

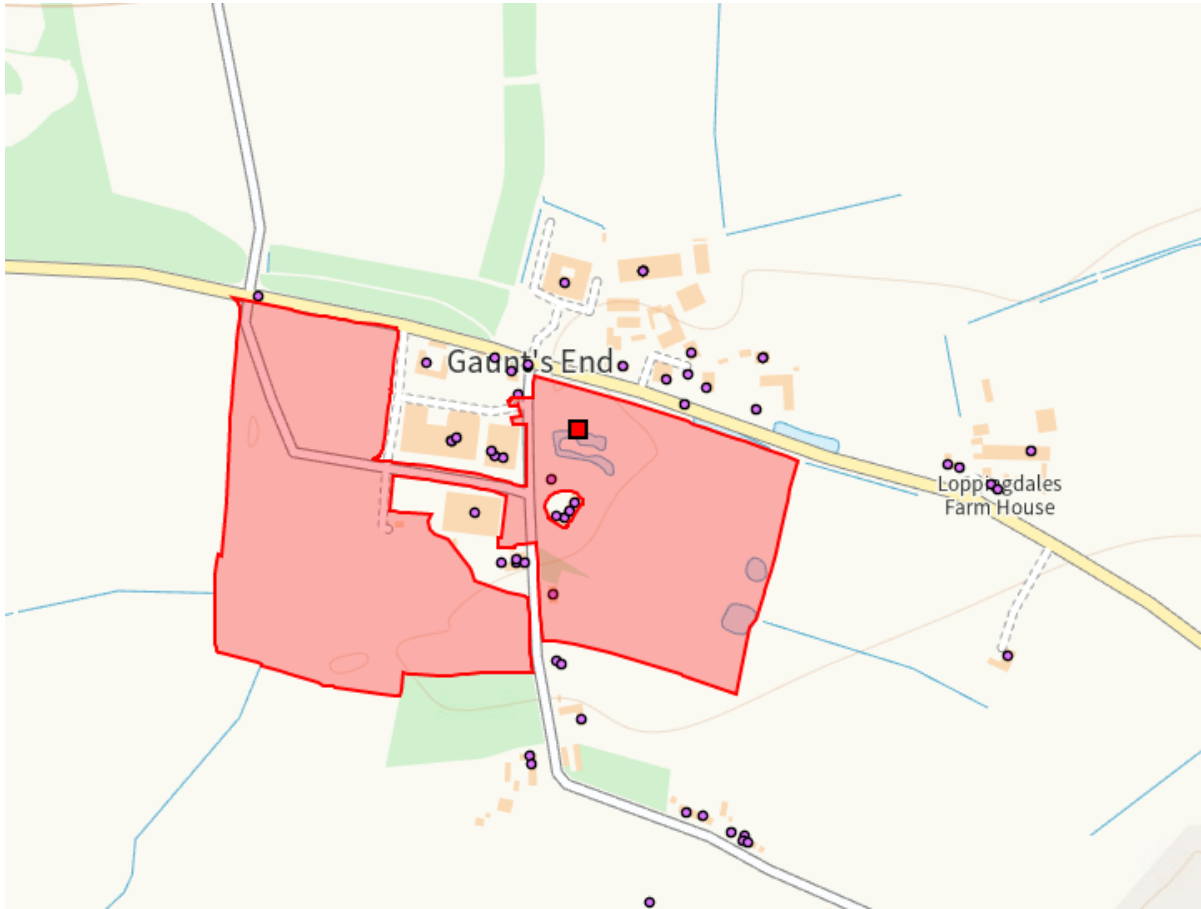
ITEM NUMBER: 4

PLANNING COMMITTEE DATE: 8th April 2026

REFERENCE NUMBER: UTT/25/2027/OP

LOCATION: Water Circle, Green Street, Elsenham

SITE LOCATION PLAN:



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Organisation: Uttlesford District Council Date: 10.02.2026

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: 24.04.2026

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

1. EXECUTIVE SUMMARY

1.1 Outline planning permission with all matters reserved (including access) is sought for a flexible commercial development at the Water Circle site.

1.2 The application site comprises of an irregular shaped plot comprising of approximately 15.39ha and characterised by two adjoining parcels 'the eastern' and 'the western' parcel.

1.3 The development site is part characterised as an employment allocation within the new Local Plan, with the remainder of the site lying adjacent to the Gaunts End 'Existing Employment Site' as set out in Appendix 14 to

the Local Plan. Table 4.7 in Core Policy 4 of the new Local Plan identifies the Water Circle site as providing 5.5ha of use Class E(g)(i) office use.

- 1.4** Notwithstanding this applicant has advanced a development which will primarily provides industrial, logistics development and storage uses with a small proportion of office uses provided. The proposal also extends beyond the parameters of the existing and allocated developments at the site and will extend further south of existing employment units.
- 1.5** Under Core Policy 48 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 Settlements¹. However, the portion of the application site that aligns with the employment allocation proposes to broad employment provision of B2, B8 and E(g) Use Classes. In this instance, it is deemed this approach is acceptable since Core Policies 4 and 46 accommodates broader employment uses. To clarify the principle of development on the allocated land is acceptable given new cascade policy. And that principle of development for the unallocated land element is acceptable because it meets the CP48 criteria.
- 1.6** Both National Highways and ECC Highways have been consulted on the application and following discussions and further information submitted neither consultee recommended refusal. ECC Highways had raised concerns in their formal response on the Four Ashes junction in Takeley, however, the applicant had supplied additional modelling and, subsequently, the highways objection has been lifted.
- 1.7** The site is also within the Countryside Protection Zone (CPZ) but under Core Policy 12 it meets the criteria.

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

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

¹ subject to certain criteria.

permission² at the location³. 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 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 proposals.
- 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

² See application ref UTT/1473/11/FUL

³ The above application was only partially implemented

(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.

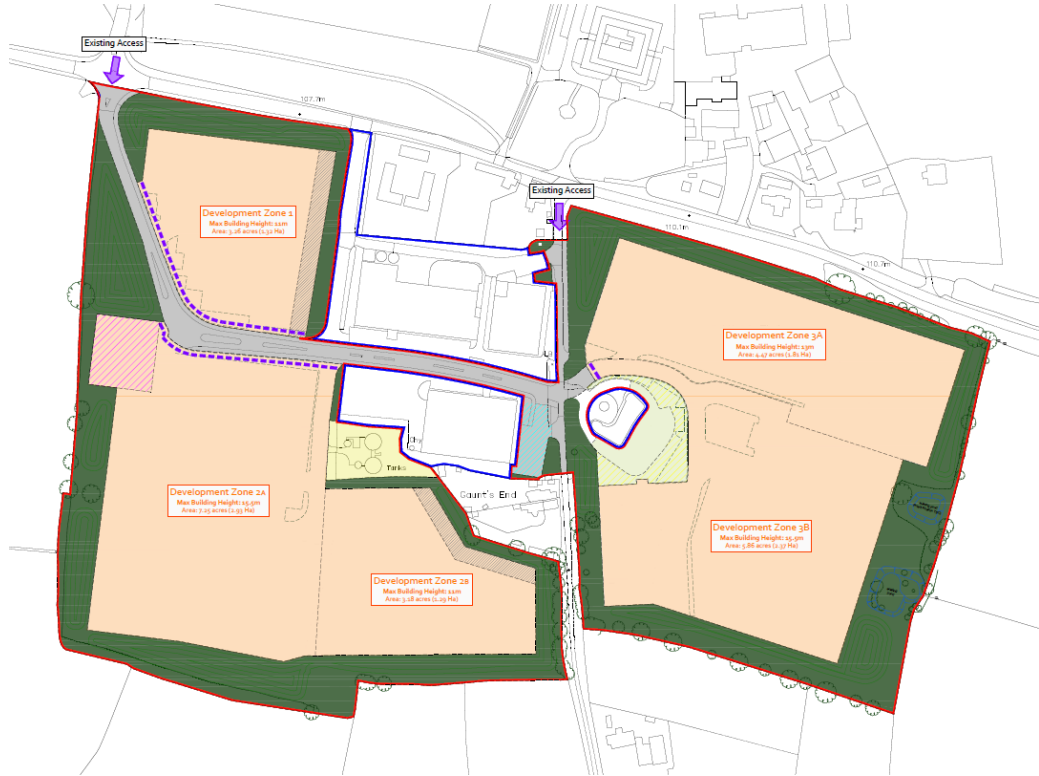
Figure 1 (Table 1: Proposed Uses and maximum Floorspace from the 'Development Specification')

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)	
Use Class E(g)(ii) research and development of products or processes		1,611 sqm (GEA)	
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 exist 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 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

- 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
- Development Specification, prepared by Quod, dated July 2025 (ref Q231026)

5. **ENVIRONMENTAL IMPACT ASSESSMENT**

5.1 The development constitutes '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**

Reference	Proposal	Decision
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/NMA	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	Approved

	Road & alterations to existing access (Green Street)	
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 offices, creation of 30 parking spaces.	Approved
UTT/0627/99/FUL	Erection of extensions to existing buildings and two B1 business units with associated car parking	Approved

7. PREAPPLICATION ADVICE AND 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 **Lead 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*

9.1.1 The following objections have been raised;

9.1.2 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

9.1.3 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

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

9.1.5 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.

9.1.6 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

9.1.7 The proposal is not necessary nor appropriate.

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

- Employment opportunities: details are lacking in relation to how employment opportunities will be of local benefit
- Green Street: Not clear why it is necessary for the access to Hall Road at the end of Green Street will be stopped up for HGV access, but retained for local residents (or the means by which this will be controlled)
- Reduction of speed limit along Hall Road to 40mph
- Contributions to the road network should be obtained due to the extensive usage by HGV and impact on road surfaces and verges
- The extant permission under UTT/1473/11/FUL comprised of ancillary mixed retail, café/restaurant and health/spa facilities'. The present application is for a much larger development with no such amenities
- Elsenham is desperately short of facilities and, if granted, could go some way to making good the deficiency

9.1.9 Biodiversity

- The BNG provisions should be met wholly on site.

9.1.10 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

9.2 ***Broxted Parish Council***

9.2.1 The following objections have been raised;

- 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

9.2.2 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

9.2.3 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

9.2.4 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

9.2.5 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 nearby 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

9.2.6 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

9.2.7

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

9.3 *Takeley Parish Council*

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

9.3.2 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
- Applicant's 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
	<i>Spatial Strategy Policies</i>
CP3	Settlement Hierarchy
CP4	Meeting Business and Employment Needs
CP5	Providing Supporting Infrastructure and Services
	<i>South Uttlesford Area Strategy</i>
CP11	London Stansted Airport
CP12	Stansted Airport Countryside Protection Zone
	<i>Stansted Mountfitchet and Elsenham Area Strategy</i>
CP16	Stansted Mountfitchet and Elsenham Area Strategy
CP17	Delivery of Transport Infrastructure within the Stansted Mountfitchet and Elsenham Area
	<i>Climate Change</i>
CP22	Net Zero Operational Carbon Development
CP23	Overheating
CP24	Embodied Carbon
CP25	Renewable Energy Infrastructure
	<i>Transport</i>
CP26	Providing for Sustainable Transport and Connectivity
CP27	Assessing the Impact of Development on Transport
CP28	Active Travel – Walking and Cycling
CP29	Electric and Low Emission Vehicles
CP30	Public Rights of Way
CP31	Parking Standards
CP32	The Movement and Management of Freight
CP33	Managing Waste
CP36	Flood Risk
CP37	Sustainable Drainage Systems
CP38	Sites Designated for Biodiversity or Geology
CP39	Green and Blue Infrastructure
CP40	Biodiversity and Nature Recovery

CP41	Landscape Character
CP42	Pollution and Contamination
CP43	Air Quality
CP44	Noise
<i>Employment and Retail</i>	
CP45	Protection of Existing Employment Space
CP46	Development at Allocated Employment Sites
CP47	Ancillary Uses on Existing or Allocated Employment Sites
CP48	New Employment Development on Unallocated Sites
CP49	Employment and Training
<i>Healthy and Sustainable Communities</i>	
CP52	Good Design Outcomes and Process
CP52a	Good Design Outcomes and Process for Strategic Allocations
DP9	Public Art
CP53	Standards for New Residential Development
CP61	Conservation Areas
CP62	Listed Buildings
CP64	Archaeological Assets
CP66	Planning for Health and Well-being
<i>Monitoring and Implementation</i>	
CP71	Monitoring and Implementation

13.3 Neighbourhood Plan

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:

- 14.2**
- A) Principle of development – Employment, Countryside Protection Zone and Loss of Agricultural Land**
 - B) Design, Appearance and Layout**
 - C) Heritage Implications and Archaeology**
 - D) Landscape and Visual Implications**
 - E) Biodiversity and Ecology**
 - F) Highways, Parking, Access and Sustainable Transport**
 - G) Flood Risk and Site Drainage**
 - H) Climate Change, Sustainability and Renewable Energy**
 - I) Minerals Safeguarding, Minerals and Waste Infrastructure**
 - J) Contamination and Environmental Health**

K) Planning Obligation
L) Other Matters

14.3 A) Principle of development

14.3.1 *Employment*

14.3.2 Para. 87 of the Framework states that planning decisions should recognise and address specific locational requirements of different sectors and maintains that this includes making provisions for (b) storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods...and (c) the expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience.

14.3.3 Core Policy 4 (CP4) (Meeting Business and Employment Needs) states a total of 57.5ha for future employment development at a number of strategic allocations, while the current application site has been part allocated within this policy and table 4.7 identifies the Water Circle ought to provide 5.5ha of use Class E(g)(i) office use. However, CP4 also states “Planning applications for employment and business development will be supported at allocated sites where they meet the requirements set out within the Site Development Templates shown by Appendices 2 to 4, and in accordance with the Area Strategies.”

14.3.4 Notwithstanding the above, Core Policy 16 states that “a total of 5.5ha of new employment land will be provided for business and employment growth in accordance with Core Policy 46”.

14.3.5 Core Policy 46 (CP46) relates to the strategic employment allocations, as listed within CP4 and the Area Strategies are safeguarded for employment uses. These employment uses within CP46 have been identified as B2 (general industrial), B8 (storage or distribution) and E(g) (offices/research and development/industrial processes to be carried out within residential area without detriment to its amenity).

14.3.6 The preamble of Core Policy 48 (CP48) (New Employment Development on Unallocated Sites) complements our new allocations by supporting appropriate employment development on unallocated sites across the district, where there is a demonstrable need.

14.3.7 Thus, CP48 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, 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.

14.3.8 As indicated at figure 1 above from the Development Specification, a number of employment uses are proposed at the site and at 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. Thus, given the application is outline in nature with all matters reserved the Council deems the proposal as speculative since 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.

14.3.9 Thus, the established employment uses at the site are protected as per CP45, and furthermore under CP4 this sets the additional employment needs required. Below are extracts demonstrating the extent of employment uses as per the existing employment arrangements and the employment site allocation.

Figure 3a: Existing employment allocation at Water Circle⁴

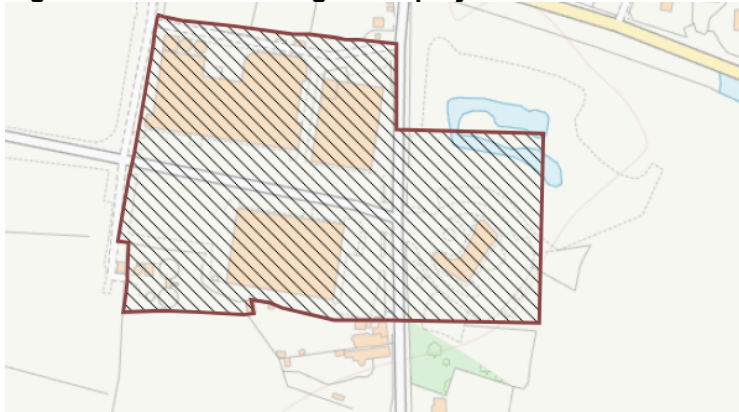


Figure 3b: Allocated employment allocation at Water Circle (area in pink)



⁴ This map indicates the employment allocation safeguarded under the ULP (2005) Policy E2 (Safeguarding Employment Land)

- 14.3.10** In the new Local Plan 5.5ha of developable employment land is allocated at the Water Circle site although the application site boundary is 15.39ha and the parameter plans demonstrate that the proposed employment areas clearly extend outside the existing employment areas and the allocated employment areas, as designated under Core Policy 4 and appendix 4C⁵. Notwithstanding this, CP48 permits new employment uses (use classes E(g), B2 or B8) on unallocated sites in or on the edge of existing employment sites provided that the benefits are not outweighed by harmful impacts, subject to consideration of other policies within the new local plan and certain criteria as outlined within the policies. Regarding the employment allocation as per the new Local Plan and, as noted above, under CP4 and CP46 these policies set out the additional employment needs required within the district and, moreover, broaden the employment uses to be considered.
- 14.3.11** To support their case, the applicant maintains within their Planning Statement at para. 5.20 *“UDC have clear aspirations for the delivery of employment floorspace at this site. The application proposals are in accordance with this objective. The development proposal, however, proposes a broader range of flexible employment uses, enhancing the ability of the site to contribute to local economic growth as well as providing new and flexible employment uses to contribute to UDC’s existing employment stock. This provision is proposed to be flexible to meet a broad range of needs in order to work with changing market demands.”* The applicant further maintains *“The TriSails proposals demonstrate how a fixed design can quickly become a challenge to deliver in a changing local and macro-economic environment. Similarly, the vacancy of the existing 151A Water Circle building demonstrates the difficulty in the office market requiring a more flexible approach to curating sustainable business location and growth.”*
- 14.3.12** The application has also been supplied with an Economic Benefits Statement and a Market Report to support the applicants’ position. The former outlines a number of benefits of the proposal and how the development will contribute to wider strategic objectives as summarised below;
- 14.3.12.1** Economic benefits of the scheme
- generation of 130 FTE construction jobs over the duration of a 44-month build-out programme;
 - generation of 900 job opportunities of varying skills sets within logistics, industrial warehousing and offices uses;
 - s106 agreement to secure in detail how the commitments to employment and training initiatives will be brought forward as part of the scheme;
 - The development will likely generate £40million per annum in Gross Value Added (GVA) within the region;
 - Potentially contribute £32.2m in annual wage impact per year;
 - 1.8m employee spending locally per year

⁵ See figure 3b above.

- Up to £1.9m in business rates annual

14.3.12.2 Contributions to wider strategic objectives

- The proposals will seek to respond to the demand for high quality industrial and warehousing across Uttlesford by delivering employment floorspace that has the ability to meet a range of needs of occupiers from a range of different industry sectors

- In providing the industrial and warehousing floorspace it has been stated that the proposals retain and enhance employment uses on-site and does so in a way to minimise its wider impacts – both in transport and environmental terms

- Uttlesford is located in an ‘innovation corridor’ which is expected to contribute significantly to wider economic growth ambitions

- The development site is in a prime location, close to Stansted Airport and junction 8 of the M11, to meet growth objectives and address high levels of occupier demand. Thus, the proposals seek to maximise the development in an allocated employment location

- The proposed development will make significant contributions towards these objectives through the reallocated employment site located in a strategically important position

14.3.13 In addition, the Economic Benefits Statement asserts the market for office space within the southeast is polarising for a number of reasons, inter alia, weak demand and unviable economics. Conversely, the Economic Benefits Statement also advocates that a strong demand for industrial & logistics market which is driven by e-commerce, manufacturing, and airport-related logistics.

14.3.14 The supplied Market Report also contends the development will provide greater flexibility to accommodate a range of small to medium sized requirements targeting business interests locally and regionally and the ability to serve both national and multinational company requirements. Given the flexible nature of application, the Market Report submitted also states that the development caters for a plethora of uses from manufacturing/engineering, production and light assembly, research & development, storage/cold storage and distribution.

14.3.15 It has been stated that the development will cater for local and regional demands, but also seeks to accommodate existing occupiers at the site. The proposal also has the potential to meet the needs of the aerospace industry for manufacturing/engineering and storage space to accommodate supply pressures from the airport and servicing aeroplane equipment and parts.

14.3.16 Overall, the applicant maintains that the Water Circle site is well aligned to the logistics sector due to its strategic location just off the Birchanger Interchange and associated transport infrastructure. The development is not seeking large box developments and is not seeking to compete with

larger industrial / storage / logistic developments within the locality⁶. Conversely the development seeks to cater to both businesses and companies that require a mid-box/unit size facilities and, moreover, the applicant maintains there is ample demand for industrial / logistics occupants seeking spaces in the regional of (3,500sq ft -1500sq ft) within the M11 corridor⁷.

14.3.17 The proposal constitutes EIA development and an Environmental Statement has been submitted with the application and the Socio-Economic chapter identifies end-use employment would result in a moderate beneficial effects at a local level and negligible to minor benefit effect at the district level and the £1.8m per year spending will result in a negligible effect at district level.

14.3.18 Therefore, officers are of the view, in principle, given that the proposals will provide a range of flexible uses these additional employment uses proposed are in accordance with CP48 subject to a cascade condition. The benefits are not outweighed by harm impacts⁸ and also in accordance with CP4 of the new Local (2026) and para. 87 of the Framework. The unallocated element of the scheme unallocated land element is acceptable because it meets the CP48 criteria.

14.3.19 *Countryside Protection Zone*

14.3.20 Core Policy 12 (Stansted Airport Countryside Protection Zone) states area around Stansted Airport CPZ is protected from development to conserve and enhance the 'rural' character of the area around the Airport. Appendix 9 of the new Local Plan illustrates the extent of CPZ area and the preamble of CP12 at para. 6.48 mentions that *'the CPZ area is amended to ensure the rural setting of the Airport continues to be protected, including the expansion of the original CPZ to ensure the countryside setting of the Airport continues to be protected in light of development already permitted'*.

14.3.21 Within their Planning Statement the applicant highlights para. 4.6 of the 'Uttlesford Local Plan 2021-2041 (reg. 19) Employment Site Selection Topic Paper (July 2024)' partially extracted below which states the Water Circle site is;

"an established employment site in the 2005 Local Plan and identified as an Existing Employment Site in the new Local Plan, although it is in the Countryside Protection Zone. The CPZ is a consideration however it is potentially less sensitive in this location owing to the existing buildings at the Water Circle Estate and further buildings south of the site along Green

⁶ The applicant explicitly references similar developments of a larger scale within a 15mile radius, such as, i. BOX:STN Stansted Logistics Park, ii. Phase 2 Hertford Logistics Park, Caxton Hill, Hertford and iii. Panattoni Park, Braintree (see para. 5.4 of the Market Report, prepared by Bidwells, dated 24/07/2025)

⁷ See para. 5.2 of the Market Report, prepared by Bidwells, dated 24/07/2025

⁸ Core Policy 48 stipulates that the benefits of the proposal ought not to be outweighed by any harm impacts *through the consideration of other policies within the new local plan* and then proceeds to clarify the harmful criteria. Thus, assessment will need to conclude whether any harmful impacts exist to outweigh the benefits.

Street between the airport and Gaunts End. Coalescence would not occur and the site allocation could be seen to be 'rounding off' within landscaping implemented as part of the technical start for the Trisail scheme.' (Officer emphasis)"

14.3.22 The Trisail development approved at the site is a material consideration and, therefore, it is therefore useful to note the extent of the proposed development compared to the extant permission. See below.

Figure 4a: Extant Trisail permission (ref UTT/1473/11/FUL)

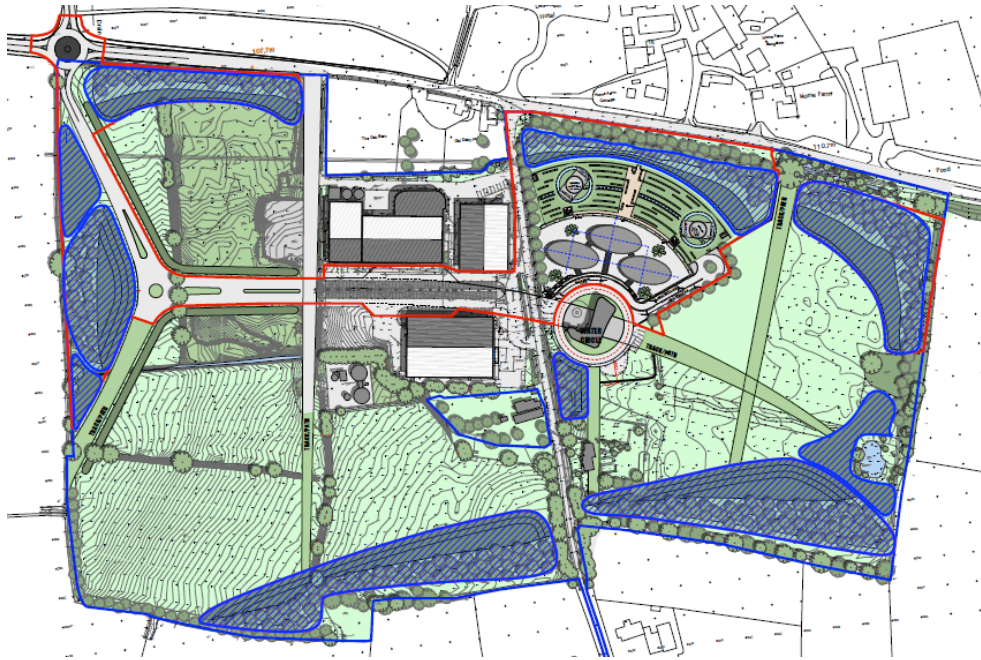


Figure 4b: Proposed illustrative masterplan (ref: UTT/25/2027/OP)



- 14.3.23** Spatially, the proposed development clearly extends beyond the established employment area and the allocated employment area which covers the extant Trisail permission. The extant permission has been part implemented through excavation works in the eastern parcel directly south of Hall Road. Evidently, the western parcel of the application site will experience a greater quantum of employment development with increased storey heights along the southern boundary of both the eastern and western parcels⁹.
- 14.3.24** Therefore, there will be a degree of conflict with CP12 particularly criteria CP12 (ii), however, given the existing employment area and employment allocations and the assessment above under CP48, officers consider that the proposed development will be read as an expansion of the existing employment uses within the immediate locality. It is acknowledged that the 'Site Selection Employment Topic Paper' (July 2024) forming part of the UDC evidence base for the new Local Plan states the CPZ in this location is less sensitive, however, this was mostly in relation to the site allocation area and, for this reason, it was suggested that coalescence would not occur. Notwithstanding this, officers consider this particular site is less sensitive given the established employment use and allocations. Moreover, as indicated in the UDC Employment Topic Paper, the applicant does not intend to implement the extant Trisail development but officers consider that 3 interlinked office buildings ranging from 5-7 storeys in height are material to the consideration of this application which would have had an impact on the open characteristics of the CPZ and introduced new buildings and uses between the airport and the existing development and promote coalescence¹⁰.
- 14.3.25** Notwithstanding the extant permission of the site, officers acknowledge proposal will introduce more development in the western parcel with increased heights and employment uses and will, therefore, have implications for the CPZ. However, the Council are mindful of the CP12 wording which differs slightly from the ULP (2005) policy S8 with particular reference to coalescence. Under the new Uttlesford Local Plan (2026) CP12(i) now stipulates that 'proposals will not...diminish the physical and / or visual separation between settlements within the CPZ and Stansted Airport'. Thus, the Council view that the existing development site will not diminish physical or visual separation between settlements within the zone and the airport as the site is outside the parameters of any settlement.
- 14.3.26** For these reasons above, officers view that there will be limited conflict with Policy CP12 and, furthermore, with a robust landscaping scheme (to be determined at reserved matters stage) this will satisfy CP12 (iii) and (iv). Given the above, officers consider there will be limited conflict with CP12 of the new Local Plan.

⁹ As per development zone 2a and 3b of the parameters plan.

¹⁰ As per the wording of ULP Policy S8 (2005) Local Plan

14.3.27 Loss of Agricultural Land

14.3.28 Notwithstanding the site comprising of grade 2 (very good quality agricultural land) (Agricultural Land Classification 2010, Natural England), and despite the potential loss of the districts best and most versatile agricultural land (BMV), good quality agricultural land is plentiful within the locality. Thus, with regards to Policy ENV5 meaning this policy conflict holds limited weight, particularly in relation to the policy, history and site context.

14.4 B) Design, Appearance and Layout

14.4.1 In terms of design policy, good design is central to the objectives of both National and Local Planning Policies. The NPPF (2024) requires policies to plan positively for the achievement of high quality and inclusive design for the wider area and development schemes.

14.4.2 Section 12 of the NPPF highlights that the Government attaches great importance to the design of the built development, adding at para. 131 *“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve’.* In addition, at para. 135 it also states that *planning decisions should ensure developments ‘function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development’.*

14.4.3 Core Policy 52/52a (Good Design Outcomes and Process) maintains ‘Development will be supported where proposals can clearly demonstrate compliance with appropriate national policy and guidance in respect of design, especially the most up-to-date versions of the Uttlesford Design Code, and the Essex Design Guide’, while CP52a is specifically related to strategic site allocations and both policies set out criteria that major developments should adhere to, such as, inter alia, evolution of proposals from community engagement, utilising an external design review, preparation of a comprehensive Development Framework for the whole site and adjoining highway areas, and the preparation of a site wide Design Code to complement the Development Framework for all development and land uses.¹¹

14.4.4 The parameter plans and the DAS indicates that the development would range from 11 metres to a maximum of 15.5 metres in height, however, due to the nature of the application being outline in form, with all matters reserved for later determination, limited details have been submitted with the application. Notwithstanding this, an illustrative masterplan has been supplied with the application, but the DAS maintains that this represents one way the development may come forward in accordance with the parameter plans and, therefore, the masterplan should be treated as indicative at outline stage.

¹¹ Core Policy 52a also states the design code should be submitted with any initial planning application (outline or detailed) for any part of the allocation sites and should demonstrate compliance with the Uttlesford Design Code.

- 14.4.5** Subsequently, comments from the Urban Design which are broadly supportive of the application subject to further details regarding the design code, massing and visuals, and landscaping requires further details.
- 14.4.6** Regarding the design code, the Urban Design Officer observes that the DAS refers to 'design guidance' and 'design principles', and comments that the former generally entails guidance while the latter being mandatory. Ultimately the Urban Design Officer is concerned with the language used contained within the 'design principles' of the DAS as it lacks stringent wording that will require the applicant to adhere to within the reserved matters stage. Policy CP52/CP52a does require applicants to provide masterplans and design codes to be submitted with relevant applications. As this application was submitted last year at a time when the limited weight was afforded to emerging Local Policies, there was no requirement for the applicant to fully comply with the details of the wording of the core policies of the new Local Plan.
- 14.4.7** Notwithstanding the above, officers do consider that a design code should be required but consider this could be secured by an appropriately worded planning condition to ensure this is submitted with a reserved matters application. For the landscaping details, it was further suggested that given the role of the perimeter landscaping will have in screening buildings from view and the role of landscape bunding and tree planting, these details ought to be enshrined within the design code. Therefore, in the event the application is recommended for approval an appropriately worded planning condition should be applied to ensure the requirements of CP52a are adhered and, more specifically, whilst also ensuring a design code condition also captures the necessary landscaping details.
- 14.4.8** Given the commercial nature of the whole site, the Council's Urban Design Officer also comments that there is an overall lack of on-site amenity and staff welfare in the form of café, showers and changing areas for those cycling to the site. Officers consider this of relevance since workers attending these proposed site will have limited access to amenities outside the site and, for potential employees, it is likely that a full working day will be contained within the parameters of the application site and, therefore, measures to ensure the site is sustainable during conventional working hours should be considered. Given the design principles within the DAS and the commitment to Health & Well-being, officers consider this should be clarified at reserved matters stage, and secured by an appropriately worded planning condition. Moreover, a Health Impact Assessment (HIA) will be required as per CP66 (Planning for Health and Well-being) which has not been supplied with the application, like the design code matters discussed above, this was not a requirement when this application was validated and officers considered a HIA should be addressed within the parameters of the reserved matters stage.
- 14.4.9** Layout

- 14.4.10** Layout is a matter reserved for consideration at a later date, however, the Council must be satisfied that the site is capable as accommodating the quantum of development along with appropriate landscaping, SuD's etc.
- 14.4.11** The illustrative masterplan supplied (ref 24245-UMC-ZZZZ-SI-DR-A 0115) rev P11 provides an indicative layout of the scheme. The plan demonstrates potential layout, number of employment units proposed and how the development could be arranged in relation to the central spine road at Elsenham Estate further demonstrating how landscaping could be achieved to limit the visual impact of the development and aid screening of the development from public vantage points.
- 14.4.12** As per figure 4b above, the illustrative masterplan shows that the site could accommodate 22 units varying in heights and scales along with access roads but the buildings would be in accordance with the parameter plan¹² to be secured as an approved plan in the event the application is approved. The DAS supplied details how the office units will be orientated towards key access infrastructure to create better active frontages within the site and also the creation of additional wildlife corridors to the southern boundary. The DAS also outlines how the illustrative masterplan sensitively considers designated heritage assets within the local vicinity by orientating units so that service yards do not form part of the backdrop of listed buildings which is further illustrated within the heritage mitigation section of the DAS. Also, to strengthen the screening of designated heritage assets the DAS states 'Existing landscaping, where possible, has been retained and enhanced through the reprofiling of existing and additional landscape berms around the edge of the Site. A mixture of scattered trees and lower level planting will sit upon the perimeter bunds to provide additional screening.'
- 14.4.13** In light of the above, due to the outline nature of the application, no adverse comments have been received from UDC Urban Design and, subsequently, details of layout plans would be addressed at reserved matters stage if outline consent is granted.
- 14.4.14** Scale
- 14.4.15** The parameters plans seeks to fix the heights of proposed buildings to a maximum height of 15.5 metres towards the south-eastern (development zone 2a) and south-western (development zone 3b) portions of the site. These areas are situated away from public vantage points from Hall Road and nearby listed buildings and, therefore, sequentially locating buildings of the greatest height towards the southern boundary also limits the visual impact of the development.
- 14.4.16** While matters of scale of the development are matters due for later consideration, the proposed parameters plans will fix the heights of the

¹² See figure 2 above.

proposed units. Details of the overall size/floor area of each individual units will be determined at a later stage and, therefore, officers do not have any adverse comments with regards to scale at this stage due to the nature of the application.

14.5 C) Heritage Implications and Archaeology

14.5.1 Place Services (Archaeology) has been consulted on the application and have requested conditions, in the event the application is recommended for approval.

14.5.2 Heritage and less than substantial harm

14.5.3 The application site will be within the setting of designated heritage assets and the Council's Conservation Officer has been consulted on the application and the salient points are extracted below;

'Views from nearby heritage assets have been carefully considered. The application is supported by a Landscape and Visual Impact Assessment (LVIA), which demonstrates how the proposed massing has been designed in response to its context. Landscaping is effectively used as a mitigation strategy, and in my view, successfully screens the larger units from key viewpoints. A well-balanced mix of trees and low-level planting is proposed to enhance screening along the site's perimeter. Additionally, the orientation of the buildings has been thoughtfully planned to minimise the impact on the setting of the listed buildings. The inclusion of subtle references to the site's historic use is also a positive and welcome aspect of the proposal...'

The design principles established for the Reserved Matters are considered acceptable....In my opinion, the proposed development would result in a low level of less than substantial harm to the significance of nearby designated heritage assets, arising from changes to their setting.'

14.5.4 Thus, where less than substantial harm has been identified from a proposal, the Local Planning Authority has a duty to weigh this harm against the public benefits of the proposal (as per para. 215 of the NPPF 2024). In accordance with para. 212 of the NPPF (2024), great weight has been afforded to 2 & 3 Gaunt's End (grade II listed) and the Old Dairy Farm (grade II listed) to the north of the site.

14.5.5 Public benefits of the proposal

14.5.6 Para. 215 of the Framework states that *'where a development will lead to substantial harm of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.'*

14.5.7 Within the Planning Statement, the applicant has advanced the public benefits of the scheme (see para. 5.157-5.159), these are summarised below;

14.5.7.1 *Heritage balance*

- The level of high-quality employment floorspace to multiple companies; (moderate weight);
- Policy support for the redevelopment of the site; (moderate weight)
- generation of 130 FTE construction jobs over the duration of a 44-month build-out programme (moderate weight);
- generation of 900 job opportunities of varying skills sets within logistics, industrial warehousing and offices uses (significant weight);
- s106 agreement to secure in detail how the commitments to employment and training initiatives will be brought forward as part of the scheme (moderate weight);
- The development will likely generate £40million per annum in Gross Value Added (GVA) within the region (moderate weight);
- Proposals will redevelop an existing brownfield site granted under a part implemented extant permission (significant weight);
- Improved amenity and landscaping as detailed on the illustrative landscape masterplan (moderate weight)

14.5.8 The public benefits as outlined above, have been extracted from the heritage section of the report and the principle of development section, where the economic benefits have been outlined.

14.5.9 *Environmental Impact Assessment (EIA): Cultural Heritage*

14.5.10 Cultural Heritage¹³ was one of the topics scoped-in into the Environmental Statement (ES). The ES identifies significant effects from the completed development on the built heritage as the residual effects have been identified as moderate adverse to the Guant's End grade II listed buildings at Brewer & Sumach Cottages and Home Farmhouse (grade II). Thus, as the harms of the development has been established as 'less than substantial', with due regard to the heritage balance and as outlined within the previous section, the indicative masterplan shows how the units will be orientated so that service yards are not within the backdrop of the listed buildings and also landscaping will further aid in providing screening from the site.

14.5.11 In light of the above, officers are of the view that public benefits of the proposed development will outweigh the less than substantial harm to nearby heritage assets and, therefore, the proposal accords with Uttlesford new Local Plan Policy CP61 and CP62 and the Framework.

¹³ Comprising of both archaeological and built heritage assets.

14.6 D) Landscape and Visual Implications

- 14.6.1** Landscaping is set as a reserve matter; however, all larger developments should be designed around a landscape structure. The landscape structure should encompass the public open space, where possible, but should also provide visual contrast to the built environment and constitute a legible network based, where appropriate, on existing trees and hedgerows. The layout and design of the development, including landscaping, should seek to reflect the vernacular of the locality. Native species should be provided for structural planting and linked to existing vegetation to be retained.
- 14.6.2** In good landscape design both soft landscaping and hard landscaping are essential elements and require due consideration. The principle aims of a good quality landscape plan are to secure a coordinated and high standard of landscape management for the landscape areas within the site, to ensure the successful integration of the residential development with the surrounding landscape and to protect and enhance nature conservation interests in accordance with the design objectives.
- 14.6.3** Core Policy 41 of the new local plan maintains that development should preserve, inter alia, the character and appearance of valued landscapes, management and enhancement of existing areas, features or habitats and where appropriate creation of new habitats/features including the planting of woodlands, trees and hedgerows.
- 14.6.4** *Environmental Impact Assessment (EIA): Landscape and Visual Impacts*
- 14.6.5** In terms of the demolition and construction impacts of the proposed development major adverse effects (significant) have been identified to the landscape receptors. Also, for the visual impacts during the construction phase, visual harms have been identified to a number of receptors, however, no mitigation has been proposed to mitigate the harms during construction but it is acknowledged that the construction phases will be temporary. Although, officers consider a Construction Environmental Management Plan (CEMP) ought to be secured by condition to minimise the impacts of the development during the construction phases.
- 14.6.6** During the operational/completed stage, at year 15, adverse residual effects ranging from Minor adverse (not significant) to Major adverse (significant) have been identified at various landscape receptors in and around the site. Similarly, for the visual implications of the development, at Year 15, Moderate adverse effects (significant) are likely to occur. Notwithstanding the significance of both the landscaping and visual impacts of the development the Landscape and Visual Impact Assessment (LVIA) submitted with the application maintains that the applicant will accept a Landscape and Ecology Management Plan (LEMP) condition in the event the applicant is recommended for approval.

- 14.6.7** The Council's Landscape Officer has been consulted on the current application and has mostly commented on the potential improvements to the landscaping, however, as landscaping is a reserved matter these points could be further addressed within the reserved matters stage. The Landscape Officer also noted a number of the trees in and around the site that will be removed to facilitate the construction of the development. An Arboricultural Survey (8 April 2025) and an Arboricultural Method Statement (29 July 2025) have been submitted to support the application and no adverse comments have been received. In the event the application is recommended for approval appropriately worded conditions will be required to secure the works are in accordance with the submitted arboricultural assessment and associated method statement.
- 14.6.8** An illustrative landscape masterplan has been submitted to indicate the potential site wide landscape proposals, although the application has been put forward as an outline application with all matters reserved. Having liaised with the agent regarding matters, the applicant would be willing to accept appropriately worded planning landscaping conditions to require an updated landscape masterplan and ensure appropriate details are supplied at the reserved matters stage. Officers consider this would be appropriate given that the landscaping proposals, with bunding, will not only provide screening of the site from public views but also act as a buffer from the designated heritage assets within the immediate locality.
- 14.6.9** Therefore, given the existing landscape character and residual effects the proposal accords with the new Local Plan Policy CP41 and the Framework, subject to relevant conditions.

14.7 E) Biodiversity and Ecology

14.7.1 *Ecology*

14.7.2 Core Policy 40 (Biodiversity and Nature Recovery) of the new Local Plan states that development proposals will be required to demonstrate a minimum of 20% Biodiversity Net Gain calculated using the most recent Statutory Metric.

14.7.3 Place Services (Ecology) have been consulted on the application and originally maintained a holding objection due to insufficient information in relation to the impacts to Great Crested Newts (GCNs) and the applicant stating these will be addressed through the Natural England Essex District Level Licensing (DLL) scheme. At the time of submission, insufficient details were submitted to in accordance with the DLL but the applicant had later submitted the necessary details and, subsequently, Place Services had lifted their holding objection, subject to compliance with relevant conditions.

14.7.4 While the site is within the Zone of Influence (ZOI) for recreational impacts at Hatfield Forest Site of Specific Scientific Interest (SSSI)/National Nature Reserve (NNR), there is no requirement for this development to

provide tariff payments as this application is a commercial development and, therefore the recreational impacts from this development do not apply. Notwithstanding this, Place Services caveat that this could be subject to updates on the adoption of strategic mitigation prior to the decision being issued.

14.7.5 *Biodiversity Net Gain (BNG)*

14.7.6 In the revised response, Place Services maintain that with regards to mandatory net gains, the Statutory Biodiversity Metric – Calculation Tool (Crossland Ecology, May 2025) provides sufficient detail to determinate the application. As such, it has been requested that a Biodiversity Gain Plan should be submitted prior to commencement.

14.7.7 This advice goes on to state that a Habitat Management and Monitoring Plan (HMMP) should be secured for all significant on-site enhancements (where management and monitoring is secured via legal obligation or condition of any consent for a period of up to 30 years) in line with an approved Biodiversity Gain Plan.

14.7.8 Place Services also highlight that based on the submitted the post-intervention values should include habitats, such as, the other neutral grassland, urban tree and biodiverse green roof, ponds and species-rich native hedgerow with trees.

14.7.9 The biodiversity chapter of the ES maintains that the development will retain, restore and enhance c.5.2ha of habitats (including higher value habitats) and the creation of c.1.4ha of semi-natural habitats. It is further maintained that the long-term management will be secured through a LEMP through an appropriately worded condition. Overall, the scheme proposes 10% Biodiversity Net Gain for habitat units through the provision of c.0.75km of new nature hedgerows within the landscape strategy and the inclusion of off-site BNG measures. Having liaised with the agent on these matters, officers are aware that the application was submitted prior to the forthcoming adoption of the new Local Plan, however, the Council requires that the proposal should comply with CP40 of the new Local Plan and, as a result, provide 20% BNG. Having raised matters with the applicant team, they have maintained that the outstanding 10% BNG will be achieved through financial credits for offsite provision and will form part of the draft Heads of Terms.

14.7.10 Also, the proposed reasonable biodiversity enhancements for protected, Priority and threatened species are supported but also recommended that a Biodiversity Enhancement Strategy should be secured by an appropriate condition.

14.7.11 Therefore, subject to relevant conditions the proposal accords with the Local Plan Policies CP40 and the Framework.

14.8 **F) Highways, Parking, Access and Sustainable Transport**

- 14.8.1** Paragraph 116 of the NPPF (2024) states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”*.
- 14.8.2** Paragraph 117 of the NPPF (2024) goes on to stipulate that development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, address the needs of all users, create places that are safe, secure, and attractive, allows efficient delivery of service and emergency vehicles and designed to cater for charging of plug-in and other low emission vehicles.
- 14.8.3** Policy CP27 (Assessing the Impact of Development) states that development should be located close to key services and facilities, to promote walking and cycling; and where there is an appropriate level of public transport accessibility and sufficient public transport capacity to accommodate the proposed increase in the number of trips, or where capacity can be increased to an appropriate level through contributions, or other infrastructure funding. The policy goes on to prescribe that proposals should comply with a range of criteria.
- 14.8.4** Vehicle access is a reserved matter however given the existing Elsenham Estate Road the proposal can accommodate vehicle access into the site.
- 14.8.5** Both National Highways (NH) and ECC Highways have been consulted on the application and in their initial comments both statutory consultees raised holding objections to the proposals. The initial objections from NH requested additional information regarding how existing trips at the site associated with the part implemented TriSail development has been calculated.
- 14.8.6** NH had commented that the net change in Passenger Car Units (PCU) showed that the proposed development will lead to an increase at junction 8 of the M11 during morning peak hour but a reduction in 27 PCUs on the entry roads to both jct. 8 and the nearby jct. of A120, especially for traffic heading north and south of the M11. It was also noted that all HGVs will be routed via Takeley to reach jct. 8 resulting in an increase in traffic on the B1256 arm of the junction. NH also requested details relating to the LinSig model of the M11 jct. 8 referenced in the Transport Assessment.
- 14.8.7** ECC Highways in their initial comments also raised a holding objection requesting further details relating trip generations, trip distributions, junction assessments, active travel provisions and consideration for further committed developments within the locality. Regarding the junction assessments ECC Highways were concerned with the modelling presented within the Travel Assessment in relation to the Four Ashes junction. Subsequently, ECC requested more details and justifications for the modelling.

14.8.8 Following meetings between the applicant's transport consultant, NH and ECC Highways, then subsequent submission of Transport Technical Notes and a Transport Assessment addendum National Highways had lifted their objection. Similarly, the ECC Highways had lifted their objections subject to a number of planning conditions and planning obligations. Following the submission of the TA addendum and updated modelling ECC Highways Officers concluded;

'The proposed development has a greater impact on the local highway network than the extant permission, specifically at the Four Ashes junction in Takeley, as heavy goods vehicles are not permitted to use the Stansted Airport highway network to access the strategic road network. Following our recommendation for refusal dated 26th September 2025, the applicant's transport consultant has addressed the issues raised and submitted an addendum to their Transport Assessment including updated modelling of the Four Ashes junction which indicates that the impact on the road network would not be severe.'

14.8.9 Subsequently, the nature of conditions and obligation suggested by ECC Highways also seeks to address the relevant sustainable transport policies of the new Local Plan.

14.8.10 Transport and Access features as an EIA chapter within the ES for both the construction/demolition stage and the completed development. The Transport ES chapter concludes the residual transport effects will result in negligible (not significant) impacts to the local highways network.

14.8.11 In addition to the above, ECC Highways have also requested vehicle and cycle parking conditions which will be added in the event the application is approved. Furthermore CP31 (Parking Standards) also requires the provision of an electric car club appropriate to the scale of the development, which officers will consider this in the drafting of the Heads of Terms.

14.8.12 As noted above, the applicant has suggested that the vehicle access from Hall Road through Green Street will remain operational and exclusively for residential access and emergency vehicles. To this end, the applicant has committed to stopping-up vehicles at the Green St/Hall Road junction to prohibit commercial vehicles associated with the development using this access. ECC Highways have recommended a planning condition and officers will apply the condition in the event the application is granted approval.

14.8.13 Also, the applicant maintains a new footpath will be provided the length of Green Street but it is not apparent whether this will extend south and beyond the application boundary towards the residential properties. Within the development itself it has been suggested that a 3metre wide footpath for pedestrian and cycling will be provided alongside internal roads to enhance safety of non-vehicle users within the development.

Tactile paving pavements has also been suggested at internal junctions, however, officers view this is an outline application with all matters reserved; these measures could be secured within the reserved matters application, but a condition could be added to ensure these measures are secured. In addition, officers view that further conditions may be required to comply with CP32 (Movement and Management of Freight).

14.8.14 Therefore, subject to relevant conditions and planning obligations the proposal accords with the new Local Plan Policies CP26, CP28 and the Framework.

14.9 G) Flood Risk and Site Drainage

14.9.1 The NPPF states that inappropriate development in areas of high-risk flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

14.9.2 The Environment Agency's (EA) indicative Fluvial and Tidal Flood Mapping demonstrates that the proposed development is located within Flood Zone 1 in accordance with the Flood Risk and Coastal Change PPG.

14.9.3 New major development for housing needs to include a flood risk assessment as part of their planning application to ensure that the required form of agreed flood protection takes place. Additionally, all major developments are required to include sustainable drainage to ensure that the risk of flooding is not increased to those areas outside of the development and that the new development is future proofed to allow for increased instances of flooding expected to result from climate change.

14.9.4 The scale of the proposals has the potential to cause an increase in surface water runoff rates and volumes to other drainage infrastructure. To demonstrate that sewer and surface water flooding is not exacerbated, surface water should be considered within the design of the site. This demonstrates that any additional surface water and overland flows are managed correctly, to minimise flood risk to the site and the surrounding area.

14.9.5 The Planning Statement states that a SuDS Strategy has been prepared and states that all proposed drainage systems are to drain to local watercourses, swales, ponds and drains under gravity to replace the existing arrangement.

14.9.6 In relation to surface water drainage, a Flood Risk Assessment has been submitted, and the Lead Local Flood Authority (LLFA) have been consulted on the application. Therefore, no objections have been raised subject to a number of conditions and the proposal accords with the Local Plan Policies CP36 and the Framework.

14.10 H) Climate Change, Sustainability and Renewable Energy

- 14.10.1** Policy CP22 of the new Local Plan sets out five requirements for all new buildings (of one or more new dwellings or 100m² or more non-residential floor space) to be designed and built to be Net Zero Carbon during the operational phase of development. Under this policy buildings are required to be ultra-low energy buildings, fossil fuel free and generate renewable energy on-site to at least equal annual energy use. The policy requires an Energy Statement to accompany relevant planning applications to demonstrate how proposals meet the five requirements relating i. space heating demand, ii. fossil fuel free, iii. energy use intensity limits, iv. onsite renewable energy generation and v. as-built performance confirmation and in-use monitoring.
- 14.10.2** The application has been furnished with an 'Outline Energy and Sustainability Strategy' which reflects how the applicant seeks to address the sustainability policies in the new Local Plan. The measures proposed are extracted below;
- Zero carbon in line with national targets
 - achieve a space heating demand of 15kWh/m² GIA/yr or less and a EUI of 70kWh/m² GIA/yr for offices; 35kWh/m² GIA/yr Light Industrial or less.
 - Reduce CO₂ emissions.
 - Achieve EPC A
 - Using less energy, in particular by adopting sustainable design and construction measures; and
 - Utilise low and zero carbon energy
- 14.10.3** The Planning Statement, at paragraph 5.176, also outlines active design measures to be incorporated into the proposals to address the policy requirements of Core Policy 25 (Renewable Energy). Although limited details outlining how the proposed development will meet the requirements of the sustainability policies of the new Local Plan specifically CP22, CP23, CP24 and CP25 have been supplied with the application.
- 14.10.4** Officers acknowledge the application was first submitted prior to the adoption of the new Local Plan when there was no requirement for the applicant to fully to adhere to the (then) reg 19 policies. Nonetheless, the applicant has adopted a proactive approach and has sought to address sustainability policies CP22-CP25 as far as practically possible. Furthermore, the application is outline in nature and at the time of submission the requirements of the energy/sustainability policies would not have been a requirement at the validation stage.
- 14.10.5** Therefore, as the policies contained within the new Local Plan are now adopted and the applicant is now required to comply with the sustainability

/ renewable energy policies where relevant. As the Council transitions to the adoption of the new Local Plan, the applicant has taken steps to highlight the active design measures the development will target. However, these design measures within the submitted 'Outline Energy and Sustainability Strategy' mostly appear to be targets rather than proven standards the development will be built and operate in accordance with.

14.10.6 On this basis, officers do not consider that the requirements of CP22, CP23, CP24 and CP25 are met in full within the parameters of the current application. Nonetheless, given the unique circumstances confronting the applicant as the adoption of new Local Plan policies are due, on this occasion, officers consider that conditions could be drafted to ensure the applicant provide appropriate details within the reserved matters stage while ensuring no development commences until such details have been provided and approved in writing.

14.10.7 In addition to the above, CP24 (Embodied Carbon) requires all developments to demonstrate through the Climate Change & Sustainability Statement, what measures have been taken to reduce embodied carbon content as far as possible. Where it is proposed to demolish a building this should be justified and proposals for large scale new-build developments a Whole Life Carbon Assessment needs to be submitted and meet the relevant targets outlined within the policy. The Planning Statement maintains that it is the applicants intention to provide a Whole Life Carbon Assessment during the reserved matters stage. As suggested above, officers acknowledge this application was submitted well in advance of the adoption of the new Local Plan, but the requirements of CP24 require justification for demolition of buildings¹⁴. Having raised this matter with the agent, it has been suggested that a planning condition should be added to secure the Whole Life Carbon Assessment but officers also consider this condition ought to robustly justify the demolition of buildings onsite. Officers would have expected this to be supplied with the outline application, but given the length of time this application has been under consideration and when the application was submitted, on this occasion, the Council also considers addressing the requirements of CP24 through an appropriately worded planning condition.

14.10.8 EIA Chapter 11 has scoped-in Climate Change and Greenhouse Gases into the ES and for both the construction/demolition stage and the completed operational development. The Climate Change chapter of the ES assesses the outcomes in two parts i. Greenhouse Gas Assessment and ii. Resilience to Climate Change both at the construction and completed development phases and both parts conclude that the

¹⁴ Chapter 6 of ES states 'demolition activities will be relatively limited, and most likely constrained to the demolition of the singular vacant residential property 'The Orchards', removal of two 10m above ground tanks, two 5m above ground tanks, a sampling chamber and associated connecting infrastructure within the WWTP. If required, hardstanding (concrete/asphalt parking areas, concrete floor slabs and foundations) within the construction area will be broken up.

development will result in Minor Adverse/Not Significant impacts (not Significant). Notwithstanding this, and suggested above, officers consider it appropriate to resolve outstanding sustainability details through a suite of suitably worded planning condition.

14.10.9 Notwithstanding the provisions within the ES, the Environment Agency (EA) have also reviewed the application and disagree that Water Resources should be scoped-out of the Environmental Statement noting the site is within a seriously stressed Water Resource Zone. Ultimately, no objections have been raised by the EA since they contend the applicant has put forward adequate mitigation in terms of water efficiency as outlined within the submitted BREEAM UK NC V6.1 Outline Report. Therefore, in accordance with Core Policy 34 (Water Supply and Protection of Water Resources) officers view it appropriate to ensure the proposed development will comply with the submitted BREEAM Outline report through an appropriately worded planning condition.

14.10.10 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.

14.11 I) Minerals Safeguarding, Minerals and Waste Infrastructure

14.11.1 Prior to this application being submitted a Scoping Opinion¹⁵ was submitted to the Council where officers outlined which topics ought to be scoped-in into the ES once a full application had been submitted. At the time of issuing the scoping-opinion, officers advised that Minerals should be scoped-in into the ES, however, in this current application Minerals has been scoped-out of the EIA process. Nonetheless, the applicant has submitted both a Mineral Resource Assessment (MRA) and a Waste Infrastructure Impact Assessment (WIIA) to supplement the application.

14.11.2 The Minerals and Waste Planning Authority (MWPA) have been consulted on this application and initially held holding objections as Minerals and Waste details had not been viewed by the MWPA. Following the holding objection, the applicant assisted with these matters and, subsequently, the Minerals authority removed its holding objection requiring the applicant to demonstrate the viability of the prior extraction of minerals and a further Minerals Infrastructure Impact Assessment (MIIA).

14.11.3 The MWPA in their formal response (28 October 2025) stated that a MIIA would not be required and this was accepted for the following reason;

¹⁵ See ref: UTT/25/1040/SO

'The promoter stated via an email to the MWPA received 20th October 2025 that the geo-environmental consultant who conducted the MRA stated that a full MIIA would not be required due to it being only the access road to the Elsenham Quarry falling within 250m of the site. It was further stated that the ECC planning portal shows that any extension to the quarry would be to the north of current operations and therefore further away from the site.'

14.11.4 The MWPA maintained their holding objection in their second response (28 October 2025) stating that as the application site passes through a Waste Consultation Area associated with Elsenham Quarry and Loppingdales a WIIA is required.

14.11.5 In their final response, the MWPA has confirmed receipt of the WIIA and maintained its conformity with Policy 2 of the Essex and Southend-on-Sea Waste Local Plan 2017 (WLP) which seeks to ensure that existing and allocated waste sites and infrastructure are protected from inappropriate neighbouring developments that may prejudice their continuing efficient operation or ability to carry out their allocated function in the future.

14.11.6 Overall MWPA have removed their holding objections to the proposals stating compliance with Policy S8 of the Essex Minerals Local Plan 2014 (MLP) and Policy 2 of the Essex and Southend-on-Sea Waste Local Plan 2017 (WLP). Notwithstanding this, Policy CP33 (Managing Waste) of the new Local Plan requires applicant to meet waste reduction and recycling targets for both residential and commercial developments. Although, as this application is outline in nature, and given this application was submitted well in advance of the adoption of the new Local Plan, officers consider that the requirements of CP33 could be secured through an appropriately worded planning condition.

14.12 J) Contamination and Environmental Health

14.12.1 *Noise*

14.12.2 The noise and vibration impacts from the construction and demolition stage has been assessed within the ES. The Council's Environmental Health Officer has also been consulted on the application. In terms of residual significant effects from the development, the ES confirms the development will have no significant adverse effects on nearby sensitive receptors. Similarly, during the operational stage of the completed development, no residual significant effects have been identified within the ES on sensitive receptors. Thus, the Environmental Health Officer maintains no objections on noise/vibration subject to relevant conditions being compiled with.

14.12.3 *Air Quality*

14.12.4 For the air quality impacts of the construction/demolition stage and the operational/completed stage of the proposed development, these have

been assessed within the ES. The Council's Environmental Health Officer has also been consulted on the application. The Air Quality chapter of the ES maintains that at both the construction and operational stages of the development have no significant adverse effects on sensitive receptors. In addition, the Environmental Health Officer has reviewed the submitted details and requested a compliance condition to ensure the development adheres to the Air Quality Assessment provided. In light of the above, officers consider that a suitably worded planning condition will be appropriate in this instance.

14.12.5 In relation to contaminated land, external lighting and odour management further conditions were recommended by Environmental Health Officers. Therefore, the officers consider that the application is in broad accordance with CP42, CP43 and CP44, however, officers consider that conditions will need to ensure they capture the requirements of the new Local Plan Policies were relevant to this application.

14.13 K) Planning Obligation

14.13.1 Paragraph 58 of the NPPF sets out that planning obligations should only be sought where they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development. The following identifies those matters that the Council would seek to secure through a planning obligation, in the event the application is approved

14.13.2 Highways

14.13.3 As discussed in the Highways section (F) above, ECC have requested a number of condition and planning obligations to mitigation the impacts of the development and to facilitate more sustainable modes of travel.

14.13.4 In light of this, it will be necessary to secure the relevant planning obligations through s106 or s278 agreements.

14.13.5 Of relevance the following will need to be secured through s106 planning obligations;

- (i) Prior to occupation of the development details of the highways safety mitigation works (within the vicinity and on the vehicle routes for heavy goods vehicles associated with the development) as identified within the Road Safety Risk Assessment (30 October 2025) shall be submitted to be approved by Essex County Council through a s278 agreement.

These works shall include but not limited to the following;

- a. traffic management and routing controls for HGVs associated with the development

- b. reduction of the speed limit to 40mph with relevant signage and markings
- c. review of signage along the route, including provision of warning signage where appropriate
- d. review of road markings along the route, including new markings to dissuade overtaking
- e. review edge of carriageway and, where appropriate, strengthen the carriageway edge and/or widen the carriageway edge
- f. programme of implementation

A Traffic Regulation Order may be required where changes in speed limits are required.

- (ii) The provision of the Workplace Travel Plan and the associated monitoring fees of £7,269 prior to occupation (indexed to date of highways recommendation in line with the consumer price index and paid before occupation).

The Travel Plan ought to be approved and actively implemented for a minimum of 5 years;

- (iii) The developer/applicant shall submit details of a Shuttle Bus Service Scheme to the LPA prior to occupation along with, but not limited to, funding mechanism, ongoing management/monitoring for a specified period and shall be in operation for as long as the development remains occupied;
- (iv) Provision bus infrastructure prior to occupation at the developers expense 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 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 linking the site with residential areas in Bishops Stortford, Elsenham and Stansted as well as key transport interchange locations at Bishops Stortford and Stansted Airport**

**To be secured through a s278 agreement with Essex County Council*

*** The applicant has sought clarification on the methodology to calculate this sum and suggest this contribution should be distinct from the shuttle bus service scheme. This is will require further negotiation.*

14.13.6 Biodiversity and Ecology

14.13.7 *Habitat Management and Monitoring Plan (HMMP)*

- 14.13.8** The applicant has submitted draft Heads of Terms which requests that the Habitat Management and Monitoring Plan (HMMP) which outlines the details of the Plan, along with monitoring details and fees. Officers consider it appropriate to address the biodiversity requirements through a s106 given the nature of the proposals and as the scheme will come forward in a phased nature.
- 14.13.9** *Biodiversity Gain Plan*
- 14.13.10** Similarly, regarding the Biodiversity Gain Plan the applicant has put forward a range of Biodiversity Gain Plans for Site-Wide Biodiversity Gain Strategy, Phase-Specific Biodiversity Gain Plans and Off-Site Gains if required. However, officers will need to liaise with Place Services when draft the s106 and, therefore, the extent and nature of Biodiversity Gain Plans will require further consultation with Place Services.
- 14.13.11** *Landscape and Ecological Management Plan (LEMP)*
- 14.13.12** Given the comments from Place Services (Ecology) the applicant has also advanced a Landscape and Ecological Management Plan (LEMP) to be included within the draft Heads of Terms. The wording of the suggested LEMP condition put forward by Place Services also stipulates that details of legal and funding mechanism to secure long-term implementation are required prior to occupation. Officers consider this appropriate to secure the LEMP through s106 and, thus, should feature as an item within the draft heads of terms, however, there are more landscape features that need to be secured within the suggested LEMP to ensure the landscape features of the development are implemented and monitoring to provide effective landscaping enhancements and screening of the development. The LEMP will also need to provide appropriate screening to ensure the landscaping measures are effective around the designated heritage assets. Therefore, the extent of the LEMP details requires further consideration.
- 14.13.13** *Office Floorspace*
- 14.13.14** Notwithstanding the above assessment of the principle of development for employment, officers have engaged with the applicant team regarding the provision of office uses within the development. Lengthy discussions have been had between the Council and the applicant team regarding Core Policy 4 and the office use provisions within the development for the employment allocation at the site.
- 14.13.15** Following the outcome of these discussions and negotiations between both parties, it has been agreed that a cascade mechanism could be worked into the s106 to address the viability / demand concerns allowing alternative uses in the event genuine marketing evidence demonstrates limited or no demand for office units. Having put this approach forward, the applicant has provided details of a potential cascade mechanism to be included within the s106 and has suggested that Development Zone

3A of the Parameters Plan could be designated as an 'office-priority zone'. It has also been suggested that office developments could be pre-let non-speculative build and that an office marketing plan could also be worked into the s106.

14.13.16 Given the proactive approach officers consider the measures to secure an office priority zone on the parameter plan are broadly appropriate and consider the cascade mechanism and marketing details could be addressed within the s106.

14.13.17 *Local Training Programmes/Initiatives*

14.13.18 The applicant has offered to provide a Construction Employment Skills and Business Support Plan and secure through the s106 prior to the commencement of the development. In accordance with Core Policy 49 officers consider that a site-specific Employment and Skills Plan should be worked into the s106.

14.14 L) Other Matters

14.14.1 Due to the nature of the proposed development seeking a flexible development where occupants are not yet known, it is likely employment units will come forward in a phased manner. Therefore, it will be likely a phasing scheme will need to be secured through appropriately worded conditions.

14.14.2 Comments have been received concerning the vibration impacts of the construction works and the impacts to the listed cottages. Officers consider there is not sufficient evidence that the fabric of the listed cottages will be impact during the construction works to warrant further investigations and/or surveys.

15. ADDITIONAL DUTIES

15.1 Public Sector Equalities Duties

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

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

good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

15.2 Human Rights

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

16. CONCLUSION

16.1 The Council now have an up-to-date Local Plan and as per para. 11(c) of the Framework. Therefore, officers need to consider the relevant policies of the new Local Plan that has full weight and apply where appropriate taking account of any material considerations.

16.2 This application was submitted prior to the adoption of the recently adopted Local Plan, however, the applicant has taken a proactive approach and considered the new Local Plan policies as far as practically possible. Notwithstanding this there are instances where this application does not fully comply with the new policies but officers have sought to address this through appropriately worded planning conditions.

16.3 Furthermore, a portion of this application site is allocated for offices has an established employment core. Overall, it is acknowledged the proposed employment uses extend beyond the parameters of the existing and proposed employment allocation and, for these reasons, CP48 (New Employment Development on Unallocated Sites) criteria is met. Thus, in principle, the proposals comply with this policy subject to a cascade policy providing adequate security that this will be delivered if there is a genuine demand.

16.4 Notwithstanding the above, CP48 requires the Council to consider¹⁶ whether the benefits of the development have been outweighed by the harmful impacts of the development. An assessment of the harms and benefits have been summarised below;

16.5 Benefits

- The level of high-quality employment floorspace to multiple companies; (moderate weight);

¹⁶ See CP48(i-iv)

- Policy (CP4 and CP46) supports for the development of the site, (significant weight).
- generation of 130 FTE construction jobs over the duration of a 44-month build-out programme (moderate weight);
- generation of 900 job opportunities of varying skills sets within logistics, industrial warehousing and offices uses (significant weight);
- s106 agreement to secure in detail how the commitments to employment and training initiatives will be brought forward as part of the scheme (moderate weight);
- The development will likely generate £40million per annum in Gross Value Added (GVA) within the region (moderate weight);
- Proposals will redevelop an existing brownfield site granted under a part implemented extant permission (significant weight);
- Improved amenity and landscaping as detailed on the illustrative landscape masterplan (moderate weight)
- Sustainable transport measures (significant weight)

16.6 Harms

- Less than substantial harm to nearby designated heritage assets (significant weight)
- Loss of agricultural land (limited weight)
- Conflicts with the Countryside Protection Zone (moderate weight)
- Landscape and visual harms resulting from the development (moderate weight)

16.7 On balance the Council has assessed the application in the context of the new Local Plan policies, relevant material considerations, and the NPPF. In terms of the requirements of CP48, it is considered that the criteria has been met and that the harms do not outweigh the benefits of the proposal.

16.8 Therefore, the principle of development has been deemed acceptable at this site and the harms identified within the assessment of the application can be addressed through suitably worded planning conditions and planning obligations.

17. **S106 AND CONDITIONS**

17.1 This application is hereby recommended for approval subject to the following draft Heads of Terms. The proposed conditions will be added to the addendum list;

17.2 **S106 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.

17.2.2 Biodiversity and Ecology

- (vi) Securing the Habitat Management and Monitoring Plan (HMMP) within the s106
- (vii) Securing the Biodiversity Gain Plan through the s106
- (viii) Appropriate Landscaping and Ecology details to be secured through a Landscape Ecological Management Plan within the s106

17.2.3 Office Floorspace

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

17.3 CONDITIONS TO FOLLOW

Stat. Consultees

Essex Highways

Your Ref: UTT/25/2027/OP
Our Ref: HT/SD/RMc/13622
Date: 22/12/2025



CC (by email): Cllr Gooding

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

Highways and Transportation
County Hall
Chelmsford
Essex
CM1 1QH

Recommendation – this supersedes our recommendation dated 26th September 2025

Application No.	UTT/25/2027/OP
Applicant	Mr L Martin UL Propco 1 Limited 10 Grosvenor Street London W1K 4QB
Site Location	Water Circle Green Street Elsenham
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.

The Highway Authority has assessed the information which has been submitted with the planning application, including the Transport Assessment dated July 2025, Transport Technical Note dated 01 September 2025, Framework Travel Plan dated November 2025 and Transport Assessment Addendum dated November 2025. The assessment of the application was undertaken with reference to the National Planning Policy Framework 2024 and in particular paragraphs 115-117, the following were considered: safety, capacity, opportunities for sustainable transport, and mitigation measures.

We note that this is an outline planning application with all matters reserved. The proposed development is for up to 41,680sqm floorspace, the majority of which (40,180sqm) would be in Use Class B2 and B8 (general industrial and storage/distribution). The site benefits from planning permission for 6,978sqm of office space with 1,394sqm ancillary uses. For the purposes of assessing the potential impact of the development on the highway network, it was assumed that units with dock levellers (21,938sqm) would be best matched with surveyed trip rates from Warehousing (Commercial) sites and all other units (19,742sqm) would be best matched with surveyed trip rates from Industrial Estate sites. As this is an outline application, we note that the exact split of Use Classes will not be secured at this stage, however, we are satisfied that the modelled scenario is reasonable. Given the extant permission on the site, the assessment of the impact of the development on the highway network was undertaken taking into account the consented scheme and the number of vehicular trips that development would likely generate if implemented in full.

The proposed development has a greater impact on the local highway network than the extant permission, specifically at the Four Ashes junction in Takeley, as heavy goods vehicles are not permitted to use the Stansted Airport highway network to access the strategic road network. Following our recommendation for refusal dated 26th September 2025, the applicant's transport consultant has addressed the issues raised and submitted an addendum to their Transport Assessment including updated modelling of the Four Ashes junction which indicates that the impact on the road network would not be severe.

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

1. **Highway Safety Works:** prior to occupation of the development, details of highway safety mitigation works (within the vicinity of the site and on the vehicle route for heavy goods vehicles associated with the development) identified in the Road Safety Risk Assessment (dated 30th October 2025) shall be submitted. These details are to be submitted to and approved in writing by the Local Planning Authority, in consultation with the highway authority, and shall include:
 - a. traffic management and routing controls for HGVs associated with the development
 - b. reduction of the speed limit to 40mph with relevant signage and markings
 - c. review of signage along the route, including provision of warning signage where appropriate
 - d. review of road markings along the route, including new markings to dissuade overtaking
 - e. review edge of carriageway and, where appropriate, strengthen the carriageway edge and/or widen the carriageway edge
 - f. programme of implementation

The approved scheme of works shall then be implemented prior to occupation of the development.

Reason: in the interests of highway safety and to make adequate provision within the highway for the additional heavy goods traffic generated as a result of the proposed development in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance

2. **Workplace Travel Plan:** prior to occupation of the development, the Developer shall submit a workplace travel plan to the Local Planning Authority for approval in consultation with Essex County Council. Such approved travel plan shall be actively implemented for a minimum period of 5 years. It shall be accompanied by a monitoring fee of £7,269 (index linked to the date of this recommendation in line with the Consumer Price Index) to be paid before occupation to cover the 5 year period.

Reason: in the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance

3. **Workplace Travel Plan Initiative:** prior to occupation of the development, details of a Shuttle Bus Service Scheme to be submitted to, and approved in writing by, the Local Planning Authority. Details for the Shuttle Bus Service Scheme to include:
 - a. operational timetable and frequency of the service,
 - b. routes served (linking the site to local amenities, residential areas, public transport hubs, etc.),
 - c. type and accessibility of vehicles used,
 - d. mechanism for funding and ongoing management/monitoring for a specified period (e.g., a minimum of 5 years from first occupation),
 - e. proposals for marketing the service to future occupants,
 - f. details of trigger points for review based on agreed occupancy levels or usage targets.

The approved Shuttle Bus Service Scheme shall be implemented and operated in accordance with the approved details thereafter, for as long as the development remains occupied, unless otherwise agreed in writing by the Local Planning Authority.

Reason: in the interests of reducing the need to travel by car and promoting sustainable development and transport and to encourage trips associated with the development to be made by more sustainable modes of transport, in accordance with policy DM9 of the Highway Authority's Development Management Policies as adopted as County Council Supplementary

Guidance

4. **Bus Infrastructure:** prior to occupation of the development, the provision of the following bus infrastructure entirely at the developer's expense:
 - a. Installation of 2no. bus stops on spine road of development (names to be confirmed)
 - i. Essex standard shelters to be installed
 - ii. raised kerbs to be installed
 - iii. flag, timetable and clearway plates to be attached to shelter
 - iv. bus stop clearway markings on carriageway
 - v. real-time passenger information displays at each stop
 - b. Improvements at existing bus stops (known as DeSalis Hotel (opp) and DeSalis Hotel (adj)):
 - i. Essex standard shelters to be installed where highway space allows
 - ii. raised kerbs to be installed
 - iii. flag, timetable and clearway plates to be attached to shelter
 - iv. bus stop clearway markings on carriageway

Furthermore, prior to occupation of the development, payment of commuted sums to cover maintenance of the above bus infrastructure: £10,845.09 per real-time passenger information display and £8,700.23 per shelter (indexed from the date of this recommendation)

Reason: in the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policy DM9 of the Development Management Policies as adopted as County Council Supplementary Guidance

5. **Bus Service Contribution:** prior to occupation of the development, payment of a financial contribution of £360,000 (indexed from the date of this recommendation) shall be made to fund improvements to enhance bus services linking the site with residential areas in Bishops Stortford, Elsenham and Stansted as well as key transport interchange locations at Bishops Stortford and Stansted Airport.

Reason: to improve the accessibility of the development by bus and in the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policy DM9 of the Development Management Policies as adopted as County Council Supplementary Guidance

6. **Green Street:** prior to implementation of the development, 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, in consultation with the highway authority. Details to include:
 - a. alternative adopted routes for residential access traffic
 - b. bus gate provision, design and enforcement
 - c. emergency access
 - d. provision for pedestrian and cycle access
 - e. programme for implementation

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

Reason: in the interests of highway safety and efficiency in accordance with policy DM1 of the Highway Authority's Development Management Policies as County Council Supplementary Guidance

7. **Vehicle parking:** prior to implementation of the development, the Developer shall submit to the Local Planning Authority for approval, in consultation with the highway authority, details of the vehicular parking provision for employees and visitors in accordance with the relevant parking standards. Each vehicular parking space shall have minimum dimensions of 2.9 metres by 5.5 metres. Once approved, the development shall not be occupied until such time as the parking

indicated on those approved plans has been provided and shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

Reason: to ensure 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 policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance

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

Reason: to ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance

9. **HGV Parking, Turning and Access:** prior to implementation of the development, the Developer shall submit to the Local Planning Authority for approval, in consultation with the highway authority, details of the access, parking and turning areas for each unit. Once approved, the development shall not be occupied until such time as the access, parking and turning areas indicated on those approved plans has been provided and shall be retained in this form at all times.

Reason: to ensure that vehicles can enter and leave the highway in a forward gear in the interest of highway safety and to ensure adequate space for parking and turning 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 policies DM1 and DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance

10. **Construction Management Plan:** no development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to throughout the construction period. The Plan shall provide for:
- a. construction vehicle routing and safe site access,
 - b. parking of vehicles of site operatives and visitors,
 - c. loading, unloading and storage of plant and materials,
 - d. wheel and underbody washing facilities,
 - e. protection of public rights of way within the vicinity of the site
 - f. 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: in the interests of highway safety and efficiency in accordance with policies DM1 and DM20 of the Highway Authority's Development Management Policies as County Council Supplementary Guidance

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

Informatives:

- (i) All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority,
-

details to be agreed before the commencement of works. The applicant should be advised to contact the Development Management Team by email at development.management@essexhighways.org

- (ii) Prior to any works taking place in public highway or areas to become public highway, the developer shall enter into an appropriate legal agreement to regulate the construction of the highway works. The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design checks, safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims, a cash deposit or bond may be required.
- (iii) Under Section 148 of the Highways Act 1980 it is an offence to deposit mud, detritus etc. on the highway. In addition under Section 161 any person, depositing anything on a highway which results in a user of the highway being injured or endangered is guilty of an offence. Therefore the applicant must ensure that no mud or detritus is taken onto the highway, such measures include provision of wheel cleaning facilities and sweeping/cleaning of the highway
- (iv) There shall be no discharge of surface water onto the Highway.
- (v) Prior to commencement of the development, the areas within the curtilage of the site for the purpose of loading / unloading / reception and storage of building materials and manoeuvring of all vehicles, including construction traffic shall be provided clear of the highway



pp. Director of Highways and Transportation
Enquiries to Rachel McKeown
Email: rachel.mckeown@essex.gov.uk
Internet: www.essex.gov.uk



**National Highways Planning Response (NHPR 24-02)
Formal Recommendation to an Application for Planning Permission**

From: Martin Fellows (Regional Director)
Operations Directorate
East Region
National Highways
PlanningEE@nationalhighways.co.uk

To: Uttlesford District Council (for the attention of Madalin Jones)
Planning@uttelford.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: Utt/25/2027/OP

National Highways Ref: NH/25/12355

Location Water Circle Green Street Elsenham

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

Referring to the consultation on a planning application dated 31 July 25 referenced above, in the vicinity of the A120 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) offer no objection (see reasons at Annex A);
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is/is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningEE@nationalhighways.co.uk.

Signature: 	Date 16 Dec 25
Name: Mark Norman	Position: Spatial Planner
National Highways National Highways Woodlands Menton Lane Bedford MK41 7LW	

¹ Where relevant, further information will be provided within Annex A.

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Back in August we advised

"After an initial review of the TA, we understand that at the M11 Junction 8, the net change in trips has been established from comparing the proposed development with the already (part) implemented TriSail Towers development (granted in 2011).

The net change in PCU's shows that the proposed development will lead to an increase of 18 PCUs at Junction 8 of the M11 during the morning peak hour. However, during the evening peak hour, there will be a net reduction of 27 PCUs on the entry roads to both Junction 8 and the nearby A120 junction, especially for traffic heading north and south on the M11.

As all heavy goods vehicles (HGVs) will be routed via Takeley to reach Junction 8, there will be an increase in traffic on the B1256 arm of the junction—specifically, up to 18 additional PCUs in the morning peak.

Mode Transport Planning should provide a specific breakdown of how the net change has been calculated at this junction (i.e. has existing trips at the site associated with TriSail Towers Development been considered etc) as we understand that only part of the TriSail Towers development has been delivered on site.

In addition the TA references the LinSig model of the M11 Junction 8 junction that was used in the *Uttlesford Transport Study: West Essex Model Comparison Technical Note* (June 2024). This is also we request. So that we can full understand how the conclusions in the TA have been reached"

Further information has been provided and this has been reviewed. And we can now withdraw our objection and confirm it is unlikely that this devilment will have a severe impact upon the SRN

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport

modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.



Chris Tyler
Uttlesford District Council
Development Control
Council Offices London Road
Saffron Walden
Essex
CB11 4ER

Our ref: AC/2025/132926/01-L01
Your ref: UTT/25/2027/OP
Date: 20 August 2025

Dear Chris

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.

WATER CIRCLE GREEN STREET ELSENHAM

Thank you for your consultation dated 01 August 2025. We have reviewed the documents as submitted and have no objection to the proposed development. We have provided details below on Water Resources and Permitting requirements.

Water Resources

We disagree the applicants' comments that considers that water resources do not require inclusion in the environmental statement. As stated in our response to the Scoping Opinion, this water resource zone is in an area which is defined as seriously water stressed. However, we note that the applicant has included mitigation in their submitted 'BREEAM UK NC V6.1 Outline Report'. The report states that "...the development has the potential to target the BREEAM excellent rating". Core Policy 34 Water Supply and Protection of Water Resources of the emerging Uttlesford Local Plan Proposals for non-residential development should achieve at least three credits under the BREEAM "Wat01" measure. Appendix A of the BREEAM report submitted by the applicant confirms that 3 credits should be achieved by the development. Therefore, whilst we reiterate that water resources should be a topic included in the Environmental Statement following our comments to the Scoping Report, adequate mitigation has been proposed in terms of water efficiency. It is essential that you ensure this water efficiency requirement (or tighter) is carried forward to later stages of the application, for example through the use of water efficient methods like rainwater harvesting instead of using mains water (which is treated to drinking water standards).

The applicant should ensure that Affinity Water are able to supply the quantities of



water for the development as proposed. Should the applicant intend to make use of the existing private abstraction licence (TH/038/0006/001/R01), they must ensure full compliance with its current terms, including abstraction quantity and purpose. Any proposed changes must be discussed with the Environment Agency, noting that the Essex Abstraction Licensing Strategy confirms new licences in this area are likely to be highly constrained [227_10_SD01_XXXX Abstraction Licensing Strategy](#). Monitoring of groundwater levels and implementation of Hands-Off Level conditions may be necessary to safeguard the chalk aquifer if changes are required. Details of how to [Change, revoke or transfer a water abstraction or impoundment licence - GOV.UK](#).

The applicant should also ensure that current and future permit information held with the Environment Agency is up to date with accurate active discharge locations for the site's foul water management.

Discharge Permit

The proposed development is seeking a discharge rate of 100 cubic metres a day. The current permitted limit is 90 cubic metres a day. The applicant would need to apply to vary their permit to meet the desired conditions. Please note that if a variation is applied for, we may bring this into modern format.

We trust that this advice is useful.

Yours sincerely



Mr Harry Skinner
Sustainable Places - Planning Advisor

Team e-mail Planning.Eastanglia@Environment-agency.gov.uk
Team number 02084 745242

From: Active Travel England Planning <planning-consultations@activetravelengland.gov.uk>
Sent: 08 August 2025 10:21
To: Planning <planning@uttlesford.gov.uk>
Subject: >> LPA Reference: UTT/25/2027/OP Standing Advice Response

LPA Reference: UTT/25/2027/OP

ATE Reference: ATE/25/01142/OUT

Site Address: WATER CIRCLE, GREEN STREET, ELSENHAM, CM22
6DR

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.

Standing Advice

Dear Sir/Madam,

Following a high-level review of the above planning consultation, Active Travel England has determined that standing advice should be issued and would encourage the local planning authority to consider this as part of its assessment of the application. Our standing advice can be found here:

<https://www.gov.uk/government/publications/active-travel-england-sustainable-development-advice-notes>

ATE would like to be notified of the outcome of the application through the receipt of a copy of the decision notice, in addition to being notified of committee dates for this application.

Kind regards

From: [REDACTED]
Sent: 04 Aug 2025 04:09:09
To: [REDACTED]
Cc:
Subject: FW: [EXTERNAL] Planning Application Consultation - S UTT/25/2027/OP
Attachments:

From: NATS Safeguarding <NATSSafeguarding@nats.co.uk>
Sent: 04 August 2025 15:09
To: Planning <planning@uttlesford.gov.uk>
Cc: NATS Safeguarding <NATSSafeguarding@nats.co.uk>
Subject: >> RE: [EXTERNAL] Planning Application Consultation - S UTT/25/2027/OP

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

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

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

Yours Faithfully

NATS

NATS Safeguarding

D: 01489 444687
E: natssafeguarding@nats.co.uk

4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk



From: Active Travel England Planning <planning-consultations@activetravelengland.gov.uk>

Sent: 08 August 2025 10:21

To: Planning <planning@uttlesford.gov.uk>

Subject: >> LPA Reference: UTT/25/2027/OP Standing Advice Response

LPA Reference: UTT/25/2027/OP

ATE Reference: ATE/25/01142/OUT

Site Address: WATER CIRCLE, GREEN STREET, ELSENHAM, CM22 6DR

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ATE would like to be notified of the outcome of the application through the receipt of a copy of the decision notice, in addition to being notified of committee dates for this application.



Historic England

Mr Chris Tyler
Uttlesford District Council
Council Offices
London Road
Saffron Walden
Essex
CB11 4ER

Direct Dial: 01223 582784

Our ref: **W:** P01596297

13 August 2025

Dear Mr Tyler

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**WATER CIRCLE, GREEN STREET, ELSENHAM , ESSEX
Application No. UTT/25/2027/OP**

Thank you for your letter of 1 August 2025 regarding the above application for planning permission.

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

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

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

Yours sincerely

Rosa Teira Paz
Inspector of Historic Buildings and Areas
E-mail: [REDACTED]