
Statement of Reasons



Project Team

Architecture:
Stanley Bragg Architecture

Landscape Architecture:
Farrer Huxley

M&E Engineers:
Calfordseadon

Civil & Transport Engineers:
**Langan
Bradbrook Consulting
Intermodal**

Ecology:
**Arcus Consultancy
Services Ltd**

Planning Consultant:
Strutt & Parker

Content

1. Introduction & Background						
	1.1	Introduction & Background	6-7			
	1.2	Consultation	8-11			
2. Site Context						
	2.1	Site Context	14-15	2.3	Nearby Buildings and Architecture	18-19
	2.2	Nature & Landscape	16-17	2.4	Site Qualities	20-21
3. Business Park Strategies						
	3.1	Zonal Plan	24-25			
	3.2	Ownership & Maintenance Boundaries	26-27			
4. Conclusion - Reasons for Making the Order						
	4.1	Conclusion	30-31			

1. Introduction & Background

1.1 Introduction & Background

1.1.1 Introduction

The purpose of this document is to provide a formal Statement of Reasons for the Horizon 120 - Business & Innovation Park (LDO).

This document satisfies the requirements of Article 38(1) of the Town and Country Planning (Development Management Procedure) Order 2015 (DMPO) which states that where a Local Planning Authority proposes to make a LDO they shall first prepare:

1. A draft order.
2. A statement for their reasons for making the order. Article 38(2) states that the 'statement of reasons' shall contain:
 - a. A description of the development which the order would permit.
 - b. A plan or statement identifying the land to which the order would relate.

1.1.2 Background

The Horizon 120 site is located to the west of the A131 in Great Notley and has been highlighted as a suitable site for employment uses for many years by Braintree District Council. The Council's Core Strategy, as adopted in 2011, sought to provide a minimum of 14,000 net additional jobs in the District between 2001 and 2016. As part of achieving this, the Horizon 120 site was allocated as an innovation and enterprise business park under Policy CS4. A Masterplan for the site was subsequently adopted in January 2012.

Despite the policy support for a business park at the site, it has not come forward through the general market. Given the need for new employment space and to provide additional jobs in the area, the Council have therefore decided to proceed with a LDO to simplify gaining planning consent and to encourage investment.

The LDO grants planning permission for various uses subject to compliance with conditions and the Design Code. If development does not comply with every relevant aspect of the LDO, conditions and Design Code, separate planning permission must be sought from the Council. Where development is considered to comply, a Compliance Checklist is to be completed and submitted to the Council for confirmation.

1.1.3 Update to the LDO

The original LDO was adopted in April 2020, with various occupiers coming forward. Since the adoption of the LDO there have been changes in national policy and legislation, including amendments to the Use Class Order, which have necessitated amendments to the LDO to ensure it reflects current legislation.

Amendments have also been made to reflect feedback from users of the LDO, including Braintree Council and prospective occupiers, and to reflect the changing market conditions.

The updated LDO replaces the original LDO in its entirety.

1.1.4 Aspiration of the LDO

The overall aspiration of the LDO is to create a high quality business park. The LDO seeks to achieve this by allowing specific uses across the site and requires a high standard of design, particularly in areas facing the public realm.

The LDO seeks to create an attractive and active public realm, with public footpaths throughout the site to provide permeability. The existing pedestrian pathway and bridleway to the west and north of the site will be protected under the LDO, with new landscaping alongside to ensure an attractive and user friendly path is retained.

An attractive entrance to the site is of importance, alongside a positive relationship with surrounding uses. High quality landscaping is included throughout the site.

To the north west of the site, the land is separated from the rest of the site by hedgerow, with some gaps for the footpath/bridleway. The LDO seeks to leave this area largely undeveloped as a parkland for use as recreational space.

The LDO seeks to create a hub to the north of the site, providing a key focal space. It is envisaged that this will include an outdoor square for public seating, socialising and events such as markets. Uses ancillary to the wider business park are encouraged in this area, including a hotel, gym, nursery, café and food outlets. Office space and research and development are also permitted to the north of the site.

Further south of the site light industrial uses are permitted, with general industrial and storage and distribution permitted further south.

Overall the LDO seeks to encourage investment and create a high quality business park, with a high degree of landscaping and permeability throughout.

1.1.5 LDO Structure

The LDO has been adopted for a total of 10 years and comprises various documents which are relevant to any potential occupiers.

The LDO and schedule sets out which uses are permitted in specific parts of the site and applicable conditions.

The Horizon 120 Design Code sets out detail over building design, landscaping, parking standards and various other aspects. Some parts of the Design Code are applicable across the site as a whole whereas some are specific to certain uses or areas, with these set out in the Design Code itself.

This Statement of Reasons explains the Council's reasons for making the LDO and relevant background information.

Prior to commencing development on site, a Compliance Checklist must be completed and submitted to the Council. Within 28 days the Council must confirm whether the proposed development complies with the LDO and if it does development can proceed.

1.1.6 Supporting Technical Assessments

A range of technical assessments have been completed to inform the LDO. These include:

- Agricultural Land Classification, dated September 2019
- Air Quality Assessment, dated September 2019
- Archaeological Survey, dated March 2011/revised July & October 2012
- Archaeological Written Scheme of Investigation, November 2019
- Arboricultural Impact Assessment, 16th October 2019
- Arboricultural Method Statement, 16th October 2019
- Ecological Impact Assessment, dated August 2017
- Badger and Skylark Survey Report, dated July 2019
- Great Crested Newt Non-Licensed Method Statement, March 2020
- Great Crested Newt Survey Report, August 2019
- Flood Risk Assessment & Drainage Strategy, dated September 2019
- Heritage Statement, dated September 2019
- Sound Level Assessment, dated October 2018
- Transport Assessment, dated February 2020
- Travel Plan Framework, dated July 2019
- Geotechnical and Land Contamination Assessment, dated September 2018
- Topographical Survey
- Transport Note, dated June 2021
- Wayfinding Strategy, dated July 2021

Plan 1: Red Line Boundary Plan



1.2 Consultation

1.2.1 Introduction

In accordance with Article 38 of the Town and Country Planning (Development Management Procedure) Order 2015, consultation on the draft LDO has been undertaken prior to adoption.

Two consultations were carried out on the original LDO between 12th September and 24th October 2019, and between 10th February and 12th March 2020. Amendments were subsequently made where necessary prior to adoption of the original LDO.

Consultation was carried out on the revised draft LDO between 3rd June and 15th July 2021. All draft documents and supporting technical documents were made available online and at the Council offices, with site notices put up, an advert in the local press and notification letters/emails issued.

An overview of comments received and the response from the project team is provided below.

Consultation Response	Response
Supported for the principle of development to provide new jobs and support the economy. Support for the location of the scheme with good connectivity to transport links.	N/a
Confirm the development does not pose any likely risk in relation to Natural England's statutory purpose.	N/a
Request for one integral swift nest brick per dwelling/flat.	The proposal does not include any residential properties so this standard cannot be applied. The original ecology report found very few swifts present on the site previously, so no mitigation was required, with the significant new landscaping providing new opportunities for birds. Notwithstanding this, additional text has been added to the Design Code to encourage provision for swifts in liaison with Essex Swifts.
Query the need to specify non combustibile wall systems and cladding must be used.	Since the adoption of the original LDO the Government has been reviewing fire safety standards and we have listened to feedback from potential occupiers. To ensure the buildings use appropriate materials for their lifetime, they must therefore be as safe as possible in terms of fire risk. The sustainability of the development and impact on climate change are also key considerations, with the use of combustibile materials contrary to these given the fire risk, alongside the potential risk to the life and health of employees and visitors to the development. The wording has been amended since the consultation to ensure a choice of materials are available but the principle of providing non combustibile materials remains.
Query the criteria for fixing details for external cladding.	This requirement is unchanged from the originally adopted LDO and no changes are proposed to be made to this. Occupiers must specify the details of the fixing system when the checklist is submitted but the LDO is not prescriptive in this regard to allow occupiers to utilise the most appropriate method and provide flexibility should different methods become available over the lifetime of the LDO.

Consultation Response	Response
Query how back of plot is defined in relation to palisade fencing.	The wording of the Design Code has been updated to clarify how back of plot is defined.
Request for green powder coated fencing for palisade and weld mesh.	The requirement for fencing to be black or dark grey is unchanged from the original adopted LDO and no changes are proposed in this regard to ensure the high quality appearance of the development is maintained.
Request clarification of 6m rule for gates.	Clarity added that gates must be 6m back from the plot boundary to ensure there are no obstructions to the highway for any user.
Query that brick is the default material for secure boundaries.	Wording was clarified from the originally adopted LDO to not restrict material to brick for secure boundaries. The Design Code does permit other materials, with different restrictions depending on which material is used to ensure a high quality development is created and maintained.
Suggest clarifying that parking within service yards is permitted.	The Design Code is clear on standards for parking in terms of space sizes, landscaping and so on. How an occupier wishes to demark their plot is their own choice and if they label parking to the rear as within a 'service yard', that is their own choice and not within the purview of the LDO. As long as the car parking meets all other standards as set out it will be in compliance.
Concerns the development would lead to increased use of Bakers Lane.	The potential impact on Bakers Lane was assessed as part of the original LDO and the development was not considered to have an adverse impact. As part of the scoping process, we were not requested by Essex County Council to consider development traffic levels that would travel via Bakers Lane and Intermodal (highways consultants) would not expect that notable levels of overall development traffic would be likely to use the road. Furthermore, we consider that, given the strategic routes available to users of the development, very few / no development related HGV movements would be likely to use Bakers Lane. The minor use of Bakers Lane as a result of the proposal was considered acceptable when adopting the original LDO on the Site, with no objection from Essex County Council Highways. None of the proposed amendments are considered to change this assessment.
Request for the bridleway to be protected and for new planting along the existing bridleway.	The bridleway is incorporated into the scheme and has been protected from the outset, forming part of the strategic landscape buffer. Minimum landscape buffers are required along the bridleway to ensure the enjoyment of users is protected.
Request for trees and vegetation along the A131 to be retained and concern raised that some has already been removed.	Some clearance was permitted under the previously adopted LDO and within the planning application for the access, which was required to ensure suitable visibility splays for vehicles to provide safe access. Other trees and vegetation along the A131 are protected and required to be enhanced as part of a strategic landscape buffer.

Consultation Response	Response
Concern about appropriate traffic management for any café or restaurant.	This has been considered in formulating the LDO with the traffic assessed under the Transport Assessment. New and attractive pedestrian paths are provided throughout the scheme to encourage employees and visitors to walk to these uses rather than drive.
Concern raised about the lighting.	Principles of the lighting have not changed since the originally adopted LDO and are set out in the Design Code, requiring compliance with dark sky principles. Any proposed lighting must be submitted with a compliance checklist prior to implementation to ensure compliance.
Great Notley Parish Council requested a s106 payment.	The development will bring new employment opportunities with ancillary uses on site. With sustainable travel encouraged through the electric bus depot, pedestrian and cycle paths and strict minimum standards in relation to cycle parking, it is not considered that there will be any adverse impacts to the residents of Great Notley. All technical issues have been considered and mitigation provided where necessary, with no adverse impacts anticipated. It is therefore unclear what a financial contribution has been requested towards and how this would be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonable related in scale and kind to the development, as per the tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended).
Highways England suggested an amendment to the wording of Condition G12.	Amended wording agreed with Highways England and condition G12 updated accordingly.
Pleased with the measures to protect species and provide biodiversity enhancements. Recommend removal of <i>Rosa rugosa</i> as approved as it is a non-native invasive species.	<i>Rosa rugosa</i> removed from the permitted planting species as suggested.
<p>LLFA confirmed in support of the revised LDO.</p> <ul style="list-style-type: none"> • Welcome the focus of the Design Code in including green infrastructure, support green roofs and creation of new green infrastructure; • Highlighted need to ensure that green infrastructure is delivered as anticipated and recommended delivery of it early in the development; • Recommended inclusion of various points in the Landscape Maintenance Strategy under Condition S3; • Recommended requirement of a Biodiversity Enhancement Strategy. 	<p>N/a</p> <ul style="list-style-type: none"> • N/a; • Conditions G9, P1 and S2 require the implementation of various landscaping as soon as reasonably practicable and no later than the end of the first planting season after completion/occupation so delivery of green infrastructure early in the development is secured; • Landscape Maintenance Strategy must be submitted to and approved by the Local Planning Authority which will ensure that it is appropriate; • The Design Code sets out an overarching strategy for ecology and biodiversity enhancement, with many aspects secured via the strategic infrastructure. For individual plots, they must detail a minimum of three ecological enhancements within the plot with their checklist to ensure that appropriate biodiversity enhancements are provided.

Consultation Response	Response
<p>Essex Police:</p> <ul style="list-style-type: none"> Highlighted need for careful balance of lighting, landscaping and maintenance in creating safe spaces for users to walk; Highlighted that any planting screening boundaries should not be a climbing aid; Comments regarding the lighting; Highlighted that public art can be subject to theft and damage and that the location and maintenance need to be carefully considered; With some business parks, ancillary lorry parking can be required nearby to ensure lorries do not park on roads and block pedestrian access; Positive to see references to cycle storage, but should not provide a climbing aid; Would welcome opportunity to work with occupiers to achieve Secured by Design; Questioned whether an Industrial Watch will be created. 	<ul style="list-style-type: none"> This has been carefully considered, with lighting required to provide safety for pedestrians whilst needing to be carefully managed for ecology. Maintenance is included for the landscaping and paths; Planting for screening boundaries can be on the inside or outside of the fence with a choice of planting available to ensure the most appropriate choice can be made depending on the fencing chosen, which will avoid it being a climbing aid; Whilst some bollard lighting is permitted, this is limited, low level only and must meet dark sky principles with no upward light spill. Lighting to the main road network and footpaths must meet adoptable standards to ensure that safe spaces to walk or cycle are created; Condition G10 has been updated to also require details of maintenance of public art to ensure it is managed adequately. More detailed matters are considered through the Horizon 120 Wayfinding Strategy; Parking standards are set out within the Design Code and service yards permitted to encourage adequate parking within plots to discourage lorry drivers to park elsewhere. However, parking elsewhere cannot be controlled through the LDO; With cycle parking required to be located within the plots themselves, this can be considered by individual occupiers; Design Code has been amended to encourage occupiers to work with the Police to achieve Secured by Design; There currently are no plans to create an Industrial Watch but there is management/maintenance of Horizon 120 as a whole, with many occupiers permitted to create secure boundaries. At the current time it is anticipated that these measures will be sufficient, but can be kept under review.
<p>Raised concerns related to the Section 2 Local Plan and potential unrealistic reliance on this land.</p>	<p>This LDO consultation sought to make some fairly minor changes to the already adopted LDO on the site, primarily to update the use classes given the recent national changes. The principle of employment uses on the site is well established given the current allocation in the adopted Core Strategy, the original adopted LDO and the current work ongoing on site to deliver such uses. The principle of employment development is well established and is not altered by this LDO consultation. Any concerns regarding the Section 2 Local Plan should be raised via the ongoing examination.</p>
<p>Concern that up to 6ha will be used for retail and leisure, contrary to the identified need in the District and Section 1 and 2 Local Plans. No justification for primary retail provision in this location and significant further work on the impacts of this would be required.</p>	<p>Various uses are permitted in Zone A with these principally being E(g) (i) office, E(g)(ii) research and development, and E(g)(iii) industrial process. A C1 hotel is also permitted. As set out in Schedule A, Class 1, other ancillary uses are permitted within the Horizon Hub Core, which is restricted to a 2ha area to ensure these form a hub and are not dispersed across the area. To ensure these uses are ancillary only, paragraph 3.4 of the LDO sets out strict limits on the gross internal floor area permitted and does not permit standalone buildings for any ancillary uses. These uses will provide an important function on the business park, providing much needed services to the occupiers and visitors. In permitting these ancillary uses, we were conscious of the need to place restrictions on these to ensure primary retail or a large retail and leisure park is not created. Including strict restrictions on the amount of floorspace that can be created and restricting their location within the site is considered to sufficiently control these uses and ensure that Zone A, and the rest of the business park, is primarily filled with the employment units sought by policy (E(g), B2 and B8). It is noted that the objection does not consider these restrictions and it is considered no further change is necessary.</p>

2. Site Context

2.1 Site Context

2.1.1 Introduction

Set on the edge of Great Notley Village in Essex, the site benefits from good transport connections, both by road (M11 to London and Cambridge) and rail (Braintree train station). Given the strategic location, it is an opportune location for a range of businesses, and in the last decade business parks have established in the locality.

With farmland and Great Notley Park on its borders, the setting is verdant, with walking trails and bridle paths that link to the wider countryside.

2.1.2 Context & Connections

The site is located to the south of Great Notley Country Park across the A131 from Great Notley Village. To the south is Slamseys Farm and Store, a working farm which grows food crops, christmas trees, makes Slamseys Gin, teaches printmaking, stores caravans and rents out barns and containers. To the west farm land extends out into the countryside. A solar farm can also be found.

Two business parks can be found within 2km of the site - Skyline Business Centre and Lynderswood Business Park. Chelmsford City Racecourse sits 2km south of the site.









The site is well connected by bus to Great Notley Village and further connection to Braintree train station along London Road.

A series of bridle paths connect the site to the surrounding countryside - including Great Notley Country Park and Flitch Way Walking Trail to the north and Chelmsford City Race Course to the south. A pedestrian crossing across the A131 links the Village to the country park and the site.

2.1.3 Nature & Landscape

The site benefits from a verdant, ecological setting and the popular Great Notley Country Park as a neighbour. The Park offers a range of amenities for all ages and abilities as well as a diverse range of habitats for wildlife. Nature conservation is further encouraged at nearby Cuckoo Woods.

The locality also offers paths and trails including Flitch Way, which passes numerous sites and stations along the way.

-  Site Boundary: Overall business park
-  Nature Reserve
-  Pedestrian pathway
-  Public bridleway
-  Flitch Way Walking Trail
-  Bus stop
-  Pedestrian road crossing to Great Notley Country Park
-  Site access to Great Notley Country Park

Plan 2: Context & Connections



2.2 Nature & Landscape

2.2.1 Introduction

The site benefits from a verdant, ecological setting and the popular Great Notley County Park as a neighbour. The Park offers a range of amenities for all ages and abilities as well as a diverse range of habitats for wildlife. Nature conservation is further encouraged at nearby Cuckoo Woods.

The locality also offers paths and trails including the Flitch Way which passes numerous sites and stations along the way.

2.2.2 Great Notley Country Park

The adjoining Country Park covers 100 acres of open space and supports a wide range of habitats, including:

- Amenity grassland
- Meadow areas
- Lakes
- Ponds
- Extensive ditch network
- Hedgerows

The park is also popular for:

- Birdwatching
- Walking
- Fishing
- Horse riding
- Football
- Picnics
- Kite-flying

There is a discovery centre and café located next to play and sports facilities.

2.2.3 Cuckoo Woods

An important area of managed woodland that is not open to the public but used as a secure educational resource.

- Home to a number of locally rare species.
- Dead wood habitats excellent for fungi.

2.2.4 Flitch Way Walking Trail

Flitch Way is a former railway line that passes through 15 miles of rural Essex between Bishop's Stortford and Braintree.

It is flat and well-surfaced, used by:

- | | |
|------------|----------------|
| • Walkers | • Joggers |
| • Cyclists | • Horse riders |

It has many public footpaths exploring the countryside just off the route.

The route passes through several historic towns and villages as well as a number of interesting sites along the way, including:

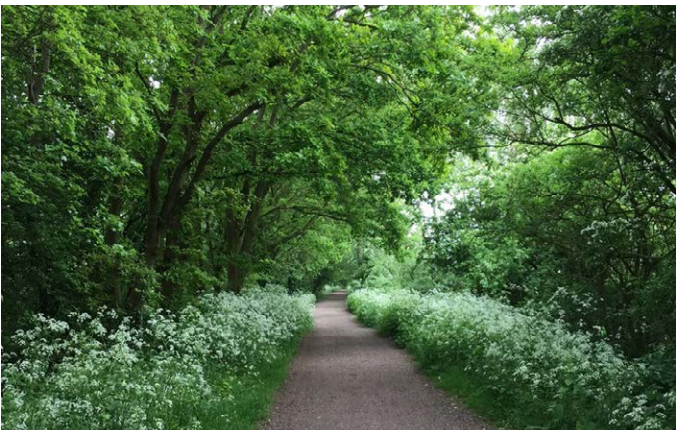
- | | |
|------------------------------|--|
| • Victorian railway stations | • Rayne Station with its Booking Hall Café |
| • Hatfield Forest | • Several historic towns and villages. |
| • Great Notley Country Park | |



Great Notley Country Park large pond/wetland areas



Flitch Way walking trail



Cuckoo Woods

2.3 Nearby Buildings and Architecture

2.3.1 Introduction

Buildings and Architecture are a key part in creating a built environment in which the sense of place, identity, ownership and enjoyment is created. This together with other features, such as landscape, connections, civic space and public realm, will produce a development that is a positive improvement to the local environment.

2.3.2 Great Notley Village

A traditional Essex village dominated by residential clusters of housing which is predominantly from the house styles as prescribed in the Essex Design Guide. The material ranges from brick, render, timber and clay/slate roofs. There are a number of commercial, retail and education buildings within the village, which are generally brick and tile composition.

The Primary school is a contemporary mono pitch design, with stained timber boarding and aluminium fenestration.

Summary

- Inspired by the garden city movement.
- Great Notley Garden Village is a community developed by Countryside over the last 25 years.
- 465 acres with 2,000 homes.
- Delivery 1993 to 2017.

2.3.3 Skyline 120

The architecture of this B1, B2, B8 business park uses traditional design to reflect its use and location. The vernacular is the industry norm consisting of predominantly metal cladding system, using a variety of colours and profiles, with brickwork to the office portions. The heights are ranging from 7m to 12m.

Summary:

- Business park to the north.
- 50,000 square metres of office space within a landscaped environment.
- Accommodates a mix of businesses in offices and warehouses.
- Connects with Great Notley Country Park.

2.3.4 Lynderswood Business Park

A vernacular which reflects the uses, using materials which are associated with the activities. The park's building heights contain 2 storey units, with black stained timber boarding and metal sheeting on the newer buildings and single storey commercial buildings constructed from corrugated sheeting and block work walls, with metal sheet roofing.

Summary

- Set within a farmland estate on the outskirts of Braintree.
- Surrounded by arable farmland and woodland.
- Accommodates a mix of small to medium-sized businesses.
- Stores caravans and motorhomes.

2.3.5 Slamseys Farm & Store

This site is listed in the Domesday Book as Slamondesheia and contains a grade II listed barn. The architecture is eclectic which reflects the multiple uses on the site. The architecture ranges from timber framed buildings with clay tiles, black barns with slate, metal and corrugated sheeting panels on the roof and sides of the commercial buildings. The building heights range from traditional to commercial.

Summary

- Working farm to the south.
- Grows food crops, Christmas trees and manufactures Slamseys Gin.
- Teaches printmaking.
- Stores caravans and rents out barns and containers.



Skyline 120



Skyline 120



Great Notley Village



Great Notley Village



Lynderswood Business Park



Slamseys Farm & Store

2.4 Site Qualities

2.2.1 Introduction

The site is arable farmland set within tree and hedge lined boundaries. A series of drainage ditches connect the site to the surrounding ponds and drainage network.

The site falls 10m from south to north, with the gradient becoming steeper as you approach the north half of the site and then becoming more shallow again in the north-west corner by the country park.

There is little ecological value across the site, with the exception of some species rich hedgerow and a population of great crested newts in the wider surroundings.

The development proposals for the site has an important opportunity to enrich existing habitats and introduce and promote biodiversity across the site with the introduction of new varied habitats.

2.2.2 Topography & Levels

The site falls 10m from south to north, with the gradient becoming steeper as you approach the north half of the site and then becoming more shallow again in the north-west corner by the country park.

Because of this the site feels flat when you stand in the middle. It is only when you are in the north-west corner that you notice the steeper bank up to the middle of site.

There is an opportunity to integrate the site-wide drainage strategy with the site topography.

2.2.3 Existing views

The hedge and tree boundaries provide important visual connections and boundaries to the surroundings. Importance will be placed on retaining these through any proposals.

The views to Slamseys Farm to the south are of open character. There is currently no hedge or fence boundary here.

2.2.4 Existing Habitats

Habitats found on adjacent and nearby land:

- | | |
|---------------------|---------------------------|
| ▪ Amenity grassland | ▪ Extensive ditch network |
| ▪ Meadow areas | ▪ Hedgerows |
| ▪ Lakes | ▪ Managed woodland |
| ▪ Ponds | ▪ Dead wood habitats |

These surrounding habitats support a rich and varied range of wildlife, including birds, bats, reptiles, amphibians and mammals.

Ecology Report identifies the following habitats on-site:

- | | |
|--|-----------------------|
| ▪ Arable land | ▪ Pond |
| ▪ Hedgerow (species poor - not nationally important except northwest quadrant because it runs alongside the bridleway) | ▪ Paddock |
| | ▪ Scrub |
| | ▪ Ditch (wet and dry) |

Hedgerow

The hedgerows provide distinct farmland boundaries to the site and provide important visual connections to the surrounding farmland and Great Notley Country park to the north.

Most are species poor, with the exception of a section to the northwest corner which is species rich with trees.

Trees

There is a distinct tree belt along the A131 road corridor to the East along the site boundary. The trees here are all mature and provide an important wildlife corridor along the road.

The trees also screen the site from Great Notley. All trees are deciduous, making the views into the site more transparent and visible during the winter months.

Ponds

There is one pond set within mature trees in the southeast corner of the site. Great crested newts have historically been recorded in this pond as well as surrounding ponds. Current surveys identified no onsite presence of newts, but continued presence in a pond over 200m to the west. This off site population will need to be protected as part of any development proposal.

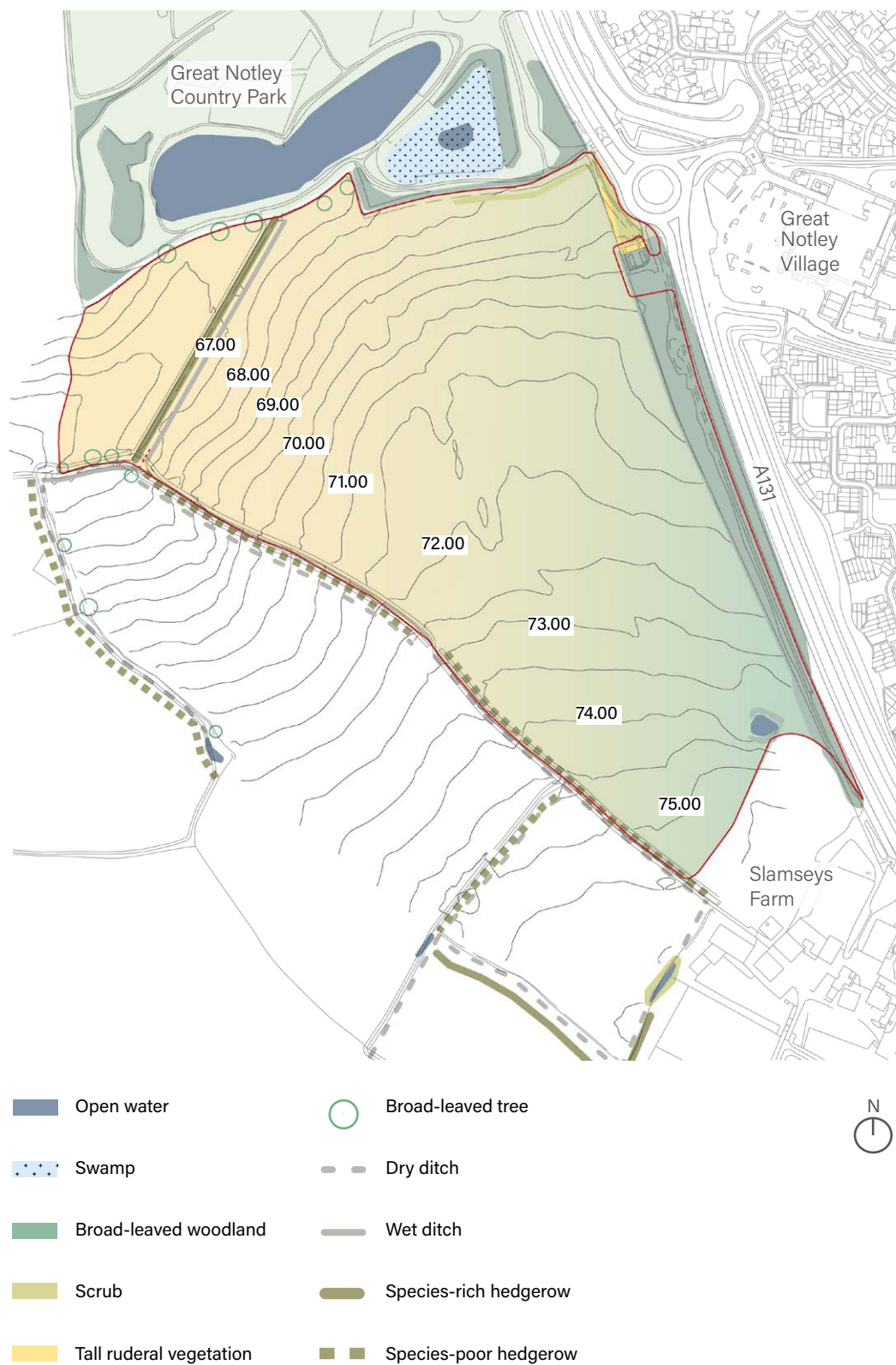
2.2.5 Mitigation

Nearly all the wildlife interest is confined to the boundaries, as the majority of the habitat on site is wildlife-poor arable farmland. Although the site is taken up by predominantly arable farmland, the presence of ponds, hedgerows and a country park adjacent suggest the potential for a wide range of species.

The Ecology Report has identified that without mitigation, the development would impact:

- Great Crested Newts (significantly)
- Skylarks (significantly)
- Bats (minor)
- Nesting birds (minor)

Plan 3: Existing Site Context



3. Business Park Strategies

3.1 Zonal Plan

3.1.1 Introduction

Zones are used within the LDO to identify what uses are permitted across the site.

To the north uses are more restrictive to reflect the proximity of the Country Park. The northern part of the site also allows more ancillary uses, with more traditional industrial uses allowed further south.

3.1.2 Zone A - Horizon Hub

The Hub area will become the landmark feature and represent the benchmark for quality design, materials and creativity. As such a greater emphasis on building design, mass, layout and materials within this zone will be required.

It will become a place to encourage social interaction and activities by constructing a creative design of the public realm, the soft and hard landscape layout, vistas, sunlight and daylight and the layout of the buildings.

The uses within the Horizon Hub Core combined with the street activities and events within the square will help to create a dynamic and sustainable environment, not only for the workers within Horizon 120, but locally. It will be a social destination contained within an aspirational and contemporary building setting.

Permitted uses with Zone A are:

- | | |
|------------------|--------------------------------------|
| ▪ C1 Hotel | ▪ E(g) (ii) Research and Development |
| ▪ E(g)(i) Office | ▪ E(g) (iii) Industrial Process |

Within Zone A, a Horizon Hub Core will be created, comprising the uses listed above and the below:

- | | |
|--|---|
| ▪ E(a) Shop | ▪ E(f) Early Years Childcare, Day Nursery or Preschool |
| ▪ E(b) Restaurant and Café | ▪ Sui Generis Event Space for events including, but not limited to, conferences, parties and private events |
| ▪ E(d) Indoor sport, recreation or fitness | |
| ▪ E(e) Medical or Health Services | |

The hard landscape should allow for some short term parking to use the local amenities and attend events or markets. The parking should follow principles set out in section 4.7 'Plot Front Boundary Landscape' and section 6.10 'Parking Standards'.

The external space shall encourage outside eating and socialising with shading from canopies and trees.

Architectural incidentals and public art including sculptures should be considered, as this will create a unique brand and landmarks.

Servicing shall be from the rear with consideration that all elevations may be viewed as front elevations.

3.1.3 Zone B - Office, R&D, Light Industrial

This zonal allocation will create a technologically informed business park containing offices, start-ups, high-tech light industrial and R&D.

Permitted uses with Zone B are:

- | | |
|-------------------------------------|--------------------------------|
| ▪ E(g)(i) Office | ▪ E(g)(iii) Industrial Process |
| ▪ E(g)(ii) Research and Development | |

The setting for this zone shall be identified by the quality of the inspirational architecture, the landscape setting and visual and physical permeability around and through the site which will lead back to the hub in Zone A.

This zone should inspire creativity, and this can be achieved in part by the inspirational design of the forms within it and the environment which will be created. Meeting nodes within the public spaces can encourage dialogue with other business uses and perhaps generate further collaboration and development. This zone is a key marker in establishing the direction of Horizon 120 as the place for high end business.

3.1.4 Zone C - Office, R&D, Light Industrial, Manufacturing, Storage and Distribution

This zone contains the larger architectural elements, which may be more functional from a design perspective, and will make important contributions to the local economy.

Permitted uses with Zone C are:

- | | |
|-----------------------------------|---|
| ▪ E(g)(i) Office | ▪ Sui Generis Bus Depot including welfare facilities |
| ▪ E(g)(ii) Research & Development | ▪ A mixed use comprising any of the preceding uses at a-e under Class 3 of Schedule A |
| ▪ E(g)(iii) Industrial Process | |
| ▪ B2 General Industrial; | |
| ▪ B8 Storage or Distribution | |

The Design Code will set standards to maximise the architectural opportunities of large buildings. Combined with the landscape, these will align with and contribute to the overall vision of the scheme.

3.1.5 Zone D - Park

This zone is allocated for the creation of a parkland landscape. Attenuation ponds and informal paths will offer recreation opportunities.

Plan 4: Proposed Zonal Plan



- Zone A:
Horizon Hub
- Zone B:
Office, R&D, Light
Industrial
- Zone C:
Office, R&D, Light
Industrial, Manufacturing,
Storage and Distribution

- Zone D:
Park with attenuation
ponds and informal paths

3.3 Ownership/Maintenance Boundaries

3.3.1 Introduction

Clear ownership and maintenance boundaries have been established across the business park. This will ensure the implementation of a road network before individual plots come forward.

Road corridor landscape will be implemented in sections to allow for access to individual plots.

Clear ownership boundaries will also set out the future maintenance requirements for the business park.

3.3.2 General Ownership & Maintenance Boundaries

The areas which fall under the remit of the Local Authority for implementation and future business park maintenance are:

- Public Highway
- Road Corridor Landscape
(Including cycle and footpath, SuDS and buffer landscape)
- Perimeter Buffer Landscape
- Horizon Park
- Horizon Hub & Square
- Horizon Gateway

These are as marked out on the plan overleaf. All other areas are the responsibility of the developer and/or individual plot owner.

3.3.3 Variations to Ownership Boundaries

Variations to ownership and maintenance boundaries can be sought. These will be considered by the business park management team or Local Authority on an individual basis.

Cases which are likely to be considered are pedestrian access links through larger plots or links between smaller plots. This could include the buffer landscape.

Other areas that might be considered are amenity areas that link or connect to the overall public realm and add important value to the overall public open space.

3.3.4 Soft Landscape Maintenance & Layout

Layout and maintenance of planting and trees needs to follow standards set out for Vehicle Visibility Splays. These need to be applied before any occupation or first use of any plots and development.

Maintenance and management plans should be established for both plots and public realm. Key principles are set out below:

- To achieve exemplary standards of maintenance.
- To adopt appropriate, 'site specific,' methods of maintenance.
- To ensure health and safety of all employees and visitors to the site.
- To ensure that all landscape elements, hard, soft and furniture elements, are safe and that all measures have been taken to minimise risk of injury and damage to people and properties.
- All areas to be inspected regularly and any works that become necessary in respect to the condition of vegetation and cleaning of surfaces to be carried out.
- Longevity of planting / establishment including green roofs.
- Promote healthy growth / growth condition and optimum display of all plants.
- Ensure immediate control of invasive weeds.
- Ensure maximum ecological potential of the site is achieved.

Plan 5: Ownership / Maintenance Boundary Plan



4. Conclusion

4.1 Conclusion

4.1.1 Introduction

This Statement of Reasons is published under Article 38 of the Town and Country Planning (Development Management Procedure) Order 2015 and relates to land west of the A131 in Great Notley.

The Horizon 120 LDO seeks to create a high quality business park on land that has been allocated for such purposes for many years but has not come forward through the open market.

Braintree District Council are therefore adopting this LDO to remove the need for businesses to apply for planning permission and provide certainty over what is acceptable on the site in the hope that it encourages investment into the area and creates additional jobs and employment opportunities.

4.1.2 Conclusion

The LDO seeks to provide a range of uses across the site, with a hub area towards the north to provide ancillary uses for future employees, including shops, cafes, a crèche and gym. This area will also include a public space for outdoor eating, socialising or meetings.

To the north west, a parkland area is proposed to be created, linking to the existing bridleway along the boundaries and within the site.

Such areas will provide opportunities for employees and visitors to the site to walk, run and socialise outdoors. Landscaping will also be provided across the site to create an attractive and interesting environment.

The site is divided into four zones under the LDO with the following uses allowed in each:

Zone A

- C1 Hotel
- E(g)(i) Office
- E(g) (ii) Research and Development
- E(g) (iii) Industrial Process
-

Horizon Hub Core uses:

- E(a) Shop
- E(b) Restaurant and Café
- E(d) Indoor sport, recreation or fitness
- E(e) Medical or Health Services
- E(f) Early Years Childcare, Day Nursery or Preschool
- Sui Generis Event Space for events including, but not limited to, conferences, parties and private events

Zone B

- E(g)(i) Office
- E(g)(ii) Research and Development
- E(g)(iii) Industrial Process

Zone C

- E(g)(i) Office
- E(g)(ii) Research & Development
- E(g)(iii) Industrial Process
- B2 General Industrial;
- B8 Storage or Distribution
- Sui Generis Bus Depot including welfare facilities
- A mixed use comprising any of the preceding uses at a-e under Class 3 of Schedule A

The LDO allows for a range of uses, as set out in the LDO document itself. The Horizon 120 Design Code provides detail on the design standards which must be achieved in order to comply with the LDO. If businesses believe their development does comply with the LDO, a Compliance Checklist is to be submitted to the Council for confirmation prior to building work starting on site.

Overall the LDO is adopted by Braintree District Council to provide certainty on what is acceptable on the site and where. It removes the requirement for businesses to apply for planning permission, instead needing to submit a Compliance Checklist which the Council must respond to within 28 days. It is hoped that this will encourage investment and lead to the creation of a high quality business park providing a range of uses and employment opportunities.



Illustrative vignette of Horizon Park



Illustrative vignette of Zone A

