

**ITEM NUMBER:** 6

**PLANNING COMMITTEE** 17 December 2025  
**DATE:**

**REFERENCE NUMBER:** UTT/25/2397/FUL

**LOCATION:** Land North Of Stansted, Third Avenue, Stansted  
Airport

**SITE LOCATION PLAN:**



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Organisation: Uttlesford District Council      Date: November 2025

**PROPOSAL:** Use of the Site as a distribution depot (use class B8) and associated works including the provision of HGV parking and yard area with associated office unit, car and cycle parking, vehicle wash area, and other associated works.

**APPLICANT:** Threadneedle Curtis Limited

**AGENT:** Harry Manners

**EXPIRY DATE:** 05.01.2026

**EOT EXPIRY DATE:** N/A

**CASE OFFICER:** Mark Sawyers

**NOTATION:** **Within Development Limits** – Located within Stansted Airport boundary.  
**Public Safety Zone** – Stansted Airport Northern Ancillary Area.  
**Contaminated Land** – Historic use related to air transport and cargo handling.  
**SSSI Consultation Area** – Within 2km of a Site of Special Scientific Interest.  
**Oil Pipeline Hazardous Installation** – Within 500m consultation zone.  
**Aerodrome Directions** – Multiple triggers for consultation with Stansted Airport and NATS, including:

- Windfarm development
- Structures exceeding 15m or 45m
- Bird-attracting developments
- All development within 6km

**Noise Contour** – Within 57dB 16hr LEQ zone.

**REASON THIS APPLICATION IS ON THE AGENDA:** Major Application

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## **1. EXECUTIVE SUMMARY**

**1.1** This report assesses the planning application **UTT/25/2397/FUL** for the development of a distribution depot (Use Class B8) on land north of Stansted Airport, within the airport's Northern Ancillary Area. The proposal, submitted by Threadneedle Curtis Limited on behalf of Wren

Kitchens, seeks full planning permission for a purpose-built logistics facility comprising HGV and car parking, office and welfare accommodation, vehicle wash facilities, and associated infrastructure.

**1.2** The site forms part of the wider Stansted Northside commercial allocation, which benefits from outline and reserved matters approvals for employment uses over some 60 hectares. It is located within the airport boundary and subject to multiple planning constraints, including aerodrome safeguarding zones, public safety zones, and ecological consultation requirements.

**1.3** Key considerations include:

- **Policy Compliance:** The proposal aligns with the Uttlesford Local Plan (2005), the National Planning Policy Framework (2024), and the Uttlesford Design Code (2024), supporting strategic employment growth and sustainable development.
- **Design and Amenity:** The layout is functional and secure, with landscaping, lighting controls and robust noise controls to mitigate impacts on adjacent properties, notably Bury Lodge.
- **Environmental and Ecological Measures:** Biodiversity Net Gain will be achieved through off-site habitat creation, and ecological assessments confirm no significant harm to protected species.
- **Infrastructure and Access:** The scheme provides adequate parking, EV charging, and cycle facilities, with safe access via the airport's internal road network.
- **Flood Risk and Sustainability:** Drainage strategies comply with SuDS principles, and the design incorporates energy efficiency and climate resilience measures.

No objections have been raised by statutory consultees, and the Parish Council offered a neutral response, recommending boundary screening for amenity protection.

**1.4** Conclusion: The development is considered acceptable in principle and detail, delivering a high-quality, policy-compliant scheme that supports local employment and logistics infrastructure. Planning permission is recommended, subject to conditions.

## **2. RECOMMENDATION**

That the Strategic Director of Planning be authorised to **GRANT** permission for the development subject to those items set out in section 17 of this report -

A) Conditions

## **3. SITE LOCATION AND DESCRIPTION:**

**3.1** The application site is located on land to the north of Stansted Airport, accessed via Third Avenue within the airport's northern ancillary area. It

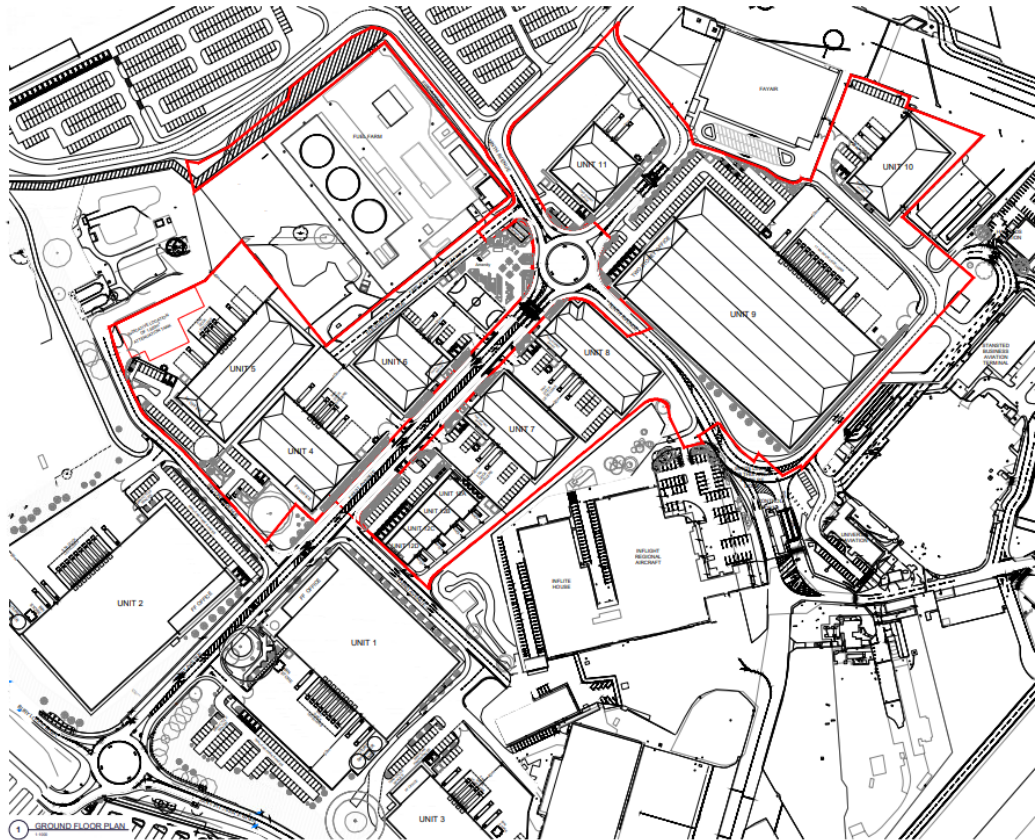
forms part of the wider Stansted Northside development area, which has previously been granted outline and reserved matters approval for commercial and employment uses.

- 3.2** The site comprises approximately 1.24 hectares and is currently characterised by a mix of hardstanding, scrub, and modified grassland. It is bounded to the north and west by areas of woodland and vegetation, and to the south and east by existing airport infrastructure, including access roads, commercial buildings, and operational facilities. The site lies within the Stansted Airport boundary and is subject to multiple planning constraints including aerodrome safeguarding zones, public safety zones, and proximity to designated ecological areas.
- 3.3** The site is adjacent to Bury Lodge, a hotel with a residential property, and consideration of amenity impacts such as noise and lighting is relevant. The surrounding landscape includes a mix of airport-related development, transport infrastructure, and rural land uses.
- 3.4** The site benefits from existing infrastructure connections and forms part of a strategic employment allocation. It is proposed to be used as a distribution depot (Use Class B8) with associated parking, office, and servicing facilities.

#### **4. PROPOSAL**

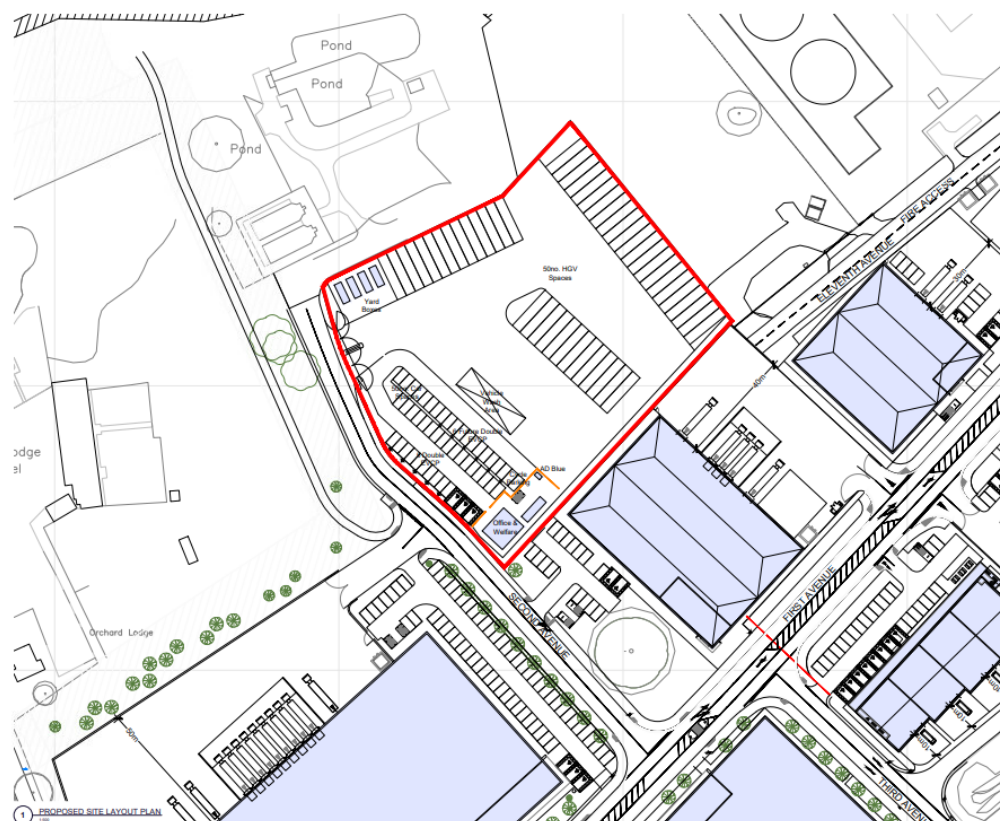
- 4.1** The application seeks full planning permission for the use of land north of Stansted Airport, accessed via Third Avenue, as a distribution depot (Use Class B8) to be operated by Wren Kitchens.
- 4.2** The proposed development includes the formation of a hardstanding yard area to accommodate:
- 50 HGV parking spaces
  - 50 car parking spaces
  - 11 electric vehicle charging points
  - Bicycle parking
  - A vehicle wash facility
  - A small office and welfare building
  - Associated infrastructure including boundary treatments, lighting, and CCTV
- 4.3** The proposal forms part of the wider Stansted Northside commercial development and complements previously approved phases. The site will be accessed via infrastructure approved under reserved matters application UTT/24/3144/DFO and outline permission UTT/22/0434/OP.
- 4.4** The development is designed to support logistics operations and includes measures to ensure compliance with biodiversity net gain requirements, airport safeguarding protocols, and crime prevention principles.

**4.5 Previously Granted and Proposed Site Plans of the development site:**



Previously Granted under UTT/24/3144/DFO

**4.6**



Proposed Site Plan (above)

#### 4.7 **Justification:**

The application has been submitted by Threadneedle Curtis Limited on behalf of Wren Kitchens and seeks full planning permission for the use of land north of Stansted Airport as a distribution depot (Use Class B8), forming part of the wider Stansted Northside commercial development.

#### 4.8 The applicant sets out the following key justifications for the proposal:

- **Operational Need:** Wren Kitchens currently occupies a yard within the airport estate and seeks to relocate to a purpose-built facility to support its logistics operations. The proposed development will provide dedicated HGV and car parking, office and welfare accommodation, and associated servicing infrastructure.
- **Planning Context:** The site lies within the Stansted Airport boundary and benefits from strategic employment allocation. It complements previously approved phases of development under outline permission UTT/22/0434/OP and reserved matters approval UTT/24/3144/DFO.
- **Design and Layout:** The proposal includes a well-defined layout with secure boundary treatments, lighting, and CCTV. The applicant has engaged with Essex Police's Designing Out Crime Officer and is committed to implementing appropriate security measures.
- **Environmental Compliance:** A full Biodiversity Net Gain (BNG) Design Stage Report has been submitted, demonstrating that the development will result in a 100% loss of on-site biodiversity units, but will be offset through habitat creation at Parsonage Farm, achieving a net gain of 13.77%.
- **Ecological Safeguards:** An Ecological Constraints Report confirms no badger activity, no bat roosts within the site, and no presence of Great Crested Newts. Recommendations for ecological supervision and vegetation clearance timing have been incorporated.
- **Airport Safeguarding:** The applicant acknowledges the proximity to Stansted Airport and has agreed to conditions requiring a Bird Hazard Management Plan and lighting controls to prevent upward light spill.
- **Utility Coordination:** Consultation responses from Cadent Gas and UK Power Networks confirm no objections, subject to adherence to asset protection protocols.
- **Neighbour Amenity:** The applicant is aware of concerns raised by Stansted Mountfitchet Parish Council regarding potential impacts on Bury Lodge and is open to incorporating soft landscaping or acoustic screening along the shared boundary.

#### 4.9 **Accompanying Documents**

The application is supported by the following documents:

- Planning Application Form and Site Location Plan
- Design and Access Statement
- Biodiversity Net Gain Design Stage Report
- Ecological Constraints Report
- Landscape Masterplan and Planting Details

- Drainage Strategy and Flood Risk Assessment
- Transport Statement
- Lighting and External Finishes Plan
- Crime Prevention Statement

**4.10** These documents collectively demonstrate that the proposals are **well-considered, policy-aligned, and deliverable**, and that they will result in a **high-quality, sustainable development**.

## **5. ENVIRONMENTAL IMPACT ASSESSMENT**

**5.1** The development does not constitute 'EIA development' for the purposes of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

- 5.2**
- The site is **1.24 hectares**, which is well below the thresholds in **Schedule 1 of the EIA Regulations** (which apply to major infrastructure like airports, motorways, etc.).
  - Under **Schedule 2**, logistics and industrial developments can trigger EIA if they exceed **5 hectares** or are likely to have significant environmental effects. This proposal is much smaller and located within an existing airport boundary.
  - The report already includes an **EIA Screening Opinion history** (UTT/16/3601/SO and others), which suggests that previous larger schemes were screened but this specific application is not of a scale or nature requiring EIA.
  - The environmental considerations (biodiversity, drainage, noise, lighting) have been addressed through supporting technical reports and proposed mitigation measures.

**5.3** This application falls below the thresholds and does not present significant environmental effects beyond those manageable through standard planning conditions. Therefore, **an EIA is not required**.

## **6. RELEVANT SITE HISTORY**

**6.1**

| <b>Reference</b> | <b>Proposal</b>   | <b>Decision</b> |
|------------------|---|-----------------|
| UTT/16/3601/SO   | Request for EIA Scoping Opinion for demolition and redevelopment of Stansted Northside (approx. 55ha, 43ha developed) for logistics/industrial use. | Opinion Given   |
| UTT/17/1640/SO   | EIA Scoping Opinion for increase to 44.5mppa and 11,000 additional aircraft movements, with associated infrastructure.                              | Opinion Given   |



|                |   |   |
|----------------|---|---|
| UTT/21/3180/SO | Request for EIA Scoping Opinion for logistics hub (approx. 195,100m <sup>2</sup> GIA, Classes B8, B2, E). | No opinion given (superseded by UTT/22/0434/OP) |
|----------------|---|---|

## 6.2 Airport-Related Applications

| Reference       | Proposal  | Decision   |
|-----------------|---|--|
| UTT/1150/80/SA  | Outline application for new terminal complex (15mppa), cargo, hotel, taxiways                                   | Allowed at appeal by Secretary of State (05.06.1985) |
| UTT/0717/06/FUL | Terminal extension, aircraft stands, cargo, parking, and infrastructure; variation of conditions MPPA1 and ATM1 | Allowed by Secretary of State (08.10.2008)           |
| UTT/18/0460/FUL | Airfield works including new taxiways, 9 aircraft stands, enabling 274,000 aircraft movements and 43mppa        | Allowed by Secretary of State (21.06.2021)           |
| UTT/25/1542/FUL | Airfield works to maintain 274,000 aircraft movements and increase to 51mppa                                    | Current – Under determination                        |

## 6.3 Northside Redevelopment (UTT/22/0434/OP and Related)

| Reference       | Proposal  | Decision   |
|-----------------|---|--|
| UTT/22/0434/OP  | Outline application for 61.86ha redevelopment (195,100m <sup>2</sup> commercial/employment, Classes B8, B2, E, supporting uses) | Approved subject to conditions and S106 (09.08.2023) |
| UTT/23/2187/DFO | Reserved matters for Phase 1 (22,637m <sup>2</sup> GEA, Classes B8, B2, E(g), parking, landscaping).                            | Approved subject to conditions (08.03.2024)          |
| UTT/24/0897/DFO | Reserved matters for Option 4 of Phase 2 (Classes B8, B2, E(g)); partial discharge of conditions 5, 7, 21, 38                   | Submitted  |
| UTT/24/0902/DFO | Reserved matters for Option 3 of Phase 2 (Classes B8, B2, E(g)); partial discharge of conditions 5, 7, 21, 38                   | Submitted  |
| UTT/24/0904/DFO | Reserved matters for Option 1 of Phase 2 (Classes B8, B2, E(g)); partial discharge of conditions 5, 7, 21, 38                   | Submitted  |
| UTT/24/0906/DFO | Reserved matters for Option 2 of Phase 2 (Classes B8, B2, E(g)); partial discharge of conditions 5, 7, 21, 38                   | Submitted  |

## 6.4 Other Relevant Local Development

| <b>Reference</b> | <b>Proposal</b>  | <b>Decision</b>                             |
|------------------|--|---|
| UTT/23/2032/FUL  | Construction of 3G pitch, fencing, lighting, parking, and landscaping at Mountfitchet High School        | Approved subject to conditions (19.12.2023) |
| UTT/24/1333/FUL  | Change of use to 3 football pitches, parking, access, and landscaping at Land North of M11 Business Link | Approved                                    |

## **7. PREAPPLICATION ADVICE AND/OR COMMUNITY CONSULTATION**

**7.1** There has been no pre-application advice sought from the Local Planning Authority in relation to this proposal.

**7.2** The applicant does not appear to have undertaken a community consultation exercise in accordance with best practice or the Council's adopted Statement of Community Involvement.

## **8. SUMMARY OF STATUTORY CONSULTEE RESPONSES**

### **8.1 Highway Authority**

**8.1.1** The Highway Authority has reviewed application UTT/25/2397/FUL for the proposed distribution depot at land north of Stansted Third Avenue, Stansted Airport. The site forms part of Phase 1B of a wider development previously approved under outline and detailed permissions (UTT/22/0434/OP and UTT/24/3144/DFO), where the highway impact was assessed and controlled through a Section 106 agreement limiting peak-hour vehicle movements.

**8.1.2** The submitted Transport Statement (June 2025) confirms compliance with national policy (NPPF 2024, paras 115–117). Vehicle parking provision meets current standards; however, cycle parking is deficient, with only six spaces proposed against a requirement for 27. The Highway Authority considers the proposal acceptable subject to reapplication of existing highways-related conditions and an additional condition requiring secure, covered cycle parking in accordance with Policy DM8 prior to occupation.

## **9. PARISH COUNCIL COMMENTS**

**9.1** The Parish Council submitted a neutral comment on the planning application, expressing neither support nor objection. While they do not oppose the proposed use of the site in principle, they raised concerns about potential impacts on the neighbouring property, Bury Lodge. Specifically, they recommended that noise and lighting mitigation measures be considered, suggesting the use of a baffle or soft landscaping screen along the boundary to reduce any adverse effects.

## **10. CONSULTEE RESPONSES**

## **10.1 UDC Environmental Health – (Objection)**

- 10.1.1** Objects to the proposal on the grounds of insufficient noise assessment.
- 10.1.2** The submitted Environmental Noise Assessment relates to Phase 3 generally and does not provide a site-specific analysis for Plot 5, which is closer to noise-sensitive receptors. This fails to meet the requirements of condition 68 of the outline consent (UTT/22/0434/OP) and BS4142:2014+A1:2019 standards.
- 10.1.3** No mitigation measures have been proposed to address potential noise impacts from plant, equipment, site activities, and associated traffic. Until detailed environmental information and mitigation measures are provided, Environmental Health maintains an objection.
- 10.1.4** *OFFICER NOTE – Further discussions with EHO confirm issues can be resolved but only with robust conditions – EHO subsequently provided said conditions which are included within the recommendation.*

## **10.2 Place Services (Ecology)**

- 10.2.1** No objection subject to conditions: Place Services confirm sufficient ecological information is available to support determination, provided mitigation and biodiversity measures are secured.
- 10.2.2** Mitigation measures: All measures outlined in the Ecological Constraints Report (RSK Biocensus, June 2025) must be implemented to conserve protected and Priority species.
- 10.2.3** Mandatory Biodiversity Net Gain (BNG):
- Supported by submitted Biodiversity Metric and Design Stage Report.
  - A Biodiversity Gain Plan must be submitted prior to commencement, including metric calculations, habitat plans, legal agreements, and monitoring provisions.
- 10.2.4** Habitat Management & Monitoring:
- For significant on-site enhancements, a Habitat Management and Monitoring Plan (HMMP) should be secured for 30 years via planning obligation or condition.

## **10.3 Crime Prevention Officer**

- 10.3.1** Essex Police's Designing Out Crime Officer (DOCO) has reviewed the proposed development and welcomes the opportunity to comment.
- 10.3.2** They acknowledge the inclusion of crime prevention measures within the Design and Access Statement, such as 2.4m paladin fencing, lighting, and CCTV, but request further details on the CCTV and lighting plan to ensure security specifications are proportionate to risk.

- 10.3.3** The DOCO also seeks consistency in security measures across the wider site and invites engagement with the design team to discuss these aspects to ensure a safe and secure environment.

**11. REPRESENTATIONS**

- 11.1** 13 notifications letters were sent to nearby addresses.

**11.2 Support**

- 11.2.1** None

**11.3 Object**

- 11.3.1** None

**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)  
 Uttlesford Design Code (adopted July 2024)  
 Felsted Neighbourhood Plan (made February 2020)  
 Great Dunmow Neighbourhood Plan (made December 2016)  
 Newport and Quendon and Rickling Neighbourhood Plan (made June 2021)  
 Thaxted Neighbourhood Plan (made February 2019)  
 Stebbing Neighbourhood Plan (made July 2022)  
 Saffron Walden Neighbourhood Plan (made October 2022)  
 Ashdon Neighbourhood Plan (made December 2022)  
 Great & Little Chesterford Neighbourhood Plan (made February 2023)

### **13. POLICY**

#### **13.1 National Policies**

- 13.1.1** National Planning Policy Framework (2024)

#### **13.2 Uttlesford District Local Plan 2005**

|               |       |  |
|---------------|-------|--|
| <b>13.2.1</b> | S4    | Stansted Airport Boundary                                      |
|               | S7    | The Countryside  |
|               | S8    | The Countryside Protection Zone                                |
|               | AIR4  | Development in the Northern Ancillary Area                     |
|               | AIR6  | Strategic Landscape Areas                                      |
|               | GEN1  | Access   |
|               | GEN2  | Design   |
|               | GEN3  | Flood Protection   |
|               | GEN4  | Good Neighbourliness   |
|               | GEN5  | Light Pollution  |
|               | GEN7  | Nature Conservation  |
|               | GEN8  | Vehicle Parking Standards                                      |
|               | ENV2  | Development affecting Listed Building                          |
|               | 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 State name of relevant Neighbourhood Plan in this title**

**13.3.1** There is not 'made' Neighbourhood Plan for the area.

**13.4 Supplementary Planning Document or Guidance**

Uttlesford Local Residential Parking Standards (2013)  
Essex County Council Parking Standards (2009)  
Supplementary Planning Document – Accessible homes and playspace  
Supplementary Planning Document – Developer's contributions  
Essex Design Guide  
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:

- 14.2**
- A) Background**
  - B) Principle of development**
  - C) Character, Design and Appearance**
  - D) Heritage**
  - E) Amenity and Noise**
  - F) Ecology, Biodiversity, Trees and Landscaping**
  - G) Access and Parking**
  - H) Flood Risk and Drainage**
  - I) Sustainability and Climate Change**

**14.3 A) Background**

**14.3.1** The application site forms part of the wider Stansted Northside development area, located within the northern ancillary zone of Stansted Airport. The site is situated off Third Avenue and lies within the airport boundary, which is allocated for employment and commercial uses under the Uttlesford Local Plan.

**14.3.2** Outline planning permission for the wider Northside site was granted under reference UTT/22/0434/OP for a mixed-use commercial development comprising employment floorspace (Use Classes B2, B8 and E(g)), supporting retail and amenity uses, landscaping, and associated infrastructure. Subsequent reserved matters approval (UTT/24/3144/DFO) was granted for Phase 1B, which included layout, scale, appearance, and landscaping details for several commercial units.

**14.3.3** The current application (UTT/25/2397/FUL) relates to a parcel of land within Phase 3 of the development and seeks full planning permission for the use of the site as a distribution depot to be operated by Wren Kitchens. Thus, this falls outside of the outline planning permission; it is not a reserved matters application. The proposal includes HGV and car parking, a vehicle wash, office and welfare facilities, and associated works.

**14.3.4** The site is subject to a number of planning constraints, including proximity to Stansted Airport's safeguarding zones, public safety zones, and ecological consultation areas. It also lies adjacent to Bury Lodge, a residential and hospitality property, which has prompted consideration of amenity impacts.

**14.3.5** The proposal is supported by a suite of technical documents addressing biodiversity, ecology, drainage, transport, and airport safeguarding, and has been subject to consultation with relevant statutory and non-statutory bodies.

#### **14.4 B) Principle of development**

**14.4.1** The application site lies within the Stansted Airport boundary and forms part of the designated Northern Ancillary Area, as defined in Policy AIR4 of the Uttlesford Local Plan (2005). This policy supports development that is ancillary to the airport's operation, including employment-generating uses such as logistics and distribution, provided that proposals do not conflict with airport safeguarding or environmental constraints.

**14.4.2** The proposal for a distribution depot (Use Class B8) aligns with the strategic employment objectives for the area and complements previously approved phases of the Stansted Northside development, including those granted under outline permission UTT/22/0434/OP and reserved matters approval UTT/24/3144/DFO.

**14.4.3** Policy S4 of the Local Plan confirms the airport boundary as a location for appropriate commercial development, while Policy GEN1 (Access), GEN2 (Design), and GEN6 (Infrastructure Provision) provide further support for well-designed, accessible, and infrastructure-ready proposals. The development also complies with Policy GEN8 (Vehicle Parking Standards), offering sufficient HGV and car parking, and GEN4 (Good Neighbours), with consideration given to the amenity of adjacent properties such as Bury Lodge.

**14.4.4** From a national perspective, the proposal is supported by the National Planning Policy Framework (NPPF, 2024), which promotes sustainable economic growth and the efficient use of land. Paragraphs 115 and 117 of the NPPF encourage development that supports transport infrastructure and logistics, particularly where it contributes to regional and national connectivity. Only limited weight is attributed to the emerging Local Plan (eLP) however, Strategic Objective 7 of the eLP recognises and supports the economic opportunities the wider 'Northside' development presents. The eLP (Policy 45) seeks to protect sites such as this for employment use.

**14.4.5** The site is previously developed and located within a strategic employment zone, with access to existing infrastructure and transport links. The proposal is therefore considered acceptable in principle, subject

to compliance with detailed policy requirements relating to design, ecology, airport safeguarding, and neighbour amenity.

## **14.5 C) Character, Design and Appearance**

**14.5.1** The proposed development comprises the use of land north of Stansted Airport as a distribution depot, including associated infrastructure such as HGV and car parking, a vehicle wash, and an office/welfare building. The site lies within the Northern Ancillary Area of the airport, where the surrounding character is defined by large-scale commercial and logistics buildings, internal access roads, and airport-related infrastructure.

**14.5.2** The proposal has been assessed against **Policy GEN2 (Design)** of the Uttlesford Local Plan (2005), the **Uttlesford Design Guide (2024)**, and the **National Planning Policy Framework (2024)**, which collectively seek high-quality, contextually appropriate, and sustainable design.

### **14.5.3 Policy Context**

**14.5.4** **ULP Policy GEN2** requires development to be compatible with its surroundings in terms of scale, form, layout, and materials, and to safeguard the character of the area while providing safe and inclusive environments.

**14.5.5** The **Uttlesford Design Guide (2024)** sets out principles for creating distinctive, sustainable places that respond to local context, promote healthy placemaking, and integrate climate resilience. It emphasizes:

- Respect for landscape and topography.
- Clear identity and legibility.
- High-quality materials and detailing.

**14.5.6** **NPPF (2024), Section 12 – Achieving Well-Designed Places**, states that planning decisions should ensure developments:

- Are visually attractive as a result of good architecture and appropriate landscaping.
- Are sympathetic to local character and history while not preventing innovation.
- Establish a strong sense of place and promote sustainability.

### **14.5.7 Assessment of Design**

**14.5.8** The submitted plans demonstrate a **functional layout** for a logistics-based development north of Stansted, comprising:

- A **site layout** with defined yard areas, HGV and car parking, cycle facilities, and welfare/office buildings.
- **Built form:** Single-storey welfare cabin and two-storey office building, both designed with simple rectilinear forms suited to their operational purpose.
- **External elements:** Secure fencing, entrance gates, cycle shelter, and EV charging infrastructure integrated into the layout.



**14.5.9** The design approach prioritizes operational efficiency while incorporating measures to enhance visual quality and sustainability, consistent with the Design Guide's principles of **movement, nature, and resources**.

**14.5.10 External Materials**

**14.5.11** The proposed palette includes:

- **Walls, plinth, and roof fascia:** Plastisol finish in **Kelly Green (RAL 6018)**.
- **Windows:** UPVC frames in **Anthracite Grey (RAL 7016)**.
- **Doors:** Steel with vision panels, finished in Kelly Green.
- **Rainwater goods:** Black UPVC. These materials are robust and appropriate for the industrial context, providing a cohesive appearance across the site. The use of colour introduces visual interest while maintaining a professional aesthetic.

**14.5.12 Compliance and Quality**

**14.5.13** The proposal aligns with:

- **GEN2** by respecting functional requirements and ensuring safe access and inclusive facilities.
- **Uttlesford Design Guide 2024** through provision of cycle parking, EV charging, and sustainable drainage features, contributing to climate resilience.
- **NPPF 2024** by delivering a well-designed, legible layout that supports economic activity and environmental objectives. The proposal includes measures to address crime prevention, as advised by Essex Police's Designing Out Crime Officer, and incorporates landscaping to soften the site's edges, particularly in relation to nearby residential properties such as Bury Lodge.

**14.5.14** The design is considered acceptable, subject to conditions securing the proposed materials and landscaping details to ensure the development achieves a high standard of visual quality and sustainability.

**14.6 D) Heritage**

**14.6.1** The application site lies within the Stansted Airport boundary and does not contain any designated heritage assets. However, in accordance with Policy ENV2 of the Uttlesford Local Plan (2005), consideration must be given to the potential impact of development on the setting of nearby listed buildings and heritage features.

**14.6.2** While the site itself is not immediately adjacent to any listed buildings, the wider area includes Bury Lodge, a Grade II Listed Building located approximately 130 metres to the west of the proposed development site as a whole. Bury Lodge is recognised for its architectural and historic interest and contributes to the rural character of the area. Additionally,

other locally significant heritage features, though not designated, form part of the broader historic landscape.

- 14.6.3** The principle of development within this zone was established through a previously approved outline application, where it was concluded that the proposal would result in less than substantial harm to the setting of Bury Lodge, at the lower end of the scale. This assessment took into account the separation distance, the scale and massing of the proposed structures, and the commercial context of the surrounding airport infrastructure.
- 14.6.4** At that time, the Conservation Officer acknowledged that the development would detract to some extent from the wider rural setting of the heritage asset. However, the level of harm was considered to be outweighed by the public benefits of the scheme, in accordance with Paragraph 208 of the National Planning Policy Framework (2024). No objection was raised, and the reserved matters were deemed acceptable in heritage terms.
- 14.6.5** The current proposal maintains the principles established at outline stage. It has been designed to minimise visual intrusion through the use of appropriate materials, boundary treatments, and landscaping. The scale and massing remain modest and consistent with the surrounding built form, and the layout avoids direct encroachment on any known heritage features.
- 14.6.6** The Uttlesford Design Guide (2024) emphasises the importance of respecting local character and heritage through sensitive design, particularly in transitional areas between historic and modern development. The proposal reflects these principles, ensuring that the development is well-integrated into its setting and does not detract from the visual or historic value of nearby assets.
- 14.6.7** In accordance with Paragraphs 204–212 of the NPPF, great weight has been given to the conservation of designated heritage assets. In this case, no additional harm is identified beyond that previously assessed, and the proposal is considered to have a neutral impact on heritage.
- 14.6.8** The development is considered acceptable in heritage terms and complies with Policy ENV2 of the Uttlesford Local Plan, the Uttlesford Design Guide, and the relevant provisions of the National Planning Policy Framework.

## **14.7 E) Amenity and Noise**

- 14.7.1** The application site lies adjacent to Bury Lodge, a hotel and venue with a residential property linked to it, located to the west of the proposed distribution depot.
- 14.7.2** While the site is situated within the Stansted Airport boundary and designated for commercial use, consideration must be given to the

potential impacts on nearby occupiers, particularly in relation to noise, lighting, and general disturbance.

- 14.7.3** Policy **GEN4** of the Uttlesford Local Plan (2005) seeks to ensure that development does not have an unacceptable adverse impact on the occupiers of nearby properties. The proposed use as a distribution depot involves HGV movements, external lighting, and operational activity that could affect the amenity of Bury Lodge if not appropriately mitigated.
- 14.7.4** The applicant has indicated a willingness to incorporate soft landscaping or acoustic screening along the shared boundary, and external lighting is proposed to be capped at the horizontal in line with airport safeguarding requirements and Policy **GEN5** (Light Pollution). The site layout positions the main operational areas away from the boundary with Bury Lodge, which would help reduce direct impacts.
- 14.7.5** The application site is a designated Employment Site, which carries an inherent expectation of business activity, including associated noise, vehicle movements, and operational impacts. Such activity is considered an integral part of the site's strategic role in supporting economic growth and job creation, as reflected in both national policy (NPPF) and local plan objectives.
- 14.7.6** Consequently, the amenity standards that might be expected at such a location differ from those in predominantly residential areas, where a quieter environment is anticipated. While the planning authority must ensure that development does not result in unacceptable harm to the living conditions of nearby occupiers, the baseline for assessing noise and disturbance is mindful of the site's employment designation.
- 14.7.7** In this context, a reasonable level of operational noise and activity is expected, provided that appropriate mitigation measures such as acoustic screening, restricted hours of operation, and compliance with environmental health standards are secured to prevent significant adverse impacts.
- 14.7.8** Environmental Health raised concerns on the grounds that no site-specific noise assessment has been provided, as required by condition 68 of the outline consent (UTT/22/0434/OP) for the wider Northside development. The Noise Assessment submitted with the current application is generic and does not address the specific impacts of relocating and enlarging the Wren Kitchens operation closer to noise-sensitive receptors. Of course, as this is a stand-alone planning application it is not bound by the conditions of the wider Northside permission however, the presence of that permission is a material consideration. Without detailed noise data and mitigation measures, there is a risk of cumulative noise levels exceeding acceptable thresholds, contrary to BS4142:2014+A1:2019 standards.

**14.7.9** To address these concerns and ensure compliance with Policy GEN4 and Paragraph 140 of the **National Planning Policy Framework (2024)**, officers have liaised with Environmental Health colleagues to develop a set of robust conditions that ensure specific noise metrics (and to mitigate other impacts) are met prior to operation. Conditions securing the following are recommended:

- 14.7.10**
- To address vehicle movements along the proposed new road
  - To address on site operational activities
  - Mitigation details
  - Lighting
  - Contamination

**14.7.11** This raft of conditions will ensure that any permission granted on this site is not subject to a weaker regime than that imposed on the wider Northside development and, importantly, (along with the implementation of appropriate boundary treatments and lighting controls) will see that the proposal complies with policy and does not result in significant harms to properties in the area.

## **14.8 F) Ecology, Biodiversity, Trees and Landscaping**

**14.8.1** The application site comprises previously developed land within the Stansted Airport boundary, consisting of hardstanding, modified grassland, and scrub. While the site itself does not contain designated ecological features, it lies within a Site of Special Scientific Interest (SSSI) Impact Risk Zone and is subject to Natural England consultation requirements.

**14.8.2** Policy GEN7 of the Uttlesford Local Plan (2005) requires development to protect and enhance biodiversity. The proposal is supported by ecological assessments confirming no significant habitats or protected species on-site, aside from five adjacent trees with bat roost potential, which will be retained. No evidence of badger activity or Great Crested Newts was found, and nesting bird/reptile risks will be managed through timing and supervision.

**14.8.3 Biodiversity Net Gain (BNG):**  
The statutory requirement for BNG was introduced by the Environment Act 2021, which inserted Schedule 7A into the Town and Country Planning Act 1990. This legislation came into effect on 12 February 2024 for major developments and 2 April 2024 for small sites. Under transitional provisions, BNG does not apply to planning permissions granted before 12 February 2024, nor to subsequent Section 73 variations of those permissions.

**14.8.4** Outline permission for the 61.86Ha Northside redevelopment scheme (**UTT/22/0434/OP**) was granted in 2022, prior to the implementation date, and there are BNG measures attributed to the greater Northside development as a whole.

- 14.8.5** Furthermore, the site's proximity to Stansted Airport imposes aviation safety constraints under **Civil Aviation Authority safeguarding guidance**, which restricts habitat creation that could attract wildlife and increase bird strike risk. These factors make on-site ecological betterment unfeasible. Off-site measures, such as those previously proposed at Parsonage Farm, remain the most appropriate mechanism for delivering biodiversity enhancements.
- 14.8.6** Policy ENV3 seeks to protect open spaces and trees. No trees within the site will be removed, and landscaping will focus on screening and visual integration rather than wildlife-attracting planting, in line with Civil Aviation Authority guidance. Planting will comply with the Uttlesford Design Code (2024), prioritising low-risk species and green infrastructure that enhances visual amenity without compromising aviation safety.
- 14.8.7** The National Planning Policy Framework (2024) requires planning decisions to conserve and enhance the natural environment. While mandatory BNG does not apply here, the proposal demonstrates reasonable ecological mitigation and landscaping measures within the constraints of the site.
- 14.8.8** Subject to implementation of the proposed ecological safeguards and landscaping, the development is acceptable in terms of ecology, biodiversity, trees, and landscaping. It complies with Policies GEN7 and ENV3 of the Local Plan, the Uttlesford Design Code, and relevant NPPF provisions.

## **14.9 G) Access and Parking**

- 14.9.1** The proposed development is located within the Stansted Airport boundary and will be accessed via Third Avenue, which forms part of the internal airport highway network. The site benefits from existing infrastructure connections and is designed to accommodate logistics operations, including HGV movements and staff parking.
- 14.9.2** Policy GEN1 of the Uttlesford Local Plan (2005) requires that development provides safe and convenient access for all users, including pedestrians, cyclists, and vehicles. The proposal includes a clearly defined access arrangement, with separate areas for HGV parking, car parking, and cycle storage. The layout ensures safe manoeuvring and segregation of vehicle types, in accordance with good practice.
- 14.9.3** Policy GEN8 requires that vehicle parking provision meets adopted standards. The proposal includes:
- 50 HGV parking spaces
  - 50 car parking spaces
  - 11 electric vehicle charging points
  - Dedicated cycle parking provision

- 14.9.4** These provisions are consistent with the **Uttlesford Adopted Parking Standards (2013)** and the updated **Parking Guidance – Part 1: Parking Standards Design and Good Practice (September 2024)**, which emphasise the need for sufficient, well-designed, and accessible parking to support employment uses.
- 14.9.5** Cycle parking is proposed to be secure and covered, in line with Policy DM8 of the Essex County Council Development Management Policies and the Uttlesford Design Code (2024), which promotes active travel infrastructure and high-quality facilities for non-car users.
- 14.9.6** However, the Highways Authority notes that only 6 cycle spaces are currently proposed, whereas the latest standards require 27 spaces (9 short-stay and 18 long-stay). A condition is therefore recommended requiring the developer to submit and implement an updated cycle parking scheme prior to occupation.
- 14.9.7** The Highways Authority has confirmed that the impact of the operation on the highway network has already been considered through the outline permission. The Section 106 agreement for the outline permission sets out a cap on the number of vehicles that can access the development during peak traffic hours, ensuring that the proposal will not result in unacceptable highway impacts.
- 14.9.8** The Highway Authority has advised that, from a highways and transportation perspective, the proposal is acceptable subject to the reapplication of conditions previously attached to permissions UTT/22/0434/OP and UTT/24/3144/DFO, together with an additional condition relating to cycle parking provision.
- 14.9.9** However, upon review, these conditions have been assessed against the current proposal and found not to be specifically tailored to this phase of the wider Northside development. The National Planning Policy Framework (NPPF) requires that planning conditions meet six tests: they must be necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise, and reasonable in all other respects.
- 14.9.10** Applying conditions that were drafted for a different part of the development, without modification, would fail these tests because:
- **Relevance to the development:** The conditions were designed for earlier phases and do not reflect the specific layout, access arrangements, or operational characteristics of this parcel.
  - **Precision and enforceability:** Some requirements refer to works or triggers that are not applicable to this plot, creating ambiguity and enforcement difficulties.
  - **Reasonableness:** Imposing obligations that do not relate to the impacts of this proposal could be considered disproportionate.
- 14.9.11** The proposal also aligns with the **National Planning Policy Framework (2024)**, which supports development that promotes sustainable transport,

reduces reliance on private vehicles, and provides adequate parking and servicing arrangements (Paragraphs 115–117).

- 14.9.12** Subject to the implementation of the proposed layout and parking strategy, the development is considered acceptable in terms of access and parking and complies with Policies GEN1 and GEN8 of the Local Plan, the Uttlesford Design Code, and national guidance.

#### **14.10 H) Flood Risk and Drainage**

- 14.10.1** The application site lies within the Stansted Airport boundary and comprises previously developed land. A Drainage Strategy and Flood Risk Assessment have been submitted in support of the proposal, which have been reviewed in the context of Policy GEN3 of the Uttlesford Local Plan (2005) and the National Planning Policy Framework (NPPF, 2024).

- 14.10.2** Policy GEN3 requires that development does not increase the risk of flooding on-site or elsewhere and that appropriate drainage infrastructure is provided. The submitted documents confirm that the site is not located within a designated flood zone and is at low risk of fluvial flooding. Surface water drainage will be managed through a combination of permeable surfacing, attenuation features, and controlled discharge rates, in accordance with sustainable drainage principles.

- 14.10.3** The proposal includes measures to prevent surface water discharge onto the highway, as required by Essex Highways, and incorporates SuDS features that are consistent with best practice. Essex County Council, as Lead Local Flood Authority, has provided standing advice confirming that SuDS assets should be registered and maintained appropriately.

- 14.10.4** The NPPF (2024) places strong emphasis on managing flood risk through a sequential approach and ensuring that development is safe for its lifetime without increasing flood risk elsewhere (Paragraphs 159–169). The proposal demonstrates compliance with these principles and includes mitigation measures to address surface water runoff and drainage capacity.

- 14.10.5** Subject to the implementation of the proposed drainage strategy and compliance with relevant informatives, the development is considered acceptable in terms of flood risk and drainage and complies with Policy GEN3 of the Local Plan and the NPPF.

#### **14.11 I) Sustainability and Climate Change**

- 14.11.1** The proposed development has been assessed against relevant national and local policies relating to sustainability and climate change, including the National Planning Policy Framework (2024), which places significant emphasis on supporting the transition to a low carbon future and ensuring that new development is resilient to the impacts of climate change.

- 14.11.2** In accordance with Paragraphs 152–158 of the NPPF, the proposal demonstrates a commitment to sustainable design and construction. The development incorporates energy-efficient building materials and systems, including low-energy lighting, insulation standards exceeding minimum Building Regulations, and provision for renewable energy technologies where feasible.
- 14.11.3** The site layout has been designed to optimise passive solar gain and natural ventilation, contributing to reduced energy consumption. Landscaping proposals include native planting and permeable surfaces to support biodiversity and sustainable drainage, helping to mitigate flood risk and manage surface water runoff in line with SuDS principles.
- 14.11.4** The proposal also supports sustainable transport objectives through the provision of cycle parking, pedestrian connectivity, and proximity to public transport links within the airport boundary. These measures align with the Uttlesford Climate Change Strategy and the Council’s declared Climate Emergency, which seeks to reduce carbon emissions and promote environmental resilience.
- 14.11.5** Waste minimisation and construction management practices will be implemented during the build phase, with a focus on reducing construction waste, sourcing materials locally where possible, and minimising disruption to the surrounding environment.
- 14.11.6** Overall, the development is considered to be acceptable in terms of sustainability and climate change. It supports the transition to a low carbon economy, incorporates climate-resilient design principles, and complies with the relevant provisions of the NPPF and local policy objectives.

## **15. ADDITIONAL DUTIES**

### **15.1 Public Sector Equalities Duties**

- 15.1.1** 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.
- 15.1.2** 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.



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

**15.2 Human Rights**

- 15.2.1** 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.

**16. CONCLUSION**

- 16.1** The proposed development for a distribution depot (Use Class B8) on land north of Stansted Airport is considered acceptable in principle and detail.

- 16.2** The site lies within the airport boundary and forms part of a strategic employment allocation, aligning with both local and national planning policy objectives for sustainable economic growth and efficient use of previously developed land. The design and layout are appropriate to the operational context, incorporating measures for security, landscaping, and lighting control to mitigate visual and amenity impacts, particularly in relation to Bury Lodge.

- 16.3** Technical assessments confirm that the proposal complies with requirements for biodiversity net gain, flood risk management, and airport safeguarding. Ecological impacts will be offset through habitat creation, and drainage strategies meet sustainable design principles. Access and parking arrangements are consistent with adopted standards, supporting safe and efficient logistics operations.

- 16.4** Subject to the recommended planning conditions (in particular, those on noise mitigation), the development will deliver a high-quality, policy-compliant scheme that contributes to the wider Stansted Northside commercial area, supports local employment, and promotes sustainable infrastructure. It is therefore recommended that planning permission be granted.

**17. CONDITIONS**

- 1** The development hereby permitted shall be begun before the expiration of 3 years from the date of this decision.

REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2** The development hereby permitted shall be carried out in accordance with the approved plans as set out in the Schedule.

REASON: For the avoidance of doubt as to the nature of the development hereby permitted, to ensure development is carried out in accordance with the approved application details, to ensure that the development is carried out with the minimum harm to the local environment, in accordance with the Policies of the Uttlesford Local Plan (adopted 2005) as shown in the Schedule of Policies.

- 3** All hard and soft landscape works shall be carried out in accordance with the approved details. All planting, seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with policy GEN2 of the Uttlesford Local Plan (adopted 2005).

- 4** No development shall take place until a noise assessment has been submitted to and approved in writing by the Local Planning Authority. The assessment shall be undertaken in accordance with the Calculation of Road Traffic Noise (CRTN) methodology to determine predict in detail the noise impacts of operations permitted by the consent.

The assessment shall include:

- a) A detailed baseline noise monitoring to assess the noise at identified noise-sensitive receptors;
- b) Predicted noise levels at those receptors resulting from operational noise and changes in road traffic attributable to the development (including any new or modified roads, junctions, or increased traffic volumes);
- c) An assessment of the likely significance of noise impacts; and
- d) Details of any mitigation measures required to ensure compliance with appropriate noise standards (such as BS8233).

The development shall not commence until the assessment and any necessary mitigation scheme have been approved in writing by the LPA.

REASON: To protect the amenities of the occupiers of neighbouring properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

- 5** Prior to development a detailed noise impact assessment of operational noise and noise from any plant, machinery and equipment on the premises shall be submitted to and approved in writing by the Local Planning Authority. The noise impact assessment must assess the sound levels in accordance with BS4142:2014+A1 (2019).

The sound emitted must be measured (or calculated if measurement is not possible) at 1.0m from the facade of identified sensitive residential premises. The sound emitted by the cumulative operational noise, including noise from plant, machinery and equipment must not exceed 5db below the background noise level at any time.

The noise survey must include reference to measured background noise level at monitoring locations and times agreed by the Local Planning Authority. Measurement parameters must include the LA90, LAeq, LA Max and frequency analysis. Any scheme of mitigation shall be implemented in accordance with the approved details at all times and it shall be retained in accordance with those details thereafter.

Should plant machinery and equipment fail to comply with this condition at any time, it shall be switched off and not used again until it is able to comply. The use of the equipment must not commence or re-commence until a fully detailed noise survey and report has been submitted to and approved in writing by the Local Planning Authority and approved mitigation measures have been implemented. The plant and equipment shall be serviced regularly in accordance with manufacturer's instructions and as necessary to ensure that the requirements of the condition are maintained at all times.

REASON: To protect the amenities of the occupiers of neighbouring properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

- 6** Before the development hereby permitted is first brought into use, a scheme detailing all noise mitigation measures, shall be submitted to, and approved in writing by, the local planning authority. The scheme shall provide full details, (including acoustic properties, design details, location, mass, acoustic properties, lifespan, guarantee and maintenance requirements) of all mitigation measures to the satisfaction of the Local Planning Authority.

The scheme as approved shall be fully implemented before the use hereby permitted is commenced and maintained at all times thereafter.

REASON: To protect the amenities of the occupiers of neighbouring properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

- 7 Before the development hereby permitted is first brought into use, a scheme detailing any proposed floodlighting or external lighting shall be submitted to and approved in writing by the local planning authority before the use hereby permitted commences.

The scheme shall be in compliance with ILP GN01:2021 Guidance notes for the reduction of obtrusive light and Professional Lighting Guide 04, Guidance on Undertaking Environmental Lighting Impact Assessments (PLG04) (ILP, 2013) and must demonstrate to the satisfaction of the Local Planning Authority that there will be no adverse impact on nearby residential property.

The scheme as approved shall be fully implemented before the use hereby permitted is commenced and maintained at all times thereafter.

REASON: To protect the amenities of the occupiers of neighbouring properties in accordance with ULP Policies GEN4 and GEN5 of the Uttlesford Local Plan (adopted 2005).

- 8 a. No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.

b. If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes.

A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and  
The results from the application of an appropriate risk assessment methodology.

c. No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.

d. This site shall not be occupied, or brought into use, until:

All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.

A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

e. In the event that contamination is found at any time when carrying out the approved development, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall then be undertaken by a competent person, in accordance with 'Model Procedures for the Management of Land Contamination, CLR 11'. A written report of the findings should be forwarded for approval to the Local Planning Authority. Following completion of remedial measures, a verification report shall be prepared that demonstrates the effectiveness of the remediation carried out.

No part of the development should be occupied until all remedial and validation works are approved in writing.

REASON: To protect human health and to ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990 and in accordance with Policy ENV14 of the Uttlesford Local Plan (adopted 2005).

**9**

Prior to commencement of development, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to throughout the construction period, including the substation and the pedestrian cycle route on PROW 45/60. The Plan shall provide for;

- I. The parking of vehicles of site operatives and visitors,
- II. Loading and unloading of plant and materials,
- III. Storage of plant and materials used in constructing the development,
- IV. Wheel and underbody washing facilities.
- V. Protection of any public rights of way within or adjacent to the site
- VI. Time of operation including hours and time of year being sensitive to the operation of the airport and the impact on local residents
- VII. how the construction works will not impede on emergency service operations.

REASON: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management Policies February 2011 and in accordance with Local Plan Policy GEN1 and GEN2 (adopted 2005).

- 10 The development hereby permitted shall not restrict access to the COMAH facility in any way at anytime for emergency response arrangements.

REASON: In the interest of Health and Safety of the hazardous facility in accordance with Local Plan Policy GEN2 and the NPPF.

- 11 Cycle parking: prior to implementation of the development, the Developer shall submit to the Local Planning Authority for approval, in consultation with the highway authority, details of the cycle parking provision in accordance with the relevant parking standards. The cycle parking provision will be secure, convenient and covered. Once approved, the development shall not be occupied until such time as the parking indicated on those approved plans has been provided and shall be retained in this form at all times.

REASON: 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, in accordance with Policy GEN8 of the Uttlesford Local Plan (adopted 2005) and the NPPF.

- 12 No development shall commence until a Bird Hazard Management Plan (BHMP) has been submitted to and approved in writing by the Local Planning Authority (LPA), in consultation with Stansted Airport Aerodrome Safeguarding Authority. The BHMP shall include:

1. **Surface Water Management**

- Measures to ensure no standing or pooled water remains on the site for more than 48 hours, whether temporary or permanent.

2. **Roof Design and Maintenance**

- Details of all flat, shallow-pitched, or green roofs, including design and maintenance arrangements to prevent nesting, roosting, or loafing by birds.

3. **Landscape Management**

- A planting schedule specifying species and maximum heights to avoid attracting hazardous birds, and maintenance arrangements to ensure compliance.

4. **Waste Management**

- Physical arrangements for the collection and storage of putrescible waste, including provision of covered bins, and a schedule for removal at intervals not exceeding 48 hours.

5. **Public Awareness Measures**

- Installation of signage to deter feeding of birds within the site.

The approved BHMP shall be implemented in full prior to occupation of any part of the development and maintained thereafter. The BHMP shall

be reviewed annually and updated as necessary, with any revisions submitted to and approved by the LPA.

REASON: To ensure flight safety and avoid increased birdstrike risk to aircraft using Stansted Airport, in accordance with the National Planning Policy Framework (NPPF) and Uttlesford Local Plan Policies GEN2 and GEN8.

- 13** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), no external lighting shall be installed until details have been submitted to and approved in writing by the Local Planning Authority (LPA), in consultation with Stansted Airport Aerodrome Safeguarding Authority.

All external lighting shall:

- Be designed and installed so that the light source is capped at the horizontal, with no upward light spill.
- Be maintained in accordance with the approved details for the lifetime of the development.

REASON: To ensure flight safety and prevent distraction or confusion to pilots using Stansted Airport, in accordance with the National Planning Policy Framework and Uttlesford Local Plan Policies GEN2 and GEN8.

The applicant is advised that contravention of the Air Navigation Order may result in enforcement action by the airport operator, including but not limited to:

- **Part 10: Article 240** – A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft.
- **Part 10: Article 241** – A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property.

- 14** All ecological mitigation measures and/or works shall be carried out in full accordance with the details contained in the Ecological Constraints Report (RSK Biocensus, June 2025), as submitted with the planning application and agreed in principle with the Local Planning Authority prior to determination. The works are to be implemented in accordance with the approved details.

REASON: To conserve protected and Priority species and enable the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 (as amended), and Section 40 of the Natural Environment and Rural Communities Act 2006 (as amended) in accordance with the National Planning Policy Framework (NPPF) and Uttlesford Local Plan Policy GEN7.

**15**

Prior to any works above slab level, a Biodiversity Enhancement Strategy for protected, Priority, and threatened species shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall be prepared by a suitably qualified ecologist and shall include:

- a) The purpose and conservation objectives for the proposed enhancement measures;
- b) Detailed designs or product specifications to achieve the stated objectives;
- c) Locations of proposed enhancement measures shown on appropriate maps and plans;
- d) Identification of persons responsible for implementing the enhancement measures; and
- e) Details of initial aftercare and long-term maintenance arrangements (where relevant).

The approved Biodiversity Enhancement Strategy shall be implemented in full prior to occupation of the development and retained thereafter in accordance with the approved details.

REASON: To enhance biodiversity for protected, Priority, and threatened species and enable the Local Planning Authority to discharge its duties under paragraph 187(d) of the National Planning Policy Framework (2024) and Section 40 of the Natural Environment and Rural Communities Act 2006 (as amended) in accordance with the National Planning Policy Framework (NPPF) and Uttlesford Local Plan Policy GEN7.



## APPENDIX 1 – ECC HIGHWAYS COMMENTS

Your Ref: UTT/25/2397/FUL  
Our Ref: HT/SD/RMc/51793  
Date: 28/11/2025



CC (by email): Cllr Gooding

To: Uttlesford District Council  
Assistant Director Planning & Building Control  
Council Offices  
London Road  
Saffron Walden  
Essex  
CB11 4ER

Highways and Transportation  
County Hall  
Chelmsford  
Essex  
CM1 1QH

### Recommendation

|                 |  |
|-----------------|--|
| Application No. | UTT/25/2397/FUL  |
| Applicant       | Threadneedle Curtis Limited C/o Montagu Evans  |
| Site Location   | Land North Of Stansted Third Avenue Stansted Airport   |
| Proposal        | Use of the Site as a distribution depot (use class B8) and associated works including the provision of HGV parking and yard area with associated office unit, car and cycle parking, vehicle wash area, and other associated works |

The Highway Authority has assessed the information which has been submitted with the planning application, including the Transport Statement (dated June 2025). The assessment of the application and Transport Assessment was undertaken with reference to the National Planning Policy Framework 2024 and in particular paragraphs 115-117.

The highway authority understands that the site sits within Phase 1B of the wider development site – this was approved in outline under reference UTT/22/0434/OP and in detail under reference UTT/24/3144/DFO.

We consider that the impact of the operation on the highway network has already been considered through the outline permission. The s106 agreement for the outline permission sets out a cap on the number of vehicles that can access the development during the peak traffic hours.

The vehicle parking provision proposed is in line with the latest parking standards, however, only 6 cycle spaces are proposed and the latest standards would require 27 to be provided (9 short-stay and 18 long-stay) – hence the draft condition proposed.

**From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the highways-related conditions attached to UTT/22/0434/OP and UTT/24/3144/DFO being reapplied, and the following condition being applied:**

1. **Cycle parking:** prior to implementation of the development, the Developer shall submit to the Local Planning Authority for approval, in consultation with the highway authority, details of the cycle parking provision in accordance with the relevant parking standards. The cycle parking provision will be secure, convenient and covered. Once approved, the development shall not be occupied until such time as the parking indicated on those approved plans has been provided and shall be retained in this form at all times.

**Reason:** 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

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