

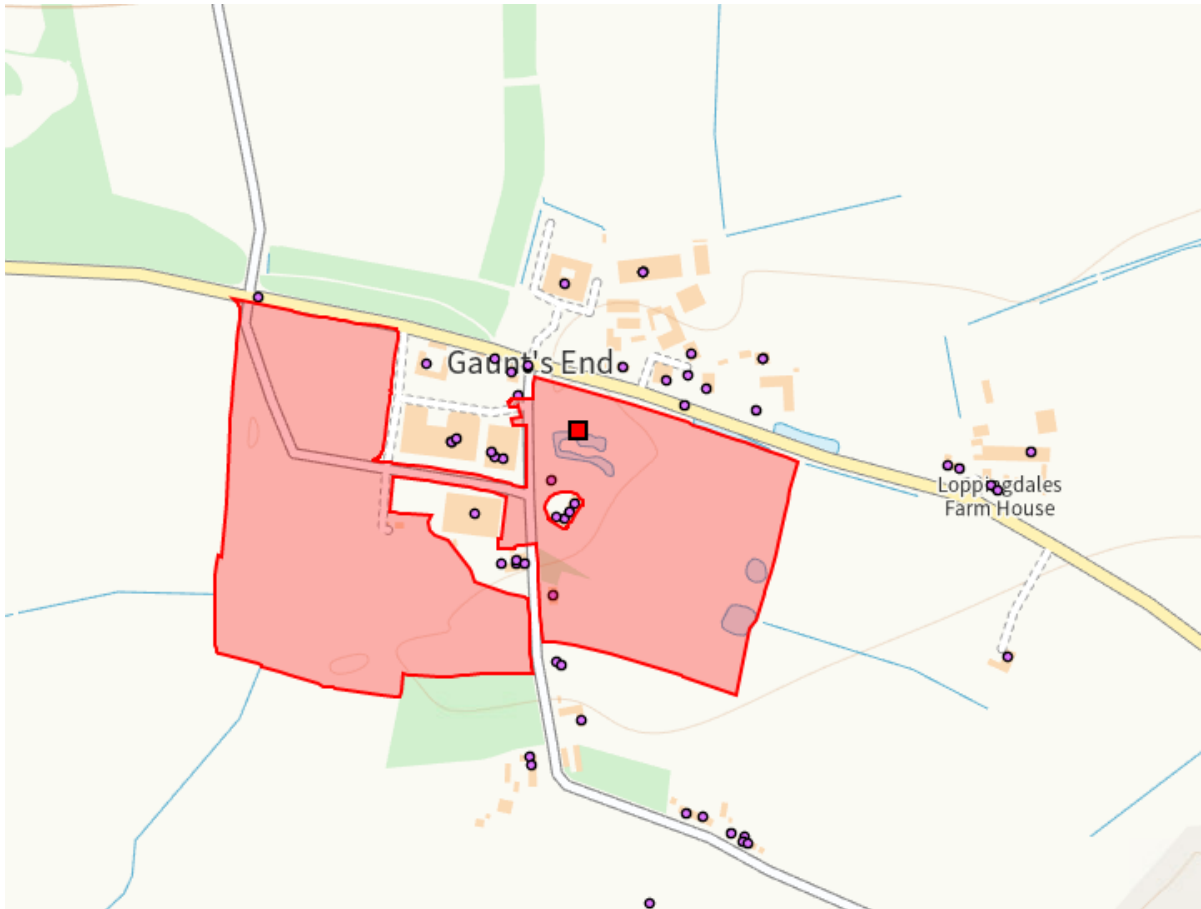
**ITEM NUMBER: 4**

**PLANNING COMMITTEE 13 May 2026  
DATE:**

**REFERENCE NUMBER: UTT/25/2027/OP**

**LOCATION: Water Circle, Green Street, Elsenham**

**SITE LOCATION PLAN:**



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Organisation: Uttlesford District Council      Date: 10 February 2026

**PROPOSAL:** Outline planning application (all matters reserved for subsequent approval) for the development of land within Use Classes B2 (general industrial), B8 (storage and distribution/data centre), E(g)(i) (offices), E(g)(ii) (research and development), E(g)(iii) (industrial processes), demolition and removal of existing structures and hardstanding and replacement of existing Waste Water Treatment Works and new electricity substation and associated works.

**APPLICANT:** UL Propco 1 Limited

**AGENT:** Quod

**EXPIRY DATE:** 19.11.2025

**EOT EXPIRY DATE:** 29.05.2026

**CASE OFFICER:** Genna Henry

**NOTATION:** Countryside Protection Zone,  
Flood Risk Zone 1,  
TPOs,  
within 2km from SSSI,  
within 6km of Stansted Airport, and  
aerodrome safeguarding directions

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

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## **1. REASONS FOR DEFERRAL**

**1.1** The application was presented to Members on 8 April 2026 and was deferred by Planning Committee to address specific concerns made explicit in the draft minutes, these are captured below;

- 1.2**
- Compatibility with CP48, especially demonstration and verification of need and active travel options.
  - Clarity on highway assessment, especially the impact on Four Ashes junction (including how the forthcoming Local Plan allocations are considered) and formal response to matters raised by Railton.
  - Conditions to be finalised.
  - Impact on CPZ.

- Residential amenity impact, especially with regards to 24/7 industrial use of the site.
- Proposed use classes (potential for reconsideration).

**1.3** Each of these reasons for deferral have been addresses within the report below.

**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) Completion of a s106 Obligation Agreement in accordance with the Heads of Terms as set out

B) Conditions

**And**

If the freehold owner shall fail to enter into such an agreement, the Strategic Director of Planning shall be authorised to REFUSE permission following the expiration of a 6 month period from the date of Planning Committee.

**3. SITE LOCATION AND DESCRIPTION:**

**3.1** The application site is south of Hall Road and approximately 300m northwest of Stansted Airport. The site comprises of two parcels (western and eastern parcels) which are physical connected by a central spine road 'Elsenham Estate Road' which was previously delivered by an extant permission<sup>1</sup> at the location<sup>2</sup>. The eastern end of the Elsenham Estate Road loops around the Water Circle building which is outside the application boundary. Green Street extends from Hall Road to the north and runs south intersecting the western and eastern parcels.

**3.2** The core area of the western parcel that flanks the north and south of Elsenham Estate road is characterised by commercial/office buildings and areas of hardstanding for parking. Beyond the core of the western parcel, the area mainly comprises of undeveloped scrub land with the exception of a small waste water treatment plant facility. The western and southern boundaries of the western parcel is primarily characterised by a degree of screening from trees and relatively mature landscaping. Landscape bunds have also been erected with the associated extant consent.

**3.3** Save for the Water Circle building and the associated road infrastructure, the eastern parcel mainly comprises of undeveloped fields. Excavation

<sup>1</sup> See application ref UTT/1473/11/FUL

<sup>2</sup> The above application was only partially implemented

works have commenced within this parcel as part of the extant permission. The site also contains a derelict residential property named 'The Orchards' located to the southwest of the eastern parcel which will be demolished as part of this current proposal.

- 3.4** Along the western side of Green Street lies a small group of residential properties which are to the south of the western parcel at 1-3 Gaunts End, Green Street. 2 & 3 Gaunts End comprise of Grade II Listed properties named 'Brewer Cottage and Sumach Cottage. To the north of the site, but south of Hall Road, lies a cluster of residential properties including Old Dairy Farm (Grade II Listed).
- 3.5** There are four industrial/commercial buildings present within the immediate site context, but outside the application site boundary. These buildings are currently occupied by Molton Brown, Hytek GB, Belcom Cables Ltd and the building 151a Water Circle which is currently vacant. Of these four buildings the Water Circle building is the only site outside the applicant's ownership.
- 3.6** Beyond the boundary the site is characterised primarily by Grades 2 and 3 agricultural land with major transport infrastructure within the locality; the M11 to the west and the Stansted Airport to the south east.
- 3.7** The site is within the Countryside Protection Zone and within Flood Risk Zone 1.

#### **4. PROPOSAL**

- 4.1** The application seeks outline consent for the provision of up to 41,680sqm GIA of flexible employment uses comprising of E(g)(i)(offices), E(g)(ii) (research and development), B2 (general industrial/data centres) and B8 (storage or distribution). The applicant has sought to reserve all matters (access, appearance, landscaping, scale and layout) for later consideration, although the site location plan demonstrates that the site can accommodate vehicle access.
- 4.2** The proposal also seeks permission for the demolition and removal of existing structures and hardstanding and replacement of the existing Waste Water Treatment Works and new electricity substation along with associated works.
- 4.3** The applicant is seeking to control the outline application with the submitted parameter plan (ref: 24245-UMC-XXXX-SI-DR-A 0601 P08) and the Development Specification Document which outlines the specifications of the proposal and includes how much floorspace each use class will be allocated. The following is an extract from the applicants' Development Specification showing the allocation of employment use floorspace.

**Figure 1 (Table 1: Proposed Uses and maximum Floorspace from the ‘Development Specification’)**

Permitted Use	Minimum Floorspace (sqm GEA / GIA)	Maximum Floorspace (sqm GEA / GIA)	Total Floorspace (sqm GEA / GIA)
Use Class B2 – general industrial	N/A	40,180 sqm (GIA)	41,680 sqm GIA 43,918 sqm GEA
Use Class B8 – storage / distribution / data centre	N/A	42,307 sqm (GEA)	
Use Class E(g)(i) offices to carry out any operational or administrative functions	N/A	1,500 sqm (GIA) 1,611 sqm (GEA)	41,680 sqm GIA 43,918 sqm GEA
Use Class E(g)(ii) research and development of products or processes			
Use Class E(g)(iii) industrial processes			

**4.4** Due to the nature of the employment uses the development proposes 24 hours, 7 days a week, operation times.

**4.5** The supplied parameter plan identifies five development zones i.e. Development Zone 1, 2A, 2B, 3A, 3B, which are categorised in terms of the building heights. An extract of the parameter plan is below;

**Figure 2: Parameters Plan (heights)**



**4.6** The parameter plan indicates that development zones 2A and 3B located to towards the south-eastern and south-western corners of the application site boundary will contain buildings of maximum building heights of 15.5m.

The maximum building heights within development zones 1 and 3A, buildings situated south of Hall Road would be maximum heights of 11m and 13m respectively.

- 4.7** While all matters have been reserved for later consideration, the planning statement maintains that the Elsenham Estate road will provide access to the units on the site, while the two other further access points to the site will not be used by vehicles associated with the development. Thus, it has been suggested that the access points via Green Street will remain operational exclusively for accessing the residential properties on Green Street and for emergency vehicles and that the applicant intends to stop-up this portion of Green Street to prohibit commercial vehicles.
- 4.8** The applicant proposes a new footpath the length of Green Street although it is not clear from the submission whether this will extend south beyond application boundary and towards the residential properties. Further public access improvements for pedestrians and cyclists will be provided from the existing roundabout with Hall Road and the new footpath along Green Street. The Planning Statement maintains that a 3m wide footway and cycleway will feature alongside internal roads to enhance safety for non-vehicle road users. Tactile pavement has also been suggested a crossing points of internal junctions within the site as well a direct route to the existing bus stop to the exit of Belcom.
- 4.9** Works are also proposed to the existing Water Circle car park to improve the layout and form. The development will provide up to 497 parking spaces which comprise of dedicated parking spaces for all units across the site. In terms of parking layout it has been suggested that parking spaces for cars will be situated adjacent to the allocated building/unit and its respective main entrance, while delivery and HGV parking will be positioned away from these entrances.
- 4.10** The applicant maintains that all building offices and cores will be capable of achieving net zero in their operation and will be complemented by high-efficiency LED lighting installation in suitable areas. To achieve this, the applicant seeks to employ building design features while also utilising materials with a low lifecycle environmental impact and low embodied energy.
- 4.11** Despite reserving landscaping for later consideration, the applicant has submitted an illustrative landscaping strategy for screening purposes and also as a means to improve the amenity of the landscape. The submitted landscaping strategy includes the following;
- rain gardens
  - creation of new ponds
  - vegetated swales along Green Street
  - linear street planting; and
  - shrub/grass planting along Elsenham Estate Road and Green Street.

**4.12** The landscape strategy will also comprise of a landscape buffer around the perimeter of the site boundaries; these will include new bunding of up to 3m above ground and new planting. Additional tree planting is proposed with a total of 223 trees are currently being proposed.

**4.13** In terms of Biodiversity Net Gain provisions, the proposal will provide the mandatory 10% biodiversity net gain (BNG) in hedgerow units.

**4.14** List of Plans

- 4.15**
- Site Boundary Plan, 24245-UMC-XXXX-SI-DR-A 0503 P07
  - Parameters Plan, 24245-UMC-XXXX-SI-DR-A 0601 P08
  - Masterplan 24245-UMC-ZZZZ-SI-DR-A-0115 P11
  - Tree Protection Plan, Arbtech TPP 01\_v2 (Overview)
  - Tree Protection Plan, Arbtech TPP 01\_v2 (Sheet 1)
  - Tree Protection Plan, Arbtech TPP 01\_v2 (Sheet 2)
  - Tree Protection Plan, Arbtech TPP 01\_v2 (Sheet 3)
  - Tree Protection Plan, Arbtech TPP 01\_v2 (Sheet 4)
  - Outfall Headworks Details, FCL/777/C/701
  - Demolition Plan: 24245-UMC-XXXX-SI-DR-A-0510 P01

**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** An Environmental Statement has been submitted and scoped-in the following EIA topics;

- Socio-economics
- Transport and Access
- Air Quality
- Noise and Vibration
- Climate Change and Greenhouse Gases
- Biodiversity
- Cultural Heritage
- Landscape and Visual Impacts

**6. RELEVANT SITE HISTORY**

<b>6.1</b>	<b>Reference</b>	<b>Proposal</b>	<b>Decision</b>
	UTT/25/1040/SO	Request for Scoping Opinion for outline permission an industrial-led development delivering indicatively up to 42,000 square metres (sqm)Gross Internal Area	Opinion Given

UTT/16/0709/SO	Request for a scoping opinion in respect of proposed Commercial Development	Opinion Given
UTT/19/1476/NM A	Non Material Amendment to UTT/1473/11/FUL - Amendments to design of towers including widening of linkbridges and revisions of car parking arrangements to surface parking with enhanced landscaping.	Approved
UTT/1473/11/FUL	Demolition of existing office and car park. Construction of three interlinked buildings (7 storeys, 6 storeys, 5 storeys) containing 6,978 sqm of offices and 1,394 sqm floorspace of ancillary mixed retail, Café/restaurant and health/spa facilities with underground parking, landscaping and ancillary works. Creation of new access onto Hall Road & alterations to existing access (Green Street)	Approved
UTT/2222/10/FUL	Three interlinked buildings (11 storeys, 9 storeys and 7 storeys) containing 11,148 sqm of offices & 1,393.5 sqm of ancillary retail & restaurant floor space with underground parking, renewable energy infrastructure & landscaping. Creation of new access onto Hall Road & alterations to existing access (Green Street)	Refused
UTT/1699/08/FUL	Three towers (11 storeys, 9 storeys and 7 storeys) containing 9290 square metres of offices and 3252 square metres of retail space and underground parking and landscaping	Refused
UTT/0664/96/FUL	Removal of restrictive condition relating to the ancillary use of office premises imposed on	Approved
UTT/1184/02/FUL	Erection of building to house water bottling plant and	Approved

	offices, creation of 30 parking spaces.	
UTT/0627/99/FUL	Erection of extensions to existing buildings and two B1 business units with associated car parking	Approved

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

**7.1** Paragraph 40 of the NPPF (2024) states “*Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.*”

**7.2** The applicant has undertaken pre-application advice in 2024 and has engaged with UDC officers on the merits and scope of their proposals.

**7.3** The applicant has entered into a Planning Performance Agreement (PPA) with the Council and various meetings have been had with technical consultees. A Statement of Community Involvement has been submitted with the application site.

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

### **8.1 Active Travel**

**8.1.1** No comment made, standing advice provided.

### **8.2 ECC Highways**

**8.2.1** No objections, subject to conditions and planning obligations.

### **8.3 National Highways**

**8.3.1** Following initial objections and clarifications provided, there are no objections.

### **8.4 Local Flood Authority**

**8.4.1** No objections, subject to conditions.

### **8.5 Environment Agency (EA)**

**8.5.1** No objections, but disagree Water Resources should be scoped-out of the Environmental Statement as the site is within a seriously stressed Water Resource Zone but noted that the applicant has included mitigation in their submitted BREEAM UK NC V6.1 Outline Report. This report states that the development has the potential to target BREEAM excellent rating. CP

34 of new Local Plan is of relevance. Thus, adequate mitigation has been proposed in terms of water efficiency.

## **8.6 Natural England**

**8.6.1** Potential impacts to Elsenham Woods SSSI. Please note that Natural England has only provided comments in relation to impacts on statutory designated nature conservation sites.

## **8.7 Historic England**

**8.7.1** No advice given.

## **8.8 Manchester Airport Group (MAGS)**

**8.8.1** No objection subject to conditions.

## **8.9 National Air Traffic Services (NATS)**

**8.9.1** No objections, subject to conditions.

## **8.10 Thames Water**

**8.10.1** No objections.

## **8.11 Affinity Water**

**8.11.1** No comment offered.

## **9. PARISH COUNCIL COMMENTS**

### **9.1 *Elsenham Parish Council***

**9.2** The following objections have been raised;

### **9.3 Significant HGV movements**

- Roads through Stansted Airport are not available to through traffic and therefore the approved route from the M11, jct. 8, is via the B1256 turning left at the Four Ashes junction in Takeley and then via Hall Road to the existing roundabout
- Route from Coopers End roundabout to the site is narrow and not suitable for large volumes of HGV traffic
- Overall the route is not suitable for increase in HGV traffic

### **9.4 Sustainability**

- Not possible to walk along Hall Road from Elsenham and not safe of pedestrians

- A footway would need to be constructed from Church Lane, Elsenham to the roundabout on Hall Road
- Cycle provisions are made for bicycles on the site and the DAS states the roundabout on Hall Road has the ability to accommodate cycle-pedestrian priority areas segregated from vehicles (p15) but does not make clear how this will be achieved
- The 7/7A bus route from Bishop Stortford to Stansted Airport does not go to Takeley as stated in the DAS (p14)
- The development proposes a 24/7 operation times and no bus timetables accommodates these working hours
- Distance to Elsenham station is too great for walking
- The TA submitted is no correct at 4.3.8 and table 4.4; once train per day goes to Ely and the destination for the remainder is Cambridge
- Trains run every 30mins at peak times only and hourly otherwise

**9.5** The proximity to Stansted Airport Countryside Protection Zone and inappropriate to regard the site as an annex to the airport.

**9.6** The TriSail Towers development UTT/1473/11/FUL was approved in 2012 and some works have commenced. Not clear how construction will proceed in this area.

**9.7** Heritage

- The two grade II listed cottages in close proximity to the proposed development site
- The Environmental Statement states that disturbance will be had to the occupants of the nearby listed cottages from the vibration levels (see 10.7.6 of the ES)
- Measures should be made to protect the fabric of the listed buildings from vibration levels during construction, such as, comprehensive, professional survey of the heritage assets before and after construction.

**9.8** The proposal is not necessary nor appropriate.

**9.9** Without prejudice, Elsenham PC seek the following s106 contributions and conditions;

**9.10** Biodiversity

- The BNG provisions should be met wholly on site.

**9.11** Provision within Elsenham

The PC welcomes discussions with the developer regarding the s106 and contributions to the new Community Centre and new outdoor adult gym in the village.

**9.12** ***Broxted Parish Council***

**9.13** The following objections have been raised;

- 9.14**
- The site lies within the Countryside Protection Zone
  - The development is contrary to adopted local plan S8 and eLP SP12 reinforcing the CPZ
  - Para. 20 of the NPPF requires strategic policies to ensure the conservation of valued landscapes.

**9.15** Unsustainable Location

- Unsustainable Location (as per NPPF para. 104-106)
- Access routes to the site are unsafe for pedestrians and cyclists due to the absence of continuous pavements, narrow carriageways, and the dominance of HGV traffic
- No realistic mitigation measures are proposed that would secure safe non-motorised travel
- Bus provisions: site lies on the 7/7A bus corridor but the service is infrequent outside peak hours and absent overnight
- Elsenham rail station is beyond a reasonable walking distance to the site reliance would therefore presuppose a private car journey and contrary to NPPF and GEN1

**9.16** Highway Capacity and Safety

- The approved HGV route from M11 via the B1256 and Hall Road is already under significant pressure
- Queueing, congestion and conflict between the heavy vehicles and local traffic are well documented, particularly at the Four Ashes junction and along Hall Road
- Broxted PC consider the submitted TA is an inadequate reflection of the cumulative impacts required by the NPPF para. 111
- Other developments within the area will need to be appropriately considered to ensure this development does not push the road network beyond capacity.

**9.17** Relationship with Stansted Airport

- The application is presented as complimentary to the airports growth

- Development would effectively operate as an airport related expansion zone outside the airport boundary, blurring the line between airport infrastructure and open countryside
- New commercial floorspace intended to serve the airport should be accommodated within the airports operational boundary or on a site specifically allocated for that purposes, not in a sensitive countryside protection zone

### **9.18** Heritage and Environmental Assets

- The ES acknowledges potential for significant vibration impacts during construction yet the proposed mitigation is vague and reactive. No binding commitment has been offered to protect the structural fabric of the nearly listed cottages or amenity of the occupiers
- Proposal falls short on biodiversity net gain, applicant is relying on off-site payments rather than demonstrable ecological improvements within the development boundary
- The applicants BNG provisions are inconsistent with the government's mandatory 10% biodiversity net gain regime and NPPF requirements for measurable on-site enhancements where feasible

### **9.19** Scale and precedent

- The development is nearly three times the area envisaged in the draft Local Plan- it is disproportionate to the role of Elsenham within the settlement hierarchy
- The site is not allocated for strategic employment growth, nor is there evidence of the overriding need that justifies expansion beyond plan led provision
- An approval would undermine the public confidence in the Local Plan process, create a precedent for speculative development in the CPZ
- Erode the carefully negotiated balance between growth and protection in north-west Essex

### **9.20** Lack of Community Benefit

- No significant community facilities are proposed despite local shortfalls in retail and leisure provision
- Little evidence that employment opportunities would be targeted for local residents through secured training or apprenticeship schemes
- Insufficient mitigation on infrastructure, i.e. highways and public services

### **9.21** Takeley PC have submitted a transport objection note prepared by Railton TPC Ltd, dated September 2025.

**9.22** The objections can be summarised as follows;

- Based on the applicants' data, the proposed development will generate 87% more vehicles on a daily basis than the approved scheme;
- The development will generate significant numbers of HGV movements, something the TriSail development would not;
- Junction 8 of the M11 will be impacted by the development since airport peak vehicle generation periods include 07:00-08:00 hours and the 16:00-17:00 hours, both periods when the applicants' own data show that that the proposed development would lead to an increase in traffic compared with the approved scheme
- National Highways (NH) has presented evidenced to show that more representative trip generation lead to a conclusion that the proposed development would cause a net increase trips in AM peak hour
- Further the daily number of HGV's calculated as 265 by the applicant, would be 389 using NH's data
- Applicant hasn't shown whether the development would not lead to an unacceptable highways impact based on more representative trip generation data
- Modelling for Four Ashes junction is flawed as it suggests that the junction will operate within capacity with the addition of both committed and proposed development traffic but the junction is already over capacity
- The applicant fails to present data that is reliable and credible
- The impact at this junction will be significantly increased on the basis of more representative trip generation data
- Applicant has not taken into account all committee development and the modelling of the Four Ashes junction does not make allowance for HGVs generated by the proposed development
- Applicant has not taken into account all committed developments and modelling of Four Ashes does not make allowance for the HGVs generated by the proposed development
- Applicant states the implementation of MOVA traffic signal control will increase the capacity of the Four Ashes junction, but MOVA provides little or no benefit
- It is not acknowledged that the development sits at heart of Takeley village community and crossed by numerous highway users including those with restricted mobility and school pupils;
- Applicant has failed to appropriately assess the
  - Adverse highway safety effects of increased HGV movements of the relatively narrow and winding Hall Road and Parsonage Road
  - Adverse severance effects on bus users associated with the De Salis hotel
  - The potential adverse highway safety effects of increased HGV traffic passing High House Day Nursery on Hall Road and local and fatal collisions in recent years

- The adverse amenity and severance effects on pedestrian and cyclists who could use the proposed link between Takeley and Stansted Airport along Parsonage Road
- Adverse amenity and severance effects on the pedestrian moving between the developing urban areas east and west of Parsonage Road
- Applicants statement that the proposed development will result in a relatively low future baseline in relation to HGV movements, this cannot be justified
- Evidence suggests that HGV movements at Four Ashes junction could increase by over 100% and likely lead to significant adverse impact in relation to vulnerable highway users that would require mitigation. No mitigation proposed to deal with adverse transport environmental impacts in the centre of Takeley
- Evidence to suggest there will be cumulative impacts at the Four Ashes junction that is severe as per para. 116 of the NPPF and should be refused on this basis
- Not been demonstrated that that the development would not have an unacceptable highways impact on junction 8 of M11, the A120/B1256 junction or at the Coopers End roundabout
- The assessment of highway safety as presented within the Transport Assessment and the Environmental Statement is deficient since it only deals with one section of Hall Road
- The site negligible accessibility on foot, extremely poor accessibility by bicycle and poor accessibility by bus with the frequency and timing of bus services being convenient
- In order to comply with policy in terms of sustainable access, significant improvements to bus accessibility including improved frequency, more convenient timing, provision of bus turning facilities within the site and measures to secure services into the future need to be provided
- The Travel Plan presents a weak case for sustainable travel and will not achieve any material walking, cycling and bus use given the unattractiveness of these modes
- Overall, the development will result in severe residual cumulative impact on the Four Ashes junction is contrary NPPF para. 116 and GEN1 and emerging Local Plan CP32
- Poor sustainable access contrary to para. 115 of NPPF and GEN1 and eLP Policy 26, 27, 28
- Applicant needs to submit more evidence to provide more representative generation rates on junction 8 of the M11, the 120/B1256 junction and the Coopers End roundabout along with appropriate mitigation on the Four Ashes junction and other junctions should be found to be necessary...

## **10. CONSULTEE RESPONSES**

### **10.1 UDC Conservation Officer**

**10.1.1** No objection, the development will amount to less than substantial harm to nearby designated heritage assets

**10.2 UDC Environmental Health**

**10.2.1** No objection raised, subject to conditions.

**10.3 UDC Landscape Officer**

**10.3.1** No objections raised.

**10.4 UDC Urban Design**

**10.4.1** No objection raised, but raised concerns relating to the design code, landscape & visual impact, landscaping and on-site amenity/staff welfare.

**10.5 Place Services (Ecology)**

**10.5.1** No objections, subject to conditions.

**10.6 Place Services (Archaeology)**

**10.6.1** No objection, subject to conditions.

**10.7 ECC Minerals & Waste Planning**

**10.7.1** No objections raised.

**10.8 Essex Police**

**10.8.1** No objection, subject to conditions.

**11. REPRESENTATIONS**

**11.1** A site notice was displayed, the application was advertised in the local press, notification letters sent to nearby properties along with site notices. The overall consultation period expires 13.12.2025

**11.2 Support**

- 11.2.1**
- The site is a core operational base for manufacturing, R&D, logistics, and employment. The proposed development provides essential adjacent expansion space, helping retain skilled local jobs and avoid inefficient relocation.
  - The industrial space is in high demand locally and the scheme allows their business to grow sustainably on-site. They warn that without expansion, they may be forced to relocate out of the district (likely to Braintree), risking loss of employment and revenue.
  - Supporting businesses highlight that the proposal would:

- modernise the estate,
- finalise a site dormant for over 25 years,
- retain and grow local employment,
- address a district-wide shortage of industrial floorspace, and
- support local economic stability

### **11.3 Object**

- 11.3.1**
- The surrounding rural road network (Hall Road, Parsonage Road, B1256, Green Street, Elsenham Road) is wholly unsuitable for HGV traffic due to narrow widths, blind bends, lack of pavements, lack of lighting, and conflict with residential areas and pedestrians.
  - Existing accident history along Hall Road includes multiple fatalities, serious injuries, and numerous minor collisions, with objectors warning that additional HGV movements would increase risks further.
  - Predicted HGV movements (up to 300–395 per day) would significantly exceed the capacity of rural roads and create severe congestion at key junctions, including the Four Ashes crossroads and the M11 junction.
  - Pedestrian and cyclist safety would be severely compromised, particularly for children walking to/from school, airport passengers walking on unlit roads, and disabled users reliant on narrow footways.
  - Transport Assessment is considered inaccurate and misleading, significantly underestimating vehicle trips (1,565 vs 3,500–7,380), failing to assess accident data, ignoring cumulative development, and not properly assessing impacts at the M11 junction.
  - The proposal is considered overdevelopment when compared with the previously approved Tri Sail scheme, which developed only ~15% of the site with mixed-use community facilities; the new scheme covers almost the entire land area with industrial/logistics buildings.
  - Development lies within the Countryside Protection Zone (CPZ) and is viewed as airport related industrial sprawl that conflicts with CPZ purposes (preventing coalescence, protecting openness, restricting airport-related uses).
  - Concerns about heritage and archaeological harm, including evidence of early medieval occupation and iron-smelting activity which could be lost through large-scale industrial development.
  - Anticipated noise, vibration, and air pollution from increased HGV use would further erode residential amenity, with reports of homes already shaking due to existing HGV movements.

- The site is considered inappropriately located for sustainable travel, with inadequate bus services, unsafe walking/cycling conditions, and train stations too distant without car travel.
- The proposed development fails the NPPF sustainability tests (economic, social, environmental) and conflicts with several Local Plan policies, including those on countryside protection, landscape character, sustainable transport, freight management, and net-zero building standards.
- Local roads already experience severe deterioration and potholes attributed to construction and airport related traffic, with fears that additional HGVs will worsen damage beyond what the authority can maintain.
- The development should instead be located within Stansted Airport's perimeter if it is genuinely airport-related, not in open countryside.

#### **11.4 Comment**

##### **11.4.1 Comment on objections**

**11.4.2** The objections submitted raise a range of matters including highway safety, HGV routing, congestion, CPZ impacts, amenity, landscape, heritage and environmental effects. These concerns have been carefully noted. However, the proposal is supported by a comprehensive Transport Assessment and Environmental Statement, which have been reviewed by Essex County Council Highways. Following updated modelling, the Highway Authority confirms that the development would not result in a "severe" transport impact and is therefore acceptable, subject to a robust package of mitigation including speed reduction, routing controls, signage improvements, bus service enhancements and a Workplace Travel Plan. The Environmental Statement also identifies no significant residual effects in relation to air quality, noise, biodiversity or heritage once mitigation is applied.

**11.4.3** The following assessment therefore takes full account of all material planning considerations, balancing the concerns raised against the technical evidence, policy context and the significant employment and economic benefits of the scheme.

##### **11.4.4 Comment on supporting comments**

**11.4.5** A small number of supporting representations were received, primarily from existing long-established businesses operating within the Water Circle Estate. These comments emphasise the importance of the proposed development in enabling business expansion, safeguarding and increasing local employment, and retaining major employers such as Molton Brown and Belcom Cables, both of whom state that the scheme

provides the only viable opportunity for sustainable, contiguous growth at this location.

- 11.4.6** Supporters highlight the shortage of suitable industrial floorspace within the district and note that, without this development, there is a risk of relocation outside Uttlesford, with associated economic loss. The following assessment takes full account of these representations alongside all other material planning considerations.

## **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 Local Plan 2021-2041 (adopted 25.3.26)  
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 2026**

##### 13.2.1 **Local Plan Policies 2021-2041**

	Strategic Objectives SO1, SO3, SO4, SO5, SO8
<b><i>Spatial Strategy Policies</i></b>	
<b>CP3</b>	Settlement Hierarchy
<b>CP4</b>	Meeting Business and Employment Needs
<b>CP5</b>	Providing Supporting Infrastructure and Services
<b><i>South Uttlesford Area Strategy</i></b>	
<b>CP11</b>	London Stansted Airport
<b>CP12</b>	Stansted Airport Countryside Protection Zone
<b><i>Stansted Mountfitchet and Elsenham Area Strategy</i></b>	
<b>CP16</b>	Stansted Mountfitchet and Elsenham Area Strategy
<b>CP17</b>	Delivery of Transport Infrastructure within the Stansted Mountfitchet and Elsenham Area
<b><i>Climate Change</i></b>	
<b>CP22</b>	Net Zero Operational Carbon Development
<b>CP23</b>	Overheating
<b>CP24</b>	Embodied Carbon
<b>CP25</b>	Renewable Energy Infrastructure
<b><i>Transport</i></b>	
<b>CP26</b>	Providing for Sustainable Transport and Connectivity
<b>CP27</b>	Assessing the Impact of Development on Transport
<b>CP28</b>	Active Travel – Walking and Cycling
<b>CP29</b>	Electric and Low Emission Vehicles
<b>CP30</b>	Public Rights of Way
<b>CP31</b>	Parking Standards
<b>CP32</b>	The Movement and Management of Freight
<b>CP33</b>	Managing Waste
<b>CP36</b>	Flood Risk
<b>CP37</b>	Sustainable Drainage Systems
<b>CP38</b>	Sites Designated for Biodiversity or Geology
<b>CP39</b>	Green and Blue Infrastructure
<b>CP40</b>	Biodiversity and Nature Recovery
<b>CP41</b>	Landscape Character
<b>CP42</b>	Pollution and Contamination

<b>CP43</b>	Air Quality
<b>CP44</b>	Noise
<b><i>Employment and Retail</i></b>	
<b>CP45</b>	Protection of Existing Employment Space
<b>CP46</b>	Development at Allocated Employment Sites
<b>CP47</b>	Ancillary Uses on Existing or Allocated Employment Sites
<b>CP48</b>	New Employment Development on Unallocated Sites
<b>CP49</b>	Employment and Training
<b><i>Healthy and Sustainable Communities</i></b>	
<b>CP52</b>	Good Design Outcomes and Process
<b>CP52a</b>	Good Design Outcomes and Process for Strategic Allocations
<b>DP9</b>	Public Art
<b>CP53</b>	Standards for New Residential Development
<b>CP61</b>	Conservation Areas
<b>CP62</b>	Listed Buildings
<b>CP64</b>	Archaeological Assets
<b>CP66</b>	Planning for Health and Well-being
<b><i>Monitoring and Implementation</i></b>	
<b>CP71</b>	Monitoring and Implementation

### **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**

Supplementary Planning Document – Accessible homes and playspace  
 Supplementary Planning Document – Developer's contributions  
 Essex Design Guide  
 Uttlesford District Council District-Wide Design Code (2024)

## **14. CONSIDERATIONS AND ASSESSMENT**

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

- 14.1.2**
- A) Principle of Development: Core Policy 48 and Countryside Protection Zone**
  - B) Highways / Impact on the Four Ashes Junction**
  - C) Office Cascade Mechanism**
  - D) Other Matters**

**14.2** Following the deferral of this application at April Planning Committee officers have liaised with the applicant to discuss the outcomes from the meeting and how to address the reasons for deferral. Therefore, in terms of the principle of development, this portion of the assessment should be read in conjunction with the principle assessment contained within the April Planning Committee report. After subsequent discussions and updated material from the applicant, the details below seek to expand on

existing policy discussions and respond to specific points raised at the April meeting.

### **14.3 A) Principle of development: Core Policy 48 and Countryside Protection Zone**

**14.3.1** Core Policy 48 (CP48) (New Employment Development on Unallocated Sites) requires that proposals for new employment (Use Classes E(g), B2 or B8) will be supported on unallocated sites in or on the edge of Existing Employment Sites (as defined in Core Policy 45) and the built-up area of Key Settlements, Local Rural Centres and Larger Villages, provided that the benefits are not outweighed by any harmful impacts (through consideration of other policies within this plan), and these are subject to certain criteria. Core Policy 45 (Protection of Existing Employment Space) seeks the retention of permanent jobs and employment floorspace subject to relevant criteria.

**14.3.2** In addition, the preamble of CP48 complements our new allocations by supporting appropriate employment development on unallocated sites across the district where there is a *demonstrable need*.

**14.3.3** The wording of CP48, as adopted, does not refer to 'where there are exceptional circumstances' as was contained within the reg 19 version of the Local Plan, following main modifications updates subsequently agreed by the Inspector. As a result, the adopted wording of the policy adopts a more proportionate approach, removing the requirement for applicants to demonstrate exceptional circumstances while maintaining an appropriate policy test.

**14.3.4** A number of employment uses are proposed at the site and para. 5.17 of the Planning Statement highlights that the applicant seeks a flexible range of employment uses including research & development, warehousing, logistics, open storage, offices and other ancillary uses. Therefore, given the application is outline in nature with all matters reserved the Council deems the proposal as speculative in the sense that potential occupants of the units are not yet known. Although, the illustrative masterplan demonstrates that up to 22 units could be achieved at the site all varying in heights, scales and the composition of floorspace primarily comprising of warehousing space with ancillary office use.

**14.3.5** During discussions at the April Planning Committee Members raised specific concern with regards to Core Policy 48 and questioned how the proposals met the criteria under this policy. To expand on this, the applicant has submitted an addendum document to address the outcomes of the April Planning Committee meeting. Earlier this year, the applicant also submitted a 'Principle of Development – Policy Assessment' document (February 2025)<sup>3</sup>. Below synthesises these documents and how the proposals demonstrate compliance with CP48.

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<sup>3</sup> Submitted February 2026

### **14.3.6**     **CP48(i) Demonstrable Need**

#### **14.3.7**     *Existing Occupants*

**14.3.8**     Existing on-site occupiers, while outside the parameters of the application site, these occupants of the existing employment allocations include Molton Brown, Belcom Cables Ltd and Hytek GB Ltd have provided comments of support. Supporting comments are extracted below;

**14.3.9**     Molton Brown states: *'Based on the layout of the estate and the position of our existing buildings, the most desirable opportunity for Molton Brown to expand in a way that is operationally coherent lies to the western side of the site. Other locations, even if available in principle, would not offer the same benefits. Relocating or splitting our operations across multiple sites would undermine the efficiencies created through long-term investments at Water Circle and would not represent a sustainable or desirable outcome for the business'*

**14.3.10**    Hytek GB Ltd states: *'As a long-standing occupier, we are keen to see the site development completed and full potential of the location realised. For Hytek, the scheme offers the opportunity to continue operating within a modern, high-quality industrial and employment environment. We also welcome the change to expand our footprint on the site in the future should our business require it. We believe the proposals will benefit existing tenants like us as well as attract further investment and employment opportunities locally'*

**14.3.11**    Belcom Cables Ltd states: *'We strongly support the above application to provide much need space to grow, without which we will face the prospect of moving to larger premises, the dearth of which in this district will mean the loss of our revenue to yourselves and potentially lost local jobs. The only viable alternative being Braintree district.'*

**14.3.12**    Further to these comments the applicant further notes that existing tenants at the site are aware of the Land North of Taylors Farm development, but consider that the alternative employment allocation does not represent a viable alternative. Given the comments from existing tenants, it is evident an onsite expansion is favoured opposed to an alternative location as it provides the opportunity for a cohesive expansion on site whilst offering operationally coherent benefits to existing occupants. Ultimately, existing tenants indicate that the opportunity to expand their respective enterprises within the Water Circle estate would be welcomed since this would enhance the opportunities afforded at the site. Otherwise, it has been suggested that existing tenants may have to relocate outside of the district to find premises to accommodate their needs. However, whilst the sentiment of local businesses are noted, the application, to a degree, remains speculative in nature since existing tenants have not definitively stated they require additional space, conversely the comments relay a sentiment of 'potential

expansion/opportunity and ultimate preference to remain in situ'. As such, there is no certainty stemming from the application that the proposed units will indeed serve to benefit neighbouring occupier expansion.

**14.3.13** *Council's Local Plan evidence base*

**14.3.14** The applicant also highlights that the evidence base to the Local Plan also supports the need for industrial/logistics floorspace and contends the Uttlesford Employment Needs Update: Final Report (ENU)(September 2023) provides further evidence for the need for industrial floorspace. Paragraph 3.38 of the ENU (2023) maintains that the industrial vacancy rate stood at 0.4% in mid-2022 which was an extremely low level which is suggested is representative of a constrained supply and tight property market conditions. Furthermore, light industrial and logistics space also reflect an extremely low vacancy rate of 0.1% and 0.4% respectively. It should be noted however, that the quantitative recommendations for additional employment land set out within the ENU have been met through the strategic allocations within the adopted Local Plan, albeit these recommendations are not intended as rigid caps on new employment development in the District.

**14.3.15** *Weak office demand*

**14.3.16** Para. 4.7 of the applicants Market Report (Bidwells, 2025) states that 'Prime rents are a third in the Stansted location compared to other regional centres to make the area attractive to cost-conscious firms. This means speculative development of brand-new offices in this location is extremely rare as build costs make the enterprise prohibitive against the rents and yields required to make a profit on the investment. As a result, the Stansted market is typically dominated by dated or converted supply like the 151A Water Circle building. However, the lack of quality requirements for office or laboratory space and lack of growth in the peripheral locations make speculative developing these spaces unviable for developers and investors.'

**14.3.17** To demonstrate a weak demand for office use, the applicant uses the example of the vacant 151a Water Circle building. The building was vacated in 2014 with subsequent marketing for conducted in 2020 which resulted in a handful of enquiries. The applicants' Marketing Report (Bidwells 2025) states that office space in the area are 'rare which means voids on space are greater at 17.5 months on average in Uttlesford compared to 7.5 months in the rest of the Essex market'. Therefore, it could be stated that the Water Circle building is an indicator of the fragility of the office market in Stansted. The Market Report highlights that the Stansted office market is isolated from the rest of the north M25 market and is characterised by the proximity to the airport, therefore, it is asserted that the local occupier pool is predominately service industry and supply chain for airport activity. Furthermore, the report also maintains that as the Stansted/Bishop's Stortford area are also characterised within a

commuter belt and typically viewed as satellite hubs for remote working with demand requirements usually <1000 sq.ft which has exacerbated in the aftermath of the Covid-19 pandemic.

**14.3.18** Overall, the Market Report concludes that the office market in Stansted is fragile with demand limited to <1000sq.ft and for ancillary/flexible spaces. Therefore, for these reasons, the report goes on to state that a new office-led development in this location would be unviable. The Council’s ENU itself anticipates that there will be ‘a limited role for corporate offices’ and acknowledges that, for offices, ‘current market signals are weak’ with demand ‘focused generally on local SME businesses’. Consequently, the conclusions of the Market Report in relation to local office demand being weak are accepted.

**14.3.19** *Industrial and logistics demand*

**14.3.20** The table at para. 5.2 of the Market Report provides an extensive list of industrial occupier requirements seeking varied floorspace needs within the M11 corridor. The table is extracted below;

COMPANY	SIZE (SQ FT)	SEARCH AREA	USE	COMMENTS
Pharmaceutical Company c/o CBRE	70,000-100,000	North London +15 miles	Storage	Looking for distribution space in North East London – Milton Keynes.
Confidential Airline	70,000	Stansted + 10 miles	Storage	Looking for a site around the airport for additional storage.
Confidential Semiconductor Distributor business	5,000 – 10,000	Harlow + 10 miles	Manufacturing/ storage	Currently in buildings that are no longer fit for purpose. Grade A premises.
c/o CBRE	150,000 – 200,000	Cambridge/ Bishop’s Stortford/ M11	Manufacturing	Looking for a 10-15 acre site.
c/o CBRE	20,000 – 50,000	North East M25 surrounds	B8	Looking for a new cross dock facility.
c/o HBC	10,000-20,000	East Anglian and Essex	Manufacturing	Client seeking a stand-alone site (not part of an estate) with a significant yard area (up to 1 hectare) and associated warehouse 10-20,000 sq ft.

COMPANY	SIZE (SQ FT)	SEARCH AREA	USE	COMMENTS
c/o Cushman Wakefield	10,000 – 30,000	East Anglia – East Mids	Manufacturing	Manufacturing client looking for building with a large yard of c. 1 acres.
c/o Knight Frank	150,000 – 160,000	Felixstowe to A1(M)	3PL	On behalf of a Turkish 3PL operator looking along the A120 corridor.
ZoteFoams	20-25,000	M11 Corridor	Manufacturing	Require a new facility with 1MW of power. Create foams for automotive and aerospace industry.
BT Lerson Engineering Solutions	25,000 – 35,000	Stansted and surrounds	Eg(iii), B2	Aerospace, Medical, Defence, Food and Construction engineering and fabrication company based in Broxted.
Kier Construction c/o Whybrow Dodds	3,500 – 6,000	Stansted and Bishops Stortford	B8	Looking for a storage unit alongside their office requirement.
UK Packaging	30,000 – 100,000	M11 corridor	B8/B2	Tottenham based packaging business with a hub in Newmarket. Looking to purchase a building.
Skysmart / Aerotron	50,000	Stansted Airport +10 miles	R&D / Eg(iii)	On c. 3 acres. Split 20,000 sq ft warehouse and 30,000 sq ft R&D space with a full mezzanine. 100 parking spaces.
c/o Cogent Real Estate	15,000 – 25,000	40 miles of City of London	B2 and B8	For a storage and distribution for the construction industry.
c/o Atomic Properties	20,000 – 60,000	Stansted + 20 miles	R&D/ Industrial	Looking for a facility for insect harvesting for biofuel. Looking as close to Stansted as possible.
c/o Avison Young	8,000 – 15,000	Harlow + 20 miles	B2 and B8	Looking north and east of the M25 to amalgamate two depots.
Project Elder c/o DWW	20,000 – 30,000	Hertford/ Hoddesdon/ Bishops Stortford	B8/B2	Immediate requirement for a Herts/Essex based occupier.
Yun Express	20,000 – 35,000	Stansted +15 miles	B8	Logistics business looking to be as close to Stansted as possible. Occupation mid 2025.
c/o Eddisons	20,000 – 80,000	Bishop's Stortford + 5 miles	B2 and B8	Manufacturing occupier. Bespoke requirement looking between Bishop's Stortford and Stansted.
c/o Montagu Evans	20,000 – 35,000	Braintree – Bishops Stortford	B8	Looking for c. 30,000 sqft due to expansion. Timing immediate but can flexible timing wise. 8m + eaves ideally

COMPANY	SIZE (SQ FT)	SEARCH AREA	USE	COMMENTS
c/o Cushman Wakefield	15,000 – 30,000	Haverhill + 25 miles	B8	Storage and distribution occupier based in Linton. Looking in South Cambridge and Essex/Suffolk
c/o Logix	20,000 – 30,000	North M25	R&D / Industrial	Pharmaceuticals company developing products from seaweed. Require 1/3rd of the building as office. Require 500 kVA power supply. Acquiring funding.
c/o DTRE	15,000 – 30,000	Harlow / Hoddesdon / Bishops Stortford and surrounds	B8	Confidential requirement for warehousing occupier. Timing immediate.
c/o LSH	35,000 – 45,000	Harlow + 20 miles	Eg(iii), B8	Harlow based occupier. Preference for existing/under construction, however, will also consider D&B options.

Source: Bidwells

- 14.3.21** The above table demonstrates the extent of the demand for industrial / logistics space within the region and further illustrates the varied nature of the employment space required. It is also evident from the table that there is specific demand within the immediate Stansted/Bishop Stortford area from companies, such as, Kier Construction, BT Lerson Engineering Solutions, Yun Eun Express, c/o Eddisons and c/o Montagu Evans and some of which do require a proximity to the airport. These companies listed within the extracted table require E(g)(iii), B2, B8, and R&D spaces but with floorspace requirements typically ranging from 10,000sq.ft-100,000sq.ft which are generally classed as small-medium sized boxes.
- 14.3.22** The indicative masterplan supplied with the application reflect the unit sizes are consistent with industrial occupant requirements outlined in the table extracted above. The Market Report concludes by stating that the Water Circle is well aligned to the logistics sector due its strategic location which is further supported by demand for medium-boxed and airport adjacent units. Also, the applicant also highlights that following the approval of the Stansted Airport Expansion (ref: UTT/25/1542/OP) in December 2025 will inevitably increase the demand for additional industrial and logistics capacity in the Stansted corridor, of which the Water Circle forms part.
- 14.3.23** The applicant points out that the December committee report for the Stansted Airport Expansion endorsed the economic benefits of the scheme and the associated supply-chain opportunities along with increased resilience across Essex. Therefore, it is for these reasons that applicant states that an industrial-led development at the Water Circle is a strategically sound and low-risk investment when compared to a speculative office-led development.

**14.3.24** *Viability*

- 14.3.25** The Principle of Development Policy Assessment submitted outlines the marketing history from 2014 when the 151A Water Circle building ceased office operations after Elsenham Water Limited Packing and Warehouse consolidated into a bottling plan. Since then, tenants at the building have not been consistent. Para. 3.15 discusses the marketing history from 2020-2023 and states only three enquiries were received for the office building but states that prospective occupants also required additional industrial / logistic spaces and/or mixed uses which would not have been possible with the extant permission at the site. During the period of 2023-2024 further enquiries were received but again resulting in no occupation at the site.
- 14.3.26** Given the above, the applicant seeks to facilitate the long-term sustainability of the existing Water Circle Industrial Estate by providing a flexible range of employment uses including R&D, warehousing, logistics, open storage, office and other ancillary uses. Also at para. 3.17 the applicant expands on this and maintains that the outline nature of the application will facilitate 'flexibility in providing units that are required by existing tenants expanding into larger units than those existing due and prospective small to medium local occupiers'.
- 14.3.27** Within the supporting Policy Assessment document the applicant essentially maintains that the delivery of the entire site is required to ensure viability of the proposed development and its optimum delivery. Succinctly put, the allocated employment area within the site would be unviable without the western portion which is captured at para. 3.8 where the applicant states 'The delivery of the development on the west as well as the eastern portions will prime the wider delivery on the site in a manner that the eastern portion cannot facilitate alone'.
- 14.3.28** Furthermore, in terms of the delivery of the estate wide development, the applicant goes further and suggests that the creation of the landscape, public realm, amenity, wellbeing and facilities improvements for the benefit of existing employment tenants/workers and, in order to attract new businesses, this can only be realistically achieved if the site is developed in its entirety. Therefore, the applicant is seeking a flexible permission rather than what might be considered a restrictive compartmentalised approach to delivery which could potentially stifle development at the site and undermine its deliverability.
- 14.3.29** In terms of the existing layout of the site, it is also maintained that the western part of the site is proposed to be developed and will effectively complete' (or complement) existing developments at the site, as well as, the previously anticipated units that were expected to come forward. Also by virtue of the existing circulation route, new access roundabout to Hall Road to the west and the landscape mitigations already delivered on site the applicant further contends that the site had always envisioned employment growth to the western portion of the site and that these on-site mitigations lend itself to further employment development.

**14.3.30** Notwithstanding the applicant's position on viability, officers have not been furnished with appropriate evidence which supplements this stance. For these reasons, limited weight is afforded to this factor since it has not been appropriately demonstrated to officers how and/or why the allocated employment site is dependent on the western portion of the site being developed. Therefore, Members are advised to take a view on the viability claims made by the applicant and the weighting afforded to this factor.

**14.3.31** *Conclusion: CP48(i) Demonstrable Need*

**14.3.32** The matter of whether there is a demonstrable need for additional employment that cannot be accommodated on existing or allocated employment sites is not a binary one. Whilst the recently adopted Local Plan allocated sufficient land to meet the recommendations in the ENU, this needs to be considered against the historically low vacancy rates for industrial and logistics uses in the District, as well as the evidence on local business needs addressed at para 5.2 of the applicant's Market Report. Together, this evidence indicates that there is demand for additional employment floorspace in the region and that the small-medium scale nature of the units proposed would cater to a different range of occupiers than the Local Plan allocations. The statements made by existing occupiers at the Water Circle Estate further support the narrative that there is an outstanding need for the proposed uses in this locale, albeit it is important to caveat that this application provides no certainty of delivering their desired expansion, due to the application's speculative nature. Whilst the applicant notes the recent approval of increased passenger number at Stansted Airport and cites the increased supply chain opportunities that are resultant, no attempt is made to quantify what this might mean for local economic conditions/demand, therefore it is difficult to give this factor more than limited consideration. Taking account of these factors, whilst it is a finely balanced assessment, it is considered that the applicant has demonstrated that there is a need for the proposed uses that cannot be accommodated on existing or allocated employment sites, in accordance with CP48(i).

**14.3.33** **CP48 (ii) effect on amenity**

**14.3.34** *Visual amenity*

**14.3.35** In terms of landscape and visual impacts the applicant highlights the Urban Design Officers comment where it has been stated that landscaping has been effectively used as a mitigation strategy. Therefore, service yards could be arranged in a way that limits harms to residential receptors. To further limit harms to residential amenity, factors such as lighting and existing landscaping will be retained and enhanced to provide natural screening will be factored into the development.

**14.3.36** Within the applicant's addendum document, it is also maintained that the proposals will have an acceptable impact on the residents' visual amenity. However, as this application is outline in nature with all matters reserved

for subsequent approval, officers agree with the applicant that these measures ought to be secured within the design code condition which require approval prior to the submission of any reserved matters applications.

**14.3.37** *Noise and residential amenity*

**14.3.38** During the April Committee meeting members raised specific concerns with the 24/7 operational times at the site and the implication to residential receptors. As noted within the April report, the submitted Environmental Statement maintains there are no significant adverse effects arising from the development in terms of noise and with regard to both construction and operational impacts. Notwithstanding this, members were concerned with the potential noise implications to nearby residential properties given the 24 hours operational uses proposed.

**14.3.39** Having liaised with the applicant team on these matters, amendments to the hours of operation condition have been put forward which essentially restricts external night-time activity between the hours of 23:00 and 7:00 once a Noise Impact Assessment and mitigation scheme has been approved within each reserved matters submission. Officers consider this will likely provide additional protections to nearby residential receptors. Notwithstanding this, it is worth noting that the suggested condition wording does not limit the operational hours internally within buildings, but only external operations which will include external servicing, loading/unloading, HGV yard movements or operation of external plant. Given that the external works are likely to create the most harms to neighbouring amenity, officers consider this approach broadly acceptable. Notwithstanding this, the limitations of night-time external operations between 23:00-7:00 could still have an adverse impact to residential amenity, however, it will be for Members to consider whether these time scales are appropriate..

**14.3.40** Despite some minor reservations of the external operation times, the measures to addressing the 24/7 operational activity have effectively been addressed.. Also, following the April committee meeting, Officers had re-consulted Environmental Health for specific comment on the hours of operation, but at the time writing, there have been no further comments received.

**14.3.41** *Access amenity / pedestrian movements*

**14.3.42** Also, within the applicant's addendum document it is further re-asserted that, in terms of amenity, the Green Street access into the site will be stopped up which will improve the access amenity for residential properties at Gaunts Ends. As a result, commercial vehicles will be required to use the access/egress roundabout to the northwest of the site, but this will also create additional opportunities to create landscaping/public realm enhancements and improve the interaction between the pedestrian/cycle and vehicle movements within the site.

**14.3.43** For reasons outline above, in terms of satisfying the second criterion of CP48, Officers consider that the applicant has offered sufficient measures to comply with CP48(ii).

**14.3.44** **CP48 (iii) provision of safe site access for pedestrian, cyclists all vehicles and sustainable transport modes**

**14.3.45** At the April committee, members also raised concerns with how the applicant was addressing the third aspect of CP48 – the ‘provision of safe site access and active travel options’. In the first instance, the applicant points that the stopping up of Green Street also goes some distance to realise the ambitions of CP48.

**14.3.46** Following the April committee, the applicant has summarised the site access benefits as follows;

- Ability to accommodate large vehicles in/out of the Site including generous circulation routes to avoid conflict within the Site
- Ability to accommodate cycle-pedestrian priority areas, segregated from vehicles
- Ability to accommodate active travel measures and enables connectivity to the 151a building and the DeSalis Hotel across the way
- Connection to existing bus routes, as part of the implemented planning consent
- Connection to walking and cycle routes, including Public Rights of Ways
- Proposing a new shuttle bus service to connect the site to Stansted Airport train station.

**14.3.47** Paragraph 14.8.9 of the April Committee Report mentions the conditions and obligations that were requested by ECC Highways to address the sustainable transport policies of the new Local Plan. To expand on sustainable transport measures proposed, the response from the Highway Authority and the applicants follow up response are discussed in more detail below.

**14.3.48** *Sustainable Modes of Transport/Active Travel*

**14.3.49** The response from the Highway Authority, dated 22 December 2025, has put forward a number of measures in the form of conditions/planning obligations to address the sustainable transport measures. These include the following;

- A Workplace Travel Plan
- Workplace Travel Initiative
- Bus Infrastructure
- Bus Service Contributions

- 14.3.50** Regarding the Workplace Travel Plan Initiative, this outlined provisions for a Shuttle Bus Scheme to be submitted to the LPA for approval which required the details of the routes served. In their response, Highways had specified routes link to local amenities, residential areas, public transport hubs etc. Importantly, officers consider there is scope with the provision of the shuttle bus to increase connectivity between local residential areas and key connecting transport hubs, such as, Stansted airport/rail stations.
- 14.3.51** In addition, bus service contributions of £360,000 have been requested to fund enhancements to the existing bus service serving the site. It is sought that such contributions will link with residential areas in Bishop Stortford, Elsenham and Stansted Mountfitchet as well as key transport interchange locations at Bishops Stortford and Stansted Airport. Further transport contributions have been requested to improve the local bus infrastructure including new bus stops within the development and at existing bus stops opposite and adjacent to the DeSalis Hotel.
- 14.3.52** The applicant has agreed these sustainable transport measures which are to be secured either by planning condition or planning obligation. It should be noted that the following the April Committee meeting the applicant has confirmed that the sustainable transport measures are more geared towards public transport and bespoke shared transport options, such as the shuttle bus serving key destinations within the vicinity and the provision of a car club within the site, both of which are to be secured through Section 106 legal agreement. Consequently, it is deemed that the proposals secure sufficient shared mobility and public transport improvements are provided to satisfy Core Policy 48(iii).
- 14.3.53** Core Policy 48(iii) also requires the provision of safe site access for pedestrian and cyclists. It is acknowledged that, in this regard, the site has clear separation from Elsenham and its associated train station. Although these places are within reasonable cycling distance for commuters, the only route lies along Hall Road, which does not segregate cycle and vehicular traffic, and does not benefit from a pavement for pedestrians. Furthermore, the proposal does not include any plans for improving these off-site, onwards connections. Although the applicant has noted the 'stopping-up' of Green Street by way of restricting commercial traffic, this does not overcome the aforementioned problems facing pedestrians and cyclists along Hall Road. Whilst it is acknowledged that the site has Public Right of Way connections in close proximity to the sites, these form rural routes that do not lead to key interchanges and would provide only recreational, rather than commuter benefit.
- 14.3.54** Discussions at the April Committee raised concerns with the sites inability to accommodate appropriate cycling and pedestrian access towards the site given the rural nature of Hall Road to the north. In terms of addressing the transport principles contained within Appendix 4C of the Local Plan, the application falls short of the provision of strategic walking and cycling enhancements to the site and the provision of pedestrian/cycle access onto Hall Road. Consequently, there is conflict between the development

proposals and the active travel requirements held within Core Policy 48(iii). However, this conflict must be considered in the context of the enhancements to public transport and shared mobility that will provide sustainability benefits for both existing and future occupants of the Water Circle Estate, whilst also noting that the application should be assessed against the Development Plan 'taken as a whole', alongside any material considerations.

**14.3.55** In light of the above, the application complies with three of the four specific requirements of Core Policy 48, with the only identified conflict arriving at point (iii). In relation to this bullet, it is noted that the provision of public transport and shared mobility is sufficient to be policy compliant, however, the proposal is less than satisfactory with regards to safe and convenient active travel provision. On this occasion Officers consider that, despite the tension with Core Policy 48(iii), the benefits of strong improvements to public and shared transport infrastructure that would service several existing and future occupants at an established employment location, would entail that Core Policy 48 does not justify a reason for refusal of the proposal. This judgement is cognisant of the committed (by way of both permission and allocation) employment growth at the Water Circle Estate, which would also have similar locational challenges with regards to pedestrian and cyclist access.

#### **14.3.56** *Countryside Protection Zone*

**14.3.57** The site is located wholly within the Countryside Protection Zone and, therefore, Core Policy 12 is of relevance. Members previously raised concerns with the impacts to the CPZ, however, officers consider that it should be borne in mind that there are differences in the CPZ policy wording from the 2005 Local Plan when compared to the new Local Plan wording.

**14.3.58** CP12(i) requires that 'proposals will not...diminish the physical and/or visual separation between settlements within the CPZ and Stansted Airport' (officer emphasis). Conversely policy S8 of the previous adopted (2005) Local Plan was worded with specific reference to coalescence between new building/uses and the airport and existing developments, whereas the new policy wording references, inter alia, the physical and / or visual separation between settlements.

**14.3.59** Evidently, the site cannot be regarded as being situated within a settlement itself and officers do not consider there are significant adverse impacts to the open characteristic of the CPZ<sup>4</sup>. Officers take this view as the development will be read in the context of an existing and allocated employment designations, existing spine road and landscape bunds. The site is clearly outside of any settlement and sufficiently distanced from Elsenham. Furthermore, landscaping principles are to be secured through the design code which will further reduce the visual implications of the

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<sup>4</sup> As per Core Policy 12(ii)

development. For these reasons, officers consider the proposals will have minimal impacts on the openness character of the CPZ and, consequently, limited conflict with CP12.

#### **14.3.60** *Employment Use Changes*

**14.3.61** During the debate at the April Committee for this application, following the amenity concerns raised, it had been suggested that the proposed uses employment uses ought to be reconsidered. Ultimately it was suggested the application should be revised somewhat to reduce the amenity impacts of the development. As outlined above, the applicant has advanced a suggested condition limiting hours of operation until it has been demonstrated within the context of the reserved matters application.

**14.3.62** In addition, following the April committee meeting the applicant maintains the following within their addendum document (April 2026);

**14.3.63** ‘The ES evaluates the environmental effects of the proposal, including its proposed floorspaces, design and uses, should any of those parameters change materially, the original assessment will no longer accurately reflect the true environmental impact of the scheme. The scheme has been designed to respond to market demand which requires industrial uses as demonstrated in the Principle of Development Policy Assessment submitted in January 2026. In this case, the application, as submitted, is technically compliant, having no objections from technical consultees therefore the proposed uses are considered acceptable and are required to maintain the viability of the scheme.’

**14.3.64** Further to the above, officers also consider that the proposed mitigation measures are appropriate. Although, to clarify employment uses for this application have not been amended since the April committee.

**14.3.65** In light of the above, officers consider the requirements of Core Policy 48 have been appropriately considered and the proposals also do not conflict with Core Policy 12.

#### **14.4** **B) Highways / Impact on the Four Ashes Junction**

**14.4.1** As a result of discussions arising from the highways impacts of the development and the implications to the Four Ashes junction the applicant highlights that members queried the Transport Assessment (TA) and whether changes to the submission were possible without compromising the validity of the assessment. In response the applicant maintains that the TA methodology was subsequently updated, rather than materially changed, to align with the comments raised by ECC Highways, National Highways and Takeley Parish Council (as contained with the TPC objection). The Highway Authority was present at the April Committee meeting and confirms the updates to the TA methodology were not substantial.

- 14.4.2** There were also specific comments on whether committed developments and allocations were included in the TA methodology, however, the applicant maintains;
- 14.4.3** *‘The Transport Assessment accounts for the cumulative traffic impact of the committed developments with a total of 21 committed developments, identified by UDC and ECC, included. The specific assessment on the Four Ashes junction demonstrates that the proposals would not have a severe impact on the highway network when compared to the existing consented position.’*
- 14.4.4** The applicant’s response does not specifically address whether other employment/residential allocations in Takeley have been considered within the TA modelling. Following the committee meeting, officers have liaised with UDC Policy Officers (highways) and ECC Highways Officers on these matters. However, in broad terms, it is agreed that the VISUM modelling undertaken by UDC for the A120 corridor for the new Local Plan was a strategic exercise and not a detailed account to provide detail on specific junctions. In response to the comments regarding the contents of Transport Assessment and subsequent addendum ECC Officers maintain *‘The TA details what the inputs to the modelling were as well as presenting the outputs. ECC raised concerns with the inputs to the LinSig model and its subsequent outputs. A Transport Assessment Addendum (TAA) was submitted in response to these concerns and the TAA details the changes that were made to the modelling inputs – including using higher trip rates and including additional committed developments – and amendments to the model itself. As presented in the TAA, the Four Ashes junction operates within capacity in the baseline year and would continue to operate within capacity in the future year (with committed development and the proposed development). Each arm of the junction is considered to operate within practical capacity (i.e. they each have a degree of saturation under 90%). As such, we do not consider that the impact on the road network would be severe.’*
- 14.4.5** Thus, to be explicit, the highways assessments have not accounted for other residential and employment allocations within the TA methodology and Officers are acutely aware that this remains a concern for Members. However, as reflected in the updated comments from the highway authority the impacts to the Four Ashes junction have not been deemed severe.
- 14.4.6** Given the above, for context, this application was validated last year July 2025 prior to the adoption of the new Local Plan and, therefore, it was not anticipated allocated sites would have come forward. Furthermore, it is also appreciated, that since the submission of this application the Land North of Taylors Farm application (ref: UTT/25/2786/OP) has been submitted and subsequently validated at the end of October 2025. Notwithstanding this, officers are content with the highways assessment, transport methodology especially as no substantial impacts have been

identified to the Four Ashes junction and Officers consider this approach is broadly consistent with Planning Practice Guidance<sup>5</sup>

## **14.5 C) Office Cascade Mechanism**

**14.5.1** The April Planning Committee report references an office cascade mechanism which could be incorporated in the s106 agreement. Since the last committee, the applicant has further expanded on how the mechanism could operation within a planning condition.

**14.5.2** For instance it has been stated that ‘The office units within the office-zone (Development Zone 3A) will come forward on a pre-let basis only which means that a tenant commits to leasing a building before or during its construction. This requirement reflects the established funding and viability constraints for speculative office development in this location as highlighted within the Policy Assessment Document submitted to the council in January 2026. The proposed pre-let approach ensures that any office floorspace delivered responds to market demand, is fit-for-purpose and is successfully occupied from completion as has been an issue raised within the submitted Market Report prepared by Bidwells.’

**14.5.3** At the time of writing it has not been agreed as to whether the office cascade mechanism will come forward as a condition or s106 obligation. However, the draft condition put forward by the applicant will be added to the conditions, but Members are advised this might come forward within the s106 agreement.

## **14.6 D) Other Matters**

**14.6.1** The applicant has recently provided a demolition plan to accompany the application which the LPA consider appropriate to secure by an appropriately worded planning condition.

**14.6.2** In terms of contextualising the parameter plans, members had requested at the site visit the heights of the existing buildings on site. The heights of the existing buildings are as follows;

- Molton Brown – 13m
- Belcom – 8m
- Hytek— 8m

**14.6.3** All heights have been provided above ground level.

## **15. ADDITIONAL DUTIES**

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

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<sup>5</sup> Planning Practice Guidance: paragraph: 014 Reference ID: 42-014-20140306

- 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** On balance officers have assessed the application in the context of the new Local Plan policies when taken as a whole, relevant material considerations and the NPPF. In terms of the requirements of Core Policy 48, and as outlined above, it is considered that all criteria bar one has been met and that there are adequate contributions proposed to sustainable transport that counterbalance this tension. Furthermore, Core Policy 48 is one policy within the Development Plan and when assessed against the plan taken as a whole, it is considered that the harms do not outweigh the benefits of the proposal as detailed within the April 2026 committee report.

## **17. S106 AND CONDITIONS**

- 17.1** This application is hereby recommended for approval subject to the following draft Heads of Terms and conditions.

## **17.2 S106 DRAFT HEADS OF TERMS**

- 17.2.1** Highways

- (i) Highways safety mitigation works;
- (ii) The provision of the Workplace Travel Plan and the associated monitoring fees of £7,269 (indexed to date of highways recommendation in line with the consumer price index);
- (iii) The provision of a Shuttle Bus Service with, but not limited to, funding mechanisms and ongoing management/monitoring
- (iv) Provision of bus infrastructure and associated maintenance fees for bus infrastructure and real-time passenger information (£10,845.09 per real-time passenger information display and £8,700.23 per bus shelter (indexed from the date of this recommendation)
- (v) Contributions of £360,000 (indexed from the date of highways recommendation) to fund improvements to enhance bus services
- (vi) Car club provisions in accordance with Core Policy 31.

#### **17.2.2** Biodiversity and Ecology

- (vii) Securing the Habitat Management and Monitoring Plan (HMMP) within the s106
- (viii) Securing the Biodiversity Gain Plan through the s106
- (ix) Appropriate Landscaping and Ecology details to be secured through a Landscape Ecological Management Plan within the s106 (while ensuring the LEMP has appropriate provision for landscape management)

#### **17.2.3** Office Floorspace

- (x) A cascade mechanism within the s106 should there be limited demand for the office uses
- (xi) Appropriate marketing plan for office uses
- (xii) Provision of a site-specific Employment and Skills Plan

#### **17.2.4** Miscellaneous

- (xiii) Provision of Sustainable Urban Drainage (SuDs) i.e. management
- (xiv) Potential extension of footpath towards the residential properties at Guants End
- (xv) Public Art contributions in accordance of Development Policy 9 (DP9)
- (xvi) Provision of outstanding 10% of the Biodiversity Net Gain (BNG) offsite payments

### **17.3** **CONDITIONS**

- 1 Prior to commencement of any development within any reserved matters area (to relate to a plot, phase, development zone or such other stage in development as may be agreed in writing with the Local Planning Authority), details in respect of access, appearance, scale, layout and strategic and individual plot landscaping details (hereafter referred to as “the Reserved Matters”) shall be submitted to and approved by the Local Planning Authority (LPA).

The development must be carried out as approved.

REASON: To comply with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 (a) The first application for approval of the Reserved Matters must be made to the Local Planning Authority not later than the expiration of two years from the date of this permission.  
(b) All subsequent reserved matters application shall be submitted no later than 10 years from the date of this permission.

REASON: In accordance with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 3 The development hereby permitted shall be begun within one year from the date of the final approval of reserved matters. The development shall be carried out as approved.

REASON: In accordance with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 4 Prior to the commencement of development hereby approved, a phasing plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details unless otherwise agreed in writing.

REASON: To ensure the phasing of the development is appropriately coordinated and to manage the implementation of the development in accordance with the Uttlesford Local Plan 2021-2041 Policy and the Framework.

- 5 The development hereby permitted shall be carried out in accordance with the approved following plans:

- Location Plan: 24245-UMC-XXXX-SI-DR-A-0503 P07
- Parameter Plan ref: 24245-UMC-XXXX-SI-DR-A-0601 P08
- Demolition Plan: 24245-UMC-XXXX-SI-DR-A-0510 P01

REASON: For the avoidance of doubt as to the nature of the development hereby permitted and in accordance with the Uttlesford Local Plan 2021-2041 Policy and the Framework.

- 6** Prior to the construction of any development phase (save for demolition, site clearance and groundwork) 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.

REASON: In the interests of the appearance of the development in accordance with Policies 52 and 52a of the Uttlesford Local Plan 2021-2041.

- 7** Prior to the submission of any reserved matters pursuant to Condition 1, a Design Code shall be submitted to and approved in writing by the local planning authority. The Design Code shall, where relevant, have reference to the Design and Access Statement supporting the outline application (prepared by UMC Architects, dated 22 July 2025), and shall in any case address and codify the following matters:

Built form:

- Block structure
- Building forms, types, orientation and demonstration of active frontages (where appropriate)
- Use of building heights to enhance legibility
- Corner treatments
- Elevation composition
- Placement of entrances and service courtyards
- Building materials palette

Public realm:

- Landscape design principles and use of landscape bunds/berms (including, but not limited to, screening of nearby designated heritage assets )
- Street types (if appropriate)
- Surface materials palette
- Street furniture, lighting and boundary treatments
- Planting palette
- Integration of car parking and traffic calming measures
- Pedestrian footpaths

Other matters:

- Character areas (if applicable)
- Types of refuse and recycling storage
- Cycle parking
- Location of wildlife corridors

Proposals contained within applications for the approval of Reserved Matters pursuant to Condition 1 shall comply with the 'Mandatory' sections of the Design Code and shall have regard to the illustrative material and non-mandatory codes. Construction shall be in accordance with the 'Mandatory' section of the approved Design Code.

The scheme shall be implemented and maintained substantially in accordance with the approved Design Code unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure a high-quality development and place making when applications for reserve matters are submitted in accordance with Core Policies 39, 41 and 52/52a of the Uttlesford Local Plan 2021-2041 and the Framework.

## **HIGHWAYS**

- 8** Prior to commencement of development hereby approved, details of a scheme to prevent the use of Green Street for general traffic shall be submitted to and approved in writing by the Local Planning Authority including the following details:

- alternative adopted routes for residential access traffic
- bus gate provision, design and enforcement
- emergency access
- provision for pedestrian and cycle access
- programme for implementation

The approved details shall be implemented prior to occupation of the development and maintained thereafter.

REASON: To ensure highway safety and efficiency in accordance with Core Policy 27 of the Uttlesford Local Plan 2021-2041 and the Framework.

- 9** Prior to the occupation of the relevant phase, plot or development zone (or other stage of development as may be agreed in writing with the LPA), vehicular parking for employees and visitors shall be provided in accordance with details to be submitted and approved in writing by the Local Planning Authority. Each vehicular parking space shall have minimum dimensions of 2.9 metres by 5.5 metres. The vehicular parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the LPA.

REASON: To ensure adequate space for parking off the highway and to ensure that on street parking of vehicles in the adjoining streets does not occur in the interest of highway safety and amenity in accordance with

Core Policy 31 of the Uttlesford Local Plan 2021-2041 and the Framework.

- 10** Prior to occupation of the relevant phase, plot or development zone (or other stage of development as may be agreed in writing with the LPA), cycle parking for employees and visitors shall be provided in accordance with details to be submitted and approved in writing by the LPA. Cycle parking provision shall be secure convenient and covered and will be retained thereafter unless otherwise agreed with the LPA.

REASON: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Core Policies 28 and 31 of the Uttlesford Local Plan 2021

- 11** Prior to first occupation of the relevant phase, plot or development zone (or other stage of development as may be agreed in writing with the LPA), the HGV parking shall be provided in accordance with details to be submitted and approved in writing by the LPA.

The following HGV details shall also be submitted for approval for each relevant phase, plot and/or unit;

- details of access, parking, turning areas;
- details of how low or zero emission technologies will be achieved.

The approved details shall be implemented and maintained thereafter.

REASON: To ensure highway safety and amenity in accordance with Core Policies 31 and 32 of the Uttlesford Local Plan 2021-2041 and the Framework.

- 12** Prior to commencement of development (including any ground works or demolition) hereby approved, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period and will including the following details:

- construction vehicle routing and safe site access,
- parking of vehicles of site operatives and visitors,
- loading, unloading and storage of plant and materials,
- wheel and underbody washing facilities,
- protection of public rights of way within the vicinity of the site
- before and after condition survey to identify defects to highway in the vicinity of the access to the site and where necessary ensure repairs are undertaken at the developer's expense where caused by developer

REASON: To ensure highway safety and efficiency in accordance with Core Policy 27 of the adopted Uttlesford Local Plan 2021-2041 and the Framework.

## **MANCHESTER AIRPORT GROUP**

- 13** Prior to commencement of development hereby approved, a Bird Hazard Management Plan (BHMP) for the construction stages and in perpetuity shall be submitted to and agreed, in writing, by the Local Planning Authority in consultation with the aerodrome safeguarding authority for Stansted Airport.

The submitted plan should include details the following details:

- monitoring of any standing water within the site temporary or permanent
- maintenance of sustainable urban drainage schemes (SUDS)
- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and loafing birds.
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
- arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
- signs deterring people from feeding the birds.
- monitoring of and disturbance of any roof loafing / nesting activity

The scheme shall be implemented and maintained in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON: Flight safety – birdstrike avoidance; to manage the site during demolition and construction and in perpetuity to discourage bird activity and ensure safe movement of aircrafts using Stansted Airport in accordance with Core Policy 32a of the Uttlesford Local Plan 2021-2041.

- 14** Notwithstanding the provisions of the Town & Country Planning (General Permitted Development Order 2015 (or any Order revoking or re-enacting it, with or without modification/s), no development within Schedule 2, Part 4, Class A (Temporary Buildings and Uses) shall be carried out without a construction management plan and / or a Crane and Tall Equipment Plan first being submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that site construction and site maintenance operations and equipment on site or on any adjoining land do not breach the protected surfaces surrounding Stansted Airport, or create any interference with communication, navigational aids and surveillance equipment, both of which could endanger the safe movement of aircraft at, and the safe operation of, the aerodrome. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002.

- 15** Prior to commencement of development hereby approved, a Wind Shear Assessment (WSA) shall be submitted to and approved by the Local Planning Authority, in consultation with the Aerodrome Safeguarding Authority for Stansted Airport.

REASON: To ensure that the addition of new structures on Site will not cause a new or increased risk of wind shear hazard to aircrafts using Stansted Airport in accordance with Core Policy 32a of the Uttlesford Local Plan 2021-2041.

- 16** No solar PV panel development shall take place until an aviation perspective glint and glare assessment is submitted to and approved by the LPA, in consultation with the Aerodrome Safeguarding Authority for Stansted Airport.

REASON: Flight safety - to prevent ocular hazard and distraction to pilots using Stansted Airport. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002 in accordance with Core Policy 32a of the Uttlesford Local Plan 2021-2041.

- 17** Prior to commencement of development hereby approved, an Instrument Flight Procedure Surfaces (IFP) Assessment undertaken by Stansted Airport's Approved Procedure Design Organisation (NATS), shall be submitted and approved in writing by the LPA, in consultation with the Aerodrome Safeguarding Authority for Stansted Airport.

REASON: Flight safety – to ensure that the IFP surfaces are not infringed by the development or any equipment to be used during demolition or construction in accordance with Core Policy 32a of the Uttlesford Local Plan 2021-2041.

- 18** Prior to the commencement of the relevant phase, plot or development zone (or other stage of development as may be agreed in writing with the LPA), full details of soft and water landscaping works shall be submitted to and approved in writing by the Local Planning Authority, these details shall include:

- Any earthworks, grassed areas, green roofs;
- The species, number and spacing of trees and shrubs;
- Details of any water features;
- Drainage details including SUDS.

REASON: Flight safety - birdstrike avoidance - to avoid endangerment of aircraft and the operation of Stansted Airport through the attraction of birds and an increase in the bird hazard risk at and around the application site in accordance with Core Policy 32a of the Uttlesford Local Plan 2021-2041.

- 19** Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

REASON: Flight safety in the interests of flight safety and to prevent distraction and confusion to pilots using Stansted Airport. To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare in accordance with Core Policy 32a of the Uttlesford Local Plan 2021-2041.

### **ARCHAEOLOGY**

- 20** (1) No development or preliminary groundworks of any kind shall take place until a programme of archaeological investigation has been secured in accordance with a Written Scheme of Investigation (WSI) which has been submitted by the applicant, for approval by the Local Planning Authority.
- (2) No development or preliminary groundworks of any kind shall take place until the completion of the programme of archaeological evaluation identified in the WSI defined in Part 1 and confirmed by the archaeological advisors to the Local Planning Authority.
- (3) No development or preliminary groundworks of any kind shall take place until the submission of a mitigation WSI detailing the excavation/preservation strategy for approval by the Local Planning Authority.
- (4) No development or preliminary groundworks can commence on those areas containing archaeological deposits until the satisfactory completion of fieldwork, as detailed in the mitigation WSI, and approved by the Archaeological Advisors to the Local Planning Authority.
- (5) The applicant will submit a Post Excavation Assessment and/or Updated Project Design for approval by the Local Planning Authority. This shall be done within 6 months of the date of completion of the archaeological fieldwork unless otherwise agreed in advance in writing by the Local Planning Authority. This will result in the completion of post excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

REASON: To ensure the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Core Policy 64 of the Uttlesford Local Plan 2021-2041 and the Framework.

### **FLOOD RISK AND SITE DRAINAGE**

- 21** No works except demolition shall takes 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 22.6l/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 half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event.
- 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.

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.

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 Core Policies 36 and 37 of the Uttlesford Local Plan 2021-2041 and the Framework.

**22**

Prior to occupation of the relevant phase, plot or development zone (or other stage of development as may be agreed in writing with the LPA), a maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system

and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority.

REASON: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk. Failure to provide the above required information prior to occupation may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site. This is in accordance with Policies 36 and 37 of the Uttlesford Local Plan 2021-2041 and paragraphs 40, 41 and 42 of the Framework.

- 23** No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented as approved.

REASON: To prevent or mitigate the pollution of water from construction in accordance with Core Policy 36 of the Uttlesford Local Plan 2021-2041 and to satisfy the requirements of paragraph 163 and 170 of the Framework.

- 24** Prior to commencement of development hereby approved, the existing pipes within the extent of the site, which will be used to convey surface water, shall be cleared of any blockage and restored to a fully working condition.

REASON: To ensure that drainage system implemented at the site will adequately function and dispose of surface water from the site. Failure to carry out the required maintenance 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 Core Policies 36 and 37 of the Uttlesford Local Plan 2021-2041 and the Framework.

- 25** The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

REASON: To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk. This is in accordance with Core Policies 36 and 37 of the Uttlesford Local Plan 2021-2041 and the Framework.

#### **LANDSCAPING, ECOLOGY AND BIODIVERSITY**

- 26** The development hereby approved shall be implemented in accordance

with the details contained within the 'Arboricultural Survey to BS5837:2012', prepared by Arbtech, dated 08 April 2025 and Tree Protection Plan(s) Arbtech TPP 01\_v2 (Sheets: 1-4 including overview), unless otherwise agreed in writing by the Local Planning Authority.

REASON: To protect the rooting systems of trees and hedges to be retained in accordance with Core Policy 41 of the Uttlesford Local Plan 2021-2041 of the adopted Uttlesford Local Plan 2021-2041 and the Framework.

- 27** The development hereby approved shall be constructed in accordance with the details contained within the 'Arboricultural Method Statement, prepared by Arbtech, dated 29 July 2025, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To protect the rooting systems of trees and hedges to be retained in accordance with Core Policy 41 of the Uttlesford Local Plan 2021-2041 of the adopted Uttlesford Local Plan 2021-2041 and the Framework.

- 28** No development shall commence above slab level until a Nature Recovery Strategy has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall demonstrate how the development will contribute towards the objectives of the Essex Local Nature Partnership, including measures that support the commitment for 25% of all land in Essex to enhance biodiversity and the natural environment, through the creation, enhancement or long-term management of natural green infrastructure within or associated with the development; and

The development shall be carried out in full accordance with the approved Strategy, and all measures shall be managed and maintained for a period of not less than 30 years unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure the development contributes to biodiversity enhancement, nature recovery in accordance with the objectives of the Essex Local Nature Partnership, and the Uttlesford Local Plan 2021-2041.

- 29** Prior to the submission of any reserved matters pursuant to Condition 1, an updated site-wide Landscape Masterplan shall be submitted to and approved in writing by the local planning authority.

The development shall be implemented and maintained in accordance with the approved Landscape Masterplan unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interest of visual amenity and to ensure there is sufficient landscape screening around the site perimeter but also within the site in

accordance with Core Policies 39, 40 and 41 of the adopted Uttlesford Local Plan (2026).

- 30** Prior to the commencement of the relevant phase, plot or development zone (or other stage of development as may be agreed in writing with the LPA), a construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority.

The CEMP (Biodiversity) shall include the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.
- i) Containment, control and removal of any Invasive nonnative species present on site.

The approved CEMP (Biodiversity) shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

REASON: To conserve protected and priority species and 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), Core Policy 40 of the Uttlesford Local Plan 2021-2041 and the Framework.

- 31** The development hereby approved shall be constructed in accordance with the mitigation measures as set out within the Environmental Statement, Volume 1 Chapter 12 Biodiversity, prepared by Quod (July 2025), and Appendix 12.2 Ecological Impact Assessment, prepared by Crossland Ecology (July 2025), unless otherwise agreed in writing by the LPA.

An appropriately competent person will be appointed (e.g. an ecological clerk of works (ECoW) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.

REASON: To conserve protected and priority species and 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), Core Policy 40 of the Uttlesford Local Plan 2021-2041 and the Framework.

- 32** Prior to works above slab level, a Biodiversity Enhancement Layout for biodiversity enhancements listed in the Appendix 12.2 Ecological Impact Assessment, prepared by Crossland Ecology (July 2025), shall be submitted to and approved in writing by the Local Planning Authority.

The Biodiversity Enhancement Layout shall include the following:

- detailed designs or product descriptions for biodiversity enhancements; and
- locations, orientations and heights for biodiversity enhancements on appropriate drawings.

The enhancement measures shall be implemented in accordance with the approved details prior to occupation and all features shall be retained in that manner thereafter.

REASON: To enhance protected and Priority species & habitats and allow the LPA to discharge its duties under paragraph 187d of the NPPF 2024, s40 of the NERC Act 2006 (as amended) and Core Policy 40 of the Uttlesford Local Plan 2021-2041.

- 33** Prior to first occupation of the development, a Lighting Design Strategy for Biodiversity shall be submitted to and approved in writing by the LPA in accordance with Guidance Note 08/23 (Institute of Lighting Professionals). The strategy shall:

- identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- show how and where external lighting will be installed (through provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

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 (as amended) and in accordance with Core Policy 40 of the Uttlesford Local Plan 2021-2041.

- 34** Prior to first occupation of the development, a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the occupation of the development.

The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed, to include the retention, restoration and enhancement of c.5.2 ha habitats (including the higher value habitats such as the two field ponds and their immediate surrounding terrestrial habitats – see 0) and the creation of c.1.4 ha semi-natural habitats.
- 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. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- f) Details of the body or organisation responsible for implementation of the plan.
- g) Ongoing monitoring and remedial measures.

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.

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 (as amended) and in accordance with Core Policies 40 and 41 of the Uttlesford Local Plan 2021-2041.

## **ENVIRONMENTAL HEALTH**

- 35** The development hereby approved shall be constructed in accordance with the mitigation measures as set out within the Air Quality Assessment (AQA) prepared by AECOM (July 2025).

REASON: To ensure the protection of the public and to demonstrate compliance with the NPPF (2024), Core Policy 43 of the adopted Uttlesford Local Plan 2021-2041 and the Framework.

**36**

Prior to the commencement of the relevant phase, plot or development zone (or other stage of development as may be agreed in writing with the LPA), hereby approved, a detailed Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority in consultation with Environmental Health and the Aerodrome Safeguarding Authority for Stansted Airport.

The plan shall include the following:

- a) The construction programme and phasing;
- b) Details of the area(s) subject to construct activity, delivery and storage of materials and equipment;
- c) Details of any highway works necessary to enable construction to take place;
- d) Parking and loading arrangements;
- e) Details of hoarding;
- f) Details of temporary lighting;
- g) Management of traffic to reduce congestion;
- h) Control of dust and dirt on the public highway;
- i) Details of consultation and complaint management with local businesses and neighbours;
- j) Waste management proposals;
- k) Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, smoke, light and odour;
- l) Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures;
- m) Control of Foreign Object Debris (FOD) including airborne FOD close to the aerodrome;
- n) Details of cranes and other tall construction equipment (including the details of obstacle lighting);
- o) Height of storage areas for materials or equipment;
- p) Control and disposal of putrescible waste to prevent attraction of birds;
- q) Frequency emitting equipment;
- r) Gas purging / venting; and
- s) Drone usage.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

REASON: To ensure safe operation of Stansted Airport, highway safety and the control of environmental impacts on existing residential properties in accordance with the NPPF and Core Policies 32a, 43, 44, 52, 52a of the Uttlesford Local Plan 2021-2041 and the Framework.

**37**

In relation to potential contamination as identified by the Phase 1 Desk Study the following is required:

- a) Prior to commencement (either of the whole site or of a relevant phase or building) of development hereby approved, where shown to be necessary by the Phase 1 Desk Study, a Phase 2 Site Investigation adhering to BS 10175:2011 shall be submitted to and approved in writing by the Local Planning Authority.
- b) Prior to commencement (either of the whole site or of a relevant phase or building) of development hereby approved, where shown to be necessary by the Phase 2 Site Investigation, a detailed Phase 3 remediation scheme shall be submitted for approval in writing by the Local Planning Authority.

This scheme shall detail measures to be taken to mitigate any risks to human health, groundwater and the wider environment. Any works which form part of the Phase 3 scheme approved by the local authority shall be completed in full before any permitted building is occupied.

- c) Prior to occupation of development hereby approved (either of the whole site or of a relevant phase or building) and following the completion of the works and measures identified in the approved remediation strategy, a verification report providing evidence that all works required by the remediation strategy have been completed, together with any future monitoring or maintenance requirements shall be submitted to and approved in writing by the Local Planning Authority.
- d) Development shall cease if, during any stage of the works, potential contamination is encountered which has not been previously identified within that area, unless otherwise agreed in writing with the local planning authority. Works shall not recommence before an assessment of the potential contamination has been undertaken and details of the findings along with details of any remedial action required (including timing provision for implementation) has been submitted to and approved in writing by the LPA. The development shall not be completed other than in accordance with the approved details.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with the NPPF and Core Policy 42 of the Uttlesford Local Plan 2021-2041 and Framework.

- 38 External lighting shall be installed in accordance with the submitted External Lighting Assessment by MBA Consulting (July 2025) and shall comply with the Institute of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light (GN01:2021).

REASON: To protect the amenities of the occupiers of adjoining properties in accordance with Policies 33, 44, 52 and 52a of the adopted Uttlesford Local Plan 2021-2041 and the Framework.

**39** Prior to the commencement of development hereby approved, details of a site-wide waste management strategy and waste collection points for each phase shall be submitted to and approved in writing by the Local Planning Authority. A SWMP would be expected to:

- present a site wide approach to address the key issues associated with sustainable management of waste, throughout the stages of site clearance, design, construction and operation,
- establish strategic forecasts in relation to expected waste arisings for construction,
- include waste reduction/recycling/diversion targets, and monitor against these,
- advise on how materials are to be managed efficiently and disposed of legally during the construction phase of development, including their segregation and the identification of available capacity across an appropriate study area.

The operational site waste management strategy shall be in accordance with the Essex County Council and Southend-on-Sea Borough Council Waste Management Plan including mitigation methods to control noise and odour from the waste storage and collection arrangements and pest control measures. Thereafter the development shall be implemented in accordance with the approved details.

REASON: To protect the amenities of the occupiers of adjoining properties in accordance with Policies 33, 44, 52 and 52a of the adopted Uttlesford Local Plan 2021-2041 and the Framework.

**40** Prior to the installation or proposed use of any plant, machinery or equipment associated with the application hereby approved, details of the equipment shall be submitted to and approved in writing by the Local Planning Authority.

The submission shall include a noise impact assessment prepared in accordance with BS 4142:2014+A1:2019 (or any subsequent replacement standard). The assessment shall include predicted noise emissions from the proposed plant, details of the background sound level (LA90), and any necessary mitigation measures to ensure compliance with the following criterion:

- a) The cumulative rating level of noise emissions does not exceed a level 5 dB(A) below the background sound level (LA90, 15 minutes), when measured or calculated at 1 metre from the façade of the nearest existing or approved noise sensitive premises. The assessment must be conducted in accordance with BS 4142:2014+A1:2019 (or any subsequent replacement standard).

- b) The ambient sound pressure level attributable to the operation shall not result in an increase in the measured LAeq, 5 minutes in any third-octave frequency band, when compared with the pre-development ambient sound levels, at any noise-sensitive receptor. This applies particularly across the 10 Hz to 200 Hz frequency range to ensure protection from low-frequency noise. Measurements and analysis must be conducted in accordance with BS ISO 1996-2:2017, or equivalent.
- c) Where vibration-producing equipment is proposed, a vibration impact assessment shall be submitted to demonstrate compliance with acceptable limits at the nearest sensitive receptor, in accordance with BS 6472-1:2008 and BS 7385-2:1993.

The approved mitigation measures shall be fully implemented prior to first use of the relevant unit and shall be maintained thereafter for the lifetime of the development.

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 adjoining properties in accordance with Policies 44, 52 and 52a of the Uttlesford Local Plan 2021-2041 and the Framework.

- 41** Prior to the operation of any fixed external plant, machinery or equipment associated with any of the commercial units, wastewater treatment works and substation hereby approved, a post-completion noise survey shall be undertaken by a suitably qualified acoustic consultant. The purpose of the survey is to verify compliance with the approved noise impact assessment and associated mitigation measures.

The noise survey report shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the relevant unit. The survey shall demonstrate that the cumulative rating level of sound from all external building services plant and equipment does not exceed a level at least 5 dB(A) below the background sound level (LA90) when measured or calculated at 1 metre from the façade of the nearest existing or proposed noise-sensitive premises, in accordance with BS 4142:2014+A1:2019 (or any subsequent replacement standard).

If the measured noise levels do not meet this criterion, further mitigation measures shall be implemented to achieve compliance, and a follow-up verification survey shall be submitted and approved prior to operation.

REASON: To protect the amenities of the occupiers of adjoining properties in accordance with Policies 44, 52 and 52a of the Uttlesford Local Plan 2021-2041 and the Framework.

**42** Prior to commencement of development (other than demolition, site clearance or groundwork) of the relevant phase, plot or development zone (or other stage of development as may be agreed in writing with the LPA), a Noise Impact Assessment and Noise Mitigation Scheme for noise from all non-residential uses hereby approved (including industrial, commercial, retail, leisure and manufacturing processes, mobile plant and equipment, loading and unloading of goods and materials and any other noise source associated with the use hereby permitted) has been submitted to, and approved in writing by the Local Planning Authority.

The approved scheme shall be implemented before the use/operation commences and be thereafter operated in accordance with the approved details.

REASON: To protect the amenities of the occupiers of adjoining properties in accordance with Policies 44, 52 and 52a of the adopted Uttlesford Local Plan 2021-2041.

**43** Prior to the commencement of development (other than demolition, site clearance or groundwork) of the relevant phase, plot or development zone (or other stage of development as may be agreed in writing with the LPA), a Service Yard Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Such a management plan shall identify measures to control noise emanating from the service yards.

Thereafter the approved plan shall be implemented at all times.

REASON: To protect the amenities of the occupiers of adjoining properties in accordance with Policies 44, 52 and 52a of the adopted Uttlesford Local Plan 2021-2041.

**44** Prior to commencement of development hereby approved, a noise assessment and mitigation scheme (if required) shall be 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 and shall include:

- a) Baseline noise monitoring at identified noise-sensitive receptors;
- b) Predicted noise levels at those receptors resulting from 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 proposed mitigation measures to ensure compliance with appropriate noise standards (such as BS8233 or WHO guidelines).

The development shall not be brought into use until the approved mitigation measures have been implemented in full and verified as effective, and they shall be retained thereafter.

REASON: To protect the amenities of the occupiers of adjoining properties in accordance with Policies 44, 52 and 52a of the adopted Uttlesford Local Plan 2021-2041.

- 45** Prior to occupation of the relevant phase, plot or development zone (or other stage of development as may be agreed in writing with the LPA), a scheme detailing all plant, machinery, chimneys, ducting, filters or extraction vents to be used in connection with the uses hereby approved shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall be implemented prior to the occupation and retained thereafter.

REASON: To protect the amenities of the occupiers of adjoining properties in accordance with Policies 44, 52 and 52a of the adopted Uttlesford Local Plan 2021-2041 and the Framework.

- 46** Prior to occupation of the relevant phase, plot or development zone (or other stage of development as may be agreed in writing with the LPA), details of any proposed odour extraction systems for food businesses shall be submitted to the local planning authority for approval.

The details provided shall include an odour risk assessment and information on ventilation, odour control and noise control in accordance with the Guidance on the Control of Odour and Noise from commercial Kitchen Exhaust Systems.

REASON: To protect the amenities of the occupiers of adjoining properties in accordance with Policies 44, 52 and 52a of the Uttlesford Local Plan 2021-2041 and the Framework.

- 47** Internal operations within the approved buildings may operate on a 24 hour, 7 day a week basis.

Notwithstanding this, any reserved matters application which proposes night time external operations (including external servicing, loading/unloading, HGV yard movements or operation of external plant between 23:00 and 07:00) shall be accompanied by a Noise Impact Assessment and mitigation scheme, to be approved in writing by the Local Planning Authority. Where, having regard to that Assessment, the Local Planning Authority considers that unacceptable night time noise impacts would arise at nearby residential properties and cannot be mitigated by design or management alone, it may impose specific limitations on the hours of those external operations for the relevant unit as part of the reserved matters approval.”

REASON: To protect the amenities of the occupiers of adjoining properties in accordance with Policies 44, 48, 52 and 52a of the Uttlesford Local Plan 2021-2041.

- 48** The development hereby approved shall be constructed in accordance with the details as set out within the Minerals Resource Assessment (MRA) prepared by RPS Group (July 2025) and Waste Infrastructure Impact Assessment (WIIA) prepared by RPS Group (November 2025) unless otherwise agreed in writing by the LPA.

REASON: In accordance with Core Policy 33 of the Uttlesford Local Plan 2021-2041, the Essex Mineral Local Plan Policies S8, S9 and S10, Policy 2 of the Essex and Southend-on-Sea Waste Local Plan and the Framework.

### **CLIMATE CHANGE AND SUSTAINABILITY**

- 49** Each reserved matters application for any relevant phase, plot or development zone (or other stage of development as may be agreed in writing with the LPA) must be accompanied by an Energy Strategy demonstrating how the development will achieve net zero operational carbon in accordance with Core Policy 22 of the Uttlesford Local Plan 2021–2041. The Energy Strategy shall include (but not be limited to):

- A fabric-first approach to minimising energy demand;
- Details of energy efficiency measures;
- The incorporation of on-site renewable and/or low carbon energy generation;
- A calculation of regulated and unregulated energy use and associated carbon emissions;
- Measures to minimise carbon emissions over the lifetime of the development.

The development shall be carried out in accordance with the approved Energy Strategy.

REASON: To ensure that the development achieves net zero operational carbon and complies with Core Policy 22 (Net Zero Operational Carbon Development) of the Uttlesford Local Plan 2021–2041 and the climate change objectives of the Framework.

- 50** Each reserved matters application for any relevant phase, plot or development zone (or other stage of development as may be agreed in writing with the LPA) must be accompanied by an Overheating Strategy that sets out the approach to minimising overheating risk through the application of the cooling hierarchy, having regard to the parameters approved at outline stage, and including overheating modelling in accordance with CIBSE TM59 and the use of future climate scenarios.

The development shall thereafter be carried out in accordance with the approved details.

REASON: To secure early integration of overheating mitigation in the design process in accordance with Core Policy 23 of the Uttlesford Local Plan 2021–2041 and the Framework

- 51** Each reserved matters application for any relevant phase, plot or development zone (or other stage of development as may be agreed in writing with the LPA) must be accompanied by an Embodied Carbon Strategy which sets out the approach to minimising embodied carbon as far as possible through site layout, material selection and construction, having regard to the parameters approved at outline stage.

The Strategy shall include a Whole Life Carbon Assessment demonstrating achievement of the embodied carbon targets set out in Core Policy 24.

The development shall thereafter be carried out in accordance with the approved details.

REASON: To ensure early integration of embodied carbon reduction measures within the design process in accordance with Core Policy 24 of the Uttlesford Local Plan 2021–2041 and the Framework.

- 52** Each reserved matters applications for any relevant phase, plot or development zone (or other stage of development as may be agreed in writing with the LPA) must be accompanied by details demonstrating how the design of the development incorporates measures to ensure the efficient use of water and the protection of water resources have been submitted to and approved in writing by the Local Planning Authority. The details shall include:

- measures to minimise potable water consumption, including the incorporation of water efficiency standards;
- details of water saving technologies and fittings to be installed within the development;
- measures to reduce water demand and promote water reuse, where feasible;
- details of how the development will protect groundwater and surface water quality during construction and operation; and
- confirmation that the development will achieve a water consumption rate of no more than 90 litres per person per day

The development shall be carried out in accordance with the approved details.

REASON: To ensure the efficient use of water resources and to protect the water environment in accordance with Policy CP34 of the adopted Uttlesford Local Plan 2021–2041 the Framework.

## **MISCELLANEOUS**

- 53** Prior to the works above slab level, for the relevant phase, plot or development zone (or other stage of development as may be agreed in writing with the LPA), details of how the development will target the relevant 'Secure By Design' (commercial) accreditation principles and objections shall be submitted to and approved in writing by the Local Planning Authority in consultation with Essex Police Designated Out Crime Officers.

The development shall be carried out in accordance with the approved details.

REASON: In accordance with the Uttlesford District-Wide Design Code (July 2024); the Secured by Design Non-Residential (Commercial) Guide (2025) and the Framework

- 54** Prior to the submission of any reserved matters pursuant to Condition 1, a Health Impact Assessment (HIA) and details of on-site amenity/staff welfare provisions shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the approved details.

REASON: To reduce health inequalities and enhance the well-being of occupants of the development and in accordance with Core Policy 66 of the adopted Uttlesford Local Plan 2021–2041 (2026) and the Framework

- 55** A) Prior to the commencement of any development on the site (save for demolition and below ground works), the applicant will submit 'indicative layouts' and an appropriate 'office specification' to the council to market the proposed office space(s) for pre-let units. The detailed marketing process will be agreed with the council to ensure robustness.  
B) On completion of the marketing process and prior to the submission of any relevant reserved matters applications for (non-office) development at development zone 3A, the applicant will submit for approval an Office Marketing Report to demonstrate the above-mentioned marketing has been undertaken for Development Zone 3A for office use (Class E(g)(i)) for a period of at least 12 months.  
C) Following the submission of an approved Marketing Report, should no office pre-lets have been secured for some or all of Development Zone 3a, the permitted use of those units will cascade to the approved wider employment uses.

REASON: For the avoidance of doubt as to the nature of the development hereby permitted, for the proposed development to comply with in accordance with the Uttlesford Local Plan 2021-2041 Policy and the Framework.