



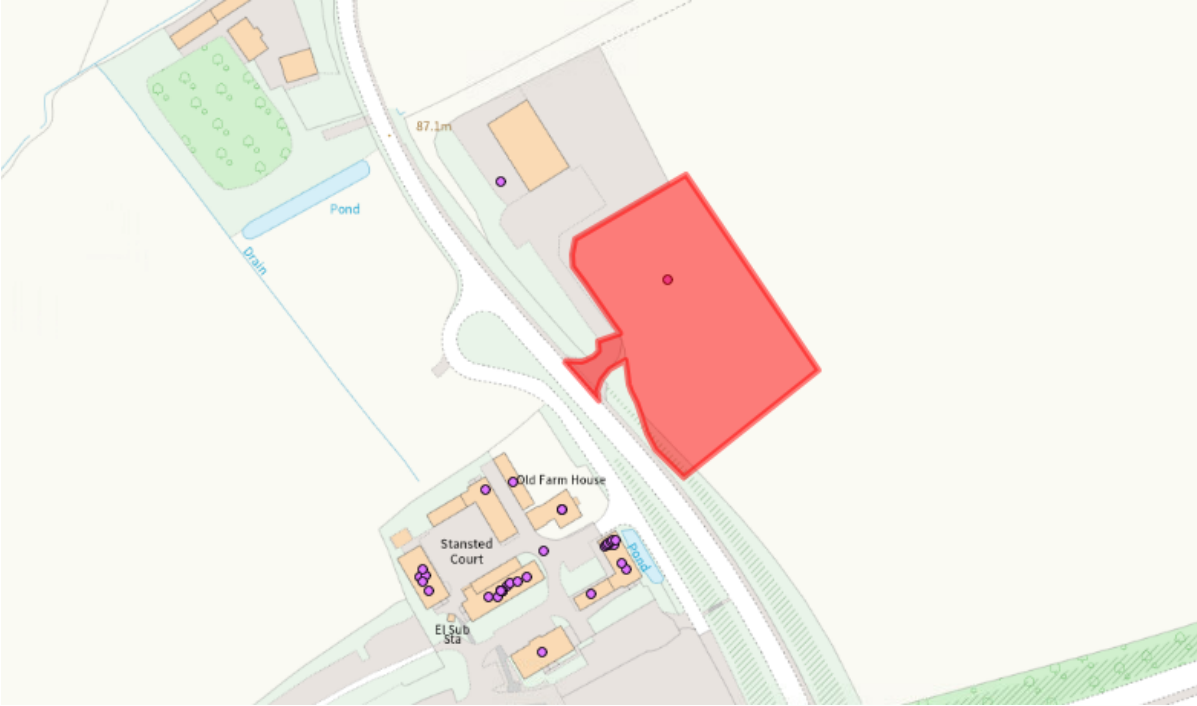
ITEM NUMBER: 7

PLANNING COMMITTEE DATE: 8 July 2026

REFERENCE NUMBER: UTT/26/1025/FUL

LOCATION: Adjacent Old House Barn
Parsonage Road
Takeley

SITE LOCATION PLAN:



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Organisation: Uttlesford District Council Date: 16 June 2026**

PROPOSAL: Erection of a commercial unit with a covered lean-to extension, together with associated areas of hardstanding, external storage, vehicle parking, a surface water attenuation basin, and all other associated groundworks.

APPLICANT: Mackness Contracting Ltd

AGENT: Mr Dan Toffanello

EXPIRY DATE: 01/07/2026

EOT EXPIRY DATE: 10/07/2026

CASE OFFICER: Ashley Neale

NOTATION: Countryside Protection Zone (CPZ)
Within 6km of Stansted Airport.
Proximity to Listed Buildings
Aerodrome Direction
Within 2KM of SSSI

REASON THIS APPLICATION IS ON THE AGENDA: Councillor Call-in: Cllr Bagnall

Conflict with Core Policy 12 / Harm to the open aspect of the Countryside Protection Zone
Conflict with Core Policy 41 / Harming to the rural nature of the open countryside from the large modern commercial building and hardstanding for a fleet of lorries
Conflict with Core Policy 62 / Harm to the setting of a listed building
Conflict with Core Policy 48 / The proposal does not evidence meeting the criteria
There will be noisy and disruptive works which affect the amenity of nearby residents and businesses.
Lack of need - the local plan has existing employment sites and allocated sites to meet the needs of the district until 2041.
Minimal weight should given to the potential for the business to grow in the future, because this business would be moving from Elsenham with its existing staff.
Lack of clarification on the use of HGVs / potential conflict with Core Policy 32 as the location does not enable HGVs to route directly to the strategic road network and instead would travel through residential areas.
Conflict with Core Policy 42 / use of bitumen and other substances associated with road building and maintenance.
Permission should only be granted where the Council is satisfied that there will be no threat to the health or safety of future users or occupiers of the site on neighbouring land and there will be no

adverse impact on the quality of local groundwater or surface water.

1. EXECUTIVE SUMMARY

- 1.1** The applicant seeks planning permission to erect a commercial unit with a covered lean-to extension, together with associated areas of hardstanding, external storage, vehicle parking, a surface water attenuation basin and all other associated groundworks at the site adjacent to Old House Barn, located on the western side of Parsonage Road, Takeley.
- 1.2** The proposed development involves the change of use of the land to B2 (General industrial) to create a vehicle servicing yard for an existing local business who are looking to relocate and expand operations at the application site. The commercial building would be stationed approximately 35-metres southeast of the adjacent agricultural barn approved under UTT/19/2525/FUL and 80-metres northeast of commercial buildings at Stansted Courtyard Business Park. The proposed development would comprise an appropriate commercial development on an unallocated site, adjacent an existing employment site and a Local Rural Centre in accordance with Core Policy 48 paragraphs 85 and 87(b) of the NPPF.
- 1.3** The proposals have been assessed against the relevant policies contained within the Development Plan and the NPPF. It has been concluded that they comply and in accordance with these policies and guidance. In conclusion, it has been found that the proposals are acceptable and thus are recommended for approval subject to conditions.

2. RECOMMENDATION

<p>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 – Conditions</p>
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3. SITE LOCATION AND DESCRIPTION:

- 3.1** The application site spans 0.80 hectares and is situated to the west of the existing Old House Barn commercial site, located on the eastern side of Parsonage Road near Takeley, to the north of the A120. The site currently comprises part of an open, agricultural field and sits opposite the Stansted Courtyard employment site. The Grade II listed Old House Farmhouse (List Entry No: 1322590) is situated to the south-west on the opposite side of the road. There is an existing vehicle access point off Parsonage Road that currently provides entry to Old House Barn and was originally approved and delivered under UTT/19/2525/FUL.

4. **PROPOSAL**

- 4.1 The proposal seeks the construction of Erection of a commercial unit with a covered lean-to extension, together with associated areas of hardstanding, external storage, vehicle parking, a surface water attenuation basin and all other associated groundworks.
- 4.2 The application includes the following supporting documents:
- Application Form
 - Covering Letter
 - Planning, Design & Access Statement (Incl. Heritage and Economic Statement)
 - Transport Statement
 - Phase 1 Geoenvironmental Assessment
 - Brief Report on Proposal to Reduce Carbon Emission and Use Renewable Energy from Site and Assist in Addressing Climate Change
 - Preliminary Ecological Appraisal
 - BNG Metric
 - BNG Plan
 - Biodiversity Checklist

5. **ENVIRONMENTAL IMPACT ASSESSMENT**

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

6. **RELEVANT SITE HISTORY**

6.1

Reference No.	Status	Decision Date	Proposal
UTT/0700/11/AG	R	04/05/2011	Erection of grain storage building
UTT/17/0822/FUL	R	06/06/2017	Proposed erection of an agricultural grain store.
UTT/17/3353/FUL	R	11/01/2018	Proposed Grain Store
UTT/17/3353/FUL	R	11/01/2018	Proposed Grain Store
UTT/19/2525/FUL	AC	10/12/2019	Proposed new agricultural building to be used as a grain store.
UTT/23/1718/FUL	AC	07/03/2024	Erection of two new agricultural buildings and a lean-to extension to an existing agricultural building
UTT/25/3174/FUL	R	30/03/2026	Erection of a commercial unit with a covered lean-to extension, together with associated areas of hardstanding, external storage, vehicle parking, a surface water

			attenuation basin and all other associated groundworks.
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6.2 Particularly relevant to the proposals is application UTT/25/3174/FUL which was refused in March 2026 for the erection of a commercial unit with a covered lean-to extension, together with associated areas of hardstanding, external storage, vehicle parking, a surface water attenuation basin and all other associated groundworks. The application was refused for one sole reason. This is as follows: *“The application has not provided sufficient ecological information on European protected species (Great Crested Newts and Bats). As such, the local planning authority has no certainty of the likely impacts of the development on European protected species and cannot demonstrate compliance with its statutory duties to conserve and enhance biodiversity and to prevent wildlife crime. The development would fail to comply with Core Policy 38 of the Uttlesford Local Plan (2026), paragraphs 44, 187(d), 193(a) of the National Planning Policy Framework (2024), as well as section 40 of the Natural Environment and Rural Communities (NERC) Act 2006 and section 17 of the Crime and Disorder Act 1998..”*

6.3 The current proposal seeks to address this refusal reason with additional ecological information submitted with the application. There are no changes to the proposed development as part of this current application. The principle of development at the site was considered appropriate and in accordance with Core Policy 48 of the Uttlesford Local Plan (2026).

7. PRE-APPLICATION ADVICE AND/OR COMMUNITY CONSULTATION

7.1 Paragraph 39 of the NPPF states that 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 Pre-application advice was sought for the erection of commercial unit at the site. Officer advice was given in August 2025 (UTT/25/1767/PA) which considered that the proposals would represent an appropriate form of development in a suitable location with negligible harm to the purposes of the CPZ, subject to all technical matters including design, access and transport impacts being resolved.

8. SUMMARY OF STATUTORY CONSULTEE RESPONSES

8.1 Highway Authority – No Objection

8.1.1 From a highway and transportation perspective the Highway Authority stated that the impact of the proposal is acceptable to the Highway Authority subject to compliance conditions. The Highway Authorities consultee response can be found in Appendix 1 of this report.

8.2 National Highways – No Objection

8.2.1 National Highways have no objection to the proposed development. The National Highways consultee response can be found in Appendix 2 of this report.

8.3 Environment Agency – No Comments

8.3.1 The Environment Agency (EA) were not consulted on this application. The EA were consulted on application UTT/25/3174/FUL stating they have no comments to make. The proposed development part of the current application is identical to UTT/25/3174/FUL.

9. TAKELEY PARISH COUNCIL

9.1 Takeley Parish Council object to this planning application for the following reasons:

- Conflict with Core Policy 12 / Harm to the open aspect of the Countryside Protection Zone
- Conflict with Core Policy 41 / Harming to the rural nature of the open countryside from the large modern commercial building and hardstanding for a fleet of lorries
- Conflict with Core Policy 62 / Harm to the setting of a listed building
- Conflict with Core Policy 48 / The proposal does not evidence meeting the criteria
- There will be noisy and disruptive works which affect the amenity of nearby residents and businesses.
- Lack of need - the local plan has existing employment sites and allocated sites to meet the needs of the district until 2041.
- Minimal weight should be given to the potential for the business to grow in the future, because this business would be moving from Elsenham with its existing staff.
- Lack of clarification on the use of HGVs / potential conflict with Core Policy 32 as the location does not enable HGVs to route directly to the strategic road network and instead would travel through residential areas.
- Conflict with Core Policy 42 / use of bitumen and other substances associated with road building and maintenance.
- Permission should only be granted where the Council is satisfied that there will be no threat to the health or safety of future users or occupiers of the site on neighbouring land and there will be no adverse impact on the quality of local groundwater or surface water.

10. CONSULTEE RESPONSES

10.1 Place Services (Ecology) – No Objection

10.1.1 No objection subject to securing biodiversity mitigation and enhancement measures. Place Services (Ecology) consultee response can be found in Appendix 3 of this report.

10.2 Place Services (Conservation) – No Objection

10.2.1 No objection, the development will amount to less than substantial harm to a nearby designated heritage asset. Place Services (Conservation) consultee response can be found in Appendix 4 of this report.

10.3 Place Services (Archaeology) – No Objection

10.3.1 No objection subject to securing a programme of archaeological investigation. Place Services (Archaeology) consultee response can be found in Appendix 5 of this report.

10.4 UDC Environmental Health – No Objection

10.4.1 No objection subject to conditions. UDC Environmental Health consultee response can be found in Appendix 6 of this report.

10.5 MAG Aerodrome Safeguarding – No Objection

10.5.1 MAG Aerodrome Safeguarding did not provide comment on this application. MAG Aerodrome Safeguarding were consulted on application UTT/25/3174/FUL stating they have no objections subject to conditions. The current application is identical to UTT/25/3174/FUL. MAG Aerodrome Safeguarding consultee response to UTT/25/3174/FUL can be found in Appendix 7 of this report.

11. REPRESENTATIONS

11.1 A site notice was displayed near the site and adjoining occupiers notified by post.

11.2 Support

11.2.1 There are no letters of support for this application.

11.4 Object

11.1.1 There are two letters of objection for this application. The following comments were received:

- Impacts on amenities of neighbouring occupiers
- Adjacent land/site is used for agriculture – the character, appearance of lorries, trailers, containers will be out of character with surroundings / B2 use conflicts with agriculture
- Building is industrial looking, will be overly dominant in the street scene
- Cumulatively, this development and other recent developments would harm the CPZ
- Countryside harm
- Coalescence between Takeley and Stansted Airport
- Harm to setting of Grade II Listed Building

- Loss of agricultural food production
- Inappropriate transport impacts of development with increased trip generation (incl. HGVs)
- Parking provision doesn't match with proposed trip generation/vehicle movements
- Inaccuracies in application documents about business operations - the existing is running from Hall Road
- Alternative sites are available / allocated in Local Plan
- Conflict with Core Policy 48
- Loss of agricultural land/loss of an open verdant field
- Increase in noise, smoke and odours
- Conflict with Core Policy 44
- Bringing contaminants (incl. bitumen) onto the site
- Potential risks to groundwater through increased contamination and introduction of hazardous materials onto the site
- Proposed operational hours are excessive
- Site is within a flood risk area / Poor drainage at the site / will increase flood risk in areas nearby the site
- Harm to biodiversity / no mention of the increased risk and impact from toxic chemicals/bitumen/vehicle fuels/oil/acid on the site and surrounding area
- No information relating to foul sewage
- No information relating to waste storage and collection

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 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,
any local finance considerations, so far as material to the application, and
any other material considerations.

12.3 The Development Plan

- 12.3.1** Essex Minerals Local Plan (adopted July 2014)
Essex and Southend-on-Sea Waste Local Plan (adopted July 2017)
Uttlesford District Local Plan (adopted 2026)
Uttlesford Design Code (adopted July 2024)

Felsted Neighbourhood Plan (made Feb 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 (December 2024).

13.2 Uttlesford Local Plan (2026)

13.2.1 Core Policy 1 (Climate Change)
Core Policy 3 (Settlement Hierarchy)
Core Policy 4 (Meeting Business and Employment Needs)
Core Policy 12 (Stansted Airport Countryside Protection Zone)
Core Policy 14 (Safeguarding of Land for Strategic Transport and Infrastructure Schemes in the South Uttlesford Area)
Core Policy 22 (Net Zero Operational Carbon Development)
Core Policy 23 (Overheating)
Core Policy 24 (Embodied Carbon)
Core Policy 26 (Providing for Sustainable Transport and Connectivity)
Core Policy 27 (Assessing the Impact of Development on Transport Infrastructure)
Core Policy 28 (Active Travel - Walking and Cycling)
Core Policy 29 (Electric and Low Emission Vehicles)
Core Policy 31 (Parking Standards)
Core Policy 32 (The Movement and Management of Freight)
Core Policy 32a (Aerodrome Safeguarding)
Core Policy 33 (Managing Waste)
Core Policy 34 (Water Supply and Protection of Water Resources)
Core Policy 35 (Watercourse Protection and Enhancement)
Core Policy 36 (Flood Risk)
Core Policy 37 (Sustainable Drainage Systems)
Core Policy 38 (Sites Designated for Biodiversity or Geology)
Core Policy 40 (Biodiversity and Nature Recovery)
Core Policy 41 (Landscape Character)
Core Policy 42 (Pollution and Contamination)
Core Policy 44 (Noise)
Core Policy 48 (Core Policy 48 New Employment Development on Unallocated Sites)
Core Policy 52 (Good Design Outcomes and Process)
Core Policy 53 (Standards for New Residential Development)
Core Policy 55 (Residential Space Standards)
Core Policy 61 (The Historic Environment)

Core Policy 62 (Listed Buildings)
Core Policy 64 (Archaeological Assets)

13.3 Neighbourhood Plan

13.3.1 There is no 'made' Neighbourhood Plan for the area or one under preparation at a level that should be afforded any weight.

13.4 Supplementary Planning Document or Guidance

13.4.1 SPD Uttlesford District-Wide Design Code (2024)
SPD Developer's Contributions (2023)
Essex Design Guide
Essex County Council's Developers' Guide to Infrastructure Contributions (2025)
Parking Guidance – Part 1: Parking Standards Design and Good Practice (2024)

14. CONSIDERATIONS AND ASSESSMENT

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

- 14.2**
- A) Principle of development (CP3, CP12, CP14, CP48, NPPF)**
 - B) Design, Character and Appearance (CP52, UDC District-Wide Design Code, NPPF)**
 - C) Heritage conservation (CP61, CP62, NPPF)**
 - D) Neighbour and occupant's amenity (CP42, CP44, CP52, NPPF)**
 - E) Flood Protection and drainage (CP35, CP36, CP37, NPPF)**
 - F) Highways and Access (CP26, CP27, CP28, CP32, NPPF)**
 - G) Parking provision (CP31, NPPF)**
 - H) Ecology and BNG (CP38, CP40, NPPF)**
 - I) Lighting (CP42, NPPF)**
 - J) Land Contamination (CP42, NPPF)**
 - K) Archaeology (CP64, NPPF)**

14.3 A) Principle of Development (CP3, CP12, CP14, CP48, NPPF)

14.3.1 The application site is located to the north of Takeley. Core Policy 3 recognises Takeley as a Local Rural Centre which is defined as a settlement with a level of facilities and services and local employment to provide the next-best opportunities for sustainable development outside of the Key Settlements. There is a presumption in favour of sustainable development within the existing built area of Local Rural Centres. Although existing built form extends further north and west of the application site, the A120 to the south of the application site provides a clear defined barrier to the built-up area of Takeley where the settlement boundary is drawn. As such, the application is located outside of, but on the edge of the built area and within the Open Countryside as per Core Policy 3. Development outside the existing built area of Takeley are only to be permitted where it is allocated by the Local Plan or has been allocated within a Made

Neighbourhood Development Plan, or future parts of the Local Plan; or unless specifically supported by other relevant policies as set out in the Development Plan or national policy.

14.3.2 Core Policy 48 sets out that proposals for new employment (Use Classes E(g), B2 or B8) will be supported on unallocated sites in or on the edge of Existing Employment Sites (as defined in Core Policy 45) and the built up area of Key Settlements, Local Rural Centres and Larger Villages, where there are exceptional circumstances, provided that the benefits are not outweighed by any harmful impacts (through consideration of other policies within this plan). The proposed development is located on northern edge of Takeley, a Local Rural Centre and adjacent to an existing allocated employment site (Stansted Courtyard) where employment development is supported on unallocated sites, subject to meeting four criteria.

14.3.3 Compliance with Core Policy 48:

14.3.4 In terms of criterion (i), there is a demonstrable need for the employment that cannot be accommodated on Existing Employment Sites or allocated sites. As part of the Local Plan (2026) evidence base the Uttlesford Employment Needs Update (Iceni Projects Limited, September 2023) identifies in paragraph 6.8 that there is a lack of industrial in Uttlesford and more generally within 10 miles of Bishops Stortford with a 99.6% occupancy level within the industrial market. Demand outstrips supply and there is a need to bring forward new development. There is demand for industrial space in a range of small, medium and large size bands across the District including from established manufacturing businesses in the District. Additional supply is needed, particularly close to M11 Junction 8, which is the area of strongest occupier demand. Demand also exists for smaller rural premises across the district and around the smaller towns and villages.

14.3.5 This objectively assessed need for employment floorspace within this part of the District has informed three strategic employment allocations within the Local Plan (2026) - Land South of A120 and North of Stortford Road, Little Canfield, Land North of Taylors Farm, Takeley Street and Water Circle Estate, Gaunts End, as recognised in Core Policy 4. However, none of these allocations for employment development have been brought forward given the recent adoption of the plan and this clear evidenced need remains unmet. The application site is located approximately 4-miles from Bishop's Stortford and is in very close proximity to Junction 8 of the M11 where the evidenced need for employment space relates to. The proposed development, relating to an existing business premises in reasonably close proximity to the site, within a sustainable area for growth and employment expansion, responds to a demonstrable unmet need for B2 and B8 floorspace within this part of the District.

14.3.6 With regards to criterion (ii) the effect on the amenity of nearby residents and businesses is assessed in Section 4 of this appraisal in full. However, given the established presence and physical relation to an established commercial/employment site opposite the road, rather than as a standalone

commercial development and that the nearest residential properties are located approximately 200-metres north where there is already intervening built form separating the application site from these properties, it is considered that the proposed development would not cause any detrimental impacts to the amenities of neighbouring properties and would not create additional disturbances or adverse impact on the amenities of neighbours above and beyond the levels already present within the site's environs. The impacts of increased vehicle movements to the site, including estimated HGV usage between the site and the strategic road network are assessed in Section 14.8 Of this report, in accordance with Core Policy 32 of the Uttlesford Local Plan (2026).

- 14.3.7** The Highways Authority has reviewed the access proposals which seek to use an existing access point approved and constructed under UTT/19/2525/FUL and raise no objections with regards to highway safety. The site is accessible by a continuous footpath from Takeley and Parsonage Road is proposed to be improved as an active travel corridor between Stansted Airport and Takeley with land safeguarded under Core Policy 14. Therefore, the proposals include the provision of safe site access for pedestrians and cyclists and for all types of vehicles likely to visit the sites, with measures to promote the use of sustainable modes of transport where possible, in accordance with criterion (iii).
- 14.3.8** Criterion (iv) requires the scale, nature and appearance of the employment development on, and its relationship with, the settlement, its character and its landscape setting is acceptable. Visually, the building would read as part of the existing mix of commercial/agricultural buildings in the site's immediate environs, and as an extension to the existing large agricultural store building at Old House Barn, although differing in use. The proposed building, in terms of scale, height and massing would be no more visually prominent in the rural landscape than the existing, adjacent buildings. The building is to be situated further back into the site than the existing adjacent building and would be similar in proportions as to be read as a pair of buildings within the street scene.
- 14.3.9** Compliance with Core Policy 12:
- 14.3.10** In addition to criterion (iv) of Core Policy 48, the site is also located within the Countryside Protection Zone (CPZ), as designated by Core Policy 12. Further to the criteria established under Core Policy 12, the proposals are considered to be an appropriate form of development within the CPZ.
- 14.3.11** The site is already enclosed by existing built form (Old House Barn) to the north and would not diminish the physical or visual separation between Takeley and Stansted Airport within the CPZ (criterion i is met). The proposed development would not encroach on the existing open gap between Takeley and Stansted Airport.
- 14.3.12** The proposals would result in the loss of open, undeveloped land, however given the small scale of the development proposed and the expanse of the

CPZ, the open characteristics of the CPZ are deemed to be harmed to a limited-moderate level. As such, the proposed development would not ‘adversely’ affect the open characteristics of the Countryside Protection Zone (criterion ii is met).

14.3.13 Regarding criterion iii, the proposals are located on the edge of Takeley and are separated from the main built area of the settlement by way of the A120. Given its physical and visual separation from the core of the settlement and the small scale of development proposed, the proposal will protect individual settlement identity (Criterion iii is met). The landscaping as shown on the Proposed Block Plan (drawing no. 6081 - 03 E) proposals include a grassland meadow area to the southeast of the site, tree and shrub planting to the southwest of the site fronting Parsonage Road and hedgerow to the northeastern boundary of the site. These verdant, defensible boundary treatments and landscape buffer create a much clearer defined boundary between the existing industrial and commercial cluster of built form along Parsonage Road and the agricultural landscape that largely characterises the wider the CPZ. The proposal is considered to implement positive landscape measures which would strengthen characteristic landscape patterns within the CPZ, in accordance with the guidelines set out within the Uttlesford Landscape Character Assessment (criterion iv is met).

14.3.14 Compliance with Core Policy 14:

14.3.15 Core Policy 14 safeguards land either side of Parsonage Road for the delivery of a public transport and active travel connection between Takeley and Stansted Airport and to improve connectivity for cyclists. This safeguarded land encompasses western parts of the application site and the Proposed Block Plan (drawing no. 6081 - 03 E) identifies this and demonstrates how the proposed development has been designed to shift any built form outside of this area. The proposals would safeguard the land designated under Core Policy 14 and there would be no conflict with the proposed development and the land designated for safeguarding.

14.3.16 Compliance with the NPPF (2024):

14.3.17 Paragraph 85 of the NPPF (2024) sets out that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Paragraph 87(b) also advocates that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation.

14.3.18 The proposal has the potential to create 15 employment positions (5no. full-time jobs and 10no. part-time jobs) in the local area. Whilst some of these

employment positions already exist in the locality at the business' current site, as identified in third party representations, the proposal seeks to expand its existing workforce and create additional employment positions at the application site which weighs in favour of the proposals when applying economic dimension of sustainable development set out in the NPPF (2024). From an economic growth perspective, the proposal would provide economic benefits in line with the economic dimension of sustainable development and support the investment, growth and productivity of an existing business located within the local area. The proposal is considered to support growth in the local economy and broadly aligns with the Council's spatial strategy for commercial and employment growth in the district, as well as relevant guidance in the NPPF (2024).

14.3.19 Conclusion:

14.3.20 Regarding the principle of development in the form of 1no. commercial building at the site would not cause adverse harm to special characteristics or openness of the CPZ and would relate well to existing commercial built form in the immediate setting of the site. There is an evidenced unmet need for the type of development proposed in this part of the District and the proposals are deemed to accord with Core Policies 12, 14 and 48 of the Uttlesford Local Plan (2026) and the NPPF (2024).

14.4 **B) Design, Character and Appearance (CP52, UDC District-Wide Design Code, NPPF)**

14.4.1 Section 12 (Achieving well-designed places) of the National Planning Policy Framework attaches great importance to the design of the built environment. The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Core Policy 52 states that 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.

14.4.2 The proposed development involves the erection of 1no. commercial building at the site, stationed approximately 35-metres southeast of the adjacent agricultural barn approved under UTT/19/2525/FUL and 80-metres northeast of commercial buildings at Stansted Courtyard. The development comprises a primary commercial unit with an attached covered lean-to extension. External works include areas of hardstanding, a designated external storage area, vehicle parking provision and a surface water attenuation basin together with associated ground engineering works required to facilitate the development.

- 14.4.3** The applicant has provided a Design & Access Statement which partially sets out the design justification with regards to how the proposed site layout and appearance has been informed by the site's context.
- 14.4.4** Visually, the building would read as part of the existing mix of commercial/agricultural buildings in the site's immediate environs, and as an extension to the existing large agricultural store building at Old House Barn, although differing in use. The building would front Parsonage Road and have a maximum ridge height of 8.5-metres a principal elevation spanning 30-metres, similar in size and bulk to the existing agricultural building adjacent the site except from the added lean-to extension to the rear. The proposed building, in terms of scale, height and massing would be no more visually prominent in the rural landscape than the existing, adjacent buildings.
- 14.4.5** The building is to be situated further back into the site than the existing adjacent building and would be similar in proportions as to be read as a pair of buildings within the street scene. The proposed commercial building has been designed to reflect the agricultural character of the existing farmyard setting. The scale, form and materials proposed are intended to be sympathetic to the surrounding rural context so that the development reads as a continuation of the established farmstead, although more industrial and commercial in operational uses than the agricultural store.
- 14.4.6** In terms of appearance within the street scene, the appearance of the unit appears to comprise cladding with fibre cement roof sheeting although the details appear indicative at this stage. The material palette and general appearance of the building appears to match, or be similar to, the adjacent building and its proposed form, bulk and appearance would enable the integration of this new built form into the site without appearing overbearing or competing in the street scene. Whilst the proposed development comprises a fairly simple and industrial built form, there are nods in the massing and materials to the vernacular and typology of a modern agricultural barns, found commonly in North Essex. The gable-end roof with an additional lean-to roof limit some of the urbanising feel that a new, fairly large, commercial building would have and enable the new built form to respond to its environs. Overall, the character and appearance of the building would reflect the context of the site and be of a sympathetic design which would preserve the existing character within the street scene.
- 14.4.7** Overall, it is considered that the proposed development, whilst increasing built form within the site, would not be incompatible with the character of the surrounding area or in the street scene. The proposed design respects existing built form of the area and respects the semi-rural character of the site. As such, the proposals accord Core Policy 52 of the Uttlesford Local Plan (2026).

14.5 C) Heritage conservation (CP61, CP62, NPPF)

- 14.5.1** Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act, 1990 states that a planning authority shall have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses, and local planning authorities are required to apply this statutory advice when determining listed building applications. Core Policy 62 advises that development should respect the building's historic curtilage, context and its setting, and retain the special interest that justifies its designation through appropriate design that is sympathetic to the asset, and its setting, and any adjacent heritage assets in terms of siting, scale, alignment, materials and finishes (including colour and texture), details and form. This policy is further supported by the aims of the NPPF, which clearly sets out the requirement to conserve the significance of heritage assets and emphasises that great weight should be given to this. Any harm requires clear and convincing justification and should be weighed against the benefits of the proposal.
- 14.5.2** The site is situated on the east side of Parsonage Road and forms an important part of the historic agricultural setting of the grade II listed Old House Farmhouse (LEN: 1322590), which is situated to the south-west on the opposite side of the road. There is also a historic ownership and functional link as the 1839 Tithe map and apportionment and 1910 Domesday Survey both indicate common ownership and occupancy between the site and the listed building.
- 14.5.3** The special interest of the farmhouse is principally derived from its elegant Georgian appearance, which illustrates the relative wealth of the building's owner at the beginning of the nineteenth century. The farmhouse's setting, currently formed by an open agricultural landscape to the east and including the weatherboarded buildings within its former farmyard, contributes to the ability to understand and appreciate the building as a historic farmhouse – though this has been somewhat depreciated by the construction of the A120 to the south and the conversion of the farmyard to a business park in the late twentieth century, as well as the construction of a contemporary agricultural building to the north of the proposed development site, and its approved enlargement in 2024 (UTT/23/1718/FUL).
- 14.5.4** ECC's Historic Environment Team were consulted on the proposals and noted that a key aspect of the listed building's setting which contributes to its significance is the open agricultural landscape to the east, which also shares a historical functional relationship with the building. Whilst it is noted that the open agrarian landscape setting has been eroded to some degree by previous development, the proposed development will be situated closer to the listed building and will comprise a large modern commercial building (approximately 765m²) and associated landscaping. The proposal will therefore further encroach upon the open agrarian landscape setting of the listed building and be prominent in views from the listed building which link it visually to the land. The proposed planting within the southern section of the site directly opposite will also obscure open views across this landscape.

14.5.5 In their assessment and conclusion, the proposals would fail to preserve the special interest of the listed building through adverse changes to its setting, contrary to Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. In NPPF terms, the degree of harm to significance would be a low level of less than substantial harm as per paragraph 215, and great weight should be given to the asset's conservation as per paragraph 212.

14.5.6 In accordance with Paragraph 213 of the NPPF, any harm identified to the significance of the listed building requires clear and convincing justification. To comply with Paragraph 212, which states that great weight should be given to the asset's conservation, and Paragraph 215 of the NPPF, the local planning authority should carefully weigh the benefits of the proposed development against the low level of less than substantial harm identified.

14.5.7 In considering the low level of less than substantial harm to the significance of the listed building due to changes to setting, the public benefits associated with the proposed development would largely be economic benefits. The proposal seeks to erect a commercial building relating to an existing commercial premises along Hall Road (approximately 3 miles north). The proposal represents the relocation and expansion of an existing rural business which is supported by way of paragraph 85 of the NPPF (2024). This sets out that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. It is evident from the Applicant's submitted information that the groundworks company currently operating further north along Hall Road is well-established and has grown significantly over the past 15 years. The company is now engaged in major infrastructure projects and requires additional facilities to support its growth. The proposed expansion of the business at the application site would support the investment, growth and productivity of this business. Paragraph 88 of the NPPF (2024) also supports the sustainable growth and expansion of all types of business in rural areas including through the development of new buildings; and also, through the development and diversification of agricultural and other land-based rural businesses. The expansion of the business is proposed to provide 15no. employment positions (5no. full-time/10no. part-time) which is a moderate public benefit.

14.5.8 For the above reasons, it is considered that the public benefits of the scheme would outweigh the low level of less than substantial harm caused to the character and appearance of the listed building.

14.6 D) Neighbour and occupant's amenity (CP42, CP44, CP52, NPPF)

14.6.1 The Local Plan does not provide specific policies with regards to protecting neighbouring amenities from privacy issues, overlooking or overbearing impacts, however Core Policy 52 mandates that development should demonstrate compliance with appropriate guidance in the most up-to-date

versions of the Uttlesford Design Code and the Essex Design Guide. Core Policies 42 and 44 also seek to protect the amenities of neighbouring occupants from undue noise, light, odour and dust pollution by way of new development.

14.6.2 Given the siting and orientation of the commercial building, the proposed development is not considered to cause an overbearing impact with regards to privacy, nor create an unacceptable level of overlooking on any nearby sensitive receptors. The nearest residential properties are located approximately 200-metres north there is already intervening built form separating the application site from these properties. There is also a well-established commercial/industrial presence along this part of Parsonage Road, including Stansted Courtyard employment site. Third party representations are duly noted with regards to the proposed development appearing overbearing and causing issues to the quality of life for local residents.

14.6.3 It is acknowledged that the proposed development would give rise to an increase in traffic generation and noise associated with the operations of the commercial building. The Transport Statement submitted with the application identifies the site will generate 8 additional movements in the AM peak and 10 in the PM peak, however given the established presence and physical relation to an established commercial/employment site opposite the road, rather than as a standalone commercial development, the estimated traffic generation would not have a significantly material impact in terms of either highway safety or capacity on the local transport network. The Council has no reason to dispute these traffic generation figures.

14.6.4 The Council's Environmental Health Team were consulted on the proposals and recommend and made no objection to increased noise levels at the site. With regards to the hours of operation, UDC's Environmental Health Officer also made no comment or objection to the proposed opening hours. Third party representations are duly noted and considered. The proposed operational hours are between 06:00 and 20:00 with the access maintained 24 hours per day to enable necessary vehicle movements. The access would be shared with an agricultural store building which is understood to not have any restrictions on its operational hours or the use of its access. Therefore, it would not be reasonable nor justified to restrict the use of the access point as part of this application. The operational hours could be controlled by way of a planning condition which could adequately manage the hours of use of the proposed commercial building. Any breaches of such could suitably be enforced. Given the site's distance from residential properties, and location in an area with high levels of noise activity (the A120, Stansted Airport, existing commercial premises along Parsonage Road with varied opening hours), the proposed operational hours are not considered antisocial nor inappropriate within the context of the site.

14.6.5 Therefore, it is considered that the proposed development would not cause any detrimental impacts to the amenities of neighbouring properties and

would not create additional noise disturbances above and beyond the levels already present within the wider area. As such, the proposals comply with Core Policies 42, 44 and 52 of the Uttlesford Local Plan (2026).

14.7 E) Flood Protection and Drainage (CP35, CP36, CP37, NPPF)

14.7.1 Core Policy 36 advocates that all development proposals should demonstrate that they will be safe for their lifetime and that they reduce and, where possible, avoid the risk of all forms of flooding to future occupiers, and do not increase the risk of flooding elsewhere. All proposals for new development will be required to manage and reduce surface water run-off and not increase the risk of flooding to third parties, which is also enforced by way of Core Policy 37 which supports the use of Sustainable Drainage Systems in new developments. Paragraph 170 of the NPPF (2024) also sets out that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future) and that where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

14.7.2 The site is located entirely within Flood Zone 1 which is area at lowest risk of fluvial flooding. No built development is proposed within areas of flood risk, and all hardstanding is also located within Flood Zone 1. This accords with paragraph 170 of the NPPF (2024) which directs new development away from areas at highest risk.

14.7.3 The Environment Agency's mapping also demonstrates that the entirety of the site is located within an area with the lowest chance of surface water flooding. It is acknowledged that land approximately 200-metres to the north of the site flanking Pincey Brook is located within an area of medium-high chance of surface water flooding. This appears to accord with comments raised in third party representations and is duly noted. It is unclear from the submitted documents what impact the built development will have on surface water flooding on the medium-high risk areas adjacent the site and what mitigation measures would be implemented to ensure surface water flooding is not increased elsewhere as a result of the development. As such, it is deemed necessary and reasonable to request a Surface Water Drainage Strategy to be submitted to the LPA prior to the commencement of development. This should demonstrate the proposed means of sustainable methods of urban drainage systems to manage the disposal of surface water without increasing surface water flooding outside of the site.

14.7.4 As such, and with conditions attached, the proposed development is capable of according with Core Policies 36 and 37 of the Uttlesford Local Plan (2026) and the NPPF (2024).

14.8 F) Highways and Access (CP26, CP27, CP28, CP32, NPPF)

14.8.1 Core Policy 27 of the Local Plan establishes that developers will be required to submit a Transport Assessment and/ or a Transport Statement to assess

the potential transport impacts of the developments, in line with the thresholds set out in the Essex County Council latest guidance. The Applicant has submitted a Transport Statement (Journey Transport Planning Ltd, November 2025) with the application in accordance with Core Policy 27. The policy, along with Core Policy 28, also advocates for developments to support active travel and sustainable modes of transport, prioritising these over the use of the car. However, paragraph 89 of the NPPF (2024) also recognises that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport.

- 14.8.2** The information in the submitted Transport Statement demonstrates the site's relation to the surrounding transport network and the access arrangements in terms of safe entry and egress from the site. The site is proposed to be served by the existing access from Parsonage Road. Third party comments regarding the proposed impacts on highway safety are duly noted and considered.
- 14.8.3** The Highways Authority have reviewed the submitted information accompanying this planning application, including all publicly available comments and representations. The Highway Authority state that from a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority, subject to compliance conditions being attached to any permission.
- 14.8.4** In respect of Core Policy 28, the site is within reasonable walking and cycling distance from Takeley and its public transport links. Forthcoming improvements to provide an active travel corridor along Parsonage Road (Core Policy 14) will likely further improve the site's accessibility and sustainability credential.
- 14.8.5** Having regard to Core Policy 32 which relates to the movement and management of freight, any HGV or freight generating uses should consider the impact on the pedestrian environment and active travel network. Aforementioned, the proposed development would be well located in terms of sustainable transport and active travel and the impacts of the proposed development do not provide conflict with Core Policy 14. Land to the west of the application site is retained, clear from any proposed development, maintaining the safeguarded area along Parsonage Road for active travel improvements. Core Policy 32 also establishes that proposals must submit a Freight Management Strategy setting out how freight, home deliveries and servicing will be managed and mitigated within the development for approval. Freight management strategies should ensure the prioritisation of the use of the Strategic Road Network and minimise the use of the rural network and encourage the movement of freight by sustainable modes whilst minimising negative impact of freight trips on local communities. The applicant has not submitted a separate Freight Management Strategy, however sufficient details are included within the supporting planning

documents, including the Transport Statement (Journey Transport Planning Ltd, November 2025).

14.8.6 The 828sqm GFA commercial building under uses B2 and B8, with parking provision is not considered to create a significant number or intensity of transport movements, nor would any HGV usage be directed through predominantly residential areas. The submitted Transport Statement obtains trip rates from TRICS v8 for the categories 'Industrial Unit' and 'Warehousing' and it has been calculated that the development would generate up to 8 vehicle trips in the AM peak and 10 vehicle trips in the PM peak.

14.8.7 Vehicle access to the A120 (and the wider strategic road network) for HGVs would be by way of Coopers End Roundabout approximately 900-metres north of the site. The main access to the site from the strategic road network would be from the same roundabout 900-metres north, avoiding traffic flows of large commercial/industrial vehicles through Takeley or through any major residential areas. It is acknowledged that there are sporadic residential properties and a commercial bed and breakfast accommodation located along the western side of Parsonage Road between the application site and Coopers End Roundabout. As per UDC's Environmental Health's consultee response, and as discussed in Section 14.6 of this report, the proposal would not impact nearby noise sensitive development, given the context of the site within an already noise-receptive area – including aerodrome related noise, the A120 and other highways related noise and existing commercial functions opposite the site.

14.8.8 The introduction of small-scale HGV usage at the site and along Parsonage Road would be in close proximity to, and suitably located with regards to the access to the strategic road network. Both the Local Highways Authority and National Highways raised no objections to the proposed development on highways and transportation impacts, and the data provided by the Applicant in the Transport Statement (Journey Transport Planning Ltd, November 2025) is deemed appropriate and sufficient. National Highways consider that the peak hour development flows of HGVs are not expected to be of an order that would require further assessment in relation to the strategic road network.

14.8.9 Therefore, it is considered that there would be no detrimental impact on the surrounding highways network. With the proposed conditions attached, the proposed development is capable of according with the National Planning Policy Framework 2024 (NPPF) and the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance and Core Policies 27 and 28 of the Local Plan.

14.9 G) Parking provision (CP31, NPPF)

14.9.1 Core Policy 31 of the Local Plan sets out that development proposals should take into account the latest Essex Parking Standards and the parking standards and design principles set out the Uttlesford Design Code. The

proposed development (recognised as a B2 use) would trigger the requirement for 11 vehicle parking spaces to be provided, as per the latest Essex Parking Standards. This is based on the requirement of 1 car space per 50m² against 507m² floorspace being proposed. HGV parking may also be brought forward in accordance with operator's requirements.

14.9.2 The Applicant has demonstrated that the provision of 21 vehicle parking spaces which meet the required dimensions and exceed the minimum requirements, as shown in the Proposed Block Plan ref. 6081 - 03 E. The proposal also includes 9no. HGV parking spaces. Given the scale of new full-time and part-time employment positions proposed to be created, the increase in parking provision above the required standard is deemed appropriate. As such, the proposed development accords with Core Policy 31 of the Uttlesford Local Plan (2026).

14.10 H) Ecology and BNG (CP38, CP40, NPPF)

14.10.1 Core Policy 38 sets out that development proposals will be supported where they protect and enhance sites internationally, nationally and/ or locally designated for their importance to nature conservation, ecological or geological value as well as non-designated sites of ecological or geological value. It also mandates the need for an ecological survey to be submitted with an application if the proposed development affects or has the potential to affect any site of biodiversity or geodiversity interest. The application was submitted with a supporting Biodiversity Validation Checklist and Preliminary Ecological Appraisal (Crossland Ecology, April 2026).

14.10.2 These documents address the distinct legal requirements, ensuring a comprehensive analysis of the ecology and biodiversity impacts of the proposal in line with regulatory standards.

14.10.3 General duty on all authorities:

14.10.4 The Natural Environment and Rural Communities Act 2006 amended by the Environment Act 2021 provides under Section 40 the general duty to conserve and enhance biodiversity: "For the purposes of this section "the general biodiversity objective" is the conservation and enhancement of biodiversity in England through the exercise of functions in relation to England." Section 40 states authorities must consider what actions they can take to further the general biodiversity objective and determine policies and specific objectives to achieve this goal. The actions mentioned include conserving, restoring, or enhancing populations of particular species and habitats. In conclusion for decision making, it is considered that the Local Planning Authority must be satisfied that the development would conserve and enhance. This development is subject to the general duty outlined above.

14.10.5 Protected Species:

- 14.10.6** In accordance with Natural England's standing advice the application site and surrounding habitat have been assessed for potential impacts on protected species.
- 14.10.7** Place Services have reviewed the Biodiversity Validation Checklist, Preliminary Ecological Appraisal (Crossland Ecology, April 2026) and Statutory Biodiversity Metric (April 2026) and the baseline habitat map and condition assessments within the Biodiversity Gain Plan report (Crossland Ecology, April 2026) and are satisfied that there is sufficient ecological information available for determination of this application and raise no adverse comments with regards the likely impacts of development on designated sites, protected & Priority species and habitats subject to securing biodiversity mitigation and enhancement measures.
- 14.10.8** The mitigation measures identified in the Preliminary Ecological Appraisal (Crossland Ecology, April 2026) should be secured by a condition of any consent and implemented in full. This is necessary to conserve and enhance protected and Priority species particularly those recorded in the locality.
- 14.10.9** It is considered that the proposal is unlikely to adversely impact upon protected species or habitats with suitable mitigation measures attached. This enables the LPA to demonstrate compliance with its statutory duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 (as amended), and the biodiversity duty under section 40 of the NERC Act 2006 (as amended).
- 14.10.10** Biodiversity Net Gain:
- 14.10.11** Biodiversity net gain (BNG) is an approach that aims to leave the natural environment in a measurably better state than it was beforehand. The minimum requirement is for a 10% net gain in biodiversity value achieved on a range of development proposals (excluding Listed Building Consent, Advert Consent, Reserved Matters, Prior Approvals, Lawful Certificates, householders, self builds, and other types of application which are below the threshold. Core Policy 40 mandates that all residential development delivers a 20% biodiversity net gain.
- 14.10.12** Place Services have reviewed the Statutory Biodiversity Metric (April 2026) and the baseline habitat map and condition assessments within the Biodiversity Gain Plan report (Crossland Ecology, April 2026) relating to mandatory biodiversity net gains. Place Services are satisfied that submitted information provides sufficient information at application stage. As a result, a Biodiversity Gain Plan should be submitted prior to commencement. Place Services are generally satisfied that the post-intervention values are realistic and deliverable.
- 14.10.13** As such, it is considered this development is considered to accord to best practice, policy, and legislation requirements in consideration of the impacts

on ecology interests and that the proposals, with conditions attached, accords with Core Policies 38 and 40 of the Uttlesford Local Plan (2026).

14.10 I) Lighting (CP42, NPPF)

14.10.1 Core Policy 42 sets out where development would cause unacceptable risk to public health or safety, general amenity, existing uses, occupiers of surrounding land uses or the historic and natural environment due to potential from light pollution, planning permission will not be granted unless the need for development is judged to outweigh the effects caused and the proposed development includes mitigation measures to minimise the adverse effects.

14.10.2 The Applicant's plans do not demonstrate any external lighting to be installed at the proposed commercial building and therefore no lighting scheme can be assessed against Core Policy 42. However, in the interests of preserving neighbouring amenity, aerodrome safety and any protected species, a condition will be implemented to ensure that any potential future external lighting at the site is subject to approval by the LPA.

14.11 J) Land Contamination (CP42, NPPF)

14.11.1 Core Policy 42 sets out where development would cause unacceptable risk to public health or safety, general amenity, existing uses, occupiers of surrounding land uses or the historic and natural environment due to potential from ground contamination, planning permission will not be granted unless the need for development is judged to outweigh the effects caused and the proposed development includes mitigation measures to minimise the adverse effects.

14.11.2 The applicant has submitted a Phase I Geoenvironmental Assessment dated October 2025. The assessment confirms that the site has been in continuous agricultural use since at least 1872, with no evidence of any previous industrial, commercial or contaminative uses. The desk-based review and site walkover also identified no significant sources of contamination within or adjacent to the site. While the neighbouring yard to the north is currently used for soil and aggregate processing, there are no recorded pollution incidents or environmental permits associated with that use. UDC's Environmental Health were consulted on the proposals and provided no adverse comments with regards to possible land contamination at the site. The Council has no reason to believe this site is contaminated and is not aware of any potentially contaminative past use, however, it is the developer's responsibility to ensure that final ground conditions are fit for the end use of the site therefore It is recommended that a condition be attached to any planning permission to ensure any unexpected contamination is adequately managed and remediated.

14.11.3 Third party representations are noted with regards to the proposed commercial/industrial activities and allegations that hazardous substances are to be brought onto the proposed site as part of the applicant's business

operations. It is understood that the site is intended to operate as an employment yard in relation to a groundworks business in which the company are currently located in premises approximately three miles to the north on Hall Road.

14.11.4 The business operates a fleet of plant and vehicles (including lorries and ancillary plant) and the proposal seeks to provide a premises for an additional covered space for plant and materials; secure external storage; on-site facilities to carry out routine vehicle maintenance; and hardstanding and parking for its fleet. This is due to the businesses current rented yard being beyond capacity. Although not specified within the applicant's documents, third party representations note that the applicant is a groundworks business involved in landscaping and highways maintenance including airport runway maintenance. Maintenance of vehicles and plant machinery at the proposed site has the potential for hazardous materials (including but not limited to bitumen) being brought onto the site.

14.11.5 Although not confirmed, this form of business operation would likely require waste transfer licences and other relevant environmental permitting. If this is the case, waste transfer licences are dealt with by their own regulatory process and are outside the remit of the LPA or planning legislation. This is not a material consideration in the planning process, and the controls of hazardous waste and operational uses is a matter that is dealt with by the Environment Agency. As part of the previous identical application (ref. UTT/25/3174/FUL), the Council consulted the Environment Agency to advise on whether operational conditions or informatives were needed to be implemented to any grant of permission. The Environment Agency provided no objection to the proposed development and no further comments regarding waste transfer and groundwater contamination. These matters are not material considerations and are dealt with by their own regulatory process separate from planning legislation.

14.11.6 In principle, the proposed development of the B2 commercial building and associated hardstanding would not cause unacceptable risk to public health or safety due to potential from ground contamination. The site has been in continuous agricultural use, with no evidence of any previous industrial, commercial or contaminative uses. No ground contamination has been identified. As such, the proposals comply with Core Policy 42 of the Uttlesford Local Plan (2026) and the NPPF.

14.12 K) Archaeology (CP64, NPPF)

14.12.1 The Historic Environment Record shows that the proposed development lies within a landscape of heritage assets. Previous excavation has shown extensive archaeological remains to the west of the proposed development; Stansted G2 excavations found extensive archaeological remains from the Bronze Age through to the late medieval period (EHER18957, 18959). It is likely that the same intensity of occupation would extend into the area of the proposed development. There is also cropmarks evidence of archaeological features to the north of the proposed development. Trial trenching adjacent

to the proposed development identified post medieval occupation (EHER 49491). There is therefore the potential for multi-period archaeological remains within the development area.

- 14.12.2** To understand the potential for, and significance of, archaeological deposits impacted by the proposal, a programme of trial trenching followed by excavation is considered necessary and has been recommended by Essex County Council's archaeological advisor, in line with paragraph 218 of the National Planning Policy Framework (2024). This could be attached to any consent as a pre-commencement condition, in accordance with Core Policy 64 of the Uttlesford Local Plan (2026).

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** In conclusion, the proposal accords with the development plan and the NPPF. No material considerations indicate that planning permission should be refused otherwise. It is therefore recommended that planning permission be approved with conditions.

17. CONDITIONS

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

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

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

REASON: For the avoidance of doubt as to the nature of the development hereby permitted, to ensure development is carried out in accordance with the approved application details, to ensure that the development is carried out with the minimum harm to the local environment, in accordance with the Policies of the Uttlesford Local Plan (adopted 2026) as shown in the Schedule of Policies

- 3** No development shall take place until samples of the materials to be used in the construction of the external finishes of the development, including but not limited to walls, tiles, windows, doors, fences and hard surfacing have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: In the interests of the appearance of the development in accordance with Core Policy 52 of the Uttlesford Local Plan

- 4** Prior to any works above slab level of the development hereby approved (not including footings and foundations) full details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include [for example]:-

- i. proposed finished levels or contours;
- ii. means of enclosure;
- iii. car parking layouts;
- iv. other vehicle and pedestrian access and circulation areas;
- v. hard surfacing materials;
- vi. minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, etc.);
- vii. proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports.); retained historic landscape features and proposals for restoration, where relevant.
- viii. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species,

plant sizes and proposed numbers/densities where appropriate; implementation programme.

The details shall be implemented in accordance with the approved details.

If within a period of 10 years from the date of the planting or establishment of any tree, shrub or plant, that tree, shrub or plant or any replacement is removed, uprooted or destroyed or dies or becomes seriously damaged or defective, another tree, shrub or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives written consent to any variation.

REASON: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted, in accordance with Core Policies 38, 41 and 52 of the Uttlesford Local Plan.

- 5** Prior to first occupation of the development, the vehicle parking spaces shown in the Proposed Block Plan drawing no.3 E has been constructed appropriately hard surfaced ready for use. The vehicle parking area and associated turning area shall be retained in this form at all times. The vehicle parking and turning area shall not be used for any purpose other than the parking and turning of vehicles that are related to the use of the development.

REASON: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8 of the Development Management policies and Core Policies 27 and 31 of the Uttlesford Local Plan.

- 6** Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the back edge of the carriageway.

REASON: To enable vehicles using the access to stand clear of the carriageway whilst gates are being opened and closed and to allow parking off street and clear from obstructing the adjacent verge/carriageway in the interest of highway safety in accordance with policy DM1 of the Development Management policies and Core Policy 27 of the Uttlesford Local Plan.

- 7** Before the installation of external artificial lighting commences a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme should include the following information:
- a) The proposed hours of operation of the lighting
 - b) The location and specification of all of the luminaires
 - c) The proposed design level of maintained average horizontal illuminance for the areas that needs to be illuminated.

- d) The predicted vertical illuminance that will be caused by the proposed lighting when measured at windows of any properties in the vicinity.
- e) The measures that will be taken to minimise or eliminate glare and stray light arising from the use of the lighting that is caused beyond the boundary of the site
- f) The methods of switching and controlling the lighting so that it is only operated at the permitted times and at times when it is required.

The external artificial lighting shall be installed and operated thereafter in accordance with the approved scheme.

REASON: To safeguard the amenities of the occupiers of nearby properties and to promote sustainable development in accordance with part 2 and 15 of the NPPF and Core Policy 42 of the Uttlesford Local Plan.

8 Within 2 months from the date of approval, a scheme detailing the dedicated facilities that will be provided for charging electric vehicles and other ultra-low emission vehicles shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall meet at least the following minimum standard for numbers and power output:

- A Standard Electric Vehicle Charging Point is one which is capable of providing a continuous supply of at least 16A (3.5kW) and up to 32A (7kW). The higher output is more likely to be futureproof.
- One Standard Electric Vehicle Charging Point providing a continuous supply of at least 16A (3.5kW) for at least 20% of parking spaces. As parking is likely to be used for shorter stay parking (30mins to 4 hours) then Fast (7-23kW) or Rapid (43kW+) charging points may be more appropriate. If Fast or Rapid charging points are proposed together with restrictions on the times that vehicles are allowed to be parked at these points then a lower number of charging points may be acceptable.
- The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity.
- The installation must comply with all applicable electrical requirements in force at the time of installation.

Once installed the scheme shall remain maintained & operational thereafter.

REASON: In the interest of supporting and encouraging low emission vehicles, in the interest of air quality enhancement, and to comply with the aims and objectives of Chapters 2, 9 and 15 of the National Planning Policy Framework and Core Policy 29 of the Uttlesford Local Plan.

9 If during any site investigation, excavation, engineering or construction works evidence of land contamination is identified, the applicant shall notify the Local Planning Authority without delay. Any land contamination

identified, shall be remediated to the satisfaction of the Local Planning Authority to ensure that the site is made suitable for its end use.

REASON: In the interests of Core Policy 42 of the Uttlesford Local Plan and to protect human health and the environment

- 10** All mitigation measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (Crossland Ecology, April 2026) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination. This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.

REASON: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (as amended) and Core Policy 38 of the Uttlesford Local Plan.

- 11** Prior to any works above slab level, a Biodiversity Enhancement Strategy for protected, Priority and threatened species, prepared by a suitably qualified ecologist in line with the recommendations of the Preliminary Ecological Appraisal (Crossland Ecology, April 2026), shall be submitted to and approved in writing by the local planning authority. The content of the Biodiversity Enhancement Strategy shall include the following:
- a) Purpose and conservation objectives for the proposed enhancement
 - a) measures;
 - b) detailed designs or product descriptions to achieve stated objectives;
 - c) locations of proposed enhancement measures by appropriate maps and plans (where relevant);
 - d) persons responsible for implementing the enhancement measures; and
 - e) details of initial aftercare and long-term maintenance (where relevant).

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

REASON: To enhance protected, Priority and threatened species and allow the LPA to discharge its duties under paragraph 187d of NPPF 2024 and s40 of the NERC Act 2006 (as amended) and Core Policy 38 of the Uttlesford Local Plan.

- 12** Where significant on-site enhancements are proposed for delivering biodiversity net gain, a Habitat Management and Monitoring Plan (HMMP)

for significant on-site enhancements, prepared in accordance with the approved Biodiversity Gain Plan, shall be submitted to, and approved in writing by the local authority, prior to commencement of development, including:

- a) a non-technical summary;
- b) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
- c) the planned habitat creation and enhancement works to create or improve habitat to achieve the on-site significant enhancements in accordance with the approved Biodiversity Gain Plan;
- d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development;
- e) the monitoring methodology in respect of the created or enhanced habitat to be submitted to the local planning authority; and
- f) details of the content of monitoring reports to be submitted to the LPA including details of adaptive management which will be undertaken to ensure the aims and objectives of the Biodiversity Gain Plan are achieved.

Notice in writing shall be given to the Council when the:

- o initial enhancements, as set in the HMMP, have been implemented; and
- o habitat creation and enhancement works, as set out in the HMMP, have been completed after 30 years.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.

Unless otherwise agreed in writing, monitoring reports shall be submitted in years 1, 3, 5, 10, 15, 20, 25, and 30 to the Council, in accordance with the methodology specified in the approved HMMP.

The Council shall only issue approval of the habitat creation and enhancement works until:

- o the habitat creation and enhancement works set out in the approved HMMP have been completed; and
- o a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority.

REASON: To satisfy the requirement of Schedule 7A, Part 1, section 9(3) of the Town and Country Planning Act 1990 that significant on-site habitat is delivered, managed, and monitored for a period of at least 30 years from completion of development.

- 13** The development may not be begun unless (a) a biodiversity gain plan has been submitted to the planning authority (see informatives below), and (b) the planning authority has approved the plan (see informatives below).

REASON: In order to accord with Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) and amended by The Biodiversity Gain (Town and Country Planning) Modifications and Amendments (England) Regulations 2024 and Core Policy 40 of the Uttlesford Local Plan.

- 14** No works on site shall commence until a detailed Surface Water Drainage Strategy (demonstrating the disposal of surface and foul water by means of sustainable methods of urban drainage systems) has been submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with such approved details.

REASON: To avoid and/or mitigate and prevent any additional surface water run-off in accordance with Core Policies 36 and 37 of the Uttlesford Local Plan.

- 15** No development above ground floor slab level shall commence until all the following has been submitted to and approved in writing by the Local Planning Authority:

a) An Energy Assessment to demonstrate that the 1no. commercial building hereby approved will be net zero carbon in operation through their compliance with requirements 1 to 5 as set out in Core Policy 22 of the Uttlesford Local Plan (2026).

b) A Climate Change and Sustainability Statement to demonstrate how the cooling hierarchy has been integrated into the design of the 1no. commercial building hereby approved to minimise the overheating risk, using passive and, if necessary, mechanical measures to ensure comfortable internal temperatures, in accordance with Core Policy 23 of the Uttlesford Local Plan (2026).

c) A Climate Change and Sustainability Statement to demonstrate reduced embodied carbon for the building hereby approved through material selection, construction methods, and waste minimisation, in accordance with Core Policy 24 of the Uttlesford Local Plan (2026).

The approved Energy Assessment and Climate Change and Sustainability Statement shall thereafter be implemented in full, and a verification report confirming compliance shall be submitted within six months of first occupation or phase of the development.

REASON: To ensure that the development complies with Core Policies 1, 22, 23, 24 of the adopted Uttlesford Local Plan (2026) and contributes to the reduction of greenhouse gas emissions, delivering sustainable, low-carbon, and climate-resilient homes in accordance with the Council's strategy to address climate change, and the National Planning Policy Framework (2024).

- 16**
- 1) No development or preliminary groundworks of any kind shall take place until a programme of archaeological investigation has been secured in accordance with a Written Scheme of Investigation (WSI) which has been submitted by the applicant, for approval by the Local Planning Authority.
 - 2) No development or preliminary groundworks of any kind shall take place until the completion of the programme of archaeological investigation identified in the WSI defined in 1 above, and any subsequent mitigation has been agreed.
 - 3) The applicant will submit a final archaeological report or (if appropriate) a Post Excavation Assessment report and/or an Updated Project Design for approval by the Local Planning Authority. This shall be submitted within 6 months of the date of completion of the archaeological fieldwork unless otherwise agreed in advance by the Local Planning Authority.

REASON: In the interest of preserving nationally important archaeological remains and their settings in accordance with Core Policy 64 of the Uttlesford Local Plan.

- 17**
- The development hereby permitted shall not operate before 06.00 am or after 20.00 Monday – Sunday (excluding public holidays where no operations shall take place) other than use of the vehicular access to the site from Parsonage Road.

REASON: In order to protect the amenity of adjacent neighbours in accordance with Core Policies 42, 44 and 48 of the Uttlesford Local Plan.

- 18**
- Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill.

REASON: In the interests of flight safety and to prevent distraction and confusion to Pilots and Air Traffic Controllers and in accordance with Core Policy 32a of the Uttlesford Local Plan.

- 19**
- During construction, robust measures are to be taken to prevent birds hazardous to aviation being attracted to the site. No pools of water should occur and prevent the scavenging of any detritus.

REASON: Flight safety – Birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Stansted Airport (STN) that would increase the risk of a birdstrike to aircraft using STN and in accordance with Core Policy 32a of the Uttlesford Local Plan.

- 20** Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no reflective materials (including solar PV) other than clear or obscure glass shall be added to the building without the express consent of the local planning authority.

REASON: In the interests of flight safety and to prevent distraction and ocular damage to Pilots and Air Traffic Controllers and in accordance with Core Policy 32a of the Uttlesford Local Plan.

- 21** In the interests of aviation safety, measures to minimise and manage the creation of dust and smoke should be implemented for the full duration of all construction works, including demolition and excavation, in accordance with the advice of Stansted Airport and the Civil Aviation Authority.

REASON: Flight safety – dust and smoke are hazardous to aircraft engines; dust and smoke clouds can present a visual hazard to Pilots and Air Traffic Controllers and in accordance with Core Policy 32a of the Uttlesford Local Plan.

APPENDIX 1 – ECC HIGHWAYS

Your Ref: UTT/26/1025/FUL
Our Ref: 62652
Date: 26/05/2026



Director for Highways
and Transportation

To: Uttlesford District Council
Assistant Director Planning & Building Control
Council Offices
London Road
SAFFRON WALDEN CB11 4ER

County Hall
Chelmsford
Essex CM1 1QH

Recommendation

Application No. UTT/26/1025/FUL

Applicant. Mackness Contracting Ltd

Site Location. Adjacent Old House Barn Parsonage Road Takeley

Proposal. Erection of a commercial unit with a covered lean-to extension, together with associated areas of hardstanding, external storage, vehicle parking, a surface water attenuation basin, and all other associated groundworks.

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

1. Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the back edge of the carriageway.
Reason: To enable vehicles using the access to stand clear of the carriageway whilst gates are being opened and closed and to allow parking off street and clear from obstructing the adjacent verge/carriageway in the interest of highway safety in accordance with policy DM1 of the Development Management policies.
2. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
Reason: To avoid displacement of loose material onto the highway in the interests of highway safety in accordance with policy DM1 of the Development Management policies.
3. Prior to first occupation of the development, the vehicle parking spaces shown in the Proposed Block Plan drawing no.3 E has been constructed appropriately hard surfaced ready for use. The vehicle parking area and associated turning area shall be retained in this form at all times. The vehicle parking and turning area shall not be used for any purpose other than the parking and turning of vehicles that are related to the use of the development.
Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8 of the Development Management policies.

The above conditions are required to ensure that the development accords with the National Planning Policy Framework (2024) and the Highway Authority's Development Management Policies as adopted as County Council Supplementary Guidance.

Informative:

All work within, or affecting, the highway shall be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority (Essex County Council), with all details being agreed before the commencement of any highway works. Failure to secure the necessary approvals and relevant permits for works within the highway may result in enforcement action by the Highway Authority against, but not limited to, the owner of the land or the person causing, or responsible for, the damage to the Highway. To start the process to obtain the relevant permissions the applicant should contact the Essex Highways Development Management Team by email at development.management@essexhighways.org

- i. 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.
- ii. There shall be no discharge of surface water onto the Highway.
- iii. The applicant should be made aware of the potential relocation of the utility apparatus on the highway; any relocation shall be fully at the applicant's expense.
- iv. 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 for Highways and Transportation
Enquiries to Chioma Cureton

APPENDIX 2 – NATIONAL HIGHWAYS



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Steven Thulborn (Head of Planning & Development)
Operations Directorate
East Region
National Highways
PlanningEE@nationalhighways.co.uk

To: Uttlesford District Council
uconnect@uttlesford.gov.uk

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

Council's Reference: UTT/26/1025/FUL

National Highways Ref: NH/26/16155

Location: Adjacent Old House Barn Parsonage Road Takeley.

Proposal: Erection of a commercial unit with a covered lean-to extension, together with associated areas of hardstanding, external storage, vehicle parking, a surface water attenuation basin, and all other associated groundworks.

Referring to the consultation on a planning application dated 6th May 2026 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 as follows:

- a. **No Objection:** see reasons at Annex A.
- b. ~~**Conditional Approval:** National Highways recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in Annex A.~~
- c. ~~**Deferral:** National Highways is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in Annex A.~~
- d. ~~**Refusal:** recommend that the application be refused for the reasons set out in Annex A.~~

Highways Act 1980 Section 175B 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@df.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.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature: 	Date: 27/05/2026
Name: Michael Aronson	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.

No Objection

Reason:

We have reviewed the proposals for an 828sqm GFA commercial building under uses B2 and B8, with parking provision. The applicant's consultant has obtained trip rates from TRICS v8 for the categories 'Industrial Unit' and 'Warehousing'. It has been calculated that the development would generate up to 8 vehicle trips in the AM peak and 10 vehicle trips in the PM peak.

It is considered that the peak hour development flows are not expected to be of an order that would require further assessment in relation to 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.

APPENDIX 3 – PLACE SERVICES (ECOLOGY)

Place Services
Essex County Council
County Hall, Chelmsford
Essex, CM1 1QH
www.placeservices.co.uk



Our ref: 17377
Date: 28 May 2026

Ashley Neale
Uttlesford District Council
Council Offices
London Road
Saffron Walden
Essex
CB11 4ER

By email only: Planning Department, planning@uttlesford.gov.uk

Thank you for requesting advice on this application from Place Services' ecological advice service. This service provides advice to planning officers to inform Uttlesford District Council planning decisions with regard to potential ecological impacts from development.

Application: UTT/26/1025/FUL
Location: Adjacent Old House Barn Parsonage Road Takeley
Proposal: Erection of a commercial unit with a covered lean-to extension, together with associated areas of hardstanding, external storage, vehicle parking, a surface water attenuation basin, and all other associated groundworks

Thank you for consulting Place Services on the above full application.

No ecological objection	<input type="checkbox"/>
No ecological objection subject to attached conditions	<input checked="" type="checkbox"/>
Further information required/Temporary holding objection	<input type="checkbox"/>
Recommend Refusal	<input type="checkbox"/>
Subject to Natural England's formal comments on the conclusion of the LPA's Appropriate Assessment	<input type="checkbox"/>

Summary

We have reviewed the Preliminary Ecological Appraisal (Crossland Ecology, April 2026) relating to the likely impacts of development on designated sites, protected and Priority species & habitats and identification of appropriate mitigation measures.



We have also reviewed the Statutory Biodiversity Metric (April 2026) and the baseline habitat map and condition assessments within the Biodiversity Gain Plan report (Crossland Ecology, April 2026) submitted relating to mandatory biodiversity net gains.

We are satisfied that there is sufficient ecological information available to support determination of this application.

This provides certainty for the LPA of the likely impacts on designated sites, protected and Priority species & habitats and, with appropriate mitigation measures secured, the development can be made acceptable.

The mitigation measures identified in the Preliminary Ecological Appraisal (Crossland Ecology, April 2026) should be secured by a condition of any consent and implemented in full. This is necessary to conserve and enhance protected and Priority species particularly those recorded in the locality.

With regard to mandatory biodiversity net gains, it is highlighted that we support the submitted documents. Biodiversity net gains is a statutory requirement set out under [Schedule 7A \(Biodiversity Gain in England\) of the Town and Country Planning Act 1990](#) and we are satisfied that submitted information provides sufficient information at application stage. As a result, a Biodiversity Gain Plan should be submitted prior to commencement, which also includes the following:

- a) A Biodiversity Gain Plan form (Ideally using the Government's template: <https://www.gov.uk/government/publications/biodiversity-gain-plan>)
- b) The completed metric calculation tool showing the calculations of the pre-development and post-intervention biodiversity values.
- c) Pre and post development habitat plans.
- d) Legal agreement(s)
- e) Biodiversity Gain Site Register reference numbers (if using off-site units).
- f) Proof of purchase (if buying statutory biodiversity credits at a last resort).

In addition, a [Habitat Management and Monitoring Plan](#) (HMMP) should be secured for all [significant on-site enhancements](#). Based on the submitted post-intervention values as they are currently submitted and Government Guidance on what constitutes a significant on-site enhancement, it is suggested that this includes the following habitats:

- Mixed scrub (0.4 units to be created in Moderate condition)
- Native hedgerow with trees (0.86 units to be created in Moderate condition)
- Other neutral grassland (1.16 units to be created in Moderate condition)
- Urban tree (0.19 units to be created in Moderate condition)

The decision on whether significant on-site enhancements are present is ultimately up to the Council. Where present, the maintenance and monitoring of significant on-site

enhancements should be secured via planning obligation for a period of up to 30 years from the completion of development. This will be required to be submitted concurrent with the discharge of the biodiversity gain condition. Therefore, the LPA is encouraged to secure draft heads of terms for this planning obligation at application stage, to be finalised as part of the biodiversity gain condition. Alternatively, the management and monitoring of significant on-site enhancements could be secured as a condition of any consent. The monitoring of the post-development habitat creation / enhancement will need to be provided to the LPA at years 1, 3, 5, 10, 15, 20, 25, 30, unless otherwise specified by the LPA. Any remedial action or adaptive management will then be agreed with the LPA during the monitoring period to ensure the aims and objectives of the Biodiversity Gain Plan are achieved.

We are generally satisfied that the post-intervention values are realistic and deliverable.

We also support the proposed reasonable biodiversity enhancements for protected, Priority and threatened species, which have been recommended to secure net gains for biodiversity, as outlined under Paragraph 187d and 193d of the National Planning Policy Framework (December 2024). Reasonable biodiversity enhancement measures are a separate matter to mandatory biodiversity net gains and the finalised details should be outlined within a separate Biodiversity Enhancement Strategy to be secured as a condition of any consent.

This will enable LPA to demonstrate its compliance with its statutory duties including its biodiversity duty under s40 NERC Act 2006 (as amended) and delivery of mandatory Biodiversity Net Gain.

Impacts will be minimised such that the proposal is acceptable, subject to the conditions below based on BS42020:2013. We recommend that submission for approval and implementation of the details below should be a condition of any planning consent.

Recommended conditions

1. ACTION REQUIRED IN ACCORDANCE WITH ECOLOGICAL APPRAISAL RECOMMENDATIONS

"All mitigation measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (Crossland Ecology, April 2026) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW) to provide on-site ecological expertise during

construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details."

Reason: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (as amended).

2. **PRIOR TO ANY WORKS ABOVE SLAB LEVEL: BIODIVERSITY ENHANCEMENT STRATEGY**

"Prior to any works above slab level, a Biodiversity Enhancement Strategy for protected, Priority and threatened species, prepared by a suitably qualified ecologist in line with the recommendations of the Preliminary Ecological Appraisal (Crossland Ecology, April 2026), shall be submitted to and approved in writing by the local planning authority.

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

- a) Purpose and conservation objectives for the proposed enhancement measures;*
- b) detailed designs or product descriptions to achieve stated objectives;*
- c) locations of proposed enhancement measures by appropriate maps and plans (where relevant);*
- d) persons responsible for implementing the enhancement measures; and*
- e) details of initial aftercare and long-term maintenance (where relevant).*

The works shall be implemented in accordance with the approved details shall be retained in that manner thereafter."

Reason: To enhance protected, Priority and threatened species and allow the LPA to discharge its duties under paragraph 187d of NPPF 2024 and s40 of the NERC Act 2006 (as amended).

Optional condition:

Management and monitoring for significant on-site enhancements should be secured by planning obligation (either at application stage or the Biodiversity Gain Condition), to allow aftercare and monitoring to be secured for the 30-year period and the LPA to cover its monitoring costs. However, if the LPA would prefer that this is secured via a separate condition, the following pre-commencement condition could be used:

3. **PRIOR TO COMMENCEMENT: HABITAT MANAGEMENT AND MONITORING PLAN (HMMP)**

A Habitat Management and Monitoring Plan (HMMP) for significant on-site enhancements, prepared in accordance with the approved Biodiversity Gain Plan, shall be submitted to, and approved in writing by the local authority, prior to commencement of development, including:

- a) a non-technical summary;*
- b) the roles and responsibilities of the people or organisation(s) delivering the HMMP;*
- c) the planned habitat creation and enhancement works to create or improve habitat to achieve the on-site significant enhancements in accordance with the approved Biodiversity Gain Plan;*
- d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development;*
- e) the monitoring methodology in respect of the created or enhanced habitat to be submitted to the local planning authority; and*
- f) details of the content of monitoring reports to be submitted to the LPA including details of adaptive management which will be undertaken to ensure the aims and objectives of the Biodiversity Gain Plan are achieved.*

Notice in writing shall be given to the Council when the:

- initial enhancements, as set in the HMMP, have been implemented; and*
- habitat creation and enhancement works, as set out in the HMMP, have been completed after 30 years.*

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.

Unless otherwise agreed in writing, monitoring reports shall be submitted in years 1, 3, 5, 10, 15, 20, 25, and 30 to the Council, in accordance with the methodology specified in the approved HMMP.

The Council shall only issue approval of the habitat creation and enhancement works until:

- the habitat creation and enhancement works set out in the approved HMMP have been completed; and*
- a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority.*

Reason: To satisfy the requirement of Schedule 7A, Part 1, section 9(3) of the Town and Country Planning Act 1990 that significant on-site habitat is delivered, managed, and monitored for a period of at least 30 years from completion of development.

Biodiversity Gain condition

Natural England advises that the biodiversity gain condition has its own separate statutory basis, as a planning condition under [paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990](#). The condition is deemed to apply to every planning permission granted for the development of land in England (unless exemptions or transitional provisions apply), and there are separate provisions governing the Biodiversity Gain Plan.

The local planning authority is strongly encouraged to not include the biodiversity gain condition, or the reasons for applying this, in the list of conditions imposed in the written notice when granting planning permission. However, it is highlighted that biodiversity gain condition could be added as an informative, using [draft text](#) provided by the Secretary of State:

“Biodiversity Net Gain

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition “(the biodiversity gain condition)” that development may not begin unless:

- (a) Biodiversity Gain Plan has been submitted to the planning authority, and*
- (b) the planning authority has approved the plan.*

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Uttlesford District Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed in paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 and the Biodiversity Gain Requirements (Exemptions) Regulations 2024.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements are considered to apply.”

Please contact us if you have any queries in relation to this advice.

Hallie Rees MSci (Hons)
A Current Qualifying Member of CIEEM
Assistant Ecological Consultant

Place Services at Essex County Council



Place Services provide ecological advice on behalf of Uttlesford District Council.

Please note:

This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.

We are unable to respond directly to applicants/agents or other interested parties. Any additional information, queries or comments on this advice that the applicant/agent or other interested parties may have, must be directed to the Planning Officer at the relevant LPA, who will seek further advice from us where appropriate.

APPENDIX 4 – PLACE SERVICES (CONSERVATION)

Place Services
Essex County Council
County Hall, Chelmsford
Essex, CM1 1QH
www.placeservices.co.uk



FAO: Planning Department,
Uttlesford District Council

Our ref: 17497
Application ref: UTT/26/1025/FUL
Date: 12 May 2026

HISTORIC BUILDINGS AND CONSERVATION ADVICE

RE: Adjacent Old House Barn Parsonage Road Takeley

Built heritage advice pertaining to an application for the 'Erection of a commercial unit with a covered lean-to extension, together with associated areas of hardstanding, external storage, vehicle parking, a surface water attenuation basin, and all other associated groundworks'.

This application follows an identical scheme which was recently refused (UTT/25/3174/FUL). As such, the heritage comments within this application are repeated below:

"The site is situated on the east side of Parsonage Road and forms an important part of the historic agricultural setting of the grade II listed Old House Farmhouse (LEN: 1322590), which is situated to the south-west on the opposite side of the road. There is also a historic ownership and functional link as the 1839 Tithe map and apportionment and 1910 Domesday Survey both indicate common ownership and occupancy between the site and the listed building.

The special interest of the farmhouse is principally derived from its elegant Georgian appearance, which illustrates the relative wealth of the building's owner at the beginning of the nineteenth century. The farmhouse's setting, currently formed by an open agricultural landscape to the east and including the weatherboarded buildings within its former farmyard, contributes to the ability to understand and appreciate the building as a historic farmhouse – though this has been somewhat depreciated by the construction of the A120 to the south and the conversion of the farmyard to a business park in the late twentieth century, as well as the construction of a contemporary agricultural building to the north of the proposed development site, and its approved enlargement in 2024 (UTT/23/1718/FUL).

On the basis of my assessment carried out as per Historic England's GPA Note 3 The Setting of Heritage Assets (2017) guidance, a key aspect of the listed building's setting which contributes to its significance is the open agricultural landscape to the east, which also shares a historical functional relationship with the building. Whilst it is noted that the open agrarian landscape setting has been eroded to some degree by previous development, the proposed development will be situated closer to the listed building and will comprise a large modern commercial building (approximately 765m²)



and associated hardscaping. The proposal will therefore further encroach upon the open agrarian landscape setting of the listed building and be prominent in views from the listed building which link it visually to the land. The proposed planting within the southern section of the site directly opposite will also obscure open views across this landscape.

Overall, the proposals would fail to preserve the special interest of the listed building through adverse changes to its setting, contrary to Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. In NPPF terms, the degree of harm to significance would be a low level of less than substantial harm as per paragraph 215, and great weight should be given to the asset's conservation as per paragraph 212".

Yours Sincerely,

Robert Kennedy MA
Built Heritage Consultant
Place Services



Please note:

This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.

We are unable to respond directly to applicants/agents or other interested parties. Any additional information, queries or comments on this advice that the applicant/agent or other interested parties may have, must be directed to the Planning Officer at the relevant LPA, who will seek further advice from us where appropriate.

APPENDIX 5 – PLACE SERVICES (ARCHAEOLOGY)

Place Services
Essex County Council
County Hall, Chelmsford
Essex, CM1 1QH
www.placeservices.co.uk



FAO: Planning Department,
Uttlesford District Council

Our ref: 17833
Application ref: UTT/26/1025/FUL
Date: 19 May 2026

ARCHAEOLOGICAL ADVICE

RE: Adjacent Old House Barn, Parsonage Road, Takeley

The application is for the erection of a commercial unit with a covered lean-to extension, together with associated areas of hardstanding, external storage, vehicle parking, a surface water attenuation basin, and all other associated groundworks.

The Historic Environment Record shows that the proposed development lies within a landscape of heritage assets. Previous excavation has shown extensive archaeological remains to the west of the proposed development; Stansted G2 excavations found extensive archaeological remains from the Bronze Age through to the late medieval period (EHER18957, 18959). It is likely that the same intensity of occupation would extend into the area of the proposed development. There is also cropmarks evidence of archaeological features to the north of the proposed development. Trial trenching adjacent to the proposed development identified post medieval occupation (EHER 49491). There is therefore the potential for multi-period archaeological remains within the development area.

To understand the potential for, and significance of, archaeological deposits impacted by the proposal, a programme of trial trenching followed by excavation is being recommended in line with paragraph 218 of the National Planning Policy Framework (2024). A recognised team of professionals should undertake the archaeological work. The archaeological potential beneath the commercial unit and associated landscaping needs to be further understood by a programme of trial trenching. Should this reveal archaeological deposits it could be followed by further targeted excavation/mitigation; this could be outlined in further detail by a brief from this office to inform a WSI.

In view of the above, I recommend that the following conditions are placed on any permission:

Archaeological trial trenching and excavation



- (1) No development or preliminary groundworks of any kind shall take place until a programme of archaeological investigation has been secured in accordance with a Written Scheme of Investigation (WSI) which has been submitted by the applicant, for approval by the Local Planning Authority.
- (2) No development or preliminary groundworks of any kind shall take place until the completion of the programme of archaeological investigation identified in the WSI defined in 1 above, and any subsequent mitigation has been agreed.
- (3) The applicant will submit a final archaeological report or (if appropriate) a Post Excavation Assessment report and/or an Updated Project Design for approval by the Local Planning Authority. This shall be submitted within 6 months of the date of completion of the archaeological fieldwork unless otherwise agreed in advance by the Local Planning Authority.

Katie Lee-Smith BA MA MCifA
Historic Environment Consultant

Place Services

Email: HistoricEnvironment@essex.gov.uk



Please note:

This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.

We are unable to respond directly to applicants/agents or other interested parties. Any additional information, queries or comments on this advice that the applicant/agent or other interested parties may have, must be directed to the Planning Officer at the relevant LPA, who will seek further advice from us where appropriate.

APPENDIX 6 – UDC ENVIRONMENTAL HEALTH

Environmental Health Consultee Comments for Planning

Application

UTT/26/1025/FUL - Adjacent Old House Barn Parsonage Road Takeley

Erection of a commercial unit with a covered lean-to extension, together with associated areas of hardstanding, external storage, vehicle parking, a surface water attenuation basin, and all other associated groundworks

Consultee

Hannah Kent

Environmental & Public Health Consultant (*on behalf of Environmental Health*)

Date: Thursday, 11 June 2026

COMMENTS

Environmental Health have previously commented on the previous application UTT/25/3174/FUL confirming that we had no objections subject to recommended conditions. The current application has provided some additional information detailing the proposals. Section 4 details a "Description of the Proposal", paragraph 4.2 states:

4.2 The site is intended to operate as an employment yard and would principally be active seven days per week (excluding Bank Holidays). The yard will be accessible 24 hours a day to allow vehicles to enter and leave the site as operationally required; however, potentially noisy or disruptive on-site working activities will be restricted to between 06:00 and 20:00 to minimise disturbance.

Noise

Environmental Health have considered the location of the proposed business in relation to the proximity of noise sensitive receptors. The proposal is surrounded by fields, an airport car parking facility operates in close proximity as does a Stansted Courtyard Business Centre, so the operation of the proposed development would not impact nearby noise sensitive development. Applications for residential developments have been approved on the other side of the A120 within Takeley, and we would therefore encourage the applicant to ensure that vehicles access the A120 by way of the Coopers End Roundabout to prevent any noise impacting the approved residential developments.

Contaminated Land

The applicant has submitted a Phase I Geoenvironmental Assessment dated October 2025. The assessment confirms that the site has been in continuous agricultural use since at least 1872, with no evidence of any previous industrial, commercial or contaminative uses.

The desk-based review and site walkover also identified no significant sources of contamination within or adjacent to the site. While the neighbouring yard to the north is currently used for soil and aggregate processing, there are no recorded pollution incidents or environmental permits associated with that use.

Lighting

Artificial lighting has the potential to increase artificial lighting levels locally impacting biodiversity and the amenity of nearby dwellings.

In view of the rural location of the site, it is essential to ensure that any external lighting is properly designed and installed to avoid any adverse impacts on residential neighbours from obtrusive or spillover light, or glare.

Environmental Health Consultee Comments for Planning

Air Quality & Net Zero

In an application of this nature, it is expected that facilities for charging electric vehicles and other ultra-low emission vehicles are provided in accordance with the National Planning Policy Framework. A condition requiring charging points is therefore necessary.

RECOMMENDED CONDITIONS

In light of the aforementioned, I would recommend the following are included when determining the application:

1. External Artificial Lighting - Condition

Before the installation of external artificial lighting commences a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme should include the following information:

- a) The proposed hours of operation of the lighting
- b) The location and specification of all of the luminaires
- c) The proposed design level of maintained average horizontal illuminance for the areas that needs to be illuminated.
- d) The predicted vertical illuminance that will be caused by the proposed lighting when measured at windows of any properties in the vicinity.
- e) The measures that will be taken to minimise or eliminate glare and stray light arising from the use of the lighting that is caused beyond the boundary of the site
- f) The methods of switching and controlling the lighting so that it is only operated at the permitted times and at times when it is required.

The external artificial lighting shall be installed and operated thereafter in accordance with the approved scheme.

Reason: To safeguard the amenities of the occupiers of nearby properties and to promote sustainable development in accordance with part 2 and 15 of the NPPF and the Uttlesford Local Plan.

FOOTNOTE: The proposed design levels of illuminance should be shown to be appropriate for the intended use by reference to appropriate guidance. Generally, to minimise problems of glare and stray light from external artificial lighting it should be installed and maintained in accordance with *the "Guidance Notes for the Reduction of Obtrusive Light"* GN 01/21 by the Institution of Lighting Professionals www.theilp.org.uk. The predicted levels of stray light must not exceed the recommended maximum levels given in Table 2 of this guidance for the appropriate Environmental Zone.

2. Electric Vehicle Charging Points (Commercial) - Condition

Within 2 months from the date of approval, a scheme detailing the dedicated facilities that will be provided for charging electric vehicles and other ultra-low emission vehicles shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall meet at least the following minimum standard for numbers and power output:

Environmental Health Consultee Comments for Planning

- A Standard Electric Vehicle Charging Point is one which is capable of providing a continuous supply of at least 16A (3.5kW) and up to 32A (7kW). The higher output is more likely to be futureproof.
- One Standard Electric Vehicle Charging Point providing a continuous supply of at least 16A (3.5kW) for at least 20% of parking spaces.
- As parking is likely to be used for shorter stay parking (30mins to 4 hours) then Fast (7-23kW) or Rapid (43kW+) charging points may be more appropriate. If Fast or Rapid charging points are proposed together with restrictions on the times that vehicles are allowed to be parked at these points then a lower number of charging points may be acceptable.
- The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity.
- The installation must comply with all applicable electrical requirements in force at the time of installation.

Once installed the scheme shall remain maintained & operational thereafter.

Reason: In the interest of supporting and encouraging low emission vehicles, in the interest of air quality enhancement, and to comply with the aims and objectives of Chapters 2, 9 and 15 of the National Planning Policy Framework.

INFORMATIVES

Air Quality & Net Zero

Energy saving and renewable technologies should be considered for this development in addition to the electric vehicle charge points, such as solar panels, ground source heat pumps etc in the interests of carbon saving and energy efficiency and other off-site receptors.

APPENDIX 7 – MAG AERODROME SAFEGUARDING

For reference, MAG Aerodrome Safeguarding's comments for UTT/25/3174/FUL are replicated below:



18/12/2025

STANSTED AIRPORT AERODROME SAFEGUARDING AUTHORITY PLANNING APPLICATION CONSULTATION RESPONSE – under Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002				
Planning Authority:	UDC		Application No: UTT/25/3174/FUL	
Development Proposal:	Erection of a commercial unit with a covered lean-to extension, together with associated areas of hardstanding, external storage, vehicle parking, a surface water attenuation basin and all other associated groundworks.			
Location:	Adjacent Old House Barn Smiths Green Lane Takeley			
OS Co-ordinates (Eastings/Northings):	555871-222279			
Our Reference:	STN 2025-297			
No Objection	Informatives	Need to engage with MAG Safeguarding	Request Conditions	Objection
X	X		X	

Consultation Response:

Black – Conditions

Green – Informatives

The Safeguarding Authority for Stansted Airport has assessed this proposal and its potential to conflict with aerodrome Safeguarding criteria. We have no objection subject to the following:

Height

No comments

Lighting

-Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill.

Reason: In the interests of flight safety and to prevent distraction and confusion to Pilots and Air Traffic Controllers.

-No lighting directly beneath any roof lights that will emit light upwards – only downward facing ambient lighting to spill from any roof lights upwards – ideally, automatic blinds to be fitted that close at dusk.

Reason: Flight safety - to prevent distraction or confusion to Pilots and Air Traffic Controllers.

Wildlife

-During construction, robust measures are to be taken to prevent birds hazardous to aviation being attracted to the site. No pools of water should occur and prevent the scavenging of any detritus.

Reason: Flight safety – Birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Stansted Airport (STN) that would increase the risk of a birdstrike to aircraft using STN.



-The proposed scheme is to have a planting regime which does not exceed 35% fruit and berry bearing species.

Reason: Flight safety – Birdstrike avoidance: to prevent the creation of a substantial food source for birds hazardous to aviation.

Communication, Navigation, and Surveillance systems

-The use of radio frequency (RF) emitting devices in this location has the potential to interfere with Stansted Airport's Communication, navigation, and surveillance (CNS) equipment. RF devices are to be approved by Stansted Airport prior to energisation.

Reason: Flight safety – In the interests of maintaining the integrity of CNS equipment critical to aviation operations.

Materials

-Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no reflective materials (including solar PV) other than clear or obscure glass shall be added to the building without the express consent of the local planning authority.

Reason: In the interests of flight safety and to prevent distraction and ocular damage to Pilots and Air Traffic Controllers.

Tall Equipment

The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

Construction Management

-In the interests of aviation safety, measures to minimise and manage the creation of dust and smoke should be implemented for the full duration of all construction works, including demolition and excavation, in accordance with the advice of Stansted Airport and the Civil Aviation Authority.

Reason: Flight safety – dust and smoke are hazardous to aircraft engines; dust and smoke clouds can present a visual hazard to Pilots and Air Traffic Controllers.

Other Comments

The development lies within the flight restricted zone established for Stansted Airport. The applicant's attention is drawn to the procedures for drone notifications, please see: <https://nsf.nats.aero/drones-and-model-aircraft/#:~:text=You%20must%20ensure%20you%20always%20adhere%20to%20the%20Drone%20Code>

It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Stansted Airport, or not attach conditions which Stansted Airport has advised, it shall notify Stansted Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.