

**TAKELEY STREET ACTION GROUP (TSAG)**  
FORMAL PLANNING REPRESENTATION

## **LANDSCAPE & VISUAL OBJECTION**

Planning Application:  
Land North of Taylors Farm

Application Reference:  
UTT/25/2786/OP

Local Planning Authority:  
Uttlesford District Council

**Submitted by:**  
Takeley Street Action Group (TSAG)  
A local residents' action group representing +600 residents of Takeley and neighbouring towns and villages.

This document forms part of a coordinated set of technical objections submitted by TSAG in response to the above planning application.

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This representation is made in the public interest and is intended to assist the Local Planning Authority, statutory consultees and members of the Planning Committee in reaching a lawful, informed and sound planning decision.

## Landscape and visual

### 1Introduction

1.1 The EIA V1 chapter 6 Land Scape and Visual submitted by the Developer purports to consider the likely significant adverse effects of the Proposed Development on the character of the landscape and on views towards and from the Proposed Development.

The Developer acknowledges that the sensitivity of the site is **medium-high** but attempts to “whitewash” the loss of amenity to local residents during the two year Construction phase with excuses that the disastrous effects would be temporary or short-term which is completely untrue.

1.2 The effect of the proposed development on the living conditions of nearby occupiers, with specific regard to noise, disturbance and light is **not properly or fully considered**. Even the Uttlesford Urban Design Team raise concern about missing detail.

1.3 Buried at 6.4.102 the report finally admits the permanent long-term harm to local residents “*Local residents of properties along B1256 (The Street / Dunmow Road) which look towards the Site will experience direct views of operational activities associated with the Proposed Development*”.

and

at 6.4.103 “*At scheme completion, views from rear windows and external spaces to the rear of residential and business properties on B1256 (The Street / Dunmow Road) will look towards a newly planted landscape scheme with prominent views of new built form within the Site. The Proposed Development is considered to result in a Major magnitude of change and a Major Adverse (significant) effect. Effects are considered to be direct, permanent and long term*

1.4 Attention is drawn to the appeal **s62A/2023/0017** dated **July 2023**, approximately one mile to the West of Land North of Taylors Farm. This appeal was for a site of 5 Ha – significantly smaller and was refused. “*....the proposal would give rise to material disturbance to occupiers of surrounding properties which would amount to a moderate level of harm. It is, therefore, contrary to Policy GEN4 of the LP which sets out that development and uses, whether they involve the installation of plant or machinery or not, will not be permitted where noise or light would cause material disturbance to occupiers of surrounding properties. It would also be contrary to Paragraph 130 of the Framework which sets out that planning decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and create places that promote health and well-being*”.

1.5 To summarise:

- Numerous residential properties are opposite or have rear gardens that back on to the site.
- The access points are directly opposite people's homes and disruption will be permanent resulting in a significant impact on daily life and health.
- Hedges and trees at the access – opposite people's homes are to be removed for the accesses. This is permanent.
- 4000 additional daily traffic movements are likely with associated disruption. It is noted from the developer calculations this will be the minimum daily traffic movements.
- The noise and vibration from these traffic movements is not temporary or short term but permanent.
- The land is to be raised – “*plateaued*” but homes directly opposite the proposed new main access along the B1256 are already lower than the road. This would result in headlight glare in bedroom windows and 24/7 noise and fumes from idling vehicles at the proposed new traffic lights.
- The lighting at and along the accesses WILL shine into people's homes – permanently. It seems likely that some rooms facing the site will be unusable.

The Developer **FAILS** to acknowledge the Scout Camp in the adjacent Priory Wood and the likely devastating effect, but it does of course consider the effect on Thremhall Business Park on beyond the camp, presumably because the companies share Directors.

The report:

- fails to recognise that this site threatens the very existence of a venue that has been in place for circa 50 years.
- fails to recognise safeguarding as an issue for the thousands of young children that camp out here every year.
- fails to recognise the potential RISK to children posed by thousands of visitors and staff to the proposed site with no police checks in place and only a thin wire fence separating children from an Industrial site.
- fails to recognise the pollution impact of noise, light, air quality on children using the Scout Camp.

Not only does it fail to recognise the safeguarding risk, it proposes to move a bus stop – used by school children on a daily basis- to within the site. This is nothing more than an attempt to make the access more acceptable in planning terms and transport for workers at the site more acceptable. This is at the expense of safety for children.

Para 6.4.137 sums up the situation as follows “***Upon scheme completion, the new landscape proposals will have little softening effects. Therefore, it is considered that the Proposed Development will result in a Major magnitude of change and a Major Adverse (significant) effect. Effects are considered to be direct, permanent and long term***”.

**This is a significant harm and should carry significant weight.**

## 2 Loss of Amenity – (also see section 1)

2.1 The Developer **ADmits** (6.4.52) that the loss of amenity will start from day 1 when construction starts “*During the construction phase, the Proposed Development is considered to result in a Major magnitude of change and a Major Adverse (significant) effect*”. It later acknowledges that it is permanent (see 1.3 above).

and

2.1 Page 34 Para 6.4.20 acknowledges there will be significant loss of amenity to residents.

- 6.4.21. “*Local residents of properties along B1256 (The Street / Dunmow Road) which look towards the Site will experience direct views of construction activities associated with the Proposed Development above and through intervening vegetation. Construction activities are likely to include, construction vehicle movements (both within the Site and along The Street), site compounds, stockpiles and material storage and site hoarding*”.
- 6.4.22. “*Lighting of construction activities in winter months would introduce additional lighting*”.
- Para 6.4.23. “*During the construction phase, the Proposed Development is considered to result in a Major magnitude of change and a Major Adverse (significant) effect*”.

The submission is repetitive. The Developer states throughout “*however, the surrounding area is currently lit and light would not be unusual in this setting*”.

This is **completely untrue**. Even the street lights are switched off at night.

Figure 14 below (page 13) is a panoramic photo taken in the evening on 12<sup>th</sup> December 2025. It demonstrates beyond doubt that the site is not “currently lit and light would not be unusual”. The fact that the report has repeated this on about twenty-four occasions does not make it true.

### **The Landscape and Visual document fails to assess night-time visual effects against the true dark-sky baseline.**

Given the topography of the site, the lights will be seen from Hatfield Forest SSSI and cause a significant ecological impact, particularly as the northern edge of the Forest only metres from the site is undergoing ‘woodland pasture’ regeneration. Towering units **will** be fully visible from the Forest (specifically Elmans Green, Old Woman’s Weaver and Doodle Oak areas). See Figs. 1 and 2.



Fig 1: Panoramic view looking North directly toward the Site from Northern boundary in Hatfield Forest. This skyline seen from the SSSI site will be lost forever.



Fig 2:  
Dwellings just  
visible from Hatfield  
Forest. 21m  
Warehouses on land  
to be plateaued  
(raised in an attempt  
to make drainage  
work) will dominate  
this view with a  
significant and  
irreversible effect on  
the forest forever

How can anyone  
consider this  
proposal moral.

Para's 6.2.7, 8 and 9 **REPEAT** much the same thing. It beggars belief that the Developer can claim "*During the construction phase, the Proposed Development is considered to result in a **Negligible** magnitude of change and a **Minor Adverse** (not significant) effect*".

In order for the Planning Officer and Committee to better understand what this "**minor adverse effect**" could look like, below are some examples of a smaller warehouse development in Astley (Wigan), similarly close to a residential area. TSAG are in communication with the Astley Group. See Figs. 3 and 4.



Fig 3 & 4: Development in Astley demonstrating what LNTF will look like on what has been protected countryside (policy S8) for decades. These views typify what will be seen from Hatfield Forest and from resident's homes.

## 2 Methodology

2.1 The methodology lacks Scientific basis and citations are out of date hence flawed. These are detailed in 6.2.6. Five sources are cited in section 6, three of which date from 2013 and 2014. Even the most recent is four years out of date. Section 6.2.15 even cites documentation from 2003.

Uttlesford's own Urban Design Team in their Consultation Response have commented *“The landscaping is going to be crucial to mitigate the visual impacts of these large buildings on the surrounding context and so further details are required about how this will look and what mitigation measures are proposed. Whilst landscaping may be considered a reserved matter, in this instance, it is a fundamental part of the proposals”*.

Not only will landscaping take decades to mature, native plants cannot mitigate the “blot on the landscape” from warehousing itself 23 meters tall with additional unspecified land raising. Bearing in mind trees are bare in winter when lights are on for longer.

### 3 Site Description and Context

3.1 This section appears to be an attempt by the Developer to impose a negative perspective on the area particularly those who are not familiar with it. The approach seems to be that if the area is sufficiently denigrated in terms of light, noise, traffic and general amenity, a 27Ha industrial estate will not make it any worse.

It is worth reminding the Developer that the site is currently part of Uttlesford's protected **Countryside**. It is a local policy (S8), referred to as the Countryside Protection Zone and carries weight. Stansted Airport is considered to be unique as an airport in the Countryside. The 2016 study<sup>1</sup> commissioned by Uttlesford recommended that the zone be further protected – specifically the section where this site is proposed.

Whilst the Emerging Local Plan alters the boundaries of the CPZ, it is not yet policy and not a "carte blanche" to develop swathes of Countryside where boundaries have been moved.

3.2 Para 6.3.2 is particularly misleading. "*The elevated slip road and employment land uses associated with the airport form noticeable features*"

**Untrue.** The 'A120' elevated slip road and Airport associated employment land cannot be seen from Takeley Street. See Fig 5. Images in the Developers own 'Built Heritage Statement' also contradict this statement See Fig 6 and 7.

Referring to the A120 in this way is misleading to Statutory Consultees and decision makers who **do not know** the area and simply consult a map. Visually, the A120 might appear to run parallel to the site and Takeley. In reality, a bund in the form of a **noise barrier** North of the site was constructed as part of the new A120. This is covered in mature dense native vegetation. From Takeley Street you would not be aware the A120 exists. It does **NOT** form a visual part of the landscape from Takeley Street.

**Perhaps the Developer could pinpoint on the map where they could see the slip road and employment land from the B1256.**

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<sup>1</sup> [https://www.uttlesford.gov.uk/media/5896/Countryside-Protection-Zone-Study-LUC-2016-pdf/Uttlesford\\_CPZ\\_Study\\_Approved\\_Final.pdf](https://www.uttlesford.gov.uk/media/5896/Countryside-Protection-Zone-Study-LUC-2016-pdf/Uttlesford_CPZ_Study_Approved_Final.pdf)



Fig 5 The only 'noticeable features' from Takeley street are countryside and woodland



Plate 1: From The Street, looking north across the western part of the Site.



Plate 2: From The Street looking north-east across the Site towards building located behind the streetscape.

Figs 6 & 7 Images from the Developers' own Built Heritage Statement – There is NO noticeable A120 slip road or Airport associated employment feature in sight.

**The Developer then contradicts themselves** in Para 6.3.35 “*The Site is well contained and this results in generally limited intervisibility with the surrounding areas to the north, south and west*”.

3.2.1 In Para 6.4.57, the Developer says “*The A120 is set within a cutting with large engineered vegetated embankments lining either side of the road. Slip roads off the A120, although are elevated on embankments, are also lined with established vegetation **limiting visibility** across the wider landscape to the south.*

Referring back to point 3.2 above. **Perhaps the Developer could pinpoint where the visibility is limited to the South?**

3.2.2 The developer attempts to justify their proposal para 6.3.2 “*...the incessant noise of the airport and surrounding roads, together with lighting affects local character and*

*as a result the Site could not be considered tranquil". This is repeated in Para 6.3.30 "the incessant noise of the airport and surrounding roads affects character greatly and together with lighting, as a result the Site is not tranquil".*

**The Developer seems to take the approach that if something is stated often enough it must be true.**

The above statements are **Untrue** and **subjective** with no data to support them. More to the point, this development will subject residents to noise levels beyond WHO guideline values. See report RF Environmental page18.

The report goes on to contradict itself in Para 6.3.9 stating "Tranquility for the LCT is noted as: *"Despite its settled character this landscape is deeply rural and tranquil often affording a sense of remoteness and continuity"*".

3.2.3 The airport does not run passenger flights through the night. The Street lights are not on all night. Planning permission for extra passengers has been given to the airport. Were these statements true, it seems unlikely that Uttlesford would have given Planning Permission for airport expansion.

(Note refused appeal **s62A/2023/0017** dated **July 2023** "*the application site is near to a number of residential dwellings where occupiers would and should expect some relief at points in the week*").

3.2.4 Para 6.3.35 states "*To the west the land is bordered by woodland belts and structure planting as well as built form associated with Thremhall Business Park that provide containment*".

**The Developer has completely ignored the Scout Camp in Priory Wood (Ancient Woodland) directly to the West of the site and completely obscuring Thremhall.**

#### 4 Assessment of Likely Significant effects

4.1 This section tells us nothing at all. It simply says that there will be a Construction Management Plan and a Landscape and Ecological Management Plan. Evidently these have yet to be written. The comments by the Uttlesford Design Team reinforce the absence of detail and "*limited information on the proposed mitigative landscaping proposals. There is information within the DAS on 'Landscape Intent' but this lacks detail, and the Design Code is silent on wider landscaping proposals*". They also comment on the use of the word "**should**" being advisory rather than "**would**".

**At no point has the Developer made it clear that the access points are directly opposite residential properties. The developer has added numerous glossy photos but views of or from these properties are missing from this document. The cottages have been conveniently and critically obscured on numerous plans.**

4.2 Para 6.4.3. "*Light associated with the construction phase of the Proposed Scheme would be designed to minimise light pollution at night*".

(Note the word **minimise** – in other words there will be light pollution which will directly affect both Hatfield Forest, Priory Wood and residents. This does not mean it is acceptable, nor that noise and light will not disrupt daily living conditions or indeed sleep.) Numerous receptors are completely ignored.

At no point has the Developer made it clear whether lighting associated with the “plateaud” land when added to the height of the buildings will shine into the residences opposite the site. These properties are significantly lower than the site and the finished height of the proposed warehouses.

**In other words, the Landscape and visual assessment fails to assess the true worst-case combined effect of land raising, building height and lighting when viewed from lower residential properties.**

4.2.1 There is a small holding directly opposite the main entrance. There are poultry, sheep and an apiary that will no longer experience ‘DARK’. This is not acceptable.

4.3 Para 6.4.4 states “*The construction phase is temporary and short term*”.

Construction is expected to take only **two years**. This is not only two years of light, noise and vibration including at night for residents especially those close to the access points, but is permanent for the lifetime of the site.

4.4 Para 6.4.7 “*The construction process does not require any particularly largescale machinery or plant above that typically expected to be required for a development of this scale*”.

4.4.1 Para 6.4.11 contradicts this. It states “*....the Proposed Development will result in some notable effects during the construction period, which include (for example) the presence of construction vehicles, materials, stockpiles, office and parking / welfare facilities and associated site hoarding and safety fencing. Inevitable construction activities*”.

4.4.2 Para 6.4.58. states that plant and equipment WILL be visible. “*During the construction period, taller construction machinery and upper portions of the proposed built form will be partially visible above and through the existing established intervening vegetation*”.

This is a **MASSIVE** development. Warehouses are expected to be 21 metres in height above the plateaud land, yet they have not stated how much they intend to raise the land by. There **WILL** be large scale plant and machinery. It **WILL** be visible as will the lights. See Fig 9, 10, 11, 12.

**The impact on residents during construction and once operational WILL be significant and WILL endure as long as the site exists.**

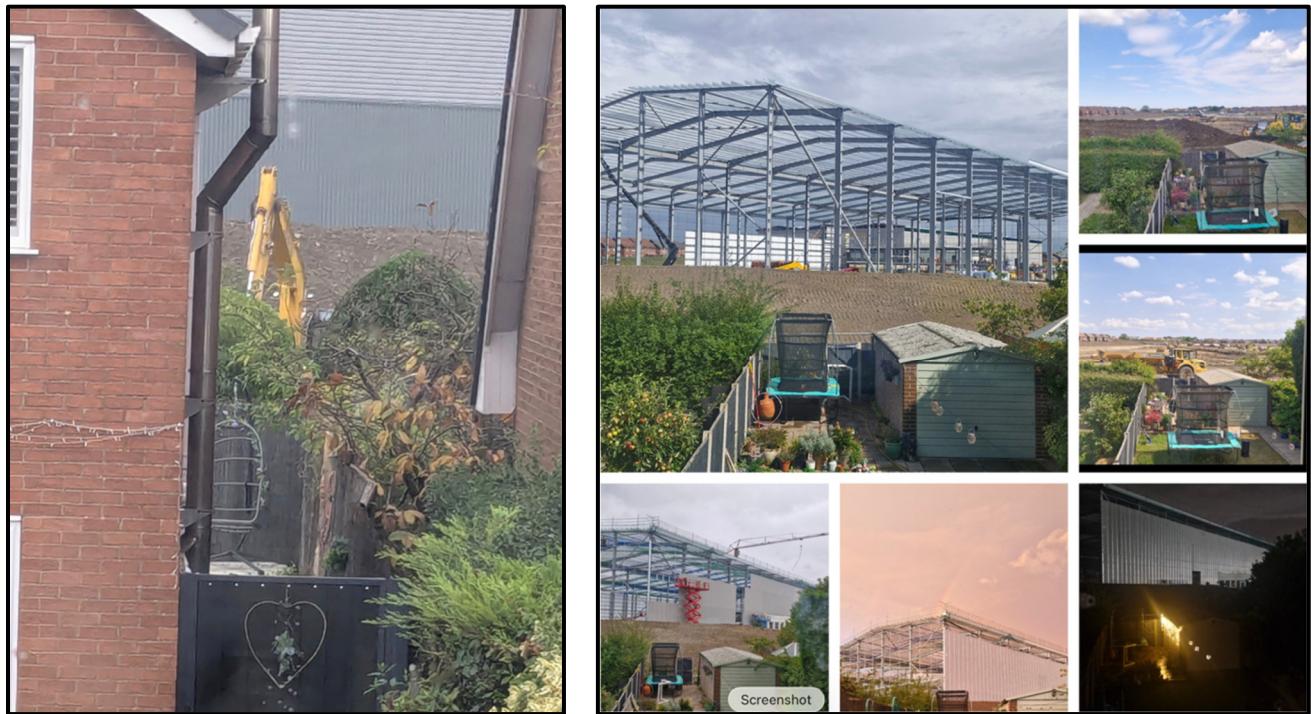


Fig. 9 & 10 Construction phase currently underway at Astley (Wigan) highlighting the disturbance and effect on residential amenity.



Figs. 11 & 12 Construction phase currently underway at Astley (Wigan) highlighting the disturbance and effect on residential amenity – now the subject of legal action.

4.5 Para 6.4.18 states “*A small section of the hedgerow on the southern edge of the Site will be removed to facilitate access into the Site. Effects are considered to be direct, temporary and short term*”.

The Developer neglect to say that the access is directly opposite residential properties. How can a 24/7 access with 4000 (minimum) traffic movements daily; lights from lorries shining in residents’ windows, air brakes, idling vehicles at traffic lights, reversing noise etc be “**negligible**” or “**temporary**” or “**short term**” in any context? Hedges cannot be regrown at the access. No mitigation is possible here.

## 5 Hatfield Forest

5.1 Para 6.4.120 states “*The Flitch Way is located behind a handful of residential properties on the southern edge of B1256 (The Street / Dunmow Road). Either side of the Flitch Way is lined by mature trees and some structural vegetation as it passes through Hatfield Forest.*”

It is clear that the Developer has little idea about the locale. This one statement speaks volumes about their complete ignorance (deliberate or otherwise) of the area and the likely effects of this development.

The Flitch Way (LNR and Country Park) **does NOT pass** through Hatfield Forest SSSI. **The comments about views, lighting and vegetation growth concerning Hatfield Forest are thus completely discredited and should be disregarded.**

5.2 Para 6.4.47 “*Hatfield Forest is open access land. Views of the Site from within the forest are screened in their entirety by the substantial forest vegetation within Hatfield Forest*”.

and

Para. 6.4.133 states “*Lighting of Proposed Development in winter months will not be visible from within Hatfield Forest*”.

Para. 6.5.1 makes it clear that “*Lighting of construction activities in winter months would introduce additional lighting*” and since the site is only a few meters from Hatfield Forest, how can it possibly not be seen especially if lighting can be seen from as far away as the centre of the village? (6.4.63. “*Lighting of construction activities in winter months would introduce additional lighting into distant views*”.) Refer back to Fig. 1 and 2 above for view from Hatfield Forest that will be affected by light. See Fig. 13.

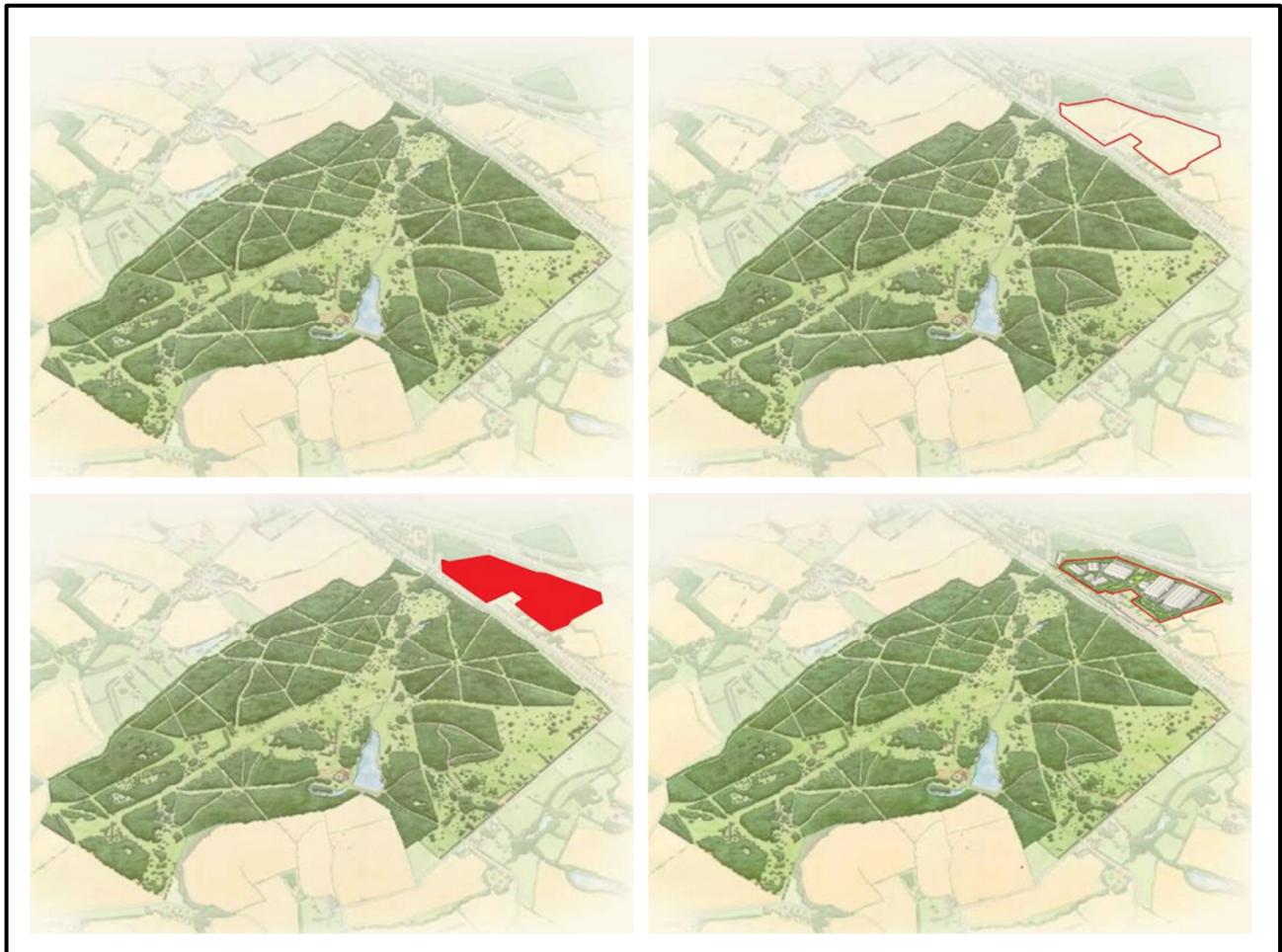


Fig. 13 The locality and scale of the proposal on Hatfield Forest.

5.3 Obviously the Developer has not viewed the site after dark in the winter months, nor walked in the Forest after dark. They need to be reminded that Hatfield Forest is a SSSI, the Flitch Way is a known bat corridor (some are rare) and that light from the site **WILL be seen in winter months**. See. Fig 14.

Panoramic photograph of Land North of Taylors Farm

This photograph demonstrates the exceptionally low existing ambient light levels at the Land North of Taylors Farm (LNTF) site. The image was taken at 23:00 on Friday 12<sup>th</sup> of December 2025 from the location of the proposed main site entrance.

Looking west, limited illumination is visible through the bare tree cover from isolated street lighting on Bury Lodge Lane. To the north / north-east, a faint background glow can be observed from Stansted Airport. To the east and south, sporadic street lighting is visible through the trees.

No light is visible from the rear elevations of nearby residential properties, indicating the absence of residential light spill into the site. In addition, street lighting in the area operates under Essex County Council's Part-Night Lighting (PNL) scheme, whereby lampposts are switched off between 01:00 and 05:00 each night to reduce energy use and light pollution.

During these hours, the LNTF site and the adjacent B1256 experience near-complete darkness, underscoring the site's currently dark baseline conditions.

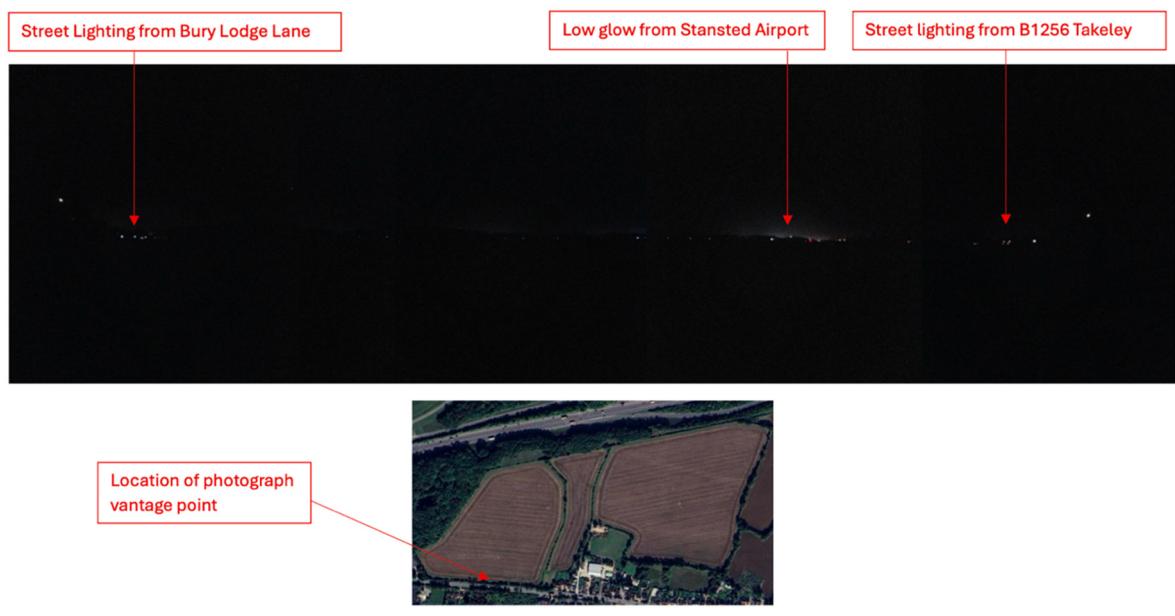


Fig. 14 View of night sky across site at 11pm.

## 6 Operational Phase

6.1 This whole section claims that by year 15 there will be no discernible effect, but then admits on page 43 at para 6.4.102 that local residents close to or bordering the site will experience long term detrimental effects.

### **How can a 27Ha Employment site have no long term effect on the Landscape Character?**

Some examples are:

#### Example 1

Para 6.4.74 claims “At scheme completion the NCA would be directly affected by the Proposed Development in operation. A few small sections of hedgerow will have been removed during the construction process to facilitate access from B1256 (The Street / Dunmow Road) and the internal access road, increasing the visibility into the Site from The Street”.

**It does NOT state that the vegetation was removed DIRECTLY OPPOSITE RESIDENTS' HOMES and cannot be replanted because they have been replaced with access points and a traffic light junction.**

### Example 2

Para 6.4.77. “Once the new landscape framework has established, the new structural landscape will amalgamate with the surrounding landscape and will break up the massing of built form within the NCA. The surrounding area is currently lit at night and is unlikely to be affected by new lighting introduced as a result of the Proposed Development”.

### **Untrue.**

- The site is currently a field – BMV agricultural land.
- Street lights do not operate all night.
- The access road will be lit all night.
- The access will be a traffic light controlled junction opposite homes.
- Without restrictions, the site will operate 24/7 and vehicle lights will shine into people's homes intermittently all night causing disruption and loss of sleep.
- The Scout camp in Priory Wood will be seriously compromised.
- Views from entering the village gateway, Hatfield Forest, the Flitch Way and surrounding countryside will be lost permanently

### 7 Mitigation:

#### 7.1 Community benefit

As a local resident, it is inconceivable to imagine any benefit that could outweigh the impact of the intrusive noise, vibration and lights.

The Developer claims 6.4.96 that “*The central green space within the development will assist with breaking up the mass of the Proposed Built form and will allow for an attractive multifunctional space to benefit both future occupants of the Site and the existing local community*”....and (6.5.2) “*Provision of a central hub and formal open space for use of existing residents*”. Had the Developer actually engaged with local community they would know this. (See Planning Portal: Takeley St Action Group 3<sup>rd</sup> Nov 2025 and GHPC 12<sup>th</sup> Nov 2025).

The developer is actually admitting the ‘**mass of the proposed built form**’ hence their need to attempt to break it up with green space in the centre

Does anyone really believe that residents or community would choose to sit and drink coffee, socialise or walk a dog in the middle of an industrial estate with warehouses towering over 20 metres above them?

Far from mitigating the damaging effects of this development, if the Developer's comments are correct, it will bring more traffic with local traffic entering the site directly opposite residential property.

Significantly it will bring more **footfall** to Hatfield Forest as with 2000 proposed employees a percentage would choose the beauty of the Forest for their breaktimes rather than wandering amongst warehouses. This is currently evidenced by the numbers of employees from Thremhall Park (this has a café and extensive grounds), adjacent to the site and nearby Stansted Distribution Centre using Hatfield Forest at lunchtimes.

## 7.2 Buffer Planting

The Developer claims this will be along the Southern boundary "**where possible**". There are large swathes of the Southern Boundary taken up with two access points and a slip road, so for much of the site this is **not possible**. Their computer generated image is impressive but over exaggerated. It does NOT reflect a true image of what the site will be like to the naked eye and from people's homes and gardens. Any landscaping will take decades to mature and not within the lifetime of many. See Fig. 15.



Fig. 15. Computer generated graphics are aspirational. Priory wood has been made to appear taller than the the surrounding mature trees such as Thremhall Park beyond. The Scout camp is missing. Their vision is entirely ambitious and categorically misleading.

## 8 Size and Scale

8.1 The size and scale of this proposal is astronomical in a rural residential street. It will have a significant impact on the rural landscape within Takeley Street and from the wider area for miles. The Developer admits that it will be seen from as far away as Smiths Green – beyond the 4 Ashes at the centre of the village

For comparison, the Diamond Hanger at Stansted Airport has a hanger door height of 21m and is around 24 total height. It is one of the worlds' largest aircraft hangers and specifically designed to accommodate two Boeing 747 jumbo jets simultaneously. It is unique and we are lucky enough to have this in Uttlesford. It is not out of place **within the context** of airport parameters.

To put this into context: The Diamond Hanger could fit into some of the proposed units several times over. Imagine the number of ‘jumbo jets’ just one of these warehouses could house. The scale of this proposal in what is currently ‘protected countryside’ is unacceptable. See Fig. 16.



Fig. 16 Diamond Hanger for comparison.

## 9 Age and quality of evidence

9.1 Significant data throughout the submission is out of date or pixelated. Base maps do not give a true representation of nearby properties or receptors and therefore fail to give a true representation on the impact on nearby residential amenity and on the ‘countryside’. New housing developments directly affected by the proposal have been deliberately omitted.

## 10 Developer Summary

10.1 The Developer has recognised the permanent significant adverse effects on residents. Para 6.7.8. notes: “*The most notable adverse visual effects would be to occupiers of residential properties and businesses to the south of the Site along B1256 (The Street / Dunmow Road), the public rights of way within the Site and users of B1256 (The Street / Dunmow Road).*”

## 11 Conclusion

The Developer has repeatedly emphasised the fact that the site is within in the Emerging Local Plan. The ELP documentation has made it clear that this site is **surplus to requirements**, (a “**technical oversupply**” p. 17 Employment Site Selection Topic Paper July2024.pdf). **It does not have to be here.**

Referring to the Planning Inspectorate’s refusal of an appeal (**s62A/2023/0017**) for a much smaller site of only 5Ha only a mile away,

The proposed development would:

- be within an area currently designated locally as a Countryside Protection Zone (CPZ).
- promote coalescence between the airport and existing development in the countryside.
- adversely affect the character and appearance of the area.
- have a damaging effect of the proposed development on the living conditions of nearby occupiers, with specific regard to noise, disturbance and light.
- be at significantly at odds with the site's rural and countryside characteristics and appearance.

Referring to the Uttlesford refusal of their own 4.2Ha depo whereby the officer had recommendation approval for B1, B2 and/or B8 employment the other end of the village at Little Canfield (**UTT/17/2607/OP**)

The refusal reasons were:

- The proposed development by reason of its nature and siting within the Countryside is unacceptable to the detriment of its rural natural, the amenity of the surrounding locality, contrary to Policy S7 of the Uttlesford Local Plan (adopted 2005) and the NPPF.
- The proposed development by reason of relationship with adjacent neighbouring Listed Buildings would have an unacceptable impact upon their setting which is not outweighed by public benefit contrary to Policy ENV2 of the Uttlesford Local Plan (adopted 2005) and the NPPF.
- The proposed development by reason of its insufficient buffer to the Flitch Way would result in unacceptable impact upon wildlife and users of the Flitch Way contrary to Policies GEN2, GEN4 and GEN7 of the Uttlesford Local Plan (adopted 2005) and the NPPF.
- The development hereby permitted would increase the pressure on the local infrastructure within the district, as listed within the schedule of Heads of Terms of the report presented to the 6th June 2018 Planning Committee (page 60). In the absence of any legal agreement to address this, the application fails to fully mitigate the impacts of the development contrary to Policy GEN6 of the Uttlesford Local Plan 2005

The Land North of Taylors Farm site is in an entirely unsuitable place for a massive warehousing project particularly because it borders a residential area and the damage cannot be mitigated.

The site conflicts with current policies S7, S8, NPPF para 187.