

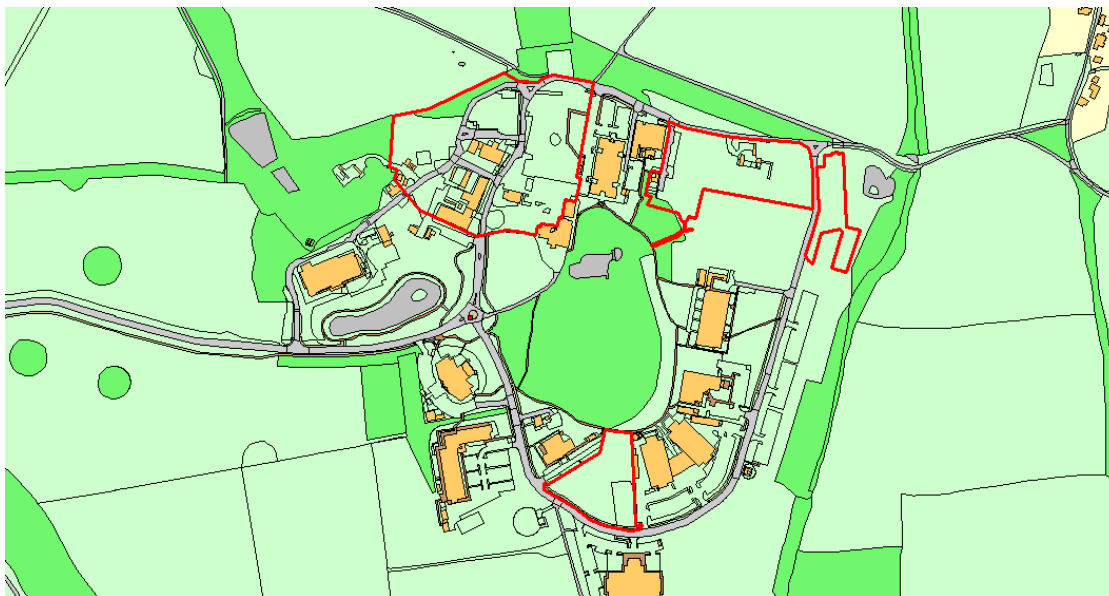
ITEM NUMBER: 8

PLANNING COMMITTEE DATE: 27 September 2023

REFERENCE NUMBER: UTT/23/0456/OP

LOCATION: Chesterford Research Park, Little Chesterford

SITE LOCATION PLAN:



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Organisation: Uttlesford District Council Date: 14th July 2023

PROPOSAL: Hybrid planning application:

Outline planning permission with all matters reserved except access for construction of a research and development building (Class E(g)), works to improve estate road, car parking, landscaping and associated works on Plots 1400, 1500 and 1600, Plots 1700 and 1800, Plot 500 and Plot 1.

Full planning application for construction of a research and development building (Class E(g)), works to improve estate road car parking, landscaping and associated works on Plot 1100/1200

APPLICANT: Chesterford Park (General Partner) Limited

AGENT: Urbanspace Planning Ltd

EXPIRY DATE: 25th May 2023

EOT Expiry Date 4th October 2023

CASE OFFICER: Chris Tyler

NOTATION: Within Chesterford Park Boundary and Countryside.

REASON THIS APPLICATION IS ON THE AGENDA: Major Planning Application

1. **EXECUTIVE SUMMARY**

1.1 The application site and the proposed buildings are sited within the designated Development Zone and approved masterplan area identified in the adopted Proposals Map for the Research Park.

1.2 The proposed Research and Development Building Plots 1100/1200 (forming part of the full planning permission) follows the pattern, scale and form of other buildings in this part of the Park. The building design of high quality, utilising appropriate materials that are considered compatible with the existing character of the park and sit appropriate in the sites setting. The scheme incorporates significant new landscaping to the boundaries and within the sites to assimilate and integrate the proposal into the existing parkland and context of other developed plots within the Park.

- 1.3 The principle and access of Plots 500, 1600, 1700 and 1800, reconfiguration of car parking on Plot 1 (forming part of the outline planning permission) are considered appropriate in the context of the site and highway access.
- 1.4 The proposal has been developed in line with a Transport Assessment and Travel Plan which takes account of the original masterplan transport work and subsequent developments on the site and confirms that the proposals will remain well within the highway capacities defined by the original masterplan.
- 1.5 The application was deferred on by the planning committee on the 2nd August 2023 with a view to finding a satisfactory scheme for funding a cycle/footpath between the Research Park and Saffron Walden as well as Great Chesterford. It remains of the view that the contributions, transport measures and highways infrastructure set out in the heads of terms as part of the committee report are policy compliant and meet the requirements of the regulations. At present no justification has been provided for a need for further cycle way infrastructure to make the development acceptable in planning terms.

2. **RECOMMENDATION**

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

Completion of a S106 Obligation Agreement in accordance with the Heads of Terms as set out; and
Conditions

And

If the freehold owner shall fail to enter into such an agreement, the Strategic Director of Planning shall be authorised to **REFUSE** permission at their discretion at any time thereafter.

3. **SITE LOCATION AND DESCRIPTION:**

- 3.1 The application site is located within the approved Masterplan area and allocated land at Chesterford Research Park.
- 3.2 Chesterford Research Park is a well-established employment site in the north of Uttlesford District Council (UDC), primarily providing accommodation for a range of research and development companies.
- 3.3 The access to The Park from the B184 was enhanced in the mid-2000s by the current owners with a new section of road and a roundabout on the B184. Bunds were provided between the new section of road and the

village of Little Chesterford to provide screening and the old alignment of the road is now an access road with little traffic whereas houses previously had to manoeuvre directly onto and off the main road.

4. PROPOSAL

4.1 The Full Application element is for the construction of a Research and Development Building, car parking, landscaping and associated works, on land at Plot 1100/1200 Chesterford Research Park. The proposal for this element includes all details and drawings of the building and associated elements. This will form Phase 1 of the delivery of the Hybrid Application.

4.2 The Outline Planning element relates to new research and development buildings on Plots 500, 1600, 1700 and 1800, reconfiguration of car parking on Plot 1, and the upgrade of a portion of the estate road between Plots 1600, 1700 and 1800. The proposal is to redesign the layout of the existing Plot 1 car parking into a coherent car park with improved flow in and out and rejuvenation of the landscaping. The outline application includes the means of Access, with Scale, Layout, Appearance and Landscaping reserved matters for future submission and consideration.

5. ENVIRONMENTAL IMPACT ASSESSMENT

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

5.2 The proposed development is not Schedule 1 development, as defined by the Town and Country Planning (Environmental Impact Assessment) Regulations but does fall within Schedule 2 as an Urban Development Project including more than 1 ha of urban development and the overall area however does not exceed 5 ha.

5.3 A Screen Opinion application has confirmed an Environmental Impact Assessment is not required.

6. RELEVANT SITE HISTORY

6.1 There are a number of planning applications linked to the Research Park, there are no recent relevant planning history for this specific site other than that listed below;

Reference	Proposal	Decision
UTT/22/1248/FUL	Plot 800- Construction of Research and Development Building (Class E(g)), works to improve estate road, car	Approved.

	parking, landscaping and associated works	
UTT/22/3192/SC O	Request for screening opinion - for a hybrid planning application related to the remaining undeveloped plots within the adopted Masterplan area at Chesterford Research Park	EIA not required.

7. PREAPPLICATION ADVICE AND/OR COMMUNITY CONSULTATION

- 7.1** Pre application advice was sought prior to the submission of the planning application. It was concluded the principle of the development of Plots 1400/1500/1600/1700/1800, 500 and 1 may be considered acceptable (Outline Planning Permission).
- 7.2** The layout, scale, appearance and landscaping of Plots 1100 and 1200 may be considered acceptable (Full Planning Permission).
- 7.3** The proposed access and parking provision may be considered acceptable subject to appropriate travel plan and transport mitigation. Consultation with the Highway Authority is recommended.
- 7.4** Subject to an appropriate drainage scheme the development is unlikely to give rise to flooding.
- 7.5** Due consideration should be made in regard to the design of the development to ensure the proposal does not result in any harmful impact from noise and disturbance to neighbouring buildings. Further consideration should also be made to light pollution.
- 7.6** Appropriate consideration should be made impact to ecology/ biodiversity, air quality and climate control.
- 7.7** Due consideration should also be made to the Great and Little Chesterford Neighbourhood Plan, this was formally made by the Council on 2 February 2023.

8. SUMMARY OF STATUTORY CONSULTEE RESPONSES

8.1 Highway Authority - No Objections

- 8.1.1** From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following requirements:

No occupation of the development shall take place until the following have been provided or completed:

- a) A Sustainable Travel Voucher Scheme –
- b) A footway/cycleway over that section hatched red on in principle planning application drawing number Y601-PL-SK-203 Rev. P02
- c) The development shall be carried out in accordance with approved Site Wide Travel Plan/Workplace Travel Plan produced by Cannon Consulting Engineers dated June 2023

8.2 Local Flood Authority - No objections

8.2.1 Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we do not object to the granting of planning permission based on the following:

- No works except demolition shall takes place until a detailed surface water drainage scheme for the site,
- No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater,
- Prior to occupation a maintenance plan detailing the maintenance arrangements,
- The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan.

8.3 Historic England - No Objections

8.3.1 In this case we are not offering advice. This should not be interpreted as comment on the merits of the application. We suggest that you seek the views of your specialist conservation and archaeological advisers.

9. PARISH COUNCIL COMMENTS

9.1 Little Chesterford Parish council has long supported research and development uses at Chesterford Research Park, provided they within the approved masterplan and also support the local communities and mitigate any impacts upon them.

9.2 We are particularly pleased to see that the application proposes roof mounted solar panels and other measures for sustainable energy management that do not impact on the local landscape.

9.3 We are also pleased to see the continual updating of the travel management plan, and the proposals to promote sustainable travel in the form of an e-bike hub at CRP.

9.4 However, for in order to meet the objective of increasing sustainable travel to CRP using e-bikes to be a practical option, further elements must be

provided, and we suggest that these are secured through s106 contributions.

- 9.5** An extension of the cycle path on the east of London Road (from the Hill Development to the junction with Little Chesterford High Street to enable onward journeys from the rail network - the provision of an e-bike hub at Great Chesterford Railway Station to enable these uphill journeys to be made to the Park.
- 9.6** Provision of a cycle path from Little Chesterford to Saffron Walden to enable sustainable travel from this local residential centre.
- 9.7** In order to further promote journeys on foot and also to promote wellbeing of Park Residents and the wider community, we propose that a new public footpath be provided to the east of the Park that links the existing PROWs at Grid References TL 53829 42348 and TL 534439 41321. By linking PROWs in this way, this new footpath would provide an off road walking/running route between CRP and Saffron Walden, recreational walking/running routes for CRP staff and an extend recreational walking/running options for local residents. We suggest that provision of this new footpath also be secured through an s106 contribution.
- 9.8** These contributions to sustainable transport and community facilities are both proportionate to the scale of the development and directly related to it. Once secured by means of the appropriate agreements, the Parish Council would be pleased to support the application.

10. CONSULTEE RESPONSES

10.1 UDC Environmental Health- No Objection

10.1.1 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.

10.1.2 Requirement of approved construction management plan, and

10.1.3 Submission and approval of air quality assessment and remedial measures.

10.2 Place Services (Conservation and Heritage) – No Objection

10.2.1 It is understood that the proposals for both the Outline and Full planning application are located within the Chesterford Research Park and within the approved masterplan area. Given the distance to the nearest designated heritage assets and that the proposals are sited within the Chesterford Research Park, I do not consider there to be harm to the significance of the identified heritage assets.

10.3 Place Services (Ecology) - Objection

10.3.1 We are not satisfied that there is sufficient ecological information available for determination of this application as further surveys for bats have been recommended for building B1 on the outline application but none have been undertaken.

10.4 Place Services (Archaeology)- No Objection

10.4.1 On a previous application it was recommended that a Desk Based Assessment was undertaken to inform the submission of the planning application. The Desk Based Assessment has been undertaken and submitted with the application. It has illustrated that the proposed development area has been subject to various previous developments which will have truncated any belowground deposits. There are therefore no archaeological conditions recommended on this application.

10.5 Anglian Water- No Objection

10.5.1 Having reviewed the development, there is no connection to the Anglian Water sewers, we therefore have no comments.

11. REPRESENTATIONS

11.1 A site notice were displayed on site and 52 notifications letters were sent to nearby properties. An application notification was also advertised in the press. Following consultation of the application no representations have been received.

11.2 Comment

11.2.1 In regard to the objections from ECC Ecology, the applicant has revised the application to remove the demolition of building B1 and therefore the requirement for a bat survey no longer remains.

12. MATERIAL CONSIDERATIONS

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

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

- a) The provisions of the development plan, so far as material to the application,
 - (aza) a post-examination draft neighbourhood development plan, so far as material to the application,
- b) any local finance considerations, so far as material to the application, and
- c) any other material considerations.

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

12.4 The Development Plan

- 12.4.1** Essex Minerals Local Plan (adopted July 2014)
 Essex and Southend-on-Sea Waste Local Plan (adopted July 2017)
 Uttlesford District Local Plan (adopted 2005)
 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 19 July 2022)
 Saffron Walden Neighbourhood Plan (made 11 October 2022)
 Ashdon Neighbourhood Plan (made 6 December 2022)
 Great & Little Chesterford Neighbourhood Plan (made 2 February 2023)

13. POLICY

13.1 National Policies

- 13.1.1** National Planning Policy Framework (2021)

13.2 Uttlesford District Plan 2005

- 13.2.1** Chesterford Park Local Policy 1
 S5- Chesterford Park Boundary
 S7 - The Countryside
 GEN1- Access
 GEN2 - Design
 GEN3 - Flood Protection
 GEN4 - Good Neighbourliness
 GEN5 -Light Pollution
 GEN6 - Infrastructure Provision
 GEN7 - Nature Conservation

GEN8 - Vehicle Parking Standards
ENV2 - Development affecting Listed Buildings
ENV3 - Open Space and Trees
ENV4 - Ancient monuments and Sites of Archaeological Importance
ENV10 - Noise Sensitive Development
ENV13 - Exposure to Poor Air Quality
ENV14 - Contaminated Land

13.3 Great and Little Chesterford Neighbourhood Plan

13.3.1 Great and little Chesterford Neighbourhood Plan was made February 2023, of which full weight is applied.

Policies Include:

GLCNP/1 – Overall Spatial Strategy including key strategic landscape and heritage sensitivities
GLCNP/2 – Settlement Pattern and Separation
GLCNP/3 – Getting Around,
GLCNP/4a – Landscape Character
GLCNP/4b –Views
GLCNP/5 – Historic Environment
GLCNP/8 – Employment

13.4 Supplementary Planning Document or Guidance

13.4.1 Uttlesford Local Residential Parking Standards (2013)
Essex County Council Parking Standards (2009)
Uttlesford Interim Climate Change Policy (2021)

14. CONSIDERATIONS AND ASSESSMENT

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

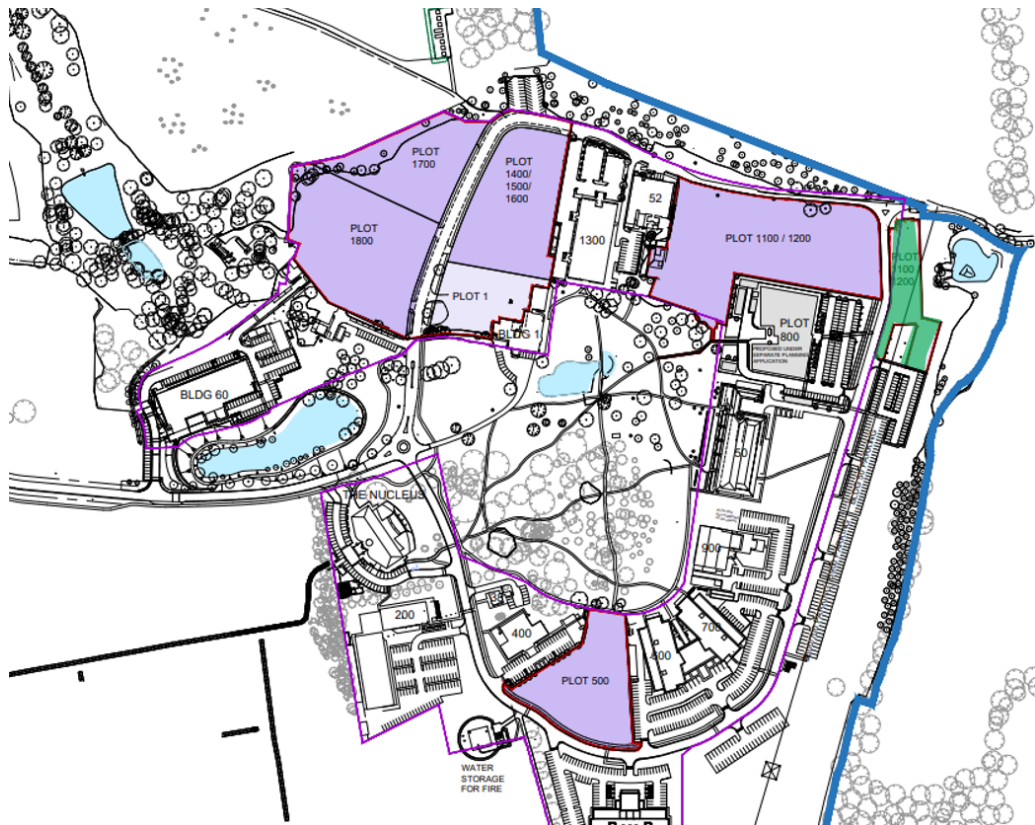
14.2 **A) Principle of development**
B) Character, Appearance and Heritage
C) Access and Parking
D) Ecology and Biodiversity
E) Flood Risk and drainage
F) Infrastructure
G) Climate Change and Renewable Energy
H) Environmental Health

14.3 **A) Principle of development**

14.3.1 The application site falls partly inside and outside of the development limits of Chesterford Research Park (ULP Policy S5). The proposed car park of Plot 1100/1200 is outside the development limits, as shown highlighted in green on Plan 1, therefore located within the Countryside where ULP Policy S7 applies. Policy S7 specifies that the countryside will be protected for its own sake and planning permission will only be given

for development that needs to take place there or is appropriate to a rural area. Development will only be permitted if its appearance protects or enhances the particular character of the part of the countryside within which it is set or there are special reasons why the development in the form proposed needs to be there. In regard to ULP Policy S5 facilities for research and development will be permitted within these boundaries if they are in accordance with this Plan.

Plan 1- Site Layout.



14.3.2 Chesterford Park Local Policy 1 advises facilities for research and development will be permitted within the zone if all the following criteria apply:

- a) They are compatible with its rural parkland setting;
- b) The proposals include a comprehensive landscaping scheme to help assimilate development into the park setting;
- c) The Mansion, The Garden House and Emanuel Cottage and
- d) their settings are conserved;
- e) A comprehensive traffic impact assessment of the full
- f) development potential demonstrates that the movement likely to be generated can be properly accommodated on the surrounding transport network and that measures are proposed to ensure that as high a proportion of journeys as is reasonably feasible in the context of the site will be by modes other than the private car;
- g) The transport needs of the development can be accommodated

h) whilst maintaining or improving road safety and the surrounding environmental conditions for the local community with a minimum of impact on the countryside

14.3.3 The majority of the application site, including the siting of the proposed Research and Development building facility is located within the approved masterplan and designated Development Zone as identified on the adopted Proposals Map.

14.3.4 In relation to Chesterford Park Local Policy 1, the proposal follows the pattern, scale and form of other buildings within the park. Plot 1100/1200 is located to the northeast corner of the research park, following the line of buildings to the south and is positioned away from the park boundary with an open frontage to the estate road to the east. The scheme incorporates significant new landscaping, replacing the current grass area with the planting of new trees, hedges and herbaceous and grass species to provide enhanced ground cover. The proposals will assimilate with the existing parkland and rural setting and follow the overall design approach of the wider park.

14.3.5 The application sites are located away from The Garden House and Emanuel Cottage buildings, and separated from them by the arboretum which restricts direct lines of site between the proposal and these properties. Although the site of the outline planning permission is close to the Mansion building, the principle of the development will not result in significant harmful impact to its setting. The design and materials of the building have been chosen to provide a modern Research and Development building appropriate to the time, whilst incorporating principles of the overall design approach on the park.

14.3.6 The hybrid proposals fall within the remaining Adopted Development Zone as part of the approved masterplan. The traffic considerations associated with the 2005 Policy allocation were evaluated and subsequently the highway infrastructure required to support the Policy Allocation at the Walden Road / Chesterford Research Park site access, including pedestrian, cycle and public transport infrastructure and sustainable initiatives which includes a site wide Travel Plan which is managed by The Park have all been implemented. The hybrid applications are consistent with the original assessment, and parameters including the highway and sustainable infrastructure originally provided to cater for the completion of development in the adopted development zone.

14.3.7 The submitted Transport Assessment has also considered current National Highways policy set out in Circular C2/2022, with a focus on managing demand at The Park through the reduction in travel by private car and through the existing sustainable initiatives currently operating at The Park. Areas where sustainable opportunities / incentives can be enhanced associated with the hybrid proposals are also

discussed, prioritising sustainable transport opportunities ahead of capacity enhancements on the local and strategic road network.

- 14.3.8** Traffic surveys undertaken have established trip rates, trip distribution and localised routing patterns associated with CRP and the wider highway network. Capacity assessments for 2028 and 2033 with development demonstrate that the highway infrastructure developed as part of the original masterplan is appropriate and the site access will operate well within its' theoretical design threshold.
- 14.3.9** Capacity assessments for the wider highway network, including the strategic road network and Circular 02/2022, demonstrate that development trips arising from the proposals will not have a severe impact.
- 14.3.10** Taking into consideration the above it is considered the principle of the development is in accordance with Chesterford Park Local Policy 1.
- 14.3.11** NPPF specifically addresses building a strong, competitive economy and paragraph 81 of the NPPF advises 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.
- 14.3.12** In regard to the location of the proposed car park area for Plot 1100/1200, this is located to the east of the proposed building and is outside of the development limits of the Chesterford Research Park and therefore located within the countryside where ULP Policy S7 is relevant.
- 14.3.13** Although within the countryside, spatially the location of the car park is in the boundaries of the Research Park, and therefore reads as if it forms more part of Local Plan Chesterford Park Local Policy 1 as opposed to Policy S7. This is considered to be more so the case as it will be screened by the existing boundary treatment of the site. As such the car park will not be overly visible from outside of the application site or far stretching views. The car park is required to be sited at this location to provide sufficient parking provision for occupiers of the Research Park and therefore the principle of the development is considered to be in accordance with ULP Policy S7 and Neighbourhood Plan Policies GLCNP/1 GLCNP/2 and GLCNP/8.

14.4 B) Character, Appearance and Heritage.

- 14.4.1** With regards to the character and appearance of the development, ULP Policy GEN2 seeks quality design ensuing that the development is compatible with the scale form and layout, appearance and materials of the area. The Policy aims to protect the amenity value of the area it is set in seeking high quality design.

Outline Planning Permission

- 14.4.2** The Outline Planning element relates to new research and development buildings on Plots 500, 1600, 1700 and 1800, reconfiguration of car parking on Plot 1.
- 14.4.3** Plots 1600, 1700, 1800 and Plot 1 are located to the northwest section of the Park and are enclosed by a significant belt of trees to its north and western boundary. This existing tree belt provides a significant visual screen which helps to obscure long distance views of park when viewed from its' northwest. Within this tree belt an existing pedestrian and maintenance access path to the golf course is accommodated. This is located off the main park ring road, adjacent the car parking beyond the plot's north boundary.
- 14.4.4** Plot 1 is located south of Plot 1600. The plot contains existing car parking used in relation to the Mansion and surrounding buildings to the west / north of the Park. The proposal is to redesign the layout of the existing Plot 1 car parking into a coherent car park with improved flow in and out and rejuvenation of the landscaping.
- 14.4.5** Plot 500 is located to the south of the Research Park, located on the undeveloped land between Buildings 600 & 700 to the east, 400 to the west and 300 to the south, which has recently been the subject of refurbishment. The central arboretum area adjoins the plot to the north. There were some buildings and hardstanding on the site in 2002, however these were removed shortly after and the plot has been cleared for development. It is currently mown grass with one small tree to the northern end of the plot.
- 14.4.6** Although the development would result in the introduction of built form the location of proposed outline planning permission subject to the appropriate appearance, layout scale and landscaping scheme the outline scheme could be accommodated with the site and would accord with the requirements of Chesterford Park Local Policy 1.
- 14.4.7** The entirety of the outline plots are contained within the adopted Development Zone, with no elements proposed outside of the allocated area. Minor works are proposed to deliver a minor re-alignment of the existing access road adjacent to Plots 1600/1700/1800 to improve accessibility, otherwise access will be taken from the existing road with new access points to individual plots be confirmed as part of any future reserved matters applications.

Full Planning Permission

- 14.4.8** A full planning application for Plot 1100/1200 to deliver a new Research and Design Facility, including access, car parking, servicing and landscaping. The proposal is for a three storey building that will provide circa. 8,702 sqm of floor space.

- 14.4.9** The proposed size of the building is commensurate in height to the resolution to grant for Building 800 adjacent to this plot, and Buildings 600 and 700 to the south of the application site.
- 14.4.10** The proposals seek to provide high quality facades to all elevations, with views available to each from the estate road and surrounding area, surrounding buildings and across the arboretum to the southwest. The building is of a contemporary appearance, appropriate to the use and form of buildings within the park, whilst drawing on elements of existing buildings to provide consistency with existing buildings. Even though the form and pattern of fenestration is different to other buildings, the proportion of glazing within the building is consistent with existing buildings across the Park.
- 14.4.11** The height of the building has taken its' cue from the recently approved building 800 and is commensurate with the scale and height of other existing properties. The three-storey building is designed with a flat roof and parapet to be sympathetic to the overall height of other buildings, whilst also maximising opportunities to deliver sustainability benefits, including the incorporation of a blue roof, air source heat pumps and photovoltaics, all located behind a parapet wall.
- 14.4.12** The position of the building and layout of the site follows that of the buildings to the south and west, with the buildings set back from the access road and wider countryside, with these building lines following those established by the adjacent buildings. This provides a strong landscaped frontage to the north, with the two mature oak trees retained and new enhanced landscaping proposed to this part of the site.
- 14.4.13** Plot 1100/1200 will therefore assimilate appropriately with the existing scale and form of development within the Park, whilst the surrounding trees within the wider area will continue to provide a suitable buffer, minimising the visibility and views of the buildings outside of the Park itself.

Landscaping

- 14.4.14** The landscape proposals for the full planning permission are focused around the new research and development building and car parking areas. The proposals for the building have been developed in parallel with landscape architects to deliver a landscaped setting to the site and to integrate the proposals into the context of the existing buildings, the arboretum to the west and the parkland setting in which the site sits. The proposals will incorporate new tree planting, hedges and ground level herbaceous and grass planting to provide a mix of landscape features that complement the site and its setting.
- 14.4.15** The Council's Landscape Officer has been consulted of the application of which no objections or further recommendation have been made. The proposal will provide an acceptable landscape scheme that will appropriately integrated into the park land location and character, as such

it is considered the proposal in terms of landscape setting and appearance is in accordance with ULP Policies S7, GEN2, Neighbourhood Plan Policies GLCNP/4a and GLCNP/4b.

Heritage

14.4.16 In terms of heritage, to the north of the site is a Scheduled Ancient Monument known as 'Moated site in Paddock Wood'. Historic England and the Council's Heritage Officer have been consulted and no objections have been raised, it is considered the distance of the application site from the Scheduled Ancient Monument is significant and will not result in any harmful impact to its setting. Furthermore, no concerns are raised with regards to the setting of any local listed building or heritage assets. Taking into consideration the above assessment it is considered the proposal accords with Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Local Plan Policy ENV2, Neighbourhood Plan Policy GLCNP/5 and the NPPF.

14.4.17 The Council's Archaeological Consultant and advised due to the location of the site and previous Archaeological works on a nearby development there is not requirement for any further Archaeological investigations. Therefore, the proposal accords with ULP Policy ENV4 and the NPPF.

14.5 C) Access and Parking

14.5.1 Local Plan Policy GEN1 seeks sustainable modes of transport which is reflected within the NPPF. Local Plan Policy GEN1 advised development will only be permitted if it meets the following criteria:

- a) Access to the main road network must be capable of carrying the traffic generated by the development safely.
- b) The traffic generated by the development must be capable of being accommodated on the surrounding transport networks.
- c) The design of the site must not compromise road safety and must take account of the needs of other users of their highway.
- d) It must be designed to meet the needs of people with disabilities.
- e) The development encourages movement by other means other than driving car.

14.5.2 The application site is accessed from the existing main highway access (the B184) into the Research Park and utilises the existing internal road layout. A full traffic assessment was undertaken as part of the overall original park development when initially granted as well as an adoption of a masterplan for the overall site. Further transport work has been undertaken for the proposed scheme with liaison and scoping with ECC Highways. It is considered the assessment has demonstrated that traffic generated from the proposal is within the limits of the previous highways assessments and infrastructure delivered as part of the masterplan, which this site is included within. The local highway network will have sufficient capacity to accommodate the development proposals.

14.5.3 The operation of the Park includes access to sustainable transport measures to support non-car means of transport to the site. The proposal is supported by a Travel Plan, which builds on the existing operational Travel Plan for the Park and includes proposals and actions to support sustainable trips to the Park.

14.5.4 This application includes a further Travel Plan which aims to positively influence the travel patterns and behaviours of Chesterford Research Park (CRP) Tenants and their staff with the aim of reducing their reliance on the use of private cars when travelling to work, and in carrying out their work duties. This will be through the encouragement of greater use of public transport and the privately managed coach and shuttle services which operate at CRP, alongside other sustainable modes of travel.

14.5.5 The proposal within the Travel Plan Include:

- Chester Research Park to become a member of Smarter Travel for Essex Network,
- Sustainable Travel Voucher,
- Promotion to Hybrid Staff,
- Links to Travel Information,
- Promotion of lift share,
- Information to on-site facilities, gym restaurants,
- Details of CRP Coach services/ App registration,
- Details of CRP Shuttle / Taxi services,
- Emergency Ride Home Scheme,
- Health benefits of active travel,
- Promote Active Essex,
- CRP to liaise with ECC re free cycle training for staff,
- Promotion national campaigns, for example National Bike Week and cycle to work day,
- Negotiate discounts with local cycle, outlets on bikes and equipment,
- Promote Cycle to Work schemes, Set up a Bicycle User Group,
- Staff travel survey.
- Payment of Travel Plan monitoring fee to enable ongoing analysis of implementation of the plan and effectiveness

14.5.6 The Travel Plan Co-Ordinator will monitor the implementation and success of the Travel Plan, by ensuring that measures are promoted, and the relevant data is captured. This will be done by ensuring surveys are carried out in line with the timescales. Upon completion of the relevant data collection, modal-shift targets will be agreed, and the Action Plan revised. Reference is made to ECC Developers Guide to Infrastructure Contributions which sets out the Travel Plan monitoring costs which will be secured by the S106 agreement should planning permission be granted.

14.5.7 Further mitigation includes the delivery of a 300m cycleway linking the junction of Little Chesterford along London Road (B1383) and the south

of the Hills Residential development. Together with the cycleway approved through the Hills Residential development and the contributions provided to Essex County Council to provide a cycle way, this development will provide a cycle way / footpath that will link to Great Chesterford Station.

14.5.8 The applicant has agreed to include a contribution of £5,000 to the Parish Council within the S106 to be used for feasibility / design work on a connection between the footpaths to the south of the Park boundary. The contribution would be payable once confirmation from the land owners to the right of way over their land has been secured to assist in facilitating its provision.

14.5.9 Following the deferral of this application on the 2nd August 2023 to seek a satisfactory scheme for funding a cycle/footpath, due consideration have been made to the proposed provisions to be put in place through the development and S106. It is considered that it is not proportionate, nor justifiable in terms of planning law, to require the planning application to shoulder the cost for the cycle route as there appears to be no evidence or calculation to justify a contribution. It remains of the view that the contributions, transport measures and highways infrastructure set out in the heads of terms as part of the committee report are policy compliant and meet the requirements of the regulations. At present no justification has been provided for a need for further infrastructure which is necessary to make the development acceptable in planning terms.

14.5.10 In terms of Building 1100/1200 this includes the provision of 112 secure covered cycle spaces (Sheffield stands). The development will provide 234 car parking spaces, which will include:

- 24 EV charging spaces to be provided
- 10 Accessible Car Parking Spaces
- Priority spaces for car sharing

Car parking spaces will be able to be reserved for those staff who car share, electric charging for EV bikes will be available within the building. Car sharing is encouraged by the Park through their lift share scheme.

14.5.11 The submitted Transport Assessment has been assessed by the Highways Authority and subject to the imposition of conditions and the completion of S106 legal agreement the proposal in terms of highway safety and access is considered acceptable. The proposal accords with ULP Policy GEN1, Neighbourhood Plan Policy GLCNP/3 and the NPPF, in this context the proposals does not present an unacceptable impact on highway safety, nor will any residual cumulative impacts be severe. This should be considered positively in highways and transport terms.

14.5.12 In regard to parking, it is noted Essex County Council Parking Standards accepts that some developments will not fall into any of the established Use Classes for which a level of parking is recommended. In such cases

parking provision will be considered on the developments own merit but the onus will fall to the developer to demonstrate that the level of parking provided is appropriate and will not lead to problems of on street parking on the adjacent highway network. The full planning application includes the provision of 112 cycle spaces and 234 car parking spaces.

14.5.13 It is considered the level, of parking provision together with the sustainable transport scheme will provide an acceptable provision of off-street parking. This application does not consider the parking provision for the outline planning permission however this will be considered through the reserved matters applications. Due to the location and size of the overall site it is not considered the proposal will result in any parking on the highway network that would result in a highway safety impact. As such the parking for the proposal is considered to accords with ULP Policy GEN8, Neighbourhood Plan Policy GLCNP/3 and the Essex County Council Parking Standards.

14.5.14 In terms of the outline element the details relating to parking and cycle parking provisions will be assessed at reserved matters stage. However, the site is capable of accommodating sufficient provision in accordance with policy.

14.6 D) Ecology and Biodiversity

14.6.1 Policy GEN7 and Paragraph 179 of the NPPF seeks to ensure that development would not have a harmful effect on wildlife and Biodiversity A biodiversity report has been submitted with the application and has been reviewed by the Councils Ecology Consultant. Following the revision of the application to retain a number of trees and subject to a number of conditions no objections are raised. The development presents the opportunity to benefit a range of taxa through provision of new habitat. The tree and shrub planting provide shelter and foraging resources for birds, bats and invertebrates on site and the wildflower meadow off site and small pocket on-site provide opportunities for birds, invertebrates, hare and badgers to forage.

14.6.2 The Council's Ecology Consultant has raised a holding objection in terms of insufficient ecological information available for determination of this application as further surveys for bats have been recommended for building B1 on the outline application, but none have been undertaken to inform appropriate mitigation for this part of the site.

14.6.3 Following the objection the applicant have provided a strategy to address the ECC Place Services response in respects of the requested bat surveys for B1 (Building 4 on Plot 1 as shown on the submitted Location Plan).

- It is proposed to remove consideration of the demolition of this building from the outline application, and associated need to further assess the potential for bats associated with it;

- An amended demolition plan has been submitted removing this building as being shown to be demolished;
- Whilst only submitted “for information only” and not forming an approved drawing, we would update Illustrative drawing A-1007 (Illustrative Masterplan) with the indicative layout around this building, which includes its retention;
- We would remove drawing ref “Plot 1 Site Plan” which again is an illustrative drawing only and not for approval.

The detailed layout and design of this plot would then be the subject of the reserved matters application. As removing consideration of the demolition of the building from this outline application it is considered the requirement for additional bat surveys for the bat surveys are no longer required. Although the Council has re-consulted the Ecology Consultant no further comments have been received

- 14.6.4** Ecological enhancements will include biodiverse landscaping both on the site, and within the wider Chesterford Park, and inclusion of bird and bat boxes to deliver an overall biodiversity net gain 11.7%. As such the proposals will therefore protect and enhance biodiversity and habitats and are compliant with Policy GEN7 of the Local Plan and the NPPF.

14.7 E) Flood Risk and Drainage

- 14.7.1** Policy GEN3 contains the Local Plan policy for flooding, although this has effectively been superseded by the more detailed and up-to-date flood risk policies in the NPPF and the accompanying PPG.

- 14.7.2** The site lies within Flood Zone 1 for which residential development is deemed appropriate for Flood Zone 1 as stated within the NPPF, however due to the size of the site a Flood Risk Assessment (FRA) is duly required. The application includes a Flood Risk Assessment and sustainable drainage Strategy. These confirm the development site is at low risk from all sources of flooding.

- 14.7.3** For Plot 1100-1200 (full planning permission) the suitability of different SuDS techniques has been assessed in accordance with the drainage hierarchy as set out in the Sustainable Drainage Systems Design Guide for Essex. Surface water attenuation will be provided in the form of blue roofs, permeable paving and geo-cellular attenuation tanks.

- 14.7.4** For Plots 500 & 1400-1800, a surface water drainage proposal has been outlined, echoing the drainage strategy philosophy adopted for the Plot 1100-1200 detailed SuDS strategy. Sufficient attenuation volume will be provided to restrict the maximum allowable discharge rate, this will be agreed with the Lead Local Flood Authority at the reserved matters stage.

- 14.7.5** The Local Lead Flood Authority who are responsible to provide advice on SUDS on major developments, do not object to the revised scheme subject to the imposition of conditions.

14.7.6 Taking into consideration the previous approval of the development of this site and that the proposed revisions will not give rise to any significant adverse effects with respect to flood risk, the proposal is considered to accord with ULP Policy GEN3 and the NPPF.

14.8 F) Infrastructure

14.8.1 Policy GEN6 seeks Infrastructure provision to support development which is towards direct on-site provision by the developer as part of a scheme or in the immediate vicinity of the development.

14.8.2 Contributions/ obligations should be CIL compliant and meet the provisions of National Planning Policy. In accordance with Paragraph 57 of the NPPF, Planning obligations must only be sought where they meet all of the following tests;

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

14.8.3 The proposed development would be subject to the travel plan, sustainable transport plan and delivery of cycle way works along London Road (B1383). The developer has indicated that they are prepared to enter into a Section 106 legal agreement to secure the obligations. The proposal therefore subject to compliance with the S106 agreement requirements would comply with ULP Policy GEN6.

14.9 G) Climate Change and Renewable Energy

14.9.1 Following the recently adopted UDC Interim Climate Change Policy 2021 due consideration should be made by developer to demonstrate the path that their proposals take towards achieving net – zero carbon by 2030, and all the ways their proposal are working towards this in response to planning law, and also to the guidance set out in the NPPF and Planning Policy Guidance. The applicant has included a sustainability statement demonstrating sustainability measures.

14.9.2 The proposed development accords with policy objectives by optimising sustainability through the incorporation of best practice design, construction and operation measures. Some of the key features are as follows:

- Building 1100-1200 to use all electric servicing including air source heat pumps,
- Outline permission to follow this strategy,
- The installation of solar panels (675 M2) will offset 19.1%
- Further study will be undertaken for the outline planning permission,
- Mitigation of overheating risks,

- Incorporation of water efficiency measures in design to reduce water consumption to 40%,
- Implementation of a range of sustainable transport measures including EV charging infrastructure, cycle storage, car sharing scheme and public transport information system,
- Commitment to ensuring all forms of pollution are minimised in design and construction, in particular regarding light spill and air quality,
- Enhancement of biodiversity through incorporating ecology enhancement measures to provide biodiversity net gain of 11.7%,
- Responsible resourcing of materials,
- Responsible waste management during the construction,
- Sustainable drainage strategy.

14.9.3 The sustainability details submitted with the application demonstrates how the development proposals meet key policy objectives within the UDC Interim Climate Change Policy 2021 and Local Plan Policy GEN2.

14.10 H) Environmental Health

14.10.1 ULP Policy ENV14 considers the impact of contamination of the site and its impact to the proposed development. The application site may have the potential risk of contamination and therefore the UDC Environmental Health Officer has been consulted. No objections have been made subject the imposition of a planning condition. It is not considered the development will result in any harmful impact due to contamination risks and the proposal accords with ULP Policy ENV14.

14.10.2 ULP Policy ENV13 considers whether the development considers exposure to poor air quality and advises development will not be permitted if the occupants are exposed to extended long term poor air quality. The proposed development will introduce a number of new car movements to the area which has the potential to impact on air quality. However, the existing park use includes a Sustainable Travel Plan which will be extended to this proposed development if approved and secured by S106. Although the Sustainable Travel Plan will help mitigate poor air quality the Council's Environmental Health Officer has also recommended an Air Quality Assessment shall be undertaken and submitted and approved by the LPA prior to the commencement of the development, to ensure that the development is properly mitigated. The assessment report shall include recommendations and appropriate remedial measures and actions to minimise the impact of the surrounding locality on the development and the operation of the development on the local environment.

14.10.3 Measures to assist with improving sustainable travel to the Park have been set out and how these complement committed local improvements include:

- supporting the UDC Clean Air Strategy, through the provision of cycle parking within the Park that can accommodate E-bikes;

- consideration to a contribution to support the completion of a cycle link on the B1383 London Road with High Street (Little Chesterford); and
- sustainable travel voucher for hybrid staff promoted through the updated Travel Plan.

Taking into consideration the proposed sustainable transport plan and subject to the recommended air quality assessment condition the development accords with ULP Policy ENV13 and the NPPF.

14.10.4 ULP Policy GEN5 advises development will not be permitted if the scheme results in glare and light spillage from the site. It is not considered the nearest residential development will result in any harmful impact from light pollution however it is recommended a condition is included for the submission and approval of a lighting scheme prior to the commencement of the development.

14.10.5 With regards to noise, noise from any external fixed plant and equipment shall be limited to 10 dB(A) below the background noise level measured and expressed as a LA90,15minutes from the boundary of the nearest noise sensitive location. The Council's Environmental Health Officer has been consulted and does not make any objections however a condition should be included for the submission of a noise survey to be submitted and approved prior to the commencement of the development of any proposed plant to be installed. Taking into account the comments of the Environmental Health Officer and imposition of conditions it is considered that there would be no unacceptable significant impacts on the amenity of neighbouring residents from noise.

15. ADDITIONAL DUTIES

15.1 Public Sector Equalities Duties

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

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

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

15.2 Human Rights

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

16. CONCLUSION

- 16.1** The principle of the proposed development is acceptable and in accordance with Local Plan Policies S5, S7 and Chesterford Park Local Policy 1, also the NPPF.
- 16.2** The layout, scale, appearance and landscaping of Plots 1100/ 1200 development is considered appropriate. The proposed access and parking provisions are acceptable. The development accords with ULP Policies S5, S7, GEN1 GEN2, GEN8 and the NPPF.
- 16.3** The principle and access (outline planning permission) including Plots 1400, 1500 and 1600, Plots 1700 and 1800, Plot 500 and Plot 1 are considered appropriate in the context of the site and highway access. No significant impact up the highway network is considered in accordance with Local plan Policy GEN1 and the NPPF.
- 16.4** Due consideration has been made to the UDC Interim Climate Change Policy 2021 and ULP Policy ENV15 and how the developer has demonstrated the path that their proposals take towards achieving net – zero carbon by 2030.
- 16.5** The applicant has been consulted on all 'pre-commencement' conditions, in accordance with The Town and Country Planning (Pre-commencement Conditions) Regulations 2018.
- 16.6** The proposal accords with the development plan and the NPPF, and no material considerations indicate that planning permission should be refused. It is therefore recommended that permission be granted subject to condition and a S106 Agreement to mitigate the development.

17. S106 / CONDITIONS

17.1 S106 Obligation Agreement – Heads of Terms

- 17.2**
- Construction of 300m cycleway linking the junction of Little Chesterford along London Road (B1383) and the south of the Hills Residential development,
 - Provide travel plan and sustainable travel incentives for new employees for a minimum period of 5 years from first operation use of the building,

- Contribution of £5,000 to be used for feasibility / design work on a connection between the footpaths to the south of the park boundary,
- Monitoring fee for travel plan,
- Pay the Council's reasonable legal costs,
- Pay the monitoring fee.

17.3 Conditions

1 **Full Planning Permission**

Phase 1: 1100/1200 of 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 **Outline Planning Permission**

Approval of the details of appearance, layout, landscaping and scale (hereafter called "the Reserved Matters") of Phases 2-5: 500, 1600, 1700, 1800 and Plot 1 must be obtained from the Local Planning Authority in writing before development commences and the development must be carried out as approved.

REASON: In accordance with Article 5 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3 **Outline Planning Permission**

Application for approval of the Reserved Matters of Phases 2-5: 500, 1600, 1700, 1800 and Plot 1 must be made to the Local Planning Authority no later than the expiration of eight years from the date of this permission.

REASON: Reason: To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 91 of the Town and Country Planning Act 1990 (as amended).

4 **Outline Planning Permission**

The development hereby permitted of Phases 2-5: 500, 1600, 1700, 1800 and Plot 1 must be begun no later than the expiration of three years from the date of approval of the last of the Reserved Matters to be approved.

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

5 **Full Planning Permission**

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

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

6 Both Outline and Full Planning Permission

Prior to the commencement of each phase of the development, including any ground works or demolition, a Construction Management Plan shall be submitted to and approved in writing by, the Local Planning Authority. Thereafter the approved plan shall be adhered to throughout the construction period. The Plan shall provide for.

- a) Parking of vehicles of site operatives and visitors,
- b) Loading and unloading of plant and materials,
- c) Storage of plant and materials used in constructing the development,
- d) Wheel and underbody washing facilities.
- e) Routing strategy for construction vehicle
- f) Safe access into the site;
- g) Construction/Operational hours
- h) Dust and noise management
- i) Access and protection arrangements around the site for pedestrians, cyclists and other road users.

REASON: To ensure that the construction of the development is in the interests of highway safety and control of environmental impacts in accordance with ULP Policies GEN1 and GEN4.

7 Prior to the commencement of the development of each phase of development a construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the Local Planning Authority.

The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of “biodiversity protection zones”.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements) to include surrounding woodland Priority habitat.
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.

- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.
- i) Containment, control and removal of any Invasive non-native species present on site

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species) and in accordance with ULP Policy GEN7.

- 8 Prior to the commencement of each phase of the development a Great Crested Newt Method Statement shall be submitted to and approved in writing by the Local Planning Authority. This will contain precautionary mitigation measures and/or works to reduce potential impacts to Great Crested Newt during the construction phase.

The measures and/works shall be carried out strictly in accordance with the approved details and shall be retained in that manner thereafter.

REASON: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species) and in accordance with ULP Policy GEN7.

- 9 Prior to the commencement of the development hereby approved an air quality assessment and report shall be undertaken and submitted and approved by the Local Planning Authority.

The assessment report, which should include dispersion modelling, is to be undertaken having regard to all relevant planning guidance, codes of practice, British Standards and the UDC Air Quality Technical Planning Guidance 2018 for the investigation of air quality and national air quality standards. The assessment report shall include recommendations and appropriate remedial measures and actions to minimise the impact of the surrounding locality on the development and the operation of the development on the local environment. The assessment report should comply with requirements of the EU Directive 2008/50/EC, the Air Quality Standards Regulations 2010.

REASON: In the interest of protecting air quality in accordance with Policy ENV13 and the NPPF.

- 10** Prior to the commencement of each phase of the development tree protection measures for the trees to remain shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented using the approved protection measures, subsequently; the approved measures shall not be changed without the prior written consent of the Local Planning Authority.

REASON: The use of such pre commencement condition is required to ensure the protection of the existing trees that bound the site during the construction of the development in accordance with Local Plan Policies ENV3 of the Uttlesford Local Plan (adopted 2005)

- 11** Prior to the commencement of each phase of the development (except demolition) a detailed surface water drainage scheme for each phase of the development, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of each phase of the development, shall be submitted to and approved in writing by the local planning authority. The scheme for each phase of the development should include but not be limited to:

- Verification of the suitability of infiltration of surface water for the development. This should be based on infiltration tests that have been undertaken in accordance with BRE 365 testing procedure and the infiltration testing methods found in chapter 25.3 of The CIRIA SuDS Manual C753.
- Limiting discharge rates to 0.5l/s for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change subject to agreement with the relevant third party/ All relevant permissions to discharge from the site into any outfall should be demonstrated.
- Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
- Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event.
- Final modelling and calculations for all areas of the drainage system and evidence that the pond has sufficient capacity for the discharge.
- The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy. The scheme shall subsequently be implemented prior to occupation. It should be noted that all outline applications are subject to the most up to date design criteria held by the LLFA.

REASON:

- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- To ensure the effective operation of SuDS features over the lifetime of the development.
- To provide mitigation of any environmental harm which may be caused to the local water environment
- Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site. in accordance with ULP Policy GEN3.

- 12** Prior to the commencement of each phase of the development a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented as approved.

REASON: The National Planning Policy Framework paragraph 163 and paragraph 170 state that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution.

Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below groundwater level, this will cause additional water to be discharged. Furthermore, the removal of topsoils during construction may limit the ability of the site to intercept rainfall and may lead to increased runoff rates. To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and groundwater which needs to be agreed before commencement of the development.

Construction may also lead to polluted water being allowed to leave the site. Methods for preventing or mitigating this should be proposed. In accordance with ULP Policy GEN3.

- 13** Prior to any work above slab level of each phase of the development a Biodiversity Enhancement Strategy for protected and Priority species 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 to achieve stated objectives;
- c) locations of proposed enhancement measures by appropriate maps and plans;

- d) timetable for implementation;
- e) persons responsible for implementing the enhancement measures;
- f) details of initial aftercare and long-term maintenance (where relevant).
- g) The works shall be implemented in accordance with the approved details prior to occupation and shall be retained in that manner thereafter.

REASON: To enhance protected and Priority species & habitats and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species) and in accordance with ULP Policy GEN7.

14 Full Planning Permission

Prior to the commencement of the development above slab level a schedule of the external materials to be used in the development shall be submitted and approved by the Local Planning Authority. The development will be implemented in accordance with the approved material and shall not be changed without prior written approval from the Local Planning Authority.

REASON: To ensure compatibility with the character of the area, in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005) and the National Planning Policy Framework.

- 15** Prior to occupation of each phase to the development hereby approved a maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, shall be submitted to and agreed, in writing, by the Local Planning Authority. Stringent maintenance is required particularly for low discharge rates.

Should any part be maintainable by a maintenance company, details of long-term funding arrangements should be provided.

REASON: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk. Failure to provide the above required information prior to occupation may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site. In accordance with ULP Policy GEN3.

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

REASON: To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk and in accordance with ULP Policy GEN3.

17 Full Planning Permission

Prior to operational use of the development hereby approved a post completion noise survey must be submitted to and approved in writing by the Local Planning Authority. Where the proposed or actual plant and equipment noise levels are predicted to be in excess of 10 dB(A) above background noise levels a noise mitigation scheme shall be implemented. This assessment shall be undertaken by a suitably competent person.

REASON: To ensure the development does not have any harmful impact to the surrounding properties with regards to noise and disturbance in accordance with ULP Policy GEN4.

18 Full Planning permission

Prior to the operation use of the development hereby approved, a specific lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed (through the provision of appropriate lighting plans, drawings and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory.

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

REASON: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species) and in accordance with ULP Policy GEN7.

19 Full Planning Permission

Prior to the operation use of the development hereby approved the associated vehicle parking area indicated on the approved plans, and including electric vehicle charging points, accessible spaces and visitor spaces shall be provided.

The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

REASON: To ensure 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 as adopted as County Council Supplementary Guidance in February 2011 and in accordance with ULP Policy GEN1

20 Full Planning Permission

Prior to the operation use of the development hereby approved the associated cycle parking indicated on the approved plans shall be provided. Such parking shall be secured and covered and conform the requirements of LTN1/20, details to be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure appropriate bicycle parking is provided in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and in accordance with ULP Policy GEN1.

21 Full Planning Permission

The renewable features/ climate control measures associated with the development, set out on the approved plans and sustainability report (Greengage April 2022) shall be installed into the development as built and retained as such thereafter.

REASON: To ensure that the development is sustainable and makes efficient use of energy, water and materials and has an acceptable appearance to comply with Policies ENV15 and GEN2 of the Uttlesford Local Plan (adopted 2005) and Uttlesford District Council's Interim Climate Change Policy document (2021).

22 Full Planning Permission

All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Biodiversity Report (Greengage, January 2023) 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 and enhance protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species) and in accordance with ULP Policy GEN7/

23 If during any site investigation, excavation, engineering, or construction works evidence of land contamination is identified, the applicant/developer shall notify the Local Planning Authority without delay. Any land contamination identified, shall be remediated to ensure that the site is made suitable for its end use.

REASON: To protect human health and the environment and in accordance with Policy ENV14 of the Uttlesford Local Plan (adopted 2005).

24 No occupation of the development shall take place until the following have been provided or completed:

- a) A Sustainable Travel Voucher Scheme – for new employees of each building within the development to access for the first five years. Scheme shall provide a voucher (for the equivalent value of 1 months' bus travel) which can be used on a range of different transport methods, such as public bus services, coach service and e-bike hire. In addition, employees shall be able to access Stagecoach services at 2 months bus travel for the price of 1;
- b) A footway/cycleway over that section hatched red on in principle planning application drawing number Y601-PL-SK-203 Rev. P02

REASON: To protect highway efficiency of movement and safety and to encourage trips associated with the development to be made by more sustainable modes of transport such as public transport, cycling and walking, in accordance with policy DM1 and DM9 of the Highway Authority's Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and in accordance with ULP Policy GEN1.

25 The development shall be carried out in accordance with approved Site Wide Travel Plan/Workplace Travel Plan produced by Cannon Consulting Engineers dated June 2023.

REASON: To encourage trips associated with the development to be made by more sustainable modes of transport such as public transport, cycling and walking, in accordance with policy DM10 of the Highway Authority's Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and in accordance with ULP Policy GEN1.

26 The development of Plots 1100/1200 hereby approved shall be in accordance with landscaping details included on approved drawing L0868L01 C.

REASON: The use of this pre commencement condition is required to ensure compatibility with the character of the area in accordance with Policies S5 and S7 of the Uttlesford Local Plan (adopted 2005).

APPENDIX 1- Highway Authority

Your Ref: UTT/23/0456/OP Our Ref: HT/SD/MAM/UTT/23/0456/OP (Site Number 13084) Date: 13 th July 2023		
CC:	Paul Gadd - County Member daniel.jackson@essexhighways.org dm.busman@essexhighways.org	Paul Crick Director for Highways and Transportation
To:	Chris Tyler Uttlesford District Council Council Offices London Road Saffron Walden CB11 4ER	County Hall Chelmsford Essex CM1 1QH

Recommendation

Application No.	UTT/23/0456/OP
Applicant	Chesterford Research Park (General Partner) Limited
Site Location	Chesterford Research Park, Little Chesterford
Proposal	Hybrid planning application - Outline planning permission with all matters reserved except access for construction of a research and development building (Class E(g)), works to improve estate road, car parking, landscaping and associated works on Plots 1400, 1500 and 1600, Plots 1700 and 1800, Plot 500 and Plot 1. Full planning application for construction of a research and development building (Class E(g)), works to improve estate road car parking, landscaping and associated works on Plot 1100/1200

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

-
1. No occupation of the development shall take place until the following have been provided or completed:
 - a) A Sustainable Travel Voucher Scheme – for new employees of each building within the development to access for the first five years. Scheme shall provide a voucher (for the equivalent value of 1 months' bus travel) which can be used on a range of different transport methods, such as public bus services, coach service and e-bike hire. In addition, employees shall be able to access Stagecoach services at 2 months bus travel for the price of 1
 - b) A footway/cycleway over that section hatched red on in principle planning application drawing number Y601-PL-SK-203 Rev. P02

Reason: To protect highway efficiency of movement and safety and to encourage trips associated with the development to be made by more sustainable modes of transport such as public transport, cycling and walking, in accordance with policy DM1 and DM9 of the Highway Authority's Development Management Policies as adopted as County Council Supplementary Guidance in February 2011

2. The development shall be carried out in accordance with approved Site Wide Travel Plan/Workplace Travel Plan produced by Cannon Consulting Engineers dated June 2023

Reason: To encourage trips associated with the development to be made by more sustainable modes of transport such as public transport, cycling and walking, in accordance with policy DM10 of the Highway Authority's Development Management Policies as adopted as County Council Supplementary Guidance in February 2011

Notes:

- The above requirements should be imposed by way of negative planning conditions or planning obligation agreements as appropriate
- Prior to any works taking place in the highway the developer should enter into an agreement with the Highway Authority under the Highways Act 1980 to regulate the construction of the highway works
- All or some of the above requirements may attract the need for a commuted sum towards their future maintenance (details should be agreed with the Highway Authority as soon as possible)
- All work within or affecting the highway should be laid out and constructed by prior arrangement with and to the requirements and satisfaction of the Highway Authority, details to be agreed before commencement of the works. An application for the necessary works should be made to development.management@essexhighways.org
- Mitigating and adapting to a changing climate is a national and Essex County Council priority. The Climate Change Act 2008 (amended in 2019) commits the UK to achieving net-zero by 2050. In Essex, the [Essex Climate Action Commission](#) proposed 160+ recommendations for climate action. Essex County Council is working with partners to achieve specific goals by 2030, including net zero carbon development. All those active in the development sector should have regard to these goals and applicants are invited to sign up to the [Essex Developers' Group Climate Charter \[2022\]](#) and to view the advice contained in the [Essex Design Guide](#). Climate Action [Advice guides](#) for residents, businesses and schools are also available

APPENDIX 2- Lead Local Flood Authority.

Essex County Council
**Development and Flood Risk
Waste & Environment**
C426 County Hall
Chelmsford
Essex CM1 1QH



Chris Tyler
Uttlesford District Council
Planning Services

Date: 22 June 2023
Our Ref: SUDS-006733
Your Ref: UTT/23/0456/OP

Dear Mr Tyler,

Consultation Response – UTT/23/0456/OP-Plot 1100/1200 | Chesterford Research Park Little Chesterford Essex CB10 1XL

Thank you for your email received on 25 April 2023 which provides this Council with the opportunity to assess and advise on the proposed surface water drainage strategy for the above mentioned planning application.

As the Lead Local Flood Authority (LLFA) this Council provides advice on SuDS schemes for major developments. We have been statutory consultee on surface water since the 15th April 2015.

In providing advice this Council looks to ensure sustainable drainage proposals comply with the required standards as set out in the following documents:

- Non-statutory technical standards for sustainable drainage systems
- Essex County Council's (ECC's) adopted Sustainable Drainage Systems Design Guide
- The CIRIA SuDS Manual (C753)
- BS8582 Code of practice for surface water management for development sites.

Lead Local Flood Authority position

Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we **do not object** to the granting of planning permission based on the following:

Condition 1

No works except demolition shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:

- Verification of the suitability of infiltration of surface water for the development. This should be based on infiltration tests that have been undertaken in

accordance with BRE 365 testing procedure and the infiltration testing methods found in chapter 25.3 of The CIRIA SuDS Manual C753.

- Limiting discharge rates to 0.5l/s for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change subject to agreement with the relevant third party/ All relevant permissions to discharge from the site into any outfall should be demonstrated.
- Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
- Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event.
- Final modelling and calculations for all areas of the drainage system and evidence that the pond has sufficient capacity for the discharge.
- The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

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

Reason

- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- To ensure the effective operation of SuDS features over the lifetime of the development.
- To provide mitigation of any environmental harm which may be caused to the local water environment
- Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

Condition 2

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

Reason

The National Planning Policy Framework paragraph 163 and paragraph 170 state that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution.

Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below groundwater level, this will cause additional water to be discharged. Furthermore the removal of topsoils during construction may limit the ability of the site to intercept rainfall and may lead to increased runoff rates. To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and groundwater which needs to be agreed before commencement of the development.

Construction may also lead to polluted water being allowed to leave the site. Methods for preventing or mitigating this should be proposed.

Condition 3

Prior to occupation a maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority. Stringent maintenance is required particularly for low discharge rates.

Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.

Reason

To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk.

Failure to provide the above required information prior to occupation may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site.

Condition 4

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

Reason

To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk.

We also have the following advisory comments:

- We strongly recommend looking at the Essex Green Infrastructure Strategy to ensure that the proposals are implementing multifunctional green/blue features

effectively. The link can be found below. <https://www.essex.gov.uk/protecting-environment>

- Please note that the Environment Agency updated the peak rainfall climate change allowances on the 10 May 2022. planning application with outline approval are not required to adjust an already approved climate change allowance, however, wherever possible, in cases that do not have a finalised drainage strategy please endeavour to use the updated climate change figures [Flood risk assessments: climate change allowances - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/flood-risk-assessments-climate-change-allowances)

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

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

Summary of Flood Risk Responsibilities for your Council

We have not considered the following issues as part of this planning application as they are not within our direct remit; nevertheless these are all very important considerations for managing flood risk for this development, and determining the safety and acceptability of the proposal. Prior to deciding this application you should give due consideration to the issue(s) below. It may be that you need to consult relevant experts outside your planning team.

- Sequential Test in relation to fluvial flood risk;
- Safety of people (including the provision and adequacy of an emergency plan, temporary refuge and rescue or evacuation arrangements);
- Safety of the building;
- Flood recovery measures (including flood proofing and other building level resistance and resilience measures);
- Sustainability of the development.

In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions.

Please see Appendix 1 at the end of this letter with more information on the flood risk responsibilities for your council.

INFORMATIVES:

- Essex County Council has a duty to maintain a register and record of assets which have a significant impact on the risk of flooding. In order to capture proposed

SuDS which may form part of the future register, a copy of the SuDS assets in a GIS layer should be sent to suds@essex.gov.uk.

- Any drainage features proposed for adoption by Essex County Council should be consulted on with the relevant Highways Development Management Office.
- Changes to existing water courses may require separate consent under the Land Drainage Act before works take place. More information about consenting can be found in the attached standing advice note.
- It is the applicant's responsibility to check that they are complying with common law if the drainage scheme proposes to discharge into an off-site ditch/pipe. The applicant should seek consent where appropriate from other downstream riparian landowners.
- The Ministerial Statement made on 18th December 2014 (ref. HCWS161) states that the final decision regarding the viability and reasonableness of maintenance requirements lies with the LPA. It is not within the scope of the LLFA to comment on the overall viability of a scheme as the decision is based on a range of issues which are outside of this authority's area of expertise.
- We will advise on the acceptability of surface water and the information submitted on all planning applications submitted after the 15th of April 2015 based on the key documents listed within this letter. This includes applications which have been previously submitted as part of an earlier stage of the planning process and granted planning permission based on historic requirements. The Local Planning Authority should use the information submitted within this response in conjunction with any other relevant information submitted as part of this application or as part of preceding applications to make a balanced decision based on the available information.

Yours sincerely,

Alison Vaughan, Senior Development and Flood Risk Officer

Team: Green Infrastructure and Sustainable Drainage

Service: Climate Action and Mitigation

Essex County Council

APPENDIX 3- Historic England

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

Direct Dial: 01223 582784

Our ref: **W**: P01560217

17 May 2023

Dear Mr Tyler

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

**CHESTERFORD RESEARCH PARK, LITTLE CHESTERFORD, ESSEX
Application No. UTT/23/0456/OP**

Thank you for your letter of 10 May 2023 regarding the above application for planning permission.

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

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

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

Yours sincerely

Rosa Teira Paz
Inspector of Historic Buildings and Areas
E-mail: rosa.teirapaz@historicengland.org.uk