

10.3.4 We recommend referring to our Site of Special Scientific Interest Impact Risk Zones (available on Magic and as a downloadable

dataset) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on gov.uk at <https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice>.

10.4 Historic England – No Comments

10.4.1 Historic England provides advice when our engagement can add most value. In this case **we are not offering advice**. This should not be interpreted as comment on the merits of the application.

10.4.2 We suggest that you seek the views of your specialist conservation and archaeological advisers. You may also find it helpful to refer to our published advice at <https://historicengland.org.uk/advice/find/>

10.4.3 It is not necessary to consult us on this application again, unless there are material changes to the proposals. However, if you would like advice from us, please contact us to explain your request.

10.5 Environmental Health – No Comments

10.5.1 If applicable any food business needs to be registered with UDC and structural requirements of reg 852/2024 will apply.

10.5.2 Suitable conditions were attached to the permission given to this site at outline stage (UTT/22/0434/OP). The Environmental Health team have **no further comments to add at this stage**. The comments made by Jane Mann on 06/01/23 and Andy Luck on 24/03/22 under UTT/22/0434/OP are still applicable for this application.

10.5.3 Additionally, I have **no comments** to make regarding any of the listed conditions due to the fact they are not within the remit of Environmental Health.

10.6 Sport England – Neutral Advisory

Advice dated: 2.01.2025

10.6.1 Thank you for consulting Sport England on the above application. I can confirm that the consultation has been received and was accepted on 02/01/2025.

10.6.2 In accordance with Paragraph 011 of NPPG (Article 22 of the Development Management Procedure (England) Order 2015), Sport England will respond to this consultation within 21 days of the date of acceptance.

10.6.3 However, if insufficient information is received in order to allow us to make a substantive response to the consultation, Sport England will contact you to request further information. The 21 day deadline will not commence until receipt of the additional information.

10.6.4 As a public body, Sport England is subject to the terms of the Freedom of Information Act 2000, which gives members of the public

the right to access the information we hold. In the event of a request being received, we will be obliged to release information relating to the application and our response unless an exemption in the Act applies. You should therefore inform us if you believe any elements of your submission to be confidential or commercially sensitive so that we can take your concerns into account.

10.6.5 *Advice dated: 03.01.2025*

10.6.5.1 The proposed development does not fall within either our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003-20140306) and, therefore, Sport England has not provided a detailed response in this case, but would wish to give the following advice to aid the assessment of this application.

10.6.6 General guidance and advice can however be found on our website: https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#planning_applications

10.6.7 If the proposal involves the loss of any sports facility, then full consideration should be given to whether the proposal meets Par. 104 of National Planning Policy Framework (NPPF) is in accordance with local policies to protect social infrastructure and meets any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

10.6.8 If the proposal involves the provision of a new sports facility, then consideration should be given to the recommendations and priorities set out in any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority may have in place. In addition, to ensure they are fit for purpose, such facilities should be designed in accordance with Sport England, or the relevant National Governing Body, design guidance notes: <http://sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>

10.6.9 If the proposal involves the provision of additional housing, then it will generate additional demand for sport. If existing sports facilities do not have the capacity to absorb the additional demand, then new and/or improved sports facilities should be secured and delivered in accordance with any approved local policy for social infrastructure, and priorities set out in any Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

10.6.10 In line with the Government's NPPF (including Section 8) and PPG (Health and wellbeing section), consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing or assessing a proposal. Active

Design provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity.

10.6.11 NPPF Section 8: <https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-communities>

10.6.11.1 PPG Health and wellbeing section:
<https://www.gov.uk/guidance/health-and-wellbeing>

10.6.11.2 Sport England's Active Design Guidance:
<https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

10.7 **Cadent Gas – No Objection**

10.7.1 **No objection, informative note required.**

10.7.1.1 We have received a notification from the LinesearchbeforeUdig (LSBUD) platform regarding a planning application that has been submitted which is in close proximity to our medium and low pressure assets. We have no objection to this proposal from a planning perspective, however we need you to take the following action.

10.7.2 Informative Note:
Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

10.7.3 If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.

10.7.4 Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

10.8 **Health and Safety Executive – No Objection**

10.8.1 Do Not Advise Against, consequently, **HSE does not advise, on safety grounds, against** the granting of planning permission in this case.

10.9 **Health and Safety Executive - Chemical Explosives and Microbiological Hazards Division – No Objection**

- 10.9.1** 1. Thank you for your letter of 31 December 2024 to the Health and Safety Executive (HSE) asking for a review of the Land Use Planning (LUP) advice provided for the reserved matters planning application UTT/24/3144/DFO for a commercial development, workplace parking, a small café and a small creche on land north of Stansted airport.
- 10.9.2** 2. HSE is a statutory consultee for certain developments within the Consultation Distance of major hazard sites and pipelines by virtue of the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 10.9.2.1** These types of development include:
- residential accommodation;
 - more than 250m² of retail floor space;
 - more than 500m² of office floor space;
 - more than 750m² of floor space to be used for an industrial process;
 - transport links;
 - or developments which are otherwise likely to result in a material increase in the number of persons working within or visiting the notified area.
- 10.9.3** 3. We note that Uttlesford District Council used the WebApp on 31 December 2024 (ref HSL241231102847-45) to obtain HSE’s LUP advice for the outline planning application. The WebApp consultation identified that part of the development site lies within the inner, middle and outer consultation zones for a major hazard site, the fuel depot operated by S & J Robertson (North Air) Ltd at 11th Avenue, Stansted Airport (see Appendix).
- 10.9.4** 4. The WebApp uses a decision matrix with the combination of the consultation zone and sensitivity level (<https://www.hse.gov.uk/landuseplanning/methodology.htm#matrix>) to determine HSE’s response, which will be that HSE either “Advises Against” (AA) or “Does Not Advise Against (DAA) the granting of planning permission for the proposed development. In this case the WebApp gave a Does Not Advise Against recommendation for the development.
- 10.9.5** 5. HSE’s LUP advice team has reviewed the advice obtained with the WebApp taking into account the information in the Application Form, Site Layout Plan and Design and Access Statement.
- 10.9.6** 6. We understand that:
- There will be nine workplace buildings not specifically intended for people with disabilities, with associated parking. Each building will have less than 100 occupants per workplace building and less than 3 occupied storeys. HSE’s LUP methodology classes such workplaces and associated workplace parking areas as sensitivity level 1

developments and does not advise against a sensitivity level 1 developments in the inner, middle or outer consultation zone of a major hazard site

- The café will be located in the outer consultation zone of the major hazard site (Appendix 2) and will have a total floor space of between 250 and 5000 sqm. As a development for indoor use by the public a café of this size will fall into sensitivity level 2. HSE does not advise against a sensitivity level 2 development in the outer consultation zone of a major hazard site.

- The creche will be located partly in the outer consultation zone of the major hazard site and will have a total site area of less than 0.25 hectares. As a development for institutional accommodation and education a creche of this size will fall into sensitivity level 3. HSE does not advise against a sensitivity level 3 development in the outer consultation zone of a major hazard site.

10.9.7 7. In summary, we can confirm that HSE's Land Use Planning advice team **does not advise against** outline planning application UTT/24/3144/DFO on safety grounds.

10.10 **National Gas – No Objection**

10.10.1 There are **no National Gas assets affected** in this area.

10.11 **UK Power Network – No objection Advisory**

10.11.1 Should 'your' excavation affect our Extra High Voltage equipment (6.6 KV, 22 KV, 33 KV or 132 KV), please contact us to obtain a copy of the primary route drawings and associated cross sections.

10.12 **NATs – No Objection**

10.12.1 NATS has **no objection** to the discharge of these specific conditions.

10.12.2 However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

10.12.3 If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

10.13 **Thames Water – FURTHER INFO regarding Condition 38**

- 10.13.1** Waste Comments
Thank you for consulting Thames Water for the discharge of matters relating to SURFACE WATER. **Thames Water confirms the surface water condition referenced can be discharged based on the information submitted.**
- 10.13.2** Water Comments
- 10.13.3** Supplementary Comments
Our comments are based on Surface Water strategy only for the partial discharge of condition 38. **They are not addressing Foul Water strategy for which we have concerns.**
- 10.14** **National Highways – No Objection**
10.14.1 Please find attached our NHPR form setting out our response. Our recommendation is **No Objection.**
- 10.15** **Active Travel England – No objection Subject to conditions**
10.15.1 ***Advice dated 20.01.2025***
Notice is hereby given that Active Travel England’s formal recommendation is as follows:
- 10.15.2** Deferral: ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- 10.15.3** 1.0 Background
Reserved Matters approval is sought for Phase 3 of development on land to the north of Stansted Airport following the grant of outline permission ref: UTT/22/0434/OP, comprising commercial / employment floorspace predominantly within Class B8, E (g) and Class B2 and associated landscaping and infrastructure works.
- 10.15.4** 2.0 Key Issues
Active Travel England (ATE) has reviewed the submission and provides the following recommendations:
- 10.15.5** Crossings
• The text of the Transport Assessment refers to the provision of zebra crossings connecting the bus stops with both sides of First Avenue, however the plans detail parallel crossings alongside the zebra crossings. Please provide confirmation that parallel crossings alongside the zebra crossings are proposed (as illustrated in the Essex Active Travel Design Portal).
• In the interests of providing a more direct route for pedestrians / cyclists, an informal crossing with island over First Avenue between Units 6 and 7 should be provided.
- 10.15.6** Cycle Storage

- Clarification of the number of cycle spaces proposed per unit is sought as the figures detailed on Drawing No: 31948-MSA-ST-00-DR-A-48002 Rev PL02 do not correspond with Table 4.5 contained within the TA.

10.15.7

Bus stops

- The location of the bus stops on First Avenue as detailed on Dwg No. 215864/PD13 are noted. Distances to the bus stops from each unit however should be provided to demonstrate stops are within 400m of the units across all phases of the development.
- Details of the bus stop infrastructure (high kerb, shelter, seating, real time information) should be provided. The proposed infrastructure should take into account the likely number of employees that will be using the bus stop and the infrastructure required to accommodate them, for example a single shelter may not be adequate. Please provide information which demonstrates that the bus stop infrastructure will have adequate capacity to respond to demand.
- With reference to the bus stop to be provided on First Avenue to the south of the football pitches, details of how the shared pedestrian / cycle route will be treated in relation to the bus stop shelter, are required.

10.15.8

General

- ATE note that Dwg No: 215864/PD08 (GA Plan Option 1) is included at Appendix F (for information only) but request that such a drawing is included as part of the formal submission for this RM application to tie in this RM scheme to the wider context and to show the connection of the active travel route approved as part of Phases 1 and 2 with these Phase 3 proposals.

10.15.8.1

Condition 21 - plan of cycle access

Clarification is required as to which drawings are being submitted to partially discharge condition 21. Condition 21 is attached to the outline application and so should cover cycle access to the entire site. The following is noted:

- Drawing number VD22808-VEC-HGN-CYC-SK-CH-0003 Rev C (TA, Appendix D) refers to a potential realignment option which is ambiguous.
- Drawing number 0439-SHRK-XX-XX-DR-L-1003 rev 05 (TA, Appendix D) refers to a surfaced path but does not make clear that it is bound surfacing – which is required.
- It is not clear what lighting is proposed
- The access to the highway and associated crossing requires more detail.
- The condition should not be discharged until the highway authority has given technical approval for the drawings.

10.15.9

3.0 Next Steps

ATE requests that the Local Planning Authority shares this response with the applicant and LHA. ATE would be content to review further

information to help address the identified issues with a view to providing a further response and recommended wording for planning conditions.

10.15.10 *Advice dated 22.4.2025*

10.15.10.1 c. Deferral: ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.

10.15.11 1.0 Background

Active Travel England (ATE) welcomes the opportunity to comment on this re-consultation for a reserved matters application relating to Phase 3 of development on land to the north of Stansted Airport following the grant of outline permission ref: UTT/22/0434/OP, comprising commercial / employment floorspace predominantly within Class B8, E(g) and Class B2 and associated landscaping and infrastructure works.

10.15.12 ATE previously submitted a response dated 20 January 2025 which recommended deferral of the application with further information / clarification requested with regards to crossings, cycle storage, bus stops and the details submitted in relation to Condition 21 of the outline permission.

10.15.13 A report "Response to Active Travel England Comments on Phase 3 (215864/ RMS STG2 OP2)" prepared by Vectos has been provided to address the issues raised by ATE.

10.15.14 2.0 Key Issues

10.15.14.1 Crossings

10.15.14.2 ATE welcome the confirmation that parallel crossings will be provided alongside zebra crossings at both crossings along First Avenue near to the bus stops.

10.15.15 With regards to ATE's request that an informal crossing with island should be provided over First Avenue between Units 6 and 7, ATE remain of the view that between two large units, an uncontrolled crossing is appropriate and request, as a minimum, that a dropped kerb crossing be provided in this location.

10.15.16 Cycle Storage

ATE previously requested clarification of the number of cycle spaces proposed per unit as the figures detailed on Drawing No: 31948-MSA-ST-00-DR-A-48002 Rev PL02 (Proposed Cycle Shelter details) do not correspond with Table 4.5 contained within the Transport Statement (TP).

10.15.17 The "Response to Active Travel England Comments on Phase 3 (215864/ RMS STG2 OP2)" prepared by Vectos, confirm the cycle storage provision will be in accordance with Table 4.5 of the TP, but ATE are not clear as to how these figures have been arrived at and

upon which Essex County Council Design standards they are based. Essex Parking Guidance (2024) requires for 1 space per 500 m² (visitors) and 1 space per 250 m² (staff) for B2 and B8 use classes with a minimum of 10% of the total cycle parking spaces required to be designed with non-standard cycles. The number of spaces detailed in the table do not accord with this guidance and neither is an explanation provided as to why the figures do not correspond with the figures detailed on Drawing No: 31948-MSA-ST-00-DR A-48002 Rev PL02 (Proposed Cycle Shelter details). It is noted that the legend on Drawing No: 31948-MSA-ST-00-DR-A-48002 Rev PL02 suggests the provision as detailed on the Drawing is based on 2009 standards although the legend also suggests it is based on B8 and B1 uses when the description of development is based on Class B8, E(g) and Class B2 uses. Please provide clarification of these points and ensure the details included within the TP and on the Drawing relating to Cycle Shelter details are consistent.

10.15.18 Bus Stops

Further to the request for distances to the bus stops from each unit, ATE note the information provided and acknowledge the comment provided within the Vectos response that the bus stop infrastructure has been agreed with the planning team at Uttlesford DC and ECC.

10.15.19

With reference to details of how the shared pedestrian / cycle route will be treated in relation to the bus stop shelter on First Avenue to the south of the football pitches, ATE do not consider that the drawings at Appendix B are sufficiently clear and therefore again request that further detail on how the shelter will integrate with the shared pedestrian / cycle route, be provided.

10.15.20

General

ATE would thank the applicant for drawing attention to Dwg No:215864/PD13 (General Arrangement Plan RMA3) which shows the connection of the active travel route approved as part of Phases 1 and 2 in the context of these Phase 3 proposals.

10.15.21

Condition 21 - plan of cycle access

In its previous response, ATE had sought clarification as to which drawings are being submitted to partially discharge condition 21 to which the applicant refers to Drawing No: 31948-MSA-ST-00-DR-A-42002 (Cycle Connectivity Plan) in Appendix D.

10.15.22

Although the drawing appears to show the accessibility of the site for cycling in relation to Phase 3, ATE would be grateful for confirmation as to whether the details of the cycle access from Bury Lodge Lane into the development site has previously been approved.

10.15.23

3.0 Next Steps

ATE requests that the Local Planning Authority shares this response with the applicant and LHA. ATE would be content to review further

information to help address the identified issues with a view to providing a further response and recommended wording for planning conditions

10.15.24 *Advice dated 05.06.2025*

c. Deferral: ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.

10.15.25

[.....]2.9 On this basis of the above considerations, ATE recommend that a decision be deferred until further information with details of the bus stop infrastructure (high kerb, shelter, seating, real time information), which takes into account the likely number of employees that will be using the bus stop and the infrastructure required to accommodate them, be provided. Detail on how the shelter will integrate with the shared pedestrian / cycle route, should also be provided.

10.15.26

Advice dated 15.07.2025 - No objection subject to condition

b. Conditional approval: ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.

10.15.27

Thank you for reconsulting Active Travel England (ATE) on this application. We note that ongoing negotiations and revisions have been encouraging and now meet with the satisfaction of Essex County Council.

10.15.28

It is noted that the County Council have recommended planning conditions to secure provision of the shared footway/cycleway and cycle parking matters on which ATE have also previously raised concerns.

10.15.29

ATE are satisfied that the conditions would largely address our concerns, however, note that the plan referred to within Essex County Council's response dated 16.06.2025 within their recommended condition 1, as drawing no. 215864/PD13 and including the annotation 'active travel route', does not appear to be on the online planning record. However, if this plan can be uploaded and it corresponds with the Cycle Connectivity Plan no. 31948-MSAST-00-DR-A-42002 Rev PL06 which is on the online record, then ATE would be satisfied with the proposed planning condition. The separate condition on cycle parking is also acceptable.

10.15.30

It is very welcome that plan drawing no. 31948-MSA-ST-00-DR-A-42001 Rev PL09 labelled 'site layout plan' now includes a bus stop to the south of the football pitch. This is an important connection located in the centre of the site and aligned with crossing points. It appears to be set back from the shared use foot/cycle way which would not directly affect routing, and no direct segregation is proposed. Given the anticipated cycle volumes will be limited by virtue of location and little

connecting infrastructure outside the site, ATE would find this arrangement broadly acceptable. ATE would recommend a planning condition to formally secure this bus stop in a timely manner and with appropriate and proportionate supporting infrastructure. It is noted that this is a large site with circa 15000 new employees predicted by the application.

10.15.31 ATE 1 condition - Prior to first occupation provision of a bus stop, to the south of the playing field, as shown in principle on drawing number 31948-MSA-ST-00-DR-A-42001 Rev PL09 labelled 'site layout plan' which shall comprise (but not be limited to) the following facilities: a shelter (of a size that is proportionate to the predicted number of passengers, that will be outlined in the bus strategy, that is an obligation attached to the outline application). seating; raised kerbs; bus stop markings; poles and flag type signs, real time information. Reason: In the interests of promoting sustainable development and to meet the requirements of the NPPF paragraphs 115 and 117.

10.15.32 Subject to the use of the two planning conditions as recommended by Essex County Council referred to above, and the use of the bus stop condition recommended above, Active Travel England would be able to support the approval of this application with conditions.

10.16 **UDC Urban Design Officer – No objection**

10.16.1 This application forms part of a three-phase commercial / employment project within the curtilage of Stansted Airport under approved outline consent UTT/22/0434/OP. This site is phase 3 and is for 9 commercial units of varying size and includes landscaping proposals. It is adjacent to the phase 2 boundary, described within previous applications UTT/24/0902/DFO, UTT/24/0904/DFO and UTT/24/0906/DFO.

10.16.2 Given the singular and unusual setting of the airport and the associated industrial, commercial and logistics buildings, the scale, height and nature of the proposed buildings are appropriate within the existing built context.

10.16.3 As part of the outline application, impacts have been adequately addressed through visual screening and landscape buffers, in particular relation to the ancient woodland and woodland management in general. Sustainable travel is catered for through secure and covered cycle storage, although it is acknowledged that as a storage and distribution hub, most of the travel will be by HGV.

10.16.4 Materials have been well considered and are appropriate for the building type and the accompanying hard landscaping is of good quality. The use of a Design Code at outline stage is noted and supported. Attempts have been made to introduce a human scale at points of office entry, although this is inevitably challenging given the scale and function of these buildings.

- 10.16.5** It is positively noted that buildings are arranged along a tree lined boulevard and that landscaping is used to softening effect of the mass and scale of the commercial buildings. Unit 12 has been designed at a more human scale and is proposed to act as a focal point for ancillary and complimentary amenity facilities within the development, such as a café.
- 10.16.6** This proposal is for storage and distribution buildings with ancillary office accommodation within the unique setting and context of Stansted Airport. The proposals sit within approved parametric volumes and appear appropriate to this special context.
- 10.17** **UDC Conservation Officer – No Comments**
- 10.17.1** No comments.
- 10.18** **Local Lead Flood Authority – Holding Objection regarding discharge of Condition 38**
Advice dated 08.07.2025
- 10.18.1** Lead Local Flood Authority position:
- Having reviewed the Flood Risk Assessment Ref 078027-CUR-00-XX-RP-D-92300 dated 01 October 2024, Drainage Strategy Ref 078027-CUR-00-XX-RP-D-92301 dated 30 September 2024, the Drainage Plans 078027-CUR-XX-03-D-C-92001 Rev P03 27/09/24 and 078027-CUR-XX-03-D-C-92000 Rev P03 dated 27/09/24 and the associated documents which accompanied the planning application, **we wish to issue a holding objection to the part discharge of planning condition 38 of UTT/22/0434/OP** based on the following:
- 10.18.2** Clarification is required regarding the discharge rates. In Table 2.1.2 the total greenfield runoff rate has been summed incorrectly. We are having difficulty matching the discharge rates shown on the drainage plan to the model. Please clarify the total proposed discharge rate for phase 3. Furthermore, Unit 5 should not discharge at an uncontrolled rate.
- 10.18.3** Water Quality. Please clarify whether the land use would fall under the High pollution hazard level (industrial sites). It is not clear what treatment is provided for unit 6 prior to the two outfalls.
- 10.18.4** It is not clear how Unit 10 - Tank 1.8 connects to the wider drainage system.
- 10.18.5** The model should use a MADD Factor/Additional Storage Value of 0.
- 10.18.6** Review of the invert level of U8-SW2.2.
- 10.18.7** We also have the following advisory comments:

10.18.7.1 We strongly recommend looking at the Essex Green Infrastructure Strategy to ensure that the proposals are implementing multifunctional green/blue features effectively. The link can be found below.

<https://www.essex.gov.uk/protecting-environment>

10.18.7.2 Please note that the Environment Agency updated the peak rainfall climate change allowances on the 10 May 2022.

Flood risk assessments: climate change allowances - GOV.UK (www.gov.uk)

10.18.7.3 Any works to a ditch may require a S23 Ordinary Watercourse Consent. Please see the below link for more information.

<https://flood.essex.gov.uk/maintaining-or-changing-a-watercourse/>

10.18.8 In the event that more information was supplied by the applicants then the County Council may be in a position to withdraw its objection to the proposal once it has considered the additional clarification/details that are required.

10.18.9 Any questions raised within this response should be directed to the applicant and the response should be provided to the LLFA for further consideration. If you are minded to approve the application contrary to this advice, we request that you contact us to allow further discussion and/or representations from us.

10.18.10 ***Advice dated 8.07.2025***

10.18.10.1 Having reviewed the revised Drainage Strategy Ref 078027-CUR-00-XX-RP-D-92301 Rev P04 dated 07 February 2025 and the associated plans and documents which accompanied the planning application, **we wish to issue a holding objection to the part discharge of planning condition 38 of UTT/22/0434/OP** based on the following:

10.18.11 Some modelling has been updated (07/02/2025) to include a MADD Factor of 0, however the majority of the calculations are still dated 26/09/2024 and use a MADD factor of 20. The updated calculations should demonstrate that sufficient storage is provided to manage all storms up to and including the 1 in 100-year storm event plus climate change without any flooding predicted.

10.18.12 Clarification is required regarding the discharge rate from Unit 11 as there appears to be a discrepancy between the drainage plan and model (1l/s) and table 2.1.2 (1.5l/s). Clarification is also required for Unit 9 as the drainage plan appears to show a combined 6.4l/s, but the calculations show 6.6l/s.

10.18.13 It is not clear how Tank 1.8 (Unit 10) connects to the wider drainage system. Please indicate the tank inlet and outlet pipes.

Advice dated 27.03.2025

10.18.14 However, whilst we can see there is a document entitled 'Applicant Response to SuDS and Active Travel England Comments', it does not provide any additional information requested but instead advises that the information is in the process of being prepared. If this is the only information available currently, please re-consult us once the full document to address our previous comments has been submitted.

10.19 **Aerodrome Safeguarding – No objection**

Advice dated 21.01.2025 - Holding Objection

10.19.1 The Safeguarding Authority for Stansted Airport has assessed this proposal and its potential to conflict with aerodrome safeguarding criteria. We need further information and amended assessments, therefore, we must issue a HOLDING OBJECTION to this development until we are satisfied that it will not cause an aviation hazard.

10.19.2 We require:

-Height assessments against the latest aerodrome safeguarding surfaces. This assessment is to incorporate a review against the latest instrument flight procedure designs for Stansted Airport.

Reason: As part of a regulatory requirement, a periodic review of instrument flight procedures is required, and therefore any previous instrument flight procedure assessments informing maximum heights are no longer valid.

10.19.3 We require the full Forge Solar results associated with the glint and glare assessment to assist in determining if there is an impact to air safety.

10.19.4 ***Advice dated 8.04.2025 – Holding Objection***

10.19.4.1 The Safeguarding Authority for Stansted Airport has assessed this proposal and its potential to conflict with aerodrome safeguarding criteria.

10.19.5 Condition 50 (Glint and glare) - An internal workshop is required to ensure that the expected levels of glint and glare are not to the detriment of aviation safety. Therefore, we must issue a holding objection to the Discharge of Condition 50 (Glint and glare) pending resolution of the internal workshop.

10.19.6 Conditions 5 (Landscape Management Plan) & 79 (Landscape and Ecological Management Plan) - Please can we request confirmation that this phase of the scheme comes under the auspices of the existing BHMP for the wider site, if not then a separate BHMP for this phase will be required. The proposed community space includes outdoor seating areas, this may attract people to eat outdoors and therefore there is the potential for dropped and discarded food waste to attract scavenging birds to feed. Therefore, adequate lidded bins should be provided,

along with a litter picking regime suitable to ensure that there is no food waste available for scavenging birds.

10.19.7 *Advice Dated 9.06.2025 – Objection removed*

Thank you for consulting with the aerodrome safeguarding authority for Stansted Airport on this application; we have no objections excepting the discharge of condition 50 Glint & Glare which we understand has been removed from this application.

10.19.8 As with other phases of this development, Phase 1B should be subject to all previous aerodrome safeguarding conditions applied to this development as a whole.

10.20 Place Services Ecology – No Objection regarding RM, and Part discharge of Condition 78 and part discharge condition 79 for Phase 3 only

10.20.1 *Advice dated 27.01.2025*

No Objection regarding RM, and Part discharge of Condition 78. Unable to part discharge condition 79

10.20.2 **Holding objection due to insufficient ecological information**

10.20.3 Summary

We have reviewed the documents supplied by the applicant, relating to the likely impacts of development on designated sites, protected & Priority species and habitats and identification of proportionate mitigation.

10.20.4 Condition 78 (BNG):

“Concurrent with the submission of reserved matters and prior to commencement of the development a Final Biodiversity Net Gain Design Stage Report, in line with Table 2 of CIEEM Biodiversity Net Gain report and audit templates (July 2021), shall be submitted to and approved in writing by the Local Planning Authority which provides a measurable biodiversity net gain, using the DEFRA Biodiversity Metric 3.1 or any successor.

10.20.5 The content of the Biodiversity Net Gain report should include the following:

- Baseline data collection and assessment of current conditions on site;
- A commitment to measures in line with the Mitigation Hierarchy and evidence of how BNG

Principles have been applied to maximise benefits to biodiversity;

- Provision of the full BNG calculations, with plans for pre and post development and detailed justifications for the choice of habitat types, distinctiveness and condition, connectivity and ecological functionality;
- Details of the implementation measures and management of proposals;
- Details of any off-site provision to be secured by a planning obligation;

- Details of the monitoring and auditing measures.

The proposed enhancement measures shall be implemented in accordance with the approved details and shall be retained in that manner thereafter.

10.20.5.1 Reasons: In order to demonstrate measurable net gains and allow the LPA to discharge its duties under the NPPF (2021). Also, in accordance with Local Plan Policies GEN2, and GEN7 (adopted 2005) and the NPPF.”

10.20.6 Condition 79 (LEMP):
“Concurrent with reserved matters and prior to first beneficial use a Landscape and Ecological Management Plan (LEMP) including the provision of bird and bat boxes shall be submitted to, and be approved in writing by, the Local Planning Authority prior to beneficial use of the development.

10.20.6.1 The content of the LEMP shall include the following:
a) Description and evaluation of features to be managed.
b) Ecological trends and constraints on site that might influence management.
c) Aims and objectives of management.
d) Appropriate management options for achieving aims and objectives.
e) Prescriptions for management actions.
f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
g) Details of the body or organisation responsible for implementation of the plan.
h) Ongoing monitoring and remedial measures.

10.20.7 The LEMP shall also include details of the legal and funding mechanism(s) by which the long term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

10.20.7.1 Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species). Also, in accordance with Local Plan Policies GEN2, and GEN7 (adopted 2005) and the NPPF.”

10.20.8 Condition 78:
We have reviewed the Biodiversity Net Gain Design Stage Report for Development Phase 3 (RSK Wilding

October 2024) and Statutory Biodiversity Metric (RSK Wilding, October 2024) which have been submitted in order to part discharge Condition 78 for Phase 3 only.

- 10.20.9** The condition assessment sheets for the baseline habitats have been submitted although it has been noted that the modified grassland has been categorised as 'moderate' condition when passing four criteria, excluding criterion A, means that it only achieves 'poor' condition. The sparsely vegetated land also only passes two criteria and so should be 'poor' condition but is stated as 'moderate'.
- 10.20.10** In addition, the post-development calculations within the Metric do not have the same area value as those given in the Biodiversity Net Gain Design Stage Report for Development Phase 3 (RSK Wilding October 2024). For example, modified grassland in 'poor' condition has a value of 0.09ha in the Metric and 0.11ha in the report and introduced shrub has a value of 0.01 and 0.24 in the Metric but 0.25 in the report.
- 10.20.11** Therefore, we seek further clarification on this matter, prior to the discharge of condition 78.
- 10.20.12** Condition 79:
We have reviewed the Landscape Management Plan (Stephenson Halliday, October 2024) which has been submitted in order to part discharge Condition 79 for Phase 3 only.
- 10.20.13** We are generally satisfied that the submitted information includes the detail required by this condition. It will need to be confirmed that the landscape management for the BNG and LEMP are in line with each other once documents for Condition 78 have been approved. In addition, further details on the establishment of the species-rich grassland should be provided given this habitat is more likely to establish on soils with a low nutrient content.
- 10.20.14** We look forward to working with the LPA and the applicant to receive the additional information required to support a lawful decision and overcome our holding objection.
- 10.20.15** ***Advice dated 19.03.2025***
No ecological objection.
- 10.20.16** Summary
We have reviewed the Biodiversity Net Gain Design Stage Report for Development Phase 3 (RSK Wilding, January 2025), Statutory Biodiversity Metric (RSK Wilding, January 2025) and Landscape Management Plan (Stephenson Halliday, October 2024).
- 10.20.17** We are now satisfied that there is sufficient ecological information available to support determination of these reserved matters

application although please see below for comments on Conditions 78 and 79.

- 10.20.18** Comments:
We have reviewed the Biodiversity Net Gain Design Stage Report for Development Phase 3 (RSK Wilding, January 2025) and Statutory Biodiversity Metric (RSK Wilding, January 2025) which have been submitted in order to part discharge Condition 78 for Phase 3 only.
- 10.20.19** We are now satisfied that the submitted information includes the detail required by this condition.
- 10.20.20** We have reviewed the Landscape Management Plan (Stephenson Halliday, October 2024) which has been submitted in order to part discharge Condition 79 for Phase 3 only.
- 10.20.21** We are generally satisfied that the submitted information includes the detail required by this condition. However, the Landscape Management Plan (Stephenson Halliday, October 2024) does not match the following parts of the Biodiversity Net Gain Design Stage Report for Development Phase 3 (RSK Wilding, January 2025):
- Not all proposed trees are native; proposed trees include ornamental species and semi-native cultivars. The BNG report states that trees will comprise native species.
 - The LMP states that proposed hedgerows will have a width of 1.2m and a height of between 1.2m and 1.5m. The BNG report states the height, and width should be on average greater than 1.5m so that the hedgerows can achieve 'good' condition.
 - Within the maintenance / management schedules of the reports, two points of the BNG report's 'Proposed Native Hedge planting' are not included within the LMP; in addition the LMP schedule does not include management prescriptions for Stocking Wood ancient woodland.
- 10.20.22** Furthermore, our previous response required further details on the establishment of the species-rich grassland given this habitat is more likely to establish on soils with a low nutrient content. This will need to be provided before we can recommend discharge of Condition 79.
- 10.20.23** Recommendation:
Subject to implementation in full of the submitted details, we recommend the part discharge of Conditions 78 for Phase 3 only.
- 10.20.24** We are unable to recommend the part discharge of Condition 79 for Phase 3 until the additional information outlined above has been provided.

10.20.25 *Advice dated 15.05.2025 - No Objection regarding RM, and Part discharge of Condition 78. Unable to part discharge condition 79*

10.20.25.1 No ecological objection.

10.20.26 Summary

We have reviewed the Biodiversity Net Gain Design Stage Report for Development Phase 3 (RSK Wilding, April 2025), Statutory Biodiversity Metric (RSK Wilding, January 2025), Landscape Management Plan (Stephenson Halliday, April 2025) and Response to Place Services Comments (RSK Wilding, April 2025).

10.20.27 We have also reviewed the information submitted relating to mandatory biodiversity net gains.

10.20.28 We are satisfied that there is sufficient ecological information available to support determination of this application although please see below for comments on Conditions 78 and 79.

10.20.29 Comments:

We have reviewed the Biodiversity Net Gain Design Stage Report for Development Phase 3 (RSK Wilding, April 2025) and Statutory Biodiversity Metric (RSK Wilding, January 2025) which have been submitted in order to part discharge Condition 78 for Phase 3 only. We are now satisfied that the submitted information includes the detail required by this condition.

10.20.30 We have reviewed the Landscape Management Plan (Stephenson Halliday, April 2025) which has been submitted in order to part discharge Condition 79 for Phase 3 only.

10.20.31 We are generally satisfied that the submitted information includes the detail required by this condition. However, the Landscape Management Plan (Stephenson Halliday, April 2025) does not match the following parts of the Biodiversity Net Gain Design Stage Report for Development Phase 3 (RSK Wilding, April 2025):

- Within the maintenance / management schedules of the reports, two points of the BNG report's 'Proposed Native Hedge planting' are not included within the LMP. These points include 'managing and removing any invasive species' and 'maintaining any replacement planting in line with proposed woodland management'.

- It is understood that the species-rich grassland in the landscape plans has been assumed to achieve Other Neutral Grassland in 'moderate' condition and so references to 'species-rich grassland' in the LMP have been changed to 'neutral grassland' which is also reflected in the Metric. However, the Biodiversity Net Gain Design Stage Report for Development Phase 3 (RSK Wilding, April 2025) still references 'species-rich other neutral grassland' maintained in a good condition.

10.20.32 Consistency between the Landscape Management Plan (Stephenson Halliday, April 2025) and Biodiversity Net Gain Design Stage Report for Development Phase 3 (RSK Wilding, April 2025) will need to be provided before we can recommend discharge of Condition 79.

10.20.33 Recommendation:
Subject to implementation in full of the submitted details, we recommend the part discharge of Conditions 78 for Phase 3 only.

10.20.34 We are unable to recommend the part discharge of Condition 79 for Phase 3 until the additional information outlined above has been provided.

10.20.35 ***Advice Dated 26.06.2025 – No ecological Objection***

Summary

We have reviewed the Biodiversity Net Gain Design Stage Report for Development Phase 3 Rev 4 (RSK Wilding, May 2025), Statutory Biodiversity Metric (RSK Wilding, January 2025), Landscape Management Plan Rev 03 (Stephenson Halliday, June 2025) and Response to Place Services Comments (RSK Wilding, April 2025).

10.20.36 We have also reviewed the information submitted relating to mandatory biodiversity net gains.

10.20.37 We are satisfied that there is sufficient ecological information available to support determination of this application although please see below for comments on Conditions 78 and 79.

10.20.38 Subject to implementation in full of the submitted details, we recommend the part discharge of Conditions 78 for Phase 3 only.

10.20.39 We are unable to recommend the part discharge of Condition 79 for Phase 3 until the additional information outlined above has been provided.

10.20.40 ***Advice dated 11.07.2025***

No objections. Subject to implementation in full of the submitted details, we recommend the part discharge of Conditions 78 and 79 for Phase 3 only.

10.21 **ECC Highways Authority – No Objection subject to conditions**

10.21.1 *Advice dated 17.04.2025*

The Highway Authority has assessed the information which has been submitted with the planning application, including the Transport Statement (TS) prepared by Vectos dated October 2024. The assessment of the application was undertaken with reference to the National Planning Policy Framework 2024 and, in particular, paragraphs 115-117. We have also noted Active Travel England's concerns in their response dated 20th January 2025 and the

subsequent response from Vectos (reference 215864/ RMS STG2 OP2).

10.21.2 Bury Lodge Lane forms part of the public highway maintained by Essex County Council, but the other roads within the site and its immediate vicinity are private roads. There are no proposals to change this arrangement as part of this application. The units proposed within Phase 1B (aka Phase 3) – units 4-11 and 12A-D – are all accessed from highway outside of our control.

10.21.3 There was a discrepancy within the application as to the number of cycle parking spaces to be provided. In Vectos’ response to Active Travel England’s comments (215864/ RMS STG2 OP2) they confirm that the parking numbers detailed in Table 4.5 of the TS are correct. However, it should be noted that the proposed provision does not accord with the 2024 Parking Standards. The 2009 Parking Standards set out a minimum number of cycle spaces for B8 use at 1 space per 500 sqm for staff plus 1 space per 1000 sqm for visitors whereas the updated 2024 Parking Standards set out a minimum number of cycle spaces at 1 space per 250sqm for staff plus 1 space per 500sqm for visitors (essentially doubling the minimum requirement). The table below sets out the 2009 standards and the 2024 standards for car and cycle parking for B8 use, alongside the proposed provision for Phase 1B. Consideration should be given to providing cycle parking in line with the 2024 Parking Standards.

10.21.4

Unit	Floor space (sqm)	Car			Cycle		
		Provision	2024 minimum standard	2011 maximum standard	Provision	2024 minimum standard	2011 minimum standard
4	3450	17	23	23	13	21	10
5	4315	33	29	29	16	26	13
6	2296	12	15	15	9	14	7
7	2511	23	17	17	11	15	8
8	2893	28	19	19	12	17	9
9	15616	96	104	104	63	94	47
10	2503	21	17	17	10	15	8
11	1907	14	13	13	9	11	6
12A	843	31	6	6	3	5	3
12B	772		5	5	3	5	2
12C	701		5	5	2	4	2
12D	588		4	4	2	4	2

10.21.5 Paragraph 4.24 of the TS notes that 5% of the cycle parking provision will be made for larger cycles. The 2024 Parking Standards advise that a minimum of 10% of the total cycle parking spaces are required to be designed with non-standard bicycles in mind.

10.21.6 We have no comments to make on the partial discharge of conditions 5 (Landscape Management Plan), 7 (materials), 21 (Cycle Access), 38 (Drainage), 50 (Glint and Glare), 54 (Wind Shear), 78 (BNG) and 79 (Landscape and Ecological Management Plan).

10.21.7 From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following conditions:

1. Shared footway/cycleway: prior to occupation of the development or implementation of any Traffic Regulation Order banning cycling on the airport highway network, whichever is earlier, the shared pedestrian and cycle route (marked as 'active travel route') as shown on drawing no. 215864/PD13 Rev A is to be implemented entirely at the developer's expense.

Reason: in the interests of reducing the need to travel by car, promoting sustainable development and transport, and ensuring an appropriate walking and cycling network in accordance with policies DM9 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance

2. Cycle parking: prior to occupation of the development, details of the cycle parking shall be submitted to and approved in writing by the Local Planning Authority. The agreed cycle parking provision shall be secure and covered. The development shall not be occupied until the cycle parking has been constructed and completed in accordance with the approved details and shall thereafter be kept free of obstruction and permanently available for the parking of cycles only.

Reason: in the interests of reducing the need to travel by car, promoting sustainable development and transport, and to ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance.

10.21.8 The above conditions are required to ensure that the development accords with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance and Uttlesford Local Plan Policy GEN1.

10.21.9 ***Advice dated 16.06.2025 – Updated Response No objection subject to conditions***

10.21.9.1 Following our initial response dated 17th April 2025, the Highway Authority has assessed the additional information which has been submitted, namely the 'Response to Active Travel England and Essex County Council Comments on Phase 3' prepared by Vectos (document reference 215864/ RMS STG3) and revised plans. The assessment of the application was undertaken with reference to the National Planning Policy Framework 2024 and, in particular, paragraphs 115-117.

10.21.9.2 Bury Lodge Lane forms part of the public highway maintained by Essex County Council, but the other roads within the site and its immediate vicinity are private roads. There are no proposals to change this arrangement as part of this application. The units proposed within Phase 1B (aka Phase 3) – units 4-11 and 12A-D – are all accessed from highway outside of our control.

10.21.9.3 We welcome the increase in cycle parking provision now proposed as set out in the table at paragraph 6 of document reference 215864/ RMS STG3 and set out on the PROPOSED CYCLE SHELTER DETAILS plan(drawing no. 31948-MSA-ST-00-DR-A-48002 Rev PL03) including the increased provision for non-standard/larger cycles. We request that this plan is included as an approved plan.

10.21.9.4 We have no comments to make on the partial discharge of conditions 5 (Landscape Management Plan), 7 (materials), 21 (Cycle Access), 38 (Drainage), 50 (Glint and Glare), 54 (Wind Shear), 78 (BNG) and 79 (Landscape and Ecological Management Plan).

10.21.9.5 From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following conditions:

1. Shared footway/cycleway: prior to occupation of the development or implementation of any Traffic Regulation Order banning cycling on the airport highway network, whichever is earlier, the shared pedestrian and cycle route (marked as ‘active travel route’) as shown on drawing no. 215864/PD13 Rev A is to be implemented entirely at the developer’s expense.

Reason: in the interests of reducing the need to travel by car, promoting sustainable development and transport, and ensuring an appropriate walking and cycling network in accordance with policies DM9 of the Highway Authority’s Development Management Policies, adopted as County Council Supplementary Guidance

2. Cycle parking: prior to occupation of the Unit 12, details of the cycle parking provision shall be submitted to and approved in writing by the Local Planning Authority. The agreed cycle parking provision shall be secure and covered. The development shall not be occupied until the cycle parking has been constructed and completed in accordance with the approved details and shall thereafter be kept free of obstruction and permanently available for the parking of cycles only.

Reason: in the interests of reducing the need to travel by car, promoting sustainable development and transport, and to ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance

10.21.9.6 The above conditions are required to ensure that the development accords with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance and Uttlesford Local Plan Policy GEN1

10.22 **UDC Landscape Officer**

10.22.1 These detailed landscape plans for Phase Three are acceptable. Landscape management plan - No comments

10.23 **Braintree District Council**

10.23.1 We have no specific comments to make at this stage and trust that the application will be determined in line with UDC's policies and with due focus on HGV movements which may have cross boundary implications.

10.24 **Essex Police**

10.24.1 A number of concerns and security points have been raised of which further detailed information would be required in terms of the operation and users of the site, which is currently unknown as yet.

10.24.2 Note: Conditions 11 and 56 of the outline consent secures further details to be submitted for approval regarding secure by design, CCTV etc. continual 6 weekly liaison meetings are held between the developer, Essex Police and the LPA to ensure that security matters are dealt with.

11. **REPRESENTATIONS**

11.1 The application was formally consulted to the public by displaying a site notice, sending letters to adjoining and adjacent occupiers and placing an advert in the local paper. No representations have been received.

12. **MATERIAL CONSIDERATIONS**

12.1 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, The Development Plan and all other material considerations identified in the "Considerations and Assessments" section of the report. The determination must be made in accordance with the plan unless material considerations indicate otherwise.

12.2 Section 70(2) of the Town and Country Planning Act requires the local planning authority in dealing with a planning application, to have regard to;

(a) The provisions of the development plan, so far as material to the application,;

(aza) a post-examination draft neighbourhood development plan, so far as material to the application,

(b) any local finance considerations, so far as material to the application, and

(c) any other material considerations.

12.3 Section 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority, or, as the case may be, the Secretary of State, in considering whether to grant planning permission (or permission in principle) for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses or, fails to preserve or enhance the character and appearance of the Conservation Area.

12.4 The Development Plan

12.4.1 Essex Minerals Local Plan (adopted July 2014)
Essex and Southend-on-Sea Waste Local Plan (adopted July 2017)
Uttlesford District Local Plan (adopted 2005)
Great Dunmow Neighbourhood Plan (made December 2016)
Thaxted Neighbourhood Plan (made February 2019)
Felsted Neighbourhood Plan (made Feb 2020)
Newport and Quendon and Rickling Neighbourhood Plan (made June 2021)
Stebbing Neighbourhood Plan (made 19 July 2022)
Saffron Walden Neighbourhood Plan (made October 2022)
Ashdon Neighbourhood Plan (made 6 December 2022)

12.4.2 Stansted Mountfitchet is a Neighbourhood Plan Designated area which is still with the Parish Council to bring together. It should be noted however that the Airport falls outside of the designation.

13. POLICY

13.1 National Policies

13.1.1 National Planning Policy Framework (2024)

13.2 Uttlesford District Plan 2005

13.2.1 The relevant policies associated to the application proposals are as follows:

S4 - Stansted Airport Boundary

S7 – The Countryside

S8 – The Countryside Protection Zone

AIR3 - Development in the Southern Ancillary Area
AIR4 – Development in the Northern Ancillary Area
AIR6 - Strategic Landscape Areas
GEN1- Access
GEN2 – Design
GEN3 -Flood Protection
GEN4 - Good Neighbourliness
GEN5 – Light Pollution
GEN6 - Infrastructure Provision
GEN7 - Nature Conservation
GEN8 - Vehicle Parking Standards
ENV2 - Development affecting Listed Buildings
ENV3 - Open Space and Trees
ENV4 - Ancient Monuments and Sites of Archaeological Importance
ENV7 - The Protection of the Natural Environment Designated Sites
ENV8 – Other Landscape Elements of Importance for Nature Conservation.
ENV10 - Noise Sensitive Development
ENV11 – Noise Generators
ENV13 - Exposure to Poor Air Quality
ENV14 - Contaminated Land

13.3 Supplementary Planning Document or Guidance

13.3.1 Essex County Council Parking Standards (2009)
Uttlesford Interim Climate Change Policy (2021)
Uttlesford Design Code (2024)

14. CONSIDERATIONS AND ASSESSMENT

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

- A. Design**
- B. Heritage**
- C. Landscaping & Nature Conservation**
- D. Amenity**
- E. Highways**
- F. Discharge of Conditions**
- G. Environmental Statement**

14.2 A. Design

14.2.1 The Principle of the proposed development has already been addressed and approved as part of the outline planning permission UTT/22/0434/OP. This application purely focuses on the detailed design in relation to the external appearance, layout, scale and landscaping for proposed units in Phase 3 whereby there is a total of 12 units of various sizes proposed (unit no.5-12D).

14.2.2 In terms of design policy, good design is central to the objectives of both National and local planning policies. The NPPF requires policies to plan positively for the achievement of high quality and inclusive design for the wider area and development schemes. Section 12 of the NPPF highlights that the Government attaches great importance to the design of the built development. This is reflected in Policy GEN2 of the adopted Local Plan.

14.2.3 Local Plan Policy GEN2 states;

“Development will not be permitted unless its design meets all the following criteria and has regard to adopted Supplementary Design Guidance and Supplementary Planning Documents.

a) It is compatible with the scale, form, layout, appearance and materials of surrounding buildings;

b) It safeguards important environmental features in its setting, enabling their retention and helping to reduce the visual impact of new buildings or structures where appropriate;

c) It provides an environment, which meets the reasonable needs of all potential users.

d) It helps to reduce the potential for crime;

e) It helps to minimise water and energy consumption;

f) It has regard to guidance on layout and design adopted as supplementary planning guidance to the development plan.

g) It helps to reduce waste production and encourages recycling and reuse.

h) It minimises the environmental impact on neighbouring properties by appropriate mitigating measures.

i) It would not have a materially adverse effect on the reasonable occupation and enjoyment of a residential or other sensitive property, as a result of loss of privacy, loss of daylight, overbearing impact or overshadowing.”

14.2.4 Within the Outline Planning Statement, the applicant makes reference to paragraph 124 of the NPPF (2021) current paragraph 129 (NPPF 2024) which highlights the following;

“128. Planning policies and decisions should support development that makes efficient use of land, taking into account:

(a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

(b) local market conditions and viability;

(c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further

improvement and the scope to promote sustainable travel modes that limit future car use;

(d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

(e) the importance of securing well-designed, attractive and healthy places."

- 14.2.5** The outline consent provided set parameters such as land use zoning, landscaping and building heights. The parameters have been set to mitigate the scheme and provide certainty to the quantum and scale of development. The setting of parameters would also ensure that the basic design principle of the schemes accord with policy.
- 14.2.6** The parameter plans limited and showed the extent of the development proposed, the extent of the built development zone, defined heights and maximum height limits, vehicular access points, extent of landscaping/and green zones (existing & proposed) and maximum floor area.
- 14.2.7** The key site constraints have informed the parameters, and illustrative masterplans are the Grade II Listed Bury Lodge, the fuel farm with associated COMAH restrictions, the ponds, underground fuel lines that go through the site and the existing strategic landscaping, plus woodlands.
- 14.2.8** A Design Code has been prepared by the applicant's Architect and had been submitted in support of the outline application. The Design Code provides a framework for the design of the speculative development as it evolves to follow a focused pattern of design and growth. The submitted Reserved Matters Design and Access Statement highlights that the scheme accords with the overarching Design Code in that the development would aim to achieve the following;
- Provides buildings of varying sizes and plot configurations, to suit occupier requirements and market demands;
 - A consistency in design and materials through the use of a shared design code;
 - Creation of open and permeable frontage to the estate roads which serve the development;
 - Creation of an attractive and spacious entrance to the development at the junction with Round Coppice Road;
 - Maintaining strong landscape buffers to minimise visual impact
- 14.2.9** A Statement of Compliance has been submitted as part of this Reserved Matters applications which highlights the compatibility of the design of the scheme in line with the approved set parameters and well

as the layout of the design reflecting the illustrative masterplan submitted at outline stage.

14.2.10

Layout;

14.2.11

Phase 3 of the scheme provides further varying options for number of units and sizes. The proposed units roughly follow the outline indicative layout and generally accords with the parameters plan zoning heights of the scheme. Detailed planning permission has been already granted for access and an on-site substation. As part of the submission the new cycle route that would run through the site connecting into the main development is shown to connect into Second Avenue linking through to each of the proposed buildings as shown on the Cycle connectivity plan Drawing 31948-MSA-ST-00-DR-A-42002 Revision PL02.

14.3.12

As part of the redevelopment of the site a number of existing dated buildings are proposed to be demolished, which has also been approved as part of the outline application. Many of the buildings to be demolished are in Phase One. A large existing hanger which housed Titan is located in Phase 2, which is also proposed to be demolished. The images below indicate some of the existing buildings in Phase 3 to be demolished.

14.3.12.1



14.3.12.2

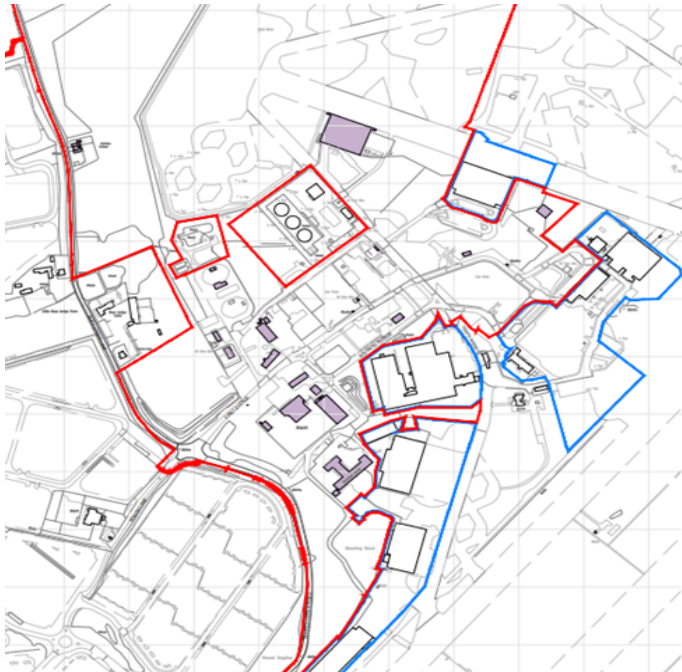


14.3.12.3

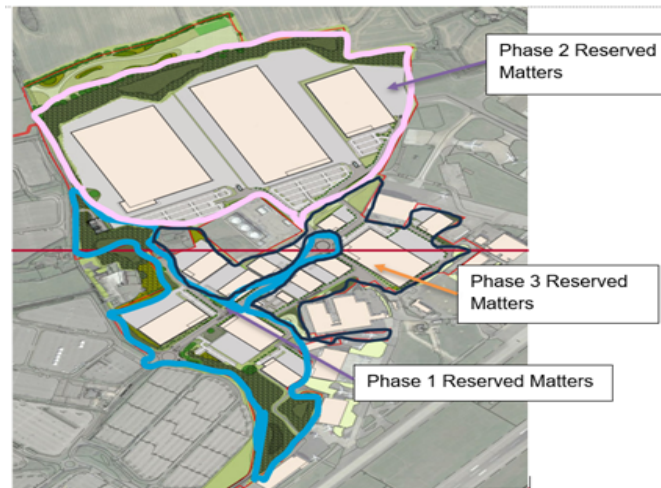


14.3.13 Drawing 31519-PL-103, from the outline submission, below, highlights the buildings proposed to be demolished.

14.3.13.1



14.3.13.2 Outline Illustrative Masterplan – Drawing 31519-PL-104



- 14.3.14** First Avenue remains as the main spine road into the site as a whole which provides the main frame for the scheme. The scheme still needs to be flexible both in terms of volume and shape; it would also need to be attractive to draw in future tenants and be responsive to accommodate future business needs. This is in accordance with the approved Design and Access Statement (DAS).
- 14.3.15** All yards are designed to be at least 30m deep (unit 4 & 5, 40m deep yards and Unit 9, 50m deep). This is with the exception Unit 12 that would be serviced by vans and are capable of offering the necessary manoeuvrability for HGV access in accordance with the size of buildings, number of loading doors and likely future operations. The larger units service yards are provided with larger depths that can accommodate extra trailer parking spaces or greater adaptability to specific tenant's requirements. Units above 35,000 sq ft, would be provided with dropped dock pit and levellers. The format layout for each of the units on each of the options are logical and acceptable in terms of overall siting of the buildings, service yard areas, access and parking.
- 14.3.16** Part of the Design Code assessment looked at offices fronting the main roads so there is an active frontage, separating vehicle movement from pedestrian movement and inward facing yards so that the main activity is hidden. Breaking up long elevations and using appropriate coloured materials as a design tool. The proposed schemes accord with the DAS as the main offices front the main roads so there is active street scene, the offices wrap around and include separate two-storey offices on the larger units which carry on the active elevations, together with elongated windows on various elevations this provides for natural surveillance in accordance with Local Plan Policy GEN2 and the NPPF.
- 14.3.16** The updated DAS for these Reserved Matters outlines the following;
- The use of vertical windows to the warehouse would break up the mass of the buildings and provide natural light.
 - “To the offices, the use of curtain walling and aluminium rainscreen cladding has been applied. Office and warehouse elements have been treated distinctly simply through the use of light colours for the warehouse/ production area and a darker colour for the offices.
 - All the offices are designed to be oriented overlooking the access road, providing prominent views to and from the building, creating a visual connection and establishing a strong sense of place
 - The carpark is designed so no carpark space sits further than 360m from the main pedestrian entrance of the buildings” (DAS)

- The offices are framed by a metal canopy structure that helps visually separate the offices from the warehouse and in doing so reduces the overall massing.

14.3.17 The above address concerns raised by the Crime Prevention Officer previously on Phase 1.

14.3.18 Materials are stated would be of metal cladding with a consistent and common palette of colours and cladding type. A limited range of surface materials using vertical and horizontal bands to facilitate in reducing massing. A neutral palette is proposed to provide a simple uncomplicated modern appearance. Offices would be treated distinctly from other functional elements. The reserved matter details accord with this in line with the Outline DAS. The below CGIs provides an example of materials and appearance for the commercial units;

14.3.18.1



Illustrative Colour Elevation of Unit 9

14.3.18.2



Illustrative CGI of Unit 4

14.3.18.3



Illustrative CGI of Unit 12 (back)

14.3.18.4



Illustrative CGI of Unit 12

14.3.19 The scheme would consist of a landscaping scheme along First Avenue and having key focal areas. This detail is in terms of number, species type and its management has also been conditioned as part of the outline (Condition 5 and 79) and has undergone intensive consultations with Ecology, Aerodrome and our Landscaping Officer, under Phase 1, as part of these planning applications for Phase 2, together with this final Phase. For the purposes of the reserved matters applications the layout of the landscaping has been assessed and the conditions submissions parallel. The landscaping forms an important part of creating a desirable employment hub, providing defensible commercially 'private spaces', an attractive street scene and an improvement in biodiversity. It should be noted that the strategic landscaping, that is policy protected under Policy AIR6 in the Local Plan, will remain protected, enhanced and better managed as part of the wider landscaping scheme. Landscaping is proposed to the frontages of each of the proposed units as a forecourt to soften and provide an attractive setting to the proposed units.

14.3.20

Appearance;

14.3.21

As part of the outline the submitted Design Code that sits alongside the DAS sets out the main principles of elevational design, the treatment of public realm, the most suitable orientation of buildings, and the specification of the colours and materials to be used. The Design Code provides flexibility and the use of good quality sustainable materials. This is to help in assisting in achieving the design visions of the site and to ensure high standard of design and consistency. The submitted design of the units in terms of appearance follows and is in accordance with the visual vision of the site.

14.3.21.1

Outline application vision of site;



14.3.21.2 Reserved Matters DAS Vision of Phase 3

Figure 3.2 – Phase 1B / 3 CGI



14.3.22

Scale;

14.3.23

The scale of the scheme also forms part of the reserved matters. The applicant has indicated the upper limits of floorspace and building heights plus zonal areas of building heights as part of the outline application, of which this has been conditioned within the outline consent. Section 4 of this report highlights the approved parameters of the proposed development.

14.3.24

In terms of context the existing surrounding area has large scale developments on the site including airport hangars ranging from 21.2m-22m in height and warehousing around the western and eastern area.

14.3.25

The heights of the proposed units on each option accords with the set parameters approved at the outline stage.

14.3.26

The parameter heights provided are maximums and have been determined by constraints on site including Safeguarding of Aerodromes protecting the take-off cones from the main runways. The applicant has undertaken an assessment exercise of this as part of the outline planning support information. The Airport bodies have been

consulted of these planning applications of there were which no objections in this respect.

14.3.27 In terms of floorspace for each of the units and options proposed, they will have a floorspace as follows;

- Unit 4 - 3,450 sqm / 37,137 sqft
- Unit 5 - 4,315 sqm / 46,449 sqft
- Unit 6 - 2,295 sqm / 24,708 sqft
- Unit 7 - 2,673 sqm / 28,774 sqft
- Unit 8 - 3,175 sqm / 34,171 sqft
- Unit 9 - 15,667 sqm / 168,637 sqft
- Unit 10 - 2,503 sqm / 26,944 sqft
- Unit 11 - 1,931 sqm / 20,783 sqft
- Unit 12 - 3,172 sqm / 34,143 sqft

14.3.27.1 The scheme will be of mixed commercial / employment floorspace within the approved use set at outline stage. However, details are not provided of the end user as yet and remains flexible for marketing purposes. Nonetheless, the uses together with the floorspace falls within the permitted allowance granted under the outline planning consent as highlighted within paragraph 4.5, 4.6 and 4.8 above, together in consideration of the approved Phase 1 and 2.

14.3.28 The design of the development is in accordance with Local Plan Policies GEN2, AIR3, AIR4 and AIR6 of the adopted Local Plan and in accordance with the NPPF.

14.3.29 **Sustainability:**

14.3.30 The proposed buildings would be subject to the current Building Regulations in terms of accessibility in accordance with Local Plan Policies GEN1 and GEN2 in terms of meeting Part M of the Building Regulations. However, the scheme would also at the very least meet sustainability in terms of energy efficiency and low carbon/renewable energy in accordance with the current high bar which is set. UDC have Supplementary Planning Guidance Energy Efficiency and Renewable Energy SPG (October 2007) and the more recent Interim Climate Change Policy (2021). The applicant has expressed their commitment at outline stage to ensuring the development would be at the forefront of the latest technology to achieve a highly sustainable scheme. The applicant has developed a Net Zero Strategy and Pathway (August 2021) to investing and decarbonising their entire portfolio by 2050. The scheme is designed to accommodate this with using an all-electric strategy, solar panels, energy metres, low carbon renewable technologies, targeting EPC rating 'A' as a minimum, provision for battery storage, air source heat pumps for the offices, air tightness and led lighting throughout. There is a commitment to at least meet a BREEAM (Building Research Establishment Environmental Assessment Method) rating of 'Very Good' and aiming for 'Excellent' with an ambition for 'outstanding' subject to the individual use of the

buildings, of which this has been conditioned as part of the outline consent, Condition 10, which states;

“The buildings shall be designed to meet at least BREEAM rating ‘very good’ and to aim for ‘Excellent’ wherever possible. The details shall be submitted to and approved in writing by the Local Planning Authority on each building reserved matters stage. Thereafter the development shall be implemented in accordance with the approved details.”

14.3.31 The development has been designed to facilitate the ‘Net Zero Ready’ through the achievement of net zero construction and then designing the building to facilitate net zero operation should a tenant choose to purchase renewable energy to power the building(s). The roof plans of all the proposed units show solar panels across the roofs maximising on their scale. Condition 51 of the outline consent secures that an aviation perspective glint and glare assessment is to be undertaken prior to their installation.

14.3.32 It has also been conditioned as part of the outline consent (condition 64) that 20% of the parking bays provide electric charging points. The condition states;

“Electric vehicle charging points (EVCP) shall be provided for 20% of the car parking spaces and passive provision shall be made available for at least 25% of the spaces in the development, so that the spaces are capable of being readily converted to electric vehicle charging points. Further provision is required subject to the availability of power supply and the consideration of new technologies.

The location of the EVCP spaces and charging points, and a specification for passive provision shall be submitted to and approved in writing by the local planning authority before any of the commercial units are first brought into use. The EVCP shall thereafter be constructed and marked out and the charging points installed prior to any of the residential units being brought into use and thereafter retained permanently to serve the vehicles of occupiers.”

14.3.33 Whilst this detailing has not been provided further details would come forward at a later date to satisfy the conditions and in order to still allow some flexibility in the layout of the approved scheme whilst the development still remains speculative. Nonetheless, the buildings would achieve Part L Building Control compliance through the following;

Energy Strategies

- EPC rating of A as a minimum;
- Achieving BREEAM ‘Excellent’ as a minimum rating (with ambition to Outstanding where possible) to help further lower the overall CO2 production of the building;

- Reduced Air Permeability, lower than standard Building Regulations;
- Improvement in fabric U-Values over what is currently a base requirement in Building Regulations;
- Building services shall be installed to include capability for automatic monitoring and targeting with alarms for out-of-range values;
- High efficiency LED lighting both internally and externally
- Renewable energy in form of a provision of solar photo voltaic (PV) panels and ASHP's;
- Use of building materials i.e. roof lights to provide natural task lighting, to help reduce energy usage;

Material Selection

- Incorporation of the principles of circularity, ensuring careful selection of materials to not only create a high-quality built environment but to reduce embodied carbon, environmental impact, recyclability and ongoing maintenance;
- Where possible FSC certified timber will be sourced.

Building Design

- Application of passive design measures such as the visual appearance of the elevations when designing external envelopes with high thermal performance
- On south facing office windows, the use of brise soleil louvres above the window can contribute toward heat gain mitigation whilst enhancing the overall look of the elevation
- Rooflights over 15% of the warehouse area, to maximise natural daylight penetration;
- Efficient use of materials to minimise waste
- Rainwater harvesting

Sustainable Travel

- Provision for cycleways and storage shall be incorporated to each building to encourage employees to limit car journeys.
- Electric Vehicle charging points (EVCP) will be incorporated within the car park areas of each building in line with the LPA standards. Future provision will also be considered to support the growth and expansion of EVCP's.
- Provision for operational vehicle charging in yards for smaller vans / corporate vehicles
- A strategy will be devised for alternative forms of non-operational travel to the main site, which has been incorporated into the Framework Travel Plan for the proposed employment development.
- Provision of bus stops within the development

14.3.34 This element of the proposal is therefore considered to be in accordance with and goes beyond policy requirements.

14.3.35 **Accessibility;**

14.3.36 The Design Code submitted with the outline application lists various features that the scheme would adopt to comply with Part M Building Regulations. A lot of the detailing of this would be assessed separately by Building Control, in terms of internal layout. However, as part of the wider development new cycle footpaths are to be created which would need to be DDA compliant. 5% disabled car parking bays have been provided as well as cycle stands to allow for alternative means of transport. The layout of the car parks is in close proximity to the specific office/main entrance to the buildings. 2m wide footpaths and 3.5m wide footpath/cycle paths are proposed through the site. Bus stop has been proposed internally together with crossing points. The scheme would comply with Policies GEN1 and GEN2 of the Local Plan.

14.3.37 **Crime Prevention & Personal & Aviation Safety;**

14.3.38 Part of Local Plan Policy GEN2 seeks “c) *It provides an environment, which meets the reasonable needs of all potential users.*” Also “d) *It helps to reduce the potential for crime*” amongst other things.

14.3.39 Due to the nature of the application and its location consideration has been highly focused on and provide security and safety to the airport and the site’s users. Detailed discussion has taken place during the course of assessing the applications between Essex Police, Aerodrome Safety, the LPA and the applicant. Many of the details would be currently unknown due to the speculative nature of the development. However, the outline DAS specified the following points to tackle crime prevention in the following ways:

- **Access & Movement:** The development needs to be laid out to permit open access points which are clearly visible and open to surveillance from a distance. The development should be laid out to permit convenient movement without compromising security. Car parking is to be provided in the most prominent locations available. The Reserved Matters DAS states that carparks and pedestrian routes are well defined with easy to recognise entrances to the offices.
- **Structure:** The development is to be designed to remove opportunities for crime. The building is either within the tenants’ own management or that of the management of the estate,
- **Surveillance:** CCTV is expected within the site, with car parking also overlooked by the offices. CCTV ducting, poles and brackets will be provided in the development with the CCTV cameras and cabling to be installed by occupiers. Dark spaces will be well lit,
- **Ownership:** The application site and the wider estate are in single ownership enabling a consistent approach to safety and security. The units will be designed to ensure sense of ownership by the occupier

through good design and where appropriate this will be further enforced by enclosing potentially vulnerable areas by fencing and legal demise,

- Physical Protection: The building will be designed in robust materials - metal sheet cladding on a steel frame. Where glazing is incorporated, toughened laminated sections will be included around the yard and car parking where necessary,

- Activity: The main activity in the future units will be that of the business itself (i.e. industrial/ warehousing) which will tend to take place both within the building and its service areas,

- Management & Maintenance: A dedicated team as the estate operates 24 hours, 7 days a week, specifically charged with maintenance, landscaping and security of the estate.

14.3.40 The Crime Prevention Officer has raised a number of points which have been outlined in Paragraph 10.24.

14.3.41 The Design Code specifies that security fencing for services yards would be 2.4m high paladin/weldmesh. The detailing to ensure that the fencing is continuous 2.4m high welded mesh fencing around the perimeter/service yards.

14.3.42 The offices have been designed to provide natural surveillance along the main entrance/frontages of the site. The offices wrap around to provide dual aspect of natural surveillance, together with the provision of curtain wall windows provides passive surveillance all the way around the building. Lighting would be a design factor especially offices overlooking public realm and car parking. Lighting would be provided for cycle and footpaths during the dark hours with dark spots being avoided. Signage will also form part of defining public and private areas. However, the lighting is also conditioned at outline and would require further consideration in terms of ecology, aerodrome and designing out crime, but also needs to remain flexible subject to future occupier needs. Defensible spaces have been provided to provide clear indication of public V private areas. For example, the service yards are separated from the car parking areas with differing use of landscaping and boundary treatments that define areas. The use of landscaping around the car parking areas and along the cycle/footpath provides a semiprivate appearance of space. The Crime prevention Officers concerns are considered to have been addressed through the submission of additional plans for clarity, the conditions imposed at outline stage (condition 11 and 56), the anything additional can be conditioned should planning permission be granted.

14.3.43 The above designing out crime tools are acceptable and in accordance with Local Plan Policy GEN2 and the NPPF.

14.3.44 All identified hazards and public safety issues such as the fuel storage tanks, bird hazard, glint and glare, wind impact, instrumental flight procedures, security and emergency access route have been mitigated within the outline application and conditions. Some of the issues such as the fuel storage and emergency access falls under the second part of the phasing plan. Details regarding landscaping plant species which directly affects aerodrome safety in terms of BHMP has been agreed. The Aerodrome Safety team have raised no objection to the Landscape Management Plan information submitted as part of these applications to discharge condition 5 of the outline consent.

14.3.45 In so far as the details submitted as part of this element of the reserved matters Phase 3 the development is in accordance with Local Plan Policy GEN1 and GEN2 and the NPPF. No objections have been raised by the Urban Design Officer.

14.4 B. Heritage

14.4.1 Policy ENV2 (Development affecting Listed Buildings) seeks to protect the historical significance, preserve and enhance the setting of heritage assets. Part 16 of the NPPF addresses the conservation and enhancement of the historical environment. The Framework seeks to protect the heritage assets and seeks justification for any harm.

14.4.2 Immediately to the west of the site is Bury Lodge which is a Grade II Listed Building. Phase 3 is located northeast of this, more than 130m away from the proposed structures.

14.4.3 The principle of development in Zone 1 has been approved at outline planning stage, whereby it was concluded that the proposed development would result in **less than substantial and at the low end of the scale** due to separation distances between the heritage assets and the site.

14.4.4 It was noted by the Conservation Officer at the time that the proposed development, through its scale and massing, would detract from the wider rural setting and character of the heritage assets. The level of harm weighed against the public benefits at outline stage outweighed the resultant level of harm, in accordance with Paragraph 208 of the NPPF. No objection was raised by the Conservation Officer on these applications as no additional harm is considered.

14.4.5 In conclusion the reserved matters details in this respect are acceptable and in accordance with Policy ENV2 of the Adopted Local Plan and the NPPF.

14.5 C. Landscaping & Nature Conservation

14.5.1 Policy GEN2 of the Local Plan applies a general requirement that development safeguards important environmental features in its

setting whilst Policy GEN7 seeks to protect wildlife, particularly protected species and requires the potential impacts of the development to be mitigated.

14.5.2 Paragraph 187 of the NPPF seeks to protect the natural environment. It seeks to protect and enhance valued landscapes, sites of biodiversity, minimising impacts on and providing net gains for biodiversity amongst other things.

14.5.3 Paragraph 187 (d) of the NPPF goes onto state that “*d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.....*”

14.5.4 A Landscape Maintenance and Management Plan was submitted as part of the outline application. It provided the basis for a landscape strategy that would be enhanced with the provision of meaningful open spaces on site that contribute to biodiversity enhancement. The Plan also outlined the Biodiversity Management Strategy for the management and maintenance of mitigation measures identified in the EIA process.

14.5.5 The DAS has highlighted that the landscaping would aim to achieve the following objectives which has fed into the parameters plan;

- to retain existing trees and landscape features as is practical and ensure that those that are retained are adequately protected and integrated within the design;

- to deliver strategic landscape in order to screen the development from sensitive receptors;

- to enhance the amenity value of the site and provide an attractive and welcoming environment sympathetic with the existing landscape character of the area;

- to create a ‘feel safe’ environment for site users;

- to use ecological design principles with emphasis on increasing the diversity of habitat creation within the context of airfield safeguarding;

- to take account of the future maintenance requirements by careful selection of plant species and their relationship, with emphasis on achieving good establishment whilst minimising maintenance costs.

14.5.6 The submitted landscape layout and the Statement of Compliance reaffirms and meets the aims above.

14.5.7 As mentioned above in paragraph 3.9, the application site is surrounded and protected by strategic landscape along the northern

and western boundary which is protected by Local Plan Policy AIR6. The strategic landscaping will be retained and enhanced as part of the development and form a critical part in the overall landscaping strategy and is proposed to be enhanced further as part of the overall development. This is in accordance with Local Plan Policy AIR6 in this respect.

14.5.8 The nature of the landscaping in terms of species, types and locations etc has been submitted as part of this application. There have been no objections have been raised by the aviation safeguarding authorities or the Landscape Officer.

14.5.9 As part of the outline application a management plan was submitted which sets out a 15-year plan for the management of the new landscaping following completion of the works, which would also include the addressing of failed landscape works. It also highlights a selective thinning process every set number of years to allow the growth of other trees. This has been conditioned as part the outline planning consent to secure this (condition 5). However, no objection has been raised to the submitted Landscape Management Plan to discharge condition 5 of the outline planning consent as part of Phase 3.

14.5.10 The Landscape Officer has been consulted of the application of which has raised no objection to the soft landscape details, the landscape management plan. No objections have been raised by Aerodrome Safety or MAG in respect of landscaping.

14.5.11 Overall, the landscape details are acceptable and in accordance with Local Plan Policies AIR6, GEN7 and GEN2 and the NPPF in this respect.

14.5.12 **Ecology;**

14.5.13 The application site itself is not subject of any statutory nature conservation designation being located on airport land.

14.5.14 There are ancient woodlands adjacent to the site as well as mature landscaping which forms a defensible boundary. The impact of the development upon the woodlands has been assessed at outline stage within the Environmental Impact Assessment, whereby mitigation measures have been proposed as part of the wider scheme. It was concluded any impact to the woodland is thought to be minimal as it is highly unlikely that there would be any loss or deterioration to the Ancient Woodland following delivery of the mitigation measures proposed. The public benefits also would far outweigh any resultant harm.

14.5.15 As stated elsewhere in the report due the proximity of the Airport and safeguarding requirements the nature of proposed landscaping would need to be specific as to not create bird drawing habitats. Amongst this

care is stated to be taken to ensure that there is not an over reliance on one specie selection.

14.5.16 A variety of ecological and landscape condition were imposed on the outline planning consent of which various Discharge of Condition applications have been submitted allowing the in-depth consultations with Place Services Ecology, Landscape Officer, Aerodrome Safety and MAG. In terms of the details submitted as part of these applications to discharge Conditions 5, no objections have been raised by the consultees.

14.5.17 Place Services Ecologist have resolved to raise no objections with the reserved matters applications in regard to the Landscape Management Plan and the details relating to conditions 78 (BNG) and 79 (Landscape and Ecological Management Plan) following a series of additional information being submitted and Place Services being reconsulted.

14.5.18 Therefore, in conclusion of the above the proposed development subject to the identified mitigation measures and agreed details is considered acceptable and in accordance with Local Plan Policies GEN7 and GEN2, and the NPPF.

14.6 D. Amenity

14.6.1 The NPPF requires a good standard of amenity for existing and future occupiers of land and buildings. Policies GEN2 and GEN4 of the Local Plan states that development shall not cause undue or unacceptable impacts on the amenities of nearby residential properties. Local Plan Policy ENV11 states *“Noise generating development will not be permitted if it would be liable to affect adversely the reasonable occupation of existing or proposed noise sensitive development nearby, unless the need for the development outweighs the degree of noise generated.”* Paragraph 198 of the NPPF highlights that; *“Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:*

(a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life ⁶⁹ ;

(b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and

(c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.”

14.6.2 Details relating to the noise has been conditioned as part of the outline planning consent under Condition 66-70, 72-74, which also includes details relating to the substation that falls under Phase 1. In respect of this applications Environmental Health have been consulted of which raised no objections to the information submitted.

14.6.3 The development therefore is in accordance with Local Plan Policies GEN2, GEN4, and ENV11 of the adopted Local Plan and in accordance with the NPPF.

14.7 E. Highways

14.7.1 NPPF Paragraph 115 states;

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

(a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

(b) safe and suitable access to the site can be achieved for all users;

(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48 ; and

(d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

14.7.2 The NPPF goes onto state in Paragraph 116 *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”* Paragraph 117 seeks to give priority to pedestrian and cycle movement, creating safe spaces, efficiency of emergency vehicles and enabling charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. The wider development was approved at outline whereby the highway impacts of the have been assessed and mitigated with a series of conditions and a complex S106 Agreement.

14.7.3 Access:

14.7.4 Policy GEN1 of the Local Plan requires developments to be designed so that they do not have unacceptable impacts upon the existing road network, that they must compromise road safety and take account of

cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired and encourage movement by means other than a vehicle.

14.7.5 The outline planning consent granted approval for the main access into the site, First Avenue with associated widening works, and a separate access sought for the sub-station to serve the scheme via Round Coppice Road and Bury Lodge Lane. This has been reflected on the layout plans.

14.7.6 The footways had been stated to be a minimum of 2m in width and the shared cycleway/footway within the site is 3m wide. The shared cycleway/footway on the main spine road through the site is indicated to be 3.5m, in accordance with the details of the outline application.

14.7.7 **Parking:**

14.7.8 Policy GEN8 of the Local Plan states that development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location as set out in the Supplementary Planning guidance 'Vehicle Parking Standards'. The parking standards are defined in the Essex Parking Standards 2009. It is noted that since the approval of outline consent and other reserved matter Phases new Parking Standards have been adopted by ECC Highways Authority. However, it should be noted that UDC have not formally adopted these, and it would be considered unreasonable to retrospectively apply these to this application in any case.

14.7.9 A condition was imposed on the outline consent to ensure that appropriate parking provision is provided across the scheme as it is assessed at Reserved Matters stage (Condition 13). This condition referred to the 2009 Standards.

14.7.10 The size of each unit across the site is given in paragraph 14.3.25;

Unit	Floor space (sqm)	Car			Cycle		
		Provision	2024 minimum standard	2011 maximum standard	Provision	2024 minimum standard	2011 minimum standard
4	3450	17	23	23	13	21	10
5	4315	33	29	29	16	26	13
6	2296	12	15	15	9	14	7
7	2511	23	17	17	11	15	8
8	2893	28	19	19	12	17	9
9	15616	96	104	104	63	94	47
10	2503	21	17	17	10	15	8
11	1907	14	13	13	9	11	6
12A	843	31	6	6	3	5	3
12B	772		5	5	3	5	2
12C	701		5	5	2	4	2
12D	588		4	4	2	4	2

14.7.11 The submitted Transport Statements indicates the car parking and cycle spaces would be provided across Phase 3, as indicated below;

14.7.11.1

Table 4.1: Proposed Scale of Phase 3

Unit	Floorspace (sqm)	Car Parking	Operational Parking	Blue Badge	Cycle Parking
Unit 4	3450	17	3	2	4
Unit 5	4315	33	6	2	5
Unit 6	2296	12	2	2	3
Unit 7	2511	23	2	2	4
Unit 8	2893	28	3	2	4
Unit 9	15616	96	13	7	21
Unit 10	2503	21	2	2	3
Unit 11	1907	14	2	2	3
Unit 12A	843	31	-	8	4
Unit 12B	772				
Unit 12C	701				
Unit 12D	588				
Total	38395	275	33	29	51

14.7.11.2

Table 4.2: Parking Standards

Unit	Warehouse		Office		Total	
	Floorspace	Policy Standard	Floorspace	Policy Standard	Floorspace	Policy Standard
Unit 4	3,206	8	244	21	3,450	30
Unit 5	4,035	9	280	27	4,315	36
Unit 6	2,060	8	236	14	2,296	22
Unit 7	2,235	9	276	15	2,511	24
Unit 8	2,617	9	276	17	2,893	27
Unit 9	14,296	44	1,320	95	15,616	139
Unit 10	2,283	7	220	15	2,503	23
Unit 11	1,631	9	276	11	1,907	20
Unit 12A	843	0	0	6	843	6
Unit 12B	772	0	0	5	772	5
Unit 12C	701	0	0	5	701	5
Unit 12D	588	0	0	4	588	4
Total	35267	104	3128	235	35267	339

14.7.11.3

Table 4.3: Phase 3 Parking Proposals

Unit	Car Parking Policy Compliance	
	Policy Standard	Provision
Unit 4	30	17
Unit 5	36	33
Unit 6	22	12
Unit 7	24	23
Unit 8	27	28
Unit 9	139	96
Unit 10	23	21
Unit 11	20	14
Unit 12A	6	31
Unit 12B	5	
Unit 12C	5	
Unit 12D	4	
Total	344	275

14.7.11.4

Table 4.5: Cycle Parking Provision

Unit	Cycle Parking Provision	
	Staff	Visitor
Unit 4	9	4
Unit 5	11	5
Unit 6	6	3
Unit 7	7	4
Unit 8	8	4
Unit 9	42	21
Unit 10	7	3
Unit 11	6	3
Unit 12A	2	1
Unit 12B	2	1
Unit 12C	1	1
Unit 12D	1	1
Total	102	51

14.7.12 Essex Highways Authority’s comments can be seen in Paragraph 10.21. The original outline was approved in 2022. the previous DFO Phases were assessed against the 2009 Parking Standards. It is therefore, would be unreasonable to apply the most recent standards which move from maximum standards to minimum standards.

14.7.13 Essex Parking Standards seeks the following;

14.7.13.1

Parking Standards for Use Class B1: Business

Offices, Research and development, Light Industry appropriate in a residential area.

Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	Minimum	Minimum	Minimum
B1	1 space per 30 sqm	1 space per 100 sqm for staff plus 1 space per 200sqm for visitors	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 5% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity

14.7.13.2

Parking Standards for Use Class B2: General Industrial

Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	Minimum	Minimum	Minimum
B2	1 space per 50 sqm	1 space per 250 sqm for staff plus 1 space per 500 sqm for visitors	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 5% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity

14.7.13.3 *Parking Standards for Use Class B8: Storage and Distribution*

Including open air storage.

Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	Minimum	Minimum	Minimum
B8	1 space per 150 sqm	1 space per 500 sqm for staff plus 1 space per 1000 sqm for visitors	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 5% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity
B8 with retail element	1 space per 150 sqm +1 space per 20 sqm retail area for customer parking			

14.7.14 As it is unclear at this time the nature of uses that will occupy the units other than its specified it is likely to be Use Class B8, E(g) (light Industrial/Offices) and/or Class B2 general industrial uses.

14.7.15 Due to the scale and design of some of the units, these are likely to be in Use Class B8 (storage distribution) with ancillary offices. The applicant has indicated maximum Use Class B8 car parking provision to cater for such a use with the extra parking for the office space. The above proposed parking provision whilst meets the needs of a B8 use it is below the maximum for the alternative uses. Similarly, with the cycle provision it meets and exceeds the parking requirement for B8 use under the 2009 Parking Standards.

14.7.16 The required parking provision for Use Class B2 and B1/E(g) is considered excessive this is particularly considering that the site is located in a very sustainable location, there is large scale airport parking opposite the site plus increased sustainable travel alternatives have been provided in terms of shared cycle/footpaths and enhanced bus services. Nonetheless, it should also be noted that the parking standards are maximum and therefore technically the scheme accords. No objection has been raised by ECC Highways with regards to the level of parking provision, particularly as further cycle parking has since proposed to be provided on site.

14.7.17 ATE had raised concerns that the cycle parking and internal bus stop provision for shorter walking routes from the business units. The applicant has since provided further information, in terms of internal bus stops and crossing points, of which ATE have removed their objection subject to conditions regarding the provision of the bus stop details and those conditions recommended by ECC Highways.

14.7.18 Just over 5% disabled parking spaces has been provided for each of the options in accordance with Parking Standards.

14.7.19 20% of all car parking spaces would have EV (electric charging) provision. The provision of EVC is in accordance with NPPF paragraphs 109 and 116, and Local Plan Policies GEN2, GEN1 and ENV13.

14.7.20 No objection has been raised by ECC Highways, ATE, MAG or National Highways.

14.7.21 **Highways Impact:**

14.7.22 A Transport Assessment has been undertaken by Vectos and submitted in support of the outline application. Vectos have been actively in discussions with the three Highway Authorities affected by the development, Manchester Airport Group (also known as STAL) and ECC Highways who are responsible for the local road network and National Highways who manage the M11 and A120, who have intern assessed the Transport Assessment and Travel Plan Framework.

14.7.23 The following highway works were proposed to mitigate and improve access;

- Improvement and widening works to Bury Lodge Lane/Round Coppice Road;
- No right-hand turn for HGVs out of the site towards Stansted Village together with CCTV monitoring;
- Enhanced bus service;
- Two Bus stops;
- **Improvements of First Avenue;**
- **Prohibition of cycling along Round Coppice Road between the roundabouts accessing the Long Stay Car Park and First Avenue for safety reasons;**
- **Provision of cycle link from the site to the junction with PROW 45/62 with provision of Toucan crossing on Bury Lodge Lane as shown in principle in drawing number 215864/PD05 rev B**
- Bridleway 45/60 to be surfaced;
- A commuted sum for maintenance to be provided for new surface of the bridleway and any part of the cycleway to be adopted by the highway authority;
- Provision of pedestrian/cycle signage;
- junction improvements shown in outline on M11/A120 Priory Wood Roundabout Junction Preliminary Layout shown in outline on Vectos drawing 15864/A/04 G dated 24 November 22 and M11 J8 Junction 8 Birchanger Junction Preliminary Layout shown in outline on Vectos drawing 215864/A/04 E dated 24 November 22

- 14.7.24** The proposed scheme is in accordance with the approved Transport Assessment at outline. Access for pedestrians, cyclists, and those arriving by public transport, as well as the disabled, have been considered as part of the scheme design. Footpaths and cycle paths have been incorporated to enable access to each of the buildings. This will form an important part of the access strategy, which will require the encouragement of alternative modes of travel by employees to reduce car use. It has been highlighted within the Transport Statement that facilities will be provided in each unit for cycles for changing and showering.
- 14.7.25** The detailed plans submitted as part of this application includes a number of the highway works specified in paragraph 14.7.19 above, outlined in bold. All access requirements associated with Stansted Airport will be maintained and protected throughout the demolition and construction works and following completion and operation of the Proposed Development to safeguard the functioning of the Airport.
- 14.7.26** All three governing Highway Authorities National Highways, Essex County Council and STAL have been consulted of the planning application as well as the newly formed Active Travel England.
- 14.7.27** No objections have been raised by STAL or National Highways.
- 14.7.28** ECC Highways and ATE have made comments on the application and had sought further information during the course of the application's assessment. They had resolved to not object to the reserved matters application subject to conditions.
- 14.7.29** As a result, and following thorough consideration the proposed development is acceptable in highways terms subject to mitigations and is in accordance with Local Plan Policies GEN1, and GEN2, also the NPPF.

14.8 F. DISCHARGE OF CONDITIONS

- 14.8.1** As part of the planning applications submission of conditions listed below have been applied for Part Discharge of the conditions in relation to Phase 3 only.

14.8.2 Conditions 5 (Landscape Management Plan)

A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the local planning authority before occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason:

In the interests of the appearance of the site and area in accordance with Policies GEN2 and GEN7 of the Uttlesford Local Plan (adopted 2005).

14.8.3 The details of the landscape management are considered to be acceptable. The landscaping layout forms the functions of softening the development, integrating with the wider strategic landscape and providing a defensible boundary for each of the units. Aerodrome Safety, MAG, Ecology, Landscape Officer and the Crime Prevention Officer have all been consulted of the condition of which no objections have been raised in this respect. As a result, the condition can be discharged in Part in relation to Phase 3.

14.8.4 **Condition 7 (materials)**
Prior to the above ground level construction of any phase the materials to be used in the construction of the external surfaces of that phase/plot shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

14.8.4.1 Reason:
In the interests of the appearance of the development in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

14.8.5 In terms of the material proposed details of the hardscaping have been provided and are considered to be acceptable. The DAS has provided an illustrative of what the external materials are likely to look like and the materials have been specified on each elevational plan, highlighted below.

14.8.6 **Unit 4, 5, 6, 7, 8, 10 and 11**

FAÇADE MATERIALS

01	WALL CLADDING 1	Fully insulated built up trapezoidal cladding system Horizontally-laid. Colour: Colorcoat Prisma Sirius (RAL 9006 Silver Metallic)
02	WALL CLADDING 2	Fully insulated built up Sinusoidal cladding system Vertically-laid. Colour: Colorcoat Prisma Anthracite (Dark Grey Metallic)
03	WALL CLADDING 3	Fully insulated built up Sinusoidal cladding system Vertically-laid. Colour: Colorcoat Prisma Sirius (RAL 9006 Silver Metallic)
04	WALL CLADDING 4	Fully insulated built up trapezoidal cladding system Horizontally-laid. Colour: Colorcoat Prisma Anthracite (Dark Grey Metallic)
05	DOCK WALLS	Insulated precast concrete wall system to all dock areas
06	DOCK ACCESS DOORS	Insulated metal sectional door colour: Colorcoat Prisma Anthracite (Dark Grey Metallic)
07	LEVEL ACCESS DOORS	Insulated metal sectional door colour: Colorcoat Prisma Anthracite (Dark Grey Metallic)
08	PARAPET CAP FLASHING	Flashings colour: Sirius / Anthracite to match adjacent cladding
09	PERSONNEL/FIRE EXIT DOORS	Steel door, colour: Colorcoat Prisma Anthracite or Sirius to match Adjacent cladding
10	ROOF	Fully insulated built up roof system colour: Colorcoat HPS200 Ultra Albatross (RAL 240 80 05 light Grey)
11	OFFICE WALL CLADDING	Anodised flat aluminium rainscreen cladding system horizontally-laid colour: Colorcoat Prisma Anthracite (Dark Grey Metallic)
12	CANOPY & BRISE SOLEIL	Secret-fixed flat aluminium rainscreen cladding system colour: Colorcoat Prisma Anthracite (Dark Grey Metallic), Small Office entrance Canopy inner-face Colour: Green
13	CURTAIN WALLING	Windows clear anti-sun toughened glass, look-a-like panels & manifestation in polyester powder-coated aluminium, Colorcoat Prisma Anthracite (Dark Grey Metallic)
14	LOUVRE PANELS	Colorcoat Prisma Anthracite (Dark Grey Metallic)

14.8.7

Unit 9

FAÇADE MATERIALS

01	ROOF	Fully insulated built up roof system colour: colorcoat HPS200 Ultra Albatross (Ral 240 80 05 light grey)
02	UNIT WALL CLADDING 1	Fully insulated built up trapezoidal Cladding system vertically-laid Colour: colorcoat prisma Sirius (Ral 9006 silver metallic)
03	UNIT WALL CLADDING 2	Flat metal composite insulated panel system horizontally laid. Trimoterm Micro-lined profile glass wool insulated panel. Colour: Colorcoat Zeus (Dark grey metallic)
04	DOCK SURROUNDS	Prowall Insulated precast concrete wall system to all dock areas system to all dock areas
05	OFFICE WALL CLADDING 1	Anodised flat aluminium rainscreen cladding system vertically-laid colour: Silver Ice Metallic (RAL 9701 Ref Valcan Vitradual)
06	OFFICE WALL CLADDING 2	Secret-fixed flat aluminium rainscreen cladding system Colours: White - (Ral 9010) Black - (Ral 9005) Green (Ral 6017)
07	CANOPY & BRISE-SOLEIL	Secret-fixed flat aluminium rainscreen cladding system Colour: Prisma Kronos colorcoat (black metallic)
08	CURTAIN WALLING & ENTRANCE DOORS	Windows clear anti-sun toughened glass in polyester powder-coated aluminium curtain walling system with look-a-like panels & manifestation. Colour: dark grey (Ral 7016)
09	DOCK ACCESS DOORS	Insulated metal sectional door. Colour: colorcoat prisma Zeus (dark grey metallic)
10	LEVEL ACCESS DOORS	Insulated metal sectional door. Colour: colorcoat prisma Zeus (dark grey metallic)
11	PERSONNEL/FIRE EXIT DOORS	Steel door, colour: colorcoat prisma Zeus (dark grey metallic)
12	PARAPET CAP FLASHING	Flashings colour: Sirius / Zeus to match adjacent cladding

14.8.8

Unit 12

FAÇADE MATERIALS

01	ROOF	Fully insulated built up roof system colour: colorcoat HPS200 Ultra Albatross (Ral 240 80 05 light grey)
02	UNIT WALL CLADDING 1	Wall Cladding: CA Twin Therm vertically laid trapezoidal galvanised steel sheeting finished in Anthracite RAL 7016, Tata Steel HPS200 Ultra, on spacers and bright white steel liner sheet with mineral wool insulation quilt.
03	UNIT WALL CLADDING 2	Wall Cladding: Fully insulated 1000-32 Profiled Metal Cladding vertically laid . Tata color coat HPS200 Ultra Hamlet (Ral 9002)
04	UNIT WALL CLADDING 3	Timber Cladding: Certified Planed European Oak or equivalent approved NCSN2 Profile Secret Fix Satrix FRX EUROCLASS B Treated Vertically Laaid Fixed on Galv Support TOPHAT AT 500mm centres with Cavity BARRIERS Every 20m
05	TIMBER BRISE SOLEIL	PEFC AND FSC Certified Planed European Oak or equivalent approved
06	TIMBER CLADDING	PEFC AND FSC Certified Planed European Oak or equivalent approved
07	BALAUSTRADE	Balustrade and guarding system
08	CURTAIN WALLING & ENTRANCE DOORS	Windows clear anti-sun toughened glass in polyester powder-coated aluminium curtain walling system with look-a-like panels & manifestation. Colour: Anthracite (Ral 7016)
09	INDICATIVE SIGNAGE	<varies>
10	LEVEL ACCESS DOORS	Insulated metal sectional door. Colour Anthracite RAL 7016
11	PERSONNEL/FIRE EXIT DOORS	External escape personnel doors SR2 LPS 1175 factory coated galvanized metal doors. Colour to mach cladding
12	LOUVRE	Horizontally laid aluminium blades on supporting framework with steel columns/trimmings as indicated . Colour to mach adjacent cladding
13	PARAPET CAP FLASHING	Parapet cap flashing 0.7 mm think metal. Colour to mach cladding .
14	CANOPY	Composite deck slab
15	ROOFLIGHTS	Triple sking site assembled therma-light GRP roof light. White intermaltop flashings glass B non-Fragile. U Value as required
16	PV PANELS	
17	ROOF ACCESS HATCH	Aluminium thermally broken access hatch

14.8.9

These are generally consistent with Phases 1 and 2 materials, providing a clear sense of place within the development and are also acceptable. No objection has been raised by the Urban Design Officer. As a result, the condition can be discharged in Part in relation to Phase 3.

14.8.10

21 (Cycle Access)

The details of the Cycle Access to the Development Site shall be submitted to and approved in writing by the Local Planning Authority in consultation with STAL as the Highway Authority. The works shall be completed before first occupation of any part of the proposed development and retained thereafter in accordance with the approved plans. For the avoidance of doubt, the final design should be compliant with the DfT's Local Transport Note 1/20 (July 2020) or superseding standard, as a minimum.

14.8.10.1

Reason:

To ensure the efficiency and safe functioning of the highways network This is in accordance with Policy GEN1 and GEN2 of the Uttlesford Local Plan and Paragraph 110(b) of the NPPF (2021)

14.8.11 Details of the cycle access to each of the units have been provided. Further clarity and amendments were required. Following the submission of those amendments no objections to the revised details have been raised by ATE, and Essex Highways. Therefore, the condition is discharge in part in relation to Phase 3.

14.8.12 38 (Drainage)

Prior to commencement of development on any phase, except demolition, shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme should include but not be limited to:

- Verification of the suitability of infiltration of surface water for the development. This should be based on infiltration tests that have been undertaken in accordance with BRE 365 testing procedure and the infiltration testing methods found in chapter 25.3 of The CIRIA SuDS Manual C753.
- Limiting discharge rates to 105l/s for all storm events up to and including the 1 in 100 year plus 40% allowance for climate change storm event subject to agreement with the relevant third party. All relevant permissions to discharge from the site into any outfall should be demonstrated.
- Provide sufficient storage to ensure no off-site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
- Demonstrate that all storage features can EITHER half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event, OR are able to accommodate a 1 in 10 year storm event within 24 hours of a 1 in 30 year event plus climate change.
- Final modelling and calculations for all areas of the drainage system.
- The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- An updated drainage strategy incorporating all of the above bullet points including matters already approved and highlighting any changes to the previously approved strategy.
- Demonstration of the range of SuDS features considered and the basis for adopting the proposed features.
- Substantiation of the EA requirement to maintain existing flows in the receiving watercourse. The scheme shall subsequently be

implemented prior to occupation. It should be noted that all outline applications are subject to the most up to date design criteria held by the LLFA.

- 14.8.12.1** Reason:
To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. To ensure the effective operation of SuDS features over the lifetime of the development. To provide mitigation of any environmental harm which may be caused to the local water environment. Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site. This is in accordance with Policy GEN3 of the Uttlesford Local Plan and the NPPF.
- 14.8.13** The Lead Local Flood Authority had raised an objection in so far as further information is required around water quality, as highlighted in Paragraph 10.18. Thames Water confirms, in paragraph 10.13, the surface water condition referenced can be discharged based on the information submitted. However, stated that "*Our comments are based on Surface Water strategy only for the partial discharge of condition 38. They are not addressing Foul Water strategy for which we have concerns*". Therefore condition 38 is not discharged in this respect and removed from the application submission for consideration.
- 14.8.14** **50 (glint and glare)**
No phase of the development shall take place until an aviation perspective glint and glare assessment for the building materials is submitted to and approved by the LPA, in conjunction with the Aerodrome Safeguarding Authority.
- 14.8.14.1** Reason:
Flight safety - to prevent ocular hazard and distraction to pilots using STN. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002.
- And;
- 14.8.15** **54 (wind shear)**
No phase of development shall commence until building specific aviation perspective Wind Shear studies, have been submitted to and approved by the LPA, in conjunction with the Aerodrome Safeguarding Authority.
- 14.8.15.1** Reason:
Flight Safety - to ensure that development does not create an increase to the risk of a wind shear hazard at STN. In accordance

with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002

14.8.16 MAG Aerodrome Safeguarding and NATs have been consulted of the submitted information on Wind Shear and Turbulence Analysis, Glint and Glare Study and Aviation Safeguarding Matters (January 2022).

14.8.17 No objections were raised resolved to be raised by MAG in relation to Condition 50. NATS raised no objection to the discharge of conditions. It is unclear whether there are any objections in relation to condition 54 as there is silence on this by the Aerodrome Safeguarding team. Further clarity has been sought and will be verbally report to Planning Committee.

14.8.18 **78 (BNG)**
Concurrent with the submission of reserved matters and prior to commencement of the development a Final Biodiversity Net Gain Design Stage Report, in line with Table 2 of CIEEM Biodiversity Net Gain report and audit templates (July 2021), shall be submitted to and approved in writing by the Local Planning Authority which provides a measurable biodiversity net gain, using the DEFRA Biodiversity Metric 3.1 or any successor.

14.8.18.1 The content of the Biodiversity Net Gain report should include the following:

- Baseline data collection and assessment of current conditions on site;
- A commitment to measures in line with the Mitigation Hierarchy and evidence of how BNG Principles have been applied to maximise benefits to biodiversity;
- Provision of the full BNG calculations, with plans for pre and post development and detailed justifications for the choice of habitat types, distinctiveness and condition, connectivity and ecological functionality;
- Details of the implementation measures and management of proposals;
- Details of any off-site provision to be secured by a planning obligation;
- Details of the monitoring and auditing measures.
- The proposed enhancement measures shall be implemented in accordance with the approved details and shall be retained in that manner thereafter.

14.8.18.2 Reasons:
In order to demonstrate measurable net gains and allow the LPA to discharge its duties under the NPPF (2021). Also, in accordance with Local Plan Policies GEN2, and GEN7 (adopted 2005) and the NPPF

And;

14.8.19 79 (Landscaping and Ecological Management Plan)

Concurrent with reserved matters and prior to first beneficial use a Landscape and Ecological Management Plan (LEMP) including the provision of bird and bat boxes shall be submitted to, and be approved in writing by, the Local Planning Authority prior to beneficial use of the development.

14.8.19.1

The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

14.8.19.2

The LEMP shall also include details of the legal and funding mechanism(s) by which the longterm implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

14.8.19.3

Reason:

To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species). Also, in accordance with Local Plan Policies GEN2, and GEN7 (adopted 2005) and the NPPF.

14.8.20

Place Services have been consulted of the submitted Revised BNG Metric, Revised Landscape Management Plan and Revised Biodiversity Net Gain Design Stage Report, following the request for additional information. As a result, no objection is raised to the part discharge of conditions 78 and 79 in relation to Phase 3.

15. ENVIRONMENTAL STATEMENT

15.1 The Town and County Planning (environmental Impact Assessment) Regulations 2017 as amended states the following procedures amongst others;

15.1.1 *Prohibition on granting planning permission or subsequent consent for EIA development*

3. The relevant planning authority, the Secretary of State or an inspector must not grant planning permission or subsequent consent for EIA development unless an EIA has been carried out in respect of that development.

15.1.2 *Consideration of whether planning permission or subsequent consent should be granted*

26.—(1) When determining an application or appeal in relation to which an environmental statement has been submitted, the relevant planning authority, the Secretary of State or an inspector, as the case may be, must—

(a) examine the environmental information;

(b) reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to in sub-paragraph (a) and, where appropriate, their own supplementary examination;

(c) integrate that conclusion into the decision as to whether planning permission or subsequent consent is to be granted; and

(d) if planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures.

(2) The relevant planning authority, the Secretary of State or the inspector, as the case may be, must not grant planning permission or subsequent consent for EIA development unless satisfied that the reasoned conclusion referred to in paragraph (1)(b) is up to date, and a reasoned conclusion is to be taken to be up to date if, in the opinion of the relevant planning authority, the Secretary of State or the inspector, as the case may be, it addresses the significant effects of the proposed development on the environment that are likely to arise as a result of the proposed development.

15.1.3 *Co-ordination*

27.—(1) Where in relation to EIA development there is, in addition to the requirement for an EIA to be carried out in accordance with these Regulations, also a requirement to carry out a Habitats Regulation Assessment, the relevant planning authority or the Secretary of State, as the case may be, must, where appropriate, ensure that the Habitats Regulation Assessment and the EIA are co-ordinated.

(2) In this regulation, a “Habitats Regulation Assessment” means an assessment under [F1regulation 63 of the Conservation of Habitats and Species Regulations 2017] (assessment of implications for European sites and European offshore marine sites).

15.1.4 An Environmental Impact Assessment has been submitted as part of the outline planning application for consideration where various studies had been undertaken and considered. The proposed development forming part of this reserved matters application accords with this.

16. ADDITIONAL DUTIES

16.1 Public Sector Equalities Duties

16.1.1 The Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers.

16.1.2 The Committee must be mindful of this duty inter alia when determining all planning applications. In particular, the Committee must pay due regard to the need to: (1) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; (2) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and (3) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

16.1.3 Due consideration has been made to The Equality Act 2010 during the assessment of the planning application, no conflicts are raised.

16.2 Human Rights

16.2.1 There may be implications under Article 1 (protection of property) and Article 8 (right to respect for private and family life) 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.

17. PLANNING BALANCE AND CONCLUSION

17.1.1 The principle of the development of this site has been agreed under outline planning permission UTT/22/0434/OP subject to detailed conditions and a S106 Agreement. In order to retain flexibility on the use and marketing of the site a number of the details such as the location of EV charging points, installation of solar, some crime

prevention details remain to be dealt with by conditions on a phase-by-phase basis.

- 17.1.2** However, the submitted design of the development is compatible with its surroundings, providing suitable amenity spaces, being ultra-sustainable buildings meeting at least a very good or higher BREEAM rating through its fabric, meeting Secure by Design, Part M of the Building Regulations. By having set parameters and a Design Code agreed as part of the outline consent this provided a framework certainty and limitations in terms of the impacts of the development of which the proposed units accord with the DAS and Design Code set out and agreed previously. Therefore, in accordance with Local Plan Policy GEN2.
- 17.1.3** Details of lighting both in terms of ecological, countryside, airport operations, detailing of landscape planting has been conditioned as well and details of noise assessments as part of the outline consent. No objection was raised by Environmental Health in respect of the reserved matters submission. The development is therefore considered to accord with Local Plan Policy GEN2 and GEN4, and the NPPF.
- 17.1.4** No objection has been raised by ECC Ecology in terms of the landscape detailing. The scheme is therefore in accordance with Policy GEN7 of the adopted Local Plan. Further submitted information in terms of condition 78 (BNG) and 79 (Landscape and Ecological Management Plan) have seen Ecology remove their objection and therefore these conditions are discharged in relation to Phase 3.
- 17.1.5** The layout of the proposed landscaping is acceptable according with the Design Code and the DAS. No objections have been raised by the Landscape Officer. Therefore, the application is in accordance with Local Plan Policy GEN7 and S7 in terms of landscaping.
- 17.1.6** Adequate car and cycle parking provision is provided on site in accordance with adopted parking standards, Local Plan Policy GEN8, Essex Parking Standards (adopted 2009 and 2024).
- 17.1.7** Following thorough assessment from ECC Highways and ATE in terms of the internal off shoot of roads, footpath/cycle paths, they have not objected to the proposed development subject to conditions.
- 17.1.8** No objections have been raised by the aviation authorities in so far as the details submitted as part of this reserved matters schemes and condition details submitted as part of the reserved matters, the development is in accordance with Local Plan Policy GEN2 and the NPPF.
- 17.1.9** In terms of impact upon heritage assets the principle of the development has been agreed at outline stage together with the set

approved parameters, whilst acknowledged that the site is designated for airport related development within the adopted local plan. As a result of the various design mitigations proposed between the site and the relationship with Bury Lodge to the north the development is considered to accord with the NPPF in this respect. No objections have been raised by the Conservation Officer. The scheme also accords with Local Plan Policy ENV2.

- 17.1.10** Overall, the scheme is acceptable and in accordance with national and local policies subject to conditions and Section 106 Agreement, and accords with the agreed outline consent parameters, conditions and Section 106 Agreement.

18. RECOMMENDATION

19. Approve subject to conditions

19.1 CONDITIONS –

- 1** Prior to first occupation of Phase 3 a provision of a bus stop, to the south of the playing field, as shown in principle on drawing number 31948-MSA-ST-00-DR-A-42001 Rev PL09 labelled 'site layout plan' which shall comprise (but not be limited to) the following facilities: a shelter (of a size that is proportionate to the predicted number of passengers, that will be outlined in the bus strategy, that is an obligation attached to the outline application). seating; raised kerbs; bus stop markings; poles and flag type signs, real time information shall be provided.

REASON: In the interests of promoting sustainable development and to meet the requirements of the NPPF paragraphs 115 and 117.

- 2** Prior to occupation of the development or implementation of any Traffic Regulation Order banning cycling on the airport highway network, whichever is earlier, the shared pedestrian and cycle route (marked as 'active travel route') as shown on drawing no. 215864/PD13 Rev A is to be implemented entirely at the developer's expense.

REASON: In the interests of reducing the need to travel by car, promoting sustainable development and transport, and ensuring an appropriate walking and cycling network in accordance with policies DM9 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance. Also, in accordance with Local Plan Policy GEN1 and GEN2 (adopted 2005).

- 3** Prior to occupation the of Unit 12, details of the cycle parking provision shall be submitted to and approved in writing by the Local Planning Authority. The agreed cycle parking provision shall be secure and

covered. The development shall not be occupied until the cycle parking has been constructed and completed in accordance with the approved details and shall thereafter be kept free of obstruction and permanently available for the parking of cycles only.

REASON: in the interests of reducing the need to travel by car, promoting sustainable development and transport, and to ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance. Also, in accordance with Local Plan Policy GEN1, GEN2 and GEN8 (adopted 2005).