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Agenda Supplement

Dear Councillor

PLANNING COMMITTEE - TUESDAY, 12TH DECEMBER, 2023

I am now able to enclose, for consideration at next Tuesday, 12th December, 2023 meeting of the Planning Committee, the following reports that were unavailable when the agenda was printed.

Agenda No	Item
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| 5. | <u>22/00402/FUL Land South of A127, East of M25 Junction 29, Codham Hall, Codham Hall Lane, Great Warley, Essex (Pages 3 - 38)</u> |
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Addendum to the report.

Yours sincerely



Jonathan Stephenson
Chief Executive

Encs

ADDENDUM

Application reference: 22/00402/FUL

Address: Land South of A127, East of M25 Junction 29, Codham Hall, Codham Hall Lane, Great Warley, Essex

1. Planning Obligations

Table 17.1 in the committee report has been updated to include the following additional planning obligations:

- **Work Place Travel Plan**
- **Employment and Skills Plan**
- **Public access**

IDP Ref.	Description	Estimated Financial Contributions to be Secured by S.106 from LDP Sites according to IDP	Anticipated funding mechanism within IDP	Estimated Costs based on 2,756 daily vehicular trips	Offer from applicant
T9	Walking and Cycling Infrastructure at new developments	N/A - Site by site analysis required of options to introduce new walking and cycling infrastructure linked to new development and wider green infrastructure.	Development Allowance	No specific figure sought from E11 is stated in the IDP	£900,000 Active Travel (A127 pedestrian/cycle route)
T15	West Horndon Station Interchange	£16,750,000	S106	£5,577,472	£1,600,000
T16	Improved Access to West Horndon	£3,500,000	S106	£1,165,442	
T18	A127 Bus Infrastructure	No financial contribution is expected from LDP site allocations at this stage. BBC envisages that contribution in kind will be made via S.106 as part of the individual sites Travel Plans for sustainable transport. However, this will be kept under review	S106	No specific figure sought from E11 is stated in the IDP	£2,000,000 (£2m s106 contribution towards public bus service improvements for BEP)

		and should requirements for additional bus services arise, this will be revisited and updated as necessary.			
T19	Additional Bridge over A127 & Highway Works north of A127 for BEP. (TA ref: Junction 20)	N/A - Site by site analysis required of options	Development allowance	Costs TBC by ECC	B186 Warley Street Improvements and Additional Bridge over A127 & Highway Works north of A127 for BEP Item will be delivered through S278 Applicants estimated cost of S278 works = £12,809,000
T24	A127/ B186 Mitigation: Warley Interchange bridge and new link road connecting to M25 Junction 29. Cost excludes the new mini roundabout and additional bridge for BEP (shown in item T19). (TA ref: Junction 20)	£14,550,000	S106	£4,844,909	Cost excludes the new mini roundabout and additional bridge for BEP Item will be delivered through S278 Applicants estimated cost of S278 works = £40,131,000
T28	M25 Junction 28 (TA ref: Junction 25)	£1,000,000	S106	£248,295 TBC by National Highways	£0 Not required as confirmed by National Highways
T29	M25 Junction 29 (TA ref: Junction 20 and Junction 26)	£25,500,000	S106	£6,331,529 TBC by National Highways	Item will be delivered through S278 Applicants estimated cost of S278 works = £19,583,000
ED7	EYCC - Brentwood Enterprise Park	£2,615,760	S106	TBC by ECC	Not required as confirmed by ECC
N/A	Work Place Travel Plan which promotes measures to reduce travel to and from the site by car, and promotes walking and cycling measures	N/A	N/A	N/A	N/A
N/A	Employment and Skills Plan (for both the	N/A	N/A	N/A	N/A

	construction phase and the operational phase), helping to fund employment training to give local residents the best chance of securing jobs at the proposed development				
N/A	Public access including access to the relevant leisure facilities within the site.	N/A	N/A	N/A	N/A

2. Great Warley Conservation Society objection letter received 5 December 2023

The Council received an objection letter to the application from the Great Warley Conservation Society (GWCS) on 5 December 2023.

Members should note that the GWCS were consulted on the planning application, but no response was received prior to the objection letter received on 5 December. The GWCS were consulted on the following dates by the Council: 7 April 2022, 7 November 2022, 30 December 2022, 12 April 2023 and 10 July 2023. The application was also advertised via numerous site and press notices.

Members should also note that prior to the submission of the planning application, the applicant carried out an online (due to Covid) consultation exercise. GWCS were notified by letter of this event on 30 July 2021 and 31 August 2021. Evidence of this is provided in the Statement of Community Involvement (SCI) submitted in support of the planning application.

No response has been received from GWCS as a result of the formal consultations during the course of the determination of the application. Members should also note that GWCS are a non-statutory consultee. Officers are satisfied that the GWCS have been adequately notified of the planning application.

The concerns raised by the GWCS objection letter and the Council's response are as follows:

1. **Objection:** A request that the planning application is delayed due to the Council's failure to undertake any assessment or consultation regarding the impact that the development will likely have on listed buildings and heritage sites in Great Warley due to increased weighty vehicles using the B186. **Officer response:** The impact of the proposed development on listed buildings and heritage matters is addressed in part '4. Heritage' of the 'Planning Assessment' section of the committee report. The ES considers that most effects on heritage assets during the construction and operation of the proposal to be either neutral to slight or, in one case (Great Warley Hall, a non-designated heritage asset), slight. An additional impact on heritage assets from increases in traffic flow on the B186 Warley Street during operation of the proposals will change the effect on Gladstone Cottages (a non-designated heritage asset) from neutral to slight and on Great Warley Conservation Area from neutral to slight. The ES confirms that with regards to the setting of heritage assets, the proposed landscaping measures may reduce potential impacts and effects during the operation as planting matures. The ES states that none of the effects on heritage assets would be considered significant. The ES also confirms that there is likely to be no significant cumulative effects on heritage assets when considering the proposal alongside the three other committed developments.
2. **Objection:** No contact has been made, visits undertaken or any attempt to undertake the statutorily required assessments of the potential impact on the Conservation Area of increased heavy LDV and HDV vehicles on the 31 listed buildings on or near the affected road. The impact of vibration on these structures must be assessed and so we urge for a delay to enable this to be carried out. **Officer response:** The GWCS were consulted on the application as outlined above. In addition, the application was advertised via numerous site and press notices, as explained above. The impact of the proposed development on heritage matters relevant to the proposal is addressed in part '4. Heritage' of the 'Planning Assessment' section of the committee report.

The application is accompanied by a Heritage Statement and a Noise and Vibration chapter (Volume 4 Appendix E) in the ES. This chapter concludes that there would be no noise and vibration effects arising from

the proposed development on the B186 as it passes through Great Warley, and therefore the Heritage Statement did not report any effects on heritage assets arising from this source. The Heritage Statement reported that 'the Noise and Vibration assessment estimates that with all construction plant working at the closest location, predicted noise levels would have a temporary (medium-term) moderate adverse effect at neighbouring sensitive receptors, including Gladstone Cottages (HA017)'. This temporary effect will be felt over a short distance only, and not within Great Warley village.

The Heritage Assessment also considered the effects on heritage assets in Great Warley village arising from changes in traffic flow, and reported in paragraph 15.6.9 of Chapter 15 in the ES that: '*The Traffic & Transport assessment concludes that there will be a less than 8% increase in traffic flow along the B186 Warley Street once the proposal becomes operational. This will have a negligible adverse impact on an appreciation of Great Warley Conservation Area's rural history, one factor in the characteristics from which it derives its heritage value. This translates to a neutral to slight adverse significance of effect*'

3. **Objection:** Uses in the area that could be negatively affected and which, given recent investigations and other planning applications, we urge should be incorporated into a "joined up thinking" package to protect the Western side of Brentwood's environment and population. **Officer response:** The cumulative impact of the proposal is considered in the Planning Assessment (section 7) of the committee report, including the following parts of the Planning Assessment section: 3. LVIA, 4. Heritage, 6. Air quality, 8. Noise 13. Highways and Transport, 16. Waste and Resources
4. **Objection:** Locations and buildings to be impacted include the Grade One listed St Mary The Virgin Church which draws regular visitors interested in its beauty, history and Arts & Crafts/Art Nouveau interior and sits just 35 metres from the road but has its Parish Hall and car park on the other side, Forest Barn Nursery School which has insufficient parental car parking and is on a dangerous narrow bend; the Village Green War Memorial erected after WW1 (10 metres from the road) opposite which are several listed cottages with a narrow (one metre) pavement on only one side at the bend where regular major accidents occur. At that bend is the vehicular entrance to one of Brentwood's biggest visitor attractions - Warley Place nature reserve - once the home of the World-famous horticulturalist Ellen Wilmott. It is visited all year round and the nature reserve is run by Essex Wildlife Trust. It has an historic boundary wall right on the road. **Officer response:** The impact of the proposed development on heritage matters is addressed in part '4. Heritage' of the 'Planning Assessment' section of the committee report. The ES considers that most effects on heritage assets during the construction and operation of the proposal are either neutral to slight or, in one case (Great Warley Hall, a non-designated heritage asset), slight. An additional impact on heritage assets from increases in traffic flow on the B186 Warley Street during operation of the proposals will change the effect on Gladstone Cottages (a non-designated heritage asset) from neutral to slight and on Great Warley Conservation Area from neutral to slight. The ES confirms that with regards to the setting of heritage assets, the proposed landscaping measures may reduce potential impacts and effects during the operation as planting matures. The ES states that none of the effects on heritage assets would be considered significant. The ES also confirms that there is likely to be no significant cumulative effects on heritage assets when considering the proposal alongside the three other committed developments.
5. **Objection:** The concerns also include the accident blackspot at the junction of Bird Lane and Warley Street (where a house has recently been semi demolished by two cars in six months); the application Forest England has made for access and egress on to Great Warley Street for vehicles using the proposed car and coach park which has no proposal to secure safe sight lines or impede heavy vehicles or to slow traffic (mini roundabout/speed and weight limited vehicle ANPR's etc.). **Officer response:** The impact of the proposed development on highways and transport matters is addressed in part '13. Highways and Transport' of the 'Planning Assessment' section of the committee report. The increase in traffic flow on the B186 Warley Street to the north of the A127 through Great Warley due to the operation of BEP is expected to be approximately one additional vehicle per minute during the peak hours, which represents a 4% to 5% increase in peak hour traffic flow. The additional development generated traffic is anticipated to be all cars, with no goods vehicles using this route. This is because there are faster alternative access routes for the BEP via the M25 and A127 to and from all key destinations and there is also an existing ban on vehicles of 7.5 tonnes or over (gross vehicle weight) using the B186 Warley Street north of the A127.

The forecast increase in traffic flows on the B186 Warley Street north of the A127 due to BEP is within typical hourly fluctuations in traffic flows across an average day and consequently, it is insufficient to have a noticeable adverse impact on properties alongside the B186, or the people living in them. Furthermore, improvements in bus services that will be included in the BEP Workplace Travel Plan will seek to minimise workforce commuting by sole-occupancy cars and thereby reduce the number of additional BEP generated cars using the road network, including the B186 Warley Street, to less than that forecast in the BEP Transport Assessment. In

addition, it is important to note that the scheme is making a substantial financial contribution of £2 million towards enhancing local bus services under the IDP Contribution T18 A127 Bus Infrastructure.

A Construction Environmental Management Plan (CEMP) has been submitted as part of the planning application and a revised CEMP containing further details is being secured via a planning condition. The CEMP submitted with the application contains a routing strategy for all construction traffic which avoids utilising the B186 Great Warley Street during the construction period, ensuring minimal disruption to these areas and the Heritage Assets located within them. This approach also reduces potential environmental impacts associated with heavy vehicle traffic within the surrounding area of the development. All vehicles will be given routing plans that they must adhere to, and compliance with these will be audited by the Project Manager over the construction period. This will be strictly enforced, as set out in the CEMP.

- 6. Objection:** Our committee's planning expert did raise queries with the Council officers a while ago concerning recent considerable expansion of structures at Codham Hall Farm which appear not to have planning consent. No response has ever been received but the extra volume of traffic from that using the same new access to be created will not have been taken into account in the traffic assumptions which are dated 2019. **Officer response:** Codham Hall Farm falls outside the scope of the application. The impact of the proposed development on highways and transport matters is addressed in part '13. Highways and Transport' of the 'Planning Assessment' section of the committee report. This includes cumulative impacts that take account of traffic forecast to be generated by other proposed developments on allocated sites within the Brentwood Local Plan, as well as Department for Transport (DfT) forecast background traffic growth.

3. Objection letter received on 7 December 2023 from Mr Ian Ellingworth

A further objection letter was received from Mr. Ellingworth. The Council responds to the objections below.

- 1. Objection:** Essex CC were allegedly needing to review the transport arrangements before it could be considered. The review has not been published. The applicant has posted an old response from July 2022 on 10th November 2023 to Essex CC but it is not related to the review. **Officer response:** The Council's website includes all responses received from Essex County Council. Essex County Council have confirmed that their formal response has been issued. The Council is satisfied that the applicant will not have suffered any prejudice. His comments have been taken into account. The representations from Essex County Council have been considered as part of the planning report which was published in a timely fashion.
- 2. Objection:** We expected a further consultation and the chance to comment on the final scheme. Given that we have identified several dangerous highway safety issues and lack of compliance with standards we did not expect this to be put forward in its current form. **Officer response:** The planning application and supporting documentation, including amendments received during the application, has been subject to public consultation. To the extent that any amendments were required to be advertised those adverts were placed.
- 3. Objection:** There is no mitigation to protect local residents and businesses. As required under NPPF paras 185, Should mitigate and reduce to a minimum noise from a development. **Officer response:** The application will not result in any undue levels of noise, as explained in in the Environmental Statement accompanying the planning application. Planning conditions such as the CEMP condition, the Noise Assessment condition and a condition limiting hours of construction will also ensure that noise impacts are mitigated. This is also addressed on page 108 of the committee report and the section on 'noise impact'.
- 4. Objection:** The scheme intends to make access onto Warley Street restricted for several agricultural businesses and houses, it won't even concede a keep clear box. **Officer response:** The proposals will not restrict access to houses, businesses, and agricultural land along Warley Street. Traffic modelling of the junctions along the B186 Warley Street indicate that forecast traffic queues will not typically result in obstruction of any existing accesses along the road. Nonetheless, the introduction of 'Keep Clear' boxes can subsequently be added very easily if shown to be necessary.

Objection: Heritage assets could easily suffer substantial harm from vibration and air pressure changes but were not looked at and assessed in this regard. They should have been assessed even if less than substantial harm was likely. **Officer response:** The proposal is acceptable in terms of impact on heritage assets, as explained in the 'Heritage impact' section of the committee report. The application is accompanied by a Heritage

Statement and a Noise and Vibration chapter (Volume 4 Appendix E) in the ES. This chapter concludes that there would be no noise and vibration effects arising from the proposed development on the B186 as it passes through Great Warley, and therefore the Heritage Statement did not report any effects on heritage assets arising from this source. The Heritage Statement reported that 'the Noise and Vibration assessment estimates that with all construction plant working at the closest location, predicted noise levels would have a temporary (medium-term) moderate adverse effect at neighbouring sensitive receptors, including Gladstone Cottages (HA017)'. This temporary effect will be felt over a short distance only, and not within Great Warley village.

5. **Objection:** There are locations such as the slip roads on the A127/B186 junction and the unsighted area to the north of the rail bridge where traffic will be queuing for the new B186/BEP junction. **Officer response:** The issue of queuing is addressed in detail in Section 4 Neighbour responses of the committee report (in particular pages 105 and 106 of the committee report, and the 'Highways and Transport Impact' section of the committee report'. The scheme will not result in undue queuing. The off-site improvement works in combination with the proposed access arrangements, will provide more than sufficient additional traffic capacity to accommodate the traffic generated by BEP.
6. **Objection:** The applicant has modelled (badly) for cumulative impact not at all for highway safety. They need to have modelled the peaks to predict queues in the danger areas. The highway modelling is based on clearly flawed data and modelling. The applicant does not even use the peak hour for their model, let alone the peak 5 minutes it would use if it were concerned by the highway safety issues. It then also suggests the site to generate an am peak flow lower than an 18 hour average of the exit (241vehs used compared with 495vehs all day and night average). This surely needs questioning by the diligent applicant, whether asked for by BBC, ECC as described or not. Averaging will not anyway predict the peak queues. Why are they not asking for the peak 5 minutes that will cause the dangerous queues on both slip roads bend above junction on B186 and rail bridge which are part of the scheme? The reality from our observation is a queue forms in less time. Essex County Council and Brentwood County Council can have no confidence that there would be no unacceptable impact on Highway safety or severe cumulative impacts on the road network. **Officer response:** The issue of data and traffic modelling is addressed in detail on pages 111 to 114 of the committee report and the 'Highways and Transport' impact section of the committee report. The application is based on sufficiently robust data. The traffic impact of the BEP has therefore been evaluated against a significantly robust forecast cumulative scenario that accounts for the impacts of traffic generated by other schemes locally but also does not factor in reduced baseline traffic levels and lower than anticipated traffic growth following the pandemic. The Transport Assessment confirms that traffic congestion and delay on the road network in 2033 is forecast to be less overall with the proposed development and associated highway improvements than it would be without it.
7. **Objection:** The applicant hasn't shown data and modelling that would be acceptable and show the risk. We have repeatedly asked for queue data that is required to create correct data sets and modelling. They are using averaged data which clearly fails to show the peak queues, that will cause the safety issues several times a day. At the given times of the applicants survey this pent-up demand was not accounted. To predict a queue on the safety critical spots the 5-minute survey data for the B186 north peak is 92vehs and should be 92 vehicles + those in the queue. (They didn't even use this available 5 min data). It also fails to allow for the far worse scenario when the close by main roads are busy such as the M25, A127 and A12. **Officer response:** The issue of queue data is addressed in detail on pages 111 to 114 of the committee report.
8. **Objection:** I'm not going to need to raise the issues myself. The applicant and landowner highlight them in their LTC DCO submission, though sadly not in this planning application. The Gateley Legal Submission to LTC DCO on behalf of Padfield July 2023 states:10.50 "*The principle of access arrangements was agreed at a high level between SMDL, Padfield and ECC in a statement of common ground agreed and submitted as part of the examination of the local plan*". Of the B186 access: 10.53 "*Padfield /SMDL considered that they had no option but to assess the possibility of utilising the B186 access for the BEP even though this would require ECC to accept a deviation from the standards.*"Our assessment is a significant deviation from standards. Not explained by ECC or the applicant. The Junction has numerous layout issues. The Essex design guide 6.11 states that no junction should have a gradient of more than 2.5% within 10 metres of the junction. The applicant's design is 6.33% northbound and 7.82% – southbound B186. This is a deviation of not 30% which would require a serious explanation but 300 %. The applicant have suggested a road safety audit and that ECC are happy with the submission. Why have Essex CC not published an explanation as to why this is acceptable? We cannot find the road safety audit suggested in the documents provided. **Officer response:** The junction has been

designed to meet relevant design standards and has been subject to an independent road safety audit, which did not identify any issues of concern that cannot be address at detail design. This is the standard approach to ensure that matters of detail not covered by the preliminary design that have the potential to impact on road safety will be picked-up at the detailed design stage. The gradient on the B186 is currently steeper than 2.5%. However, the vertical alignment of the B186 will be altered such that the road will be approximately 1m higher at the new junction, which will reduce the gradients along the B186 to an acceptable level. ECC have reviewed the design of the junction and is satisfied that it complies with applicable design standards. The only exception to this is a minor and justified relaxation for the slightly steeper gradient on the B186 northbound downstream of the junction than that ideally required to fully meet design standards and represents an improvement on the existing situation. The Stage 1 Road Safety Audit (RSA) and the Designer's Response to the RSA for the B186 junction are both available on the planning portal.

9. **Objection:** This is a huge site with a 9299 vehicle a day generation, many HGVs. It has completely failed to consider mitigating its impacts as required by the NPPF. They propose very significant junction and bridge works over the A127 very near to residents, the nearest just 20 m away and have suggested no mitigation here either. **Officer response:** The application is acceptable in terms of its impact on residential amenity, as discussed in the 'residential amenity impact' section of the Committee Report. The application will not result in any undue levels of noise, as explained in in the Environmental Statement accompanying the planning application. Planning conditions such as the CEMP condition, the Noise Assessment condition and a condition limiting hours of construction will also ensure that noise impacts are mitigated. This is also addressed on page 108 of the committee report and the section on 'noise impact'.
10. **Objection:** The existing Codham Hall north site will also use this exit as its only access and exit as the scheme cuts the existing exit off. This site has seen extensive development since 21st March 2019 the date of the traffic survey used in traffic modelling and assumptions. This includes a parcel of land set aside for landscaping the E10 site and we believe specifically refused removal from the green belt by the plan inspector which has been hard stood this year and is being used for let out industrial use. There is also land developed we believe since 2019 that has been subject to a complaint by the Great Warley conservation society, as it is has been developed for industrial use without permission. That complaint was not responded to by BBC. This is significant areas, tens of acres. They will be generating significant extra traffic. The data is clearly flawed and therefore the conclusions based on it are also flawed. Given some of this is unauthorised development on such a scale. This extra traffic and land could affect the assumptions for other sites in the Borough. It also raises a much more fundamental question. Were this passed with this knowledge that the data behind the scheme is flawed directly by this unauthorised development something would be very wrong. **Officer response:** The application is based on accurate data and will not generate significant extra traffic, as explained on pages 114 to 118 of the committee report. The application has also considered the cumulative impact of other schemes in the area. This is covered in detail in the 'Highways and Transport impact' section of the committee report.

4. Confirmation of acceptance of a planning condition by Essex Police

Essex police have confirmed via email that they accept the following planning condition (Condition 48 – HGV).

Condition 48 (HGV): *Prior to the occupation of the development, a management plan shall be prepared for the management and enforcement of waiting and loading restrictions on the development estate roads. The management plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Essex County Council as Highway Authority and Essex Police) prior to occupation of the development. The approved management plan shall therefore be implemented and maintained for the life of the development.*

Reason: To ensure that the development does not adversely impact highway safety or traffic flow in accordance with Brentwood Local Plan 2016-2033 policy BE12.

5. Updates to list of draft conditions at Appendix B of planning committee report

Minor updates have been made to the draft planning conditions, including:

- Condition numbers have been added to the list of draft conditions.

- Condition 9 (Buffer zone) - 'Arboricultural Method Statement' added to explain AMS abbreviation and condition changed from pre-commencement to compliance.
- Change condition 12 (Phase 2 Geo-Environmental Report and Remediation Scheme) - changed from pre-occupation to pre-commencement as agreed with Environmental Health
- Condition 11 (Landscape scheme) - the following sentence has been removed '*Details of phasing shall be provided showing where new planting can be achieved as soon as possible*'
- Condition 21 (Bus stops) – the following sentence has been deleted '*Full details of the works shall be agreed with the Local Planning Authority and the Highway Authority prior to commencement of the relevant works*'
- Condition 29 (Construction Environmental Management Plan) – 'trees' typo corrected
- Condition 35 (Codham Hall Lane Management Plan) – informative added and reference to 'Emergency Plan' typo corrected to 'Codham Hall Lane Management Plan'
- The following condition has been removed due to vibration already being covered in condition 29 (CEMP)

Prior to the commencement of construction, a risk assessment shall be submitted to and approved in writing by the Local Planning Authority which identifies the probability of vibration from compaction and excavation activities and to determine the need for periodic or continuous vibration monitoring. The development shall be carried out in accordance with the approved risk assessment and the measures identified therein and using techniques least likely to cause vibration or impact damage to the surrounding properties.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of pollution, in line with National Planning Policy Framework (NPPF)(paragraph 174) and the Brentwood Local Plan 2016 – 2033 Policy NE10.

6. Digital Infrastructure planning condition

Condition 57 (Digital infrastructure) is proposed to be removed. The applicant has explained that without knowing who all of the future occupiers are, their digital infrastructure requirements are uncertain and could significantly vary in a multitude of ways such as speed, resilience and exchange connections to name a just few. Whilst the condition is pre-occupation, it is asking for a site-wide strategy and programme of delivery. The applicant has stated that this would result in a delay for some of the units being occupied if some end-users are identified before others. It is considered that the condition does not align with the requirements of Paragraph 56 within the NPPF.

Paragraph 56 of the NPPF

Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification.

The applicant has confirmed that there would be a need to ensure that there is Digital Infrastructure that is appropriate to deliver high levels of warehouse operational efficiency.

7. Typo

On page 80 of the committee report, the Essex County Council comments should be dated 1 June not 27 June.

DRAFT CONDITIONS

07/12/23

Brentwood Enterprise Park (22/00402/FUL)

Condition No.	Condition	Type	Wording
1	Removal of PD Rights Relevant policies – Strategic Policy BE14: Creating Successful Places	Compliance	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, Schedule 2, Part 3 (or any order revoking and re-enacting that Order with or without modification), the buildings hereby approved shall not be used for any alternative use(s) that may be granted by the Order, other than those expressly authorised by this permission unless planning permission is sought from and granted by the Local Planning Authority.</p> <p>Reason: In the interests of amenity to ensure that the uses hereby approved would not result in detriment to neighbouring properties in accordance with policy BE14 of the Brentwood Local Plan 2016-2033 and the NPPF 2023.</p>
2	Quantum and use Relevant policies – Strategic Policy BE14: Creating Successful Places	Compliance	<p>The total Gross Internal Area floorspace of all of the units shall not exceed 112,466sqm. The units hereby permitted shall be used for Class B8 (Storage and Distribution) and Class B2 (General Industrial) use with ancillary office space (within Class E) only. The area occupied by Class B2 use shall be no greater than 20% (22,493.2sqm) of the total approved floorspace.</p> <p>Reason: In the interests of amenity to ensure that the uses hereby approved would not result in detriment to neighbouring properties in accordance with policy BE14 of the Brentwood Local Plan 2016-2033 and the</p>

			NPPF 2023.
3	Commencement date Relevant policies – N/A	Compliance	The development hereby permitted shall be commenced within 5 years from the date of this permission. Reason: As required by Section 91 of the Town and Country Planning Act 1990 as amended.
4	Approved drawings / documents Relevant policies – N/A	Compliance	The development hereby permitted shall be carried out in accordance with the following plans unless otherwise required by another condition: <u>LIST TBC</u> List of relevant approved drawings/documents will be provided in due course prior to the issuing of the decision notice/section 106. Reason: To ensure that the development is as permitted by the local planning authority and for the avoidance of doubt.
	Materials Relevant policies – Strategic Policy BE14: Creating Successful Places	Compliance	The external materials to be used in the construction of the development hereby approved shall be carried out in accordance with the following plans: <ul style="list-style-type: none"> • Unit 1 Elevations (Drawing 19296 P1291 D) • Unit 2 Elevations (Drawing 19296 P2291 B) • Unit 3 Elevations (Drawing 19296 P3291 B) • Unit 4 Elevations (Drawing 19296 P4291 C) Reason: To ensure the quality and finishes of the materials are in accordance with the requirements of the Brentwood Local Plan 2016 - 2033 Policy BE14 and the National Planning Policy Framework 2023.
6	Refuse and recycling Relevant policies – Strategic Policy BE14: Creating Successful	Pre-occupation (compliance)	The refuse and recycling arrangements for a particular unit shown on the approved drawings for that unit shall be provided and made available for use prior to occupation of that unit. The refuse and recycling storage facilities shall thereafter be retained for their intended purpose. Reason: to ensure that the refuse will be appropriately stored within the site thereby protecting the amenity

	Places		of the site in accordance with the requirements of the Brentwood Local Plan 2016 - 2033 Policy BE14 and the National Planning Policy Framework 2023
7	<p>Biodiversity Net Gain</p> <p>Relevant policies – Strategic Policy NE01: Protecting and Enhancing the Natural Environment</p> <p>Strategic Policy NE02: Green and Blue Infrastructure</p>	Pre-commencement	<p>The development shall achieve a Biodiversity Net Gain on site calculated in accordance with the Defra Metric 3.1. Prior to the commencement of development, a Biodiversity Net Gain Calculation Report demonstrating a net gain shall be submitted to and approved by the Local Planning Authority.</p> <p>Reason: To comply with NPPF paragraphs 174d and 180d</p>
8	<p>Landscape and Ecological Management Plan</p> <p>Relevant policies - Strategic Policy NE01: Protecting and Enhancing the Natural Environment</p> <p>Strategic Policy NE02: Green and Blue Infrastructure</p>	Pre-commencement	<p>No development shall take place until a Landscape and Ecological Mitigation and Management Plan (LEMP) has been submitted to, and approved by, the Local Planning Authority. The LEMP shall be prepared having regard to the Landscape Masterplan approved pursuant to condition 11 and ecological mitigation requirements identified in the application documents. The LEMP shall:</p> <ul style="list-style-type: none"> • cover a period of 10 years and identify those responsible for ensuring the effective management of Green Infrastructure assets (including any surface water drainage system). • Identify the establishment and long-term commitments to manage the landscape and protect and enhance biodiversity in and around the site, drawing together measures set out in the landscape scheme and required as part of the ecological assessments; • Identify the key habitat and landscape features to be retained or created and their future management requirements (including the timing, monitoring and aftercare of the various features) consisting of the following points: <ul style="list-style-type: none"> ○ Ponds; ○ Stream; ○ Grassland ○ Hedges ○ New tree and other planting ○ Hobbs Hole ;

			<ul style="list-style-type: none"> ○ Bat/bird boxes; ○ Hibernacula; and ○ Log piles <ul style="list-style-type: none"> ● Annual logs setting out details of the implementation of the maintenance measures set out in the LEMP shall be maintained for a 10 year period. These logs shall be made available for inspection upon a request by the Local Planning Authority. ● Details of ecological monitoring and reporting to the Local Planning Authority to take account of the ecological supervision during the construction phase of the development. The details shall include the level of supervision, reporting mechanisms to the Council and frequency of the site visits and reporting, and provision for a meeting on site prior to works taking place on site between the developer, developer's relevant contractors and arboricultural/ecological consultants as well as the Local Planning Authority. <p>The development shall be carried out in accordance with the approved LEMP.</p> <p>Reason: This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in accordance with the requirements of the Brentwood Local Plan 2016 - 2033 Policies NE01 and NE02 and the National Planning Policy Framework 2023</p>
<p>9</p>	<p>Buffer Zone</p> <p>Relevant policies - Strategic Policy NE01: Protecting and Enhancing the Natural Environment</p> <p>Policy NE03: Trees, Woodlands, Hedgerows</p>	<p>Compliance</p>	<p>The development hereby permitted shall be implemented in accordance with the approved plans and the 15m buffer zone (Biodiversity Protection Zone) around Hobbs Hole ancient woodland (LWS) and Codham Hall Woods (LWS) shall be kept free of any form of development or activity at all times. The buffer should be included within the Arboricultural Method Statement (AMS) and Tree Protection Plan (condition X)</p> <p>Reason: This condition is necessary to ensure the protection of wildlife in accordance with the requirements of the Brentwood Local Plan 2016 - 2033 Policies NE01, NE03 and NE02 and the National Planning Policy Framework 2023</p>

	Strategic Policy NE02: Green and Blue Infrastructure		
10	Arboriculture Relevant policies – Policy NE01: Protecting and Enhancing the Natural Environment Policy NE03: Trees, Woodlands, Hedgerows Strategic Policy NE02: Green and Blue Infrastructure	Pre- commencement	<p>An Arboricultural Method Statement (AMS) including a Tree Protection Plan shall be submitted to, and approved in writing by, the Local Planning Authority prior to commencement of the development hereby permitted. It shall be prepared in accordance with BS5837:2012 recommendations. The AMS shall include details of the position and type of Tree Protection Fencing; where works will be required within Construction Exclusion Zones, details of service runs, drainage and hard surfacing close to trees and hedges, additional ground protection where incursions within the root protection areas are required; details of when arboricultural supervision will be required.</p> <p>The protective fencing and ground protection shall be retained until all construction equipment, machinery and surplus materials have been removed from the site. If within five years from the completion of the development an existing tree is removed, destroyed, dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, a replacement tree shall be planted within the site of such species and size and shall be planted at such time, as specified in writing by the Local Planning Authority. The tree protection measures shall be carried out and retained in accordance with the approved details.</p> <p>The development shall be carried out in accordance with the approved AMS.</p> <p>Reason: To avoid damage to the existing trees and to ensure the protection and enhancement of the natural environment in accordance with the requirements of the Brentwood Local Plan 2016 - 2033 Policies NE01, NE03 and NE02 and the National Planning Policy Framework 2023</p>
11	Landscape Scheme Relevant policies – Strategic Policy NE01: Protecting and Enhancing the Natural Environment	Pre- commencement	<p>Prior to commencement of development a Landscape Masterplan containing detailed landscape proposals and associated works with a programme of implementation shall be submitted to and approved in writing by the Local Planning Authority. Details shall include, but not be limited to,</p> <p>a) Trees, hedgerows and other landscape features to be removed, retained, restored or reinforced;</p> <p>b) The location, species and size of all new plants, trees, shrubs and hedgerows to be planted, those areas to be grassed and/or paved,</p>

	<p>Policy NE03: Trees, Woodlands, Hedgerows</p> <p>Strategic Policy NE02: Green and Blue Infrastructure</p>	<p>c) A programme of implementation;</p> <p>d) Written specifications (including cultivation and other operations associated with plant and grass establishment);</p> <p>e) Hard and soft surfacing materials;</p> <p>f) Construction methods in the vicinity of retained trees and hedges, including protection measures in accordance with BS4428:1989 and BS5837:2012;</p> <p>g) Pit design for tree planting within streets or areas of hard landscaping;</p> <p>h) Existing and proposed levels comprising spot heights, gradients and contours, grading, ground modelling and earth works;</p> <p>i) Locations and specifications and product literature relating to street furniture including signs, seats, bollards, planters, refuse bins;</p> <p>j) Whether public access will be permitted to such land; and</p> <p>k) the location of suitable retained trees or newly planted trees within the proposal where bat/bird boxes will be located to improve the site for roosting bats and nesting birds.</p> <p>The approved Landscape Masterplan and the detailed landscape proposals and associated works shall be implemented in accordance with the approved programme of implementation. Any existing or newly planted tree, shrub or hedgerow dying, uprooted, severely damaged or seriously diseased or, within a period of 5 years from completion of the Landscape Masterplan shall be replaced within the next planting season with others of the same species and of a similar size, unless the Local Planning Authority gives prior written consent to any variation.</p> <p>The entire Landscape Masterplan and the detailed landscape proposals and associated works shall have been completed prior to the end of the first landscaping planting season (November-February) following</p>
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			<p>completion of construction of the final unit.</p> <p>Reason: To ensure the Local Planning Authority are satisfied with the details of the landscaping scheme in accordance with the requirements of the Brentwood Local Plan 2016 - 2033 Policies NE01, NE03 and NE02 and the National Planning Policy Framework 2023.</p>
12	<p>Phase 2 Geo-Environmental Report and Remediation Scheme</p> <p>Relevant policies - Policy NE10: Contaminated Land and Hazardous Substances</p>	Pre-occupation	<p>Prior to commencement of development a Phase 2 Geo-Environmental Report shall be submitted to the Local Planning Authority. Details shall include:</p> <ul style="list-style-type: none"> • Trial pits to establish shallow ground conditions. • Boreholes to enable geotechnical in-situ testing, water sampling and gas monitoring, • Laboratory chemical analysis of soil and groundwater samples. • Laboratory geotechnical testing. <p>If this Phase 2 Geo-Environmental Report identifies risks unacceptable to receptors, a suitable and detailed remediation scheme setting out details of the works required to bring the site into an acceptable condition for its intended use shall at the same time be submitted to the Local Planning Authority for its written approval.</p> <p>The approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of development (save for the carrying out of any part of the development that is required in order to carry out the approved remediation scheme). The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out shall be submitted to the Local Planning Authority for its approval.</p> <p>Any asbestos containing materials within the existing buildings shall be removed by an appropriately licensed contractor before demolition commences.</p> <p>Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of pollution, in line with National Planning Policy Framework (NPPF)(paragraph 174) and the Brentwood Local Plan 2016 – 2033 Policy NE10.</p>

13	<p>Construction activities</p> <p>Relevant policies – Strategic Policy BE14: Creating Successful Places</p>	Compliance	<p>Construction activities at the site shall not be carried out outside the following hours:</p> <ul style="list-style-type: none"> • 07:00 – 19:00 Monday to Friday. • 07:00 – 16:00 Saturday. • None on Sundays or Public Holidays. <p>Reason: To ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of noise and disturbance in accordance with Brentwood Local Plan 2016 – 2033 policy BE14.</p>
14	<p>Noise</p> <p>Relevant policies – Strategic Policy BE14: Creating Successful Places</p>	Pre- commencement	<p>Prior to commencement of development, a noise assessment (including mechanical plant and equipment associated with commercial properties) in accordance with BS4142:2014+A1:2019 shall be submitted to the Local Planning Authority's Environmental Health team and approved in writing. A noise rating level (L_{Ar,T}) from the scheme of at least 5dB below the typical background sound level (L_{A90,T}) shall be achieved at noise sensitive receptors. Where the noise rating level cannot be achieved, the noise mitigation measures considered should be explained and the achievable noise rating level should be identified and justified. This full assessment should inform any noise mitigation that may be needed.</p> <p>The development shall be carried out in accordance with the approved noise assessment.</p> <p>Reason: To ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of noise and disturbance in accordance with Brentwood Local Plan 2016 – 2033 policy BE14.</p>
15	<p>Site access (B186)</p> <p>Relevant policies – Strategic Policy BE08: Strategic Transport Infrastructure</p>	Pre-occupation	<p>Prior to occupation of the proposed development, the proposed site access onto the B186 Warley Street shall be provided as shown indicatively on Drawing BEP-ATK-HML-ZZ-DR-CH- 000003 C03 within Appendix A of the Transport Assessment. The works include but are not limited to full signalisation of the junction, two lane approaches on each arm and a designated right turn lane into Upminster Trading Estate. Full details of the works shall be approved in writing by the Highway Authority prior to the commencement of the relevant works.</p>

	Policy BE12: Mitigating the Transport Impact of Development		Reason: To ensure that vehicles can enter and leave the site in controlled manner, and to provide adequate inter-visibility between vehicles using the site access and those in the existing public highway/users of Upminster Trading Estate, in the interest of highway safety in accordance The National Planning Policy Framework and Policy BE12 of The Brentwood Local Plan 2016 - 2033
16	Site access (north of M25 Junction 29) Relevant policies – Strategic Policy BE08: Strategic Transport Infrastructure Policy BE12: Mitigating the Transport Impact of Development	Pre-occupation	Prior to occupation of the proposed development, the proposed site access from the north via M25 Junction 29 and Codham Hall Lane shall be provided as shown indicatively on Drawing BEP-ATK-HML-ZZ-DR-CH-000004 C06 and Drawing BEP-ATK-HML-ZZ-DR-CH-000007 C03. The works shall include but not be limited to a reconstructed carriageway on Codham Hall Lane, a new signalised pedestrian crossing, a new roundabout and a new bridge over the A127. Full details of the works shall be approved in writing by the Highway Authority prior to the commencement of the relevant works. Reason: To allow vehicles to access the site from the existing public highway in a safe and controlled manner in the interest of highway safety and in accordance with The National Planning Policy Framework and Policy BE08 and BE12 of the Brentwood Local Plan 2016 - 2033.
17	Highway works - A127 & B186 Relevant policies – Strategic Policy BE08: Strategic Transport Infrastructure Policy BE12: Mitigating the Transport Impact of Development	Pre-occupation	Prior to occupation of the proposed development, highway works shall be provided as shown indicatively on Drawing BEP-ATK-HML-ZZ-DR-CH-000002 C03 at the intersection of the A127 and B186. The works shall include but not be limited to full signalisation of the junction, a new bridge, dualling of the B186 carriageway, widening of the A127 slip roads to two lanes and the provision of associated walking and cycling infrastructure. Full details of the works shall be approved in writing by the Highway Authority prior to the commencement of the relevant works. Reason: To allow vehicles to access the site from the existing public highway in a safe and controlled manner in the interest of highway safety and in accordance with The National Planning Policy Framework and Policy BE08 and BE12 of the Brentwood Local Plan 2016 - 2033.
18	Widening of the A127 westbound Relevant policies –	Pre-occupation	Prior to occupation of the proposed development, widening of the A127 westbound offslip at M25 Junction 29 shall be carried out as shown indicatively on Drawing BEP-ATK-HML-ZZ-DR-CH-000001 C02 within Appendix A of the Transport Assessment. Full details of the works shall be approved in writing by the Highway Authority prior to the commencement of the relevant works.

	<p>Strategic Policy BE08: Strategic Transport Infrastructure</p> <p>Policy BE12: Mitigating the Transport Impact of Development</p>		<p>Reason: In the interests of ensuring the highway retains adequate capacity, safety and efficiency to serve the proposed development, other Local Plan proposals in the vicinity and the wider highway network and in accordance with The National Planning Policy Framework and policy BE12 and BE08 of the Brentwood Local Plan 2016 - 2033.</p>
19	<p>Proposed site access - Codham Hall Road</p> <p>Relevant policies –</p> <p>Strategic Policy BE08: Strategic Transport Infrastructure</p> <p>Policy BE12: Mitigating the Transport Impact of Development</p>	Pre-occupation	<p>Prior to occupation of the proposed development, the proposed site access road from Codham Hall Road to the B186 Warley Street shall be provided as shown indicatively in Drawings 20-081 / 421 P5, 20-081 / 422 P5 and 20-081 / 423 P5. The works shall be to highways-standard specifications and include pedestrian crossings and footway/cycleway links within the site. Full details of the works shall be approved in writing by the Highway Authority prior to the commencement of the relevant works.</p> <p>Reason: In the interests of ensuring the highway retains adequate capacity, safety and efficiency to serve the proposed development, other Local Plan proposals in the vicinity and the wider highway network and in accordance with The National Planning Policy Framework and policy BE08 and BE12 of the Brentwood Local Plan 2016 - 2033.</p>
20	<p>Walking and cycling infrastructure improvements</p> <p>Relevant policies –</p> <p>Strategic Policy BE09: Sustainable Means of Travel and Walkable Streets</p>	Pre-occupation	<p>Prior to occupation of the proposed development, walking and cycling infrastructure improvements, together with associated signage, shall be provided on the B186 south of the interchange with A127 as shown indicatively in Drawings BEP-ATK-HML-ZZ-DR-CH-000002 C03, BEP-ATK-HML-ZZ-DR-CH-000026 C01 and BEP-ATK-HML-ZZ-DR-CH-000027 C01. Full details of the works shall be approved in writing by the Highway Authority prior to the commencement of the relevant works.</p> <p>Reason: To provide safe access for both pedestrians, cyclists and the mobility impaired in the interest of accessibility in accordance with Policies BE09 and BE12 of the Brentwood Local Plan 2016 - 2033.</p>

	Policy BE12: Mitigating the Transport Impact of Development		
21	<p>Bus stops</p> <p>Relevant policies –</p> <p>Strategic Policy BE09: Sustainable Means of Travel and Walkable Streets</p> <p>Policy BE10: Sustainable Passenger Transport</p> <p>Policy BE12: Mitigating the Transport Impact of Development</p>	Pre-occupation	<p>Prior to occupation of the proposed development, the bus stops on either side of the B186, as shown indicatively on Drawing BEP-ATK-HML-ZZ-DR-CH-000027 C01, shall be provided with shelters, new flags and poles, real time passenger information displays and raised kerbs or such other scheme or variation substantially to the same effect that is approved in writing by the Local Planning Authority and Essex County Council as Highway Authority.</p> <p>Reason: To encourage trips by public transport and in the interest of accessibility, in accordance with policies BE09, BE10 and BE12 the Brentwood Local Plan 2016 - 2033.</p>
	<p>Bus layby</p> <p>Relevant policies –</p> <p>Strategic Policy BE09: Sustainable Means of Travel and Walkable Streets</p> <p>Policy BE10: Sustainable Passenger Transport</p> <p>Policy BE12: Mitigating the Transport Impact of Development</p>	Pre-occupation	<p>Prior to occupation of the proposed development, and notwithstanding the internal layout drawings, a bus stop alongside the southbound carriageway within the site shall be provided with a shelter, new flag and pole, real time passenger information display and raised kerbs. Full details of the location of the bus stop and associated works shall be approved in writing by the Highway Authority prior to the commencement of the relevant works.</p> <p>Reason: To encourage trips by public transport and in the interest of accessibility, in accordance with Policies BE09, BE10 and BE12 the Brentwood Local Plan 2016 - 2033.</p>

<p>23</p>	<p>Footpath diversions</p> <p>Relevant policies –</p> <p>Strategic Policy BE09: Sustainable Means of Travel and Walkable Streets</p> <p>Policy BE10: Sustainable Passenger Transport</p> <p>Policy BE12: Mitigating the Transport Impact of Development</p>	<p>Pre-occupation</p>	<p>No part of the development shall be occupied until such time as an order has been made and confirmed to secure the diversion of public rights of way (PRoW No.176, No.179, No.180 and No.1831) in the manner shown indicatively in Drawing 19296 P00005 Revision F. No part of the development may be occupied until such time as the diversion works have been completed in accordance with the order as confirmed in writing by the Local Planning Authority.</p> <p>Reason: To ensure the continued safe passage of pedestrians on the public right of way and accessibility in accordance with Policies BE09, BE10 and BE12 the Brentwood Local Plan 2016 – 2033.</p>
<p>24</p>	<p>Flood Risk Assessment & Drainage Strategy</p> <p>Relevant policies –</p> <p>Policy BE05: Sustainable Drainage.</p> <p>Strategic Policy NE09: Flood Risk</p>	<p>Pre-occupation</p>	<p>The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment (FRA) and Drainage Strategy by HDR Bradbrook Consulting, ref 20-081 revision 4 dated 19/08/22 and the following mitigation measures detailed within the FRA:</p> <ul style="list-style-type: none"> • Infiltration testing in line with BRE 365. If infiltration is found unviable the combined run-off rates from the site should be limited to 76 l/s for the 1/1yr event, 189 l/s for the 1/30yr event and 1/260 l/s for the 1/100yr event plus 40% climate change. • Provision of attenuation storage (including locations on a layout plan) for all storm events up to and including the 1:100 year storm event inclusive of climate change. • The mitigation measures shall be fully implemented prior to occupation of the development or within any other period as may subsequently be approved in writing by the Local Planning Authority. <p>Reason: To minimise the potential for the site to contribute to flooding in accordance with policies NE09 and BE05 of the Brentwood Local Plan 2016 – 2033</p>

25	<p>Drainage</p> <p>Relevant policies –</p> <p>Policy BE05: Sustainable Drainage.</p> <p>Strategic Policy NE09: Flood Risk</p>	Pre-occupation	<p>Prior to occupation of the development details confirming that the proprietary pollution interceptors shown on the approved drawings provide the following performance in terms of pollution mitigation indices as set out in CIRIA SuDS Manual C753: for total suspended solids 0.8, for metals 0.6 and for hydrocarbons 0.9 shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of pollution, in line with National Planning Policy Framework (NPPF)(paragraph 174) and the Brentwood Local Plan 2016 – 2033 Policy BE05 and NE09.</p>
26	<p>Maintenance Plan</p> <p>Relevant policies –</p> <p>Policy BE05: Sustainable Drainage.</p> <p>Strategic Policy: NE09 Flood Risk</p>	Pre-occupation	<p>Prior to occupation of the first unit, a maintenance plan detailing the maintenance arrangements in relation to Surface Water Drainage including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, shall be submitted to and approved in writing, by the Local Planning Authority.</p> <p>Should any part be maintainable by a maintenance company, details of long term funding arrangements shall be provided as part of the submitted maintenance plan.</p> <p>The development shall be carried out in accordance with the approved maintenance plan.</p> <p>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 in accordance with policies NE09 and BE05 of the Brentwood Local Plan 2016 – 2033.</p>
27	<p>Yearly maintenance logs</p> <p>Relevant policies –</p> <p>Policy BE05 – Sustainable Drainage</p>	Compliance	<p>Annual logs of maintenance in relation to Surface Water Drainage shall be maintained. These logs shall be made available for inspection upon a request by the Local Planning Authority.</p> <p>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 in accordance with policies NE09 and BE05 of the Brentwood Local Plan 2016 – 2033</p>

	Strategic Policy NE09: Flood Risk		
28	J29 capacity enhancement Relevant policies – Strategic Policy BE08: Strategic Transport Infrastructure Policy BE12: Mitigating the Transport Impact of Development	Pre-occupation	The development shall be carried out in accordance with the principles of the J29 Capacity Enhancement General Arrangement Drawing Ref: BEP_ZZ-ATK-DR-CH-000001 Rev C05. Full details of the works shall be approved in writing by the Highway Authority prior to commencement of the relevant works. The works shall be fully completed prior to first occupation of the development hereby permitted. Reason: To ensure that the M25 Trunk Road continues to be an effective part of the national system of routes for though traffic in accordance with Section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety in accordance with Brentwood Local Plan 2016 – 2033 policies BE08 and BE12.
29	Construction Environnemental Management Plan (CEMP) Relevant policies – Strategic Policy NE01: Protecting and Enhancing the Natural Environment Policy NE03: Trees, Woodlands, Hedgerows Strategic Policy NE08: Air Quality Policy NE10: Contaminated Land and Hazardous Substances	Pre- commencement	No development shall commence until a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority in consultation with National Highways and Essex County Council as the relevant highway authorities. The CEMP shall include, but not be limited to, the following detail: <ul style="list-style-type: none"> • construction programme for the Brentwood Enterprise Park; • the proposed construction traffic routes to the site, to be identified on a plan; • Construction Traffic Management Plan (to include the co-ordination of deliveries and plant and materials and the disposing of waste resulting from vegetation clearance, ground works, demolition and/or construction to avoid undue interference with the operation of the public highway, particularly during the Monday-Friday AM Peak (0800-0930) and PM Peak (1630-1800) periods); • an estimate of the daily construction vehicles, number and type profiled for each construction phase, identifying the peak level of vehicle movements for each day; • cleaning of site entrances, site tracks and the adjacent public highway; • confirmation that a formal agreement from National Highways for temporary access/egress has been obtained (if required) for the M25 motorway; • details of any proposed strategic road temporary traffic management measures on the M25 motorway, at or adjacent to M25 J29;

Strategic Policy NE02:
Green and Blue
Infrastructure

- management and hours of construction work and deliveries;
- area(s) for the parking of vehicles of site operatives and visitors;
- area(s) for the loading and unloading of plant and materials;
- area(s) for the storage of plant and materials used in constructing the development;
- siting and details of wheel washing facilities;
- the mitigation measures in respect of noise and disturbance during the construction phase including vibration and noise limits, monitoring methodology, screening, a detailed specification of plant and equipment to be used and construction traffic routes;
- a scheme to minimise dust emissions arising from construction activities on the site. The scheme shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development;
- details of waste management arrangements;
- the storage of materials and construction waste, including waste recycling where possible;
- the storage and dispensing of fuels, chemicals, oils and any hazardous materials (including hazardous soils);
- measures to avoid impacts on the non-statutory designated sites and retained habitats;
- details of drainage arrangements during the construction phase identifying how surface water run-off will be dealt with so as not to increase the risk of flooding to downstream areas because of the construction programme;
- protection measures for, hedgerows, retained trees, waterways and grasslands including an external lighting strategy (construction) to protect light-sensitive bats and other nocturnal fauna;
- measures to ensure that rollers do not travel in convoy along the east site boundary to reduce vibration levels on the closest sensitive receptors;
- contact details of personnel responsible for the construction works;
- soil movement, methods of tracking soil movement and details for demonstrating soil will be suitable for re-use and
- Ecological mitigation measures to protect wildlife consisting of the following measures:
 1. Breeding birds survey – any removal of buildings and vegetation clearance between the period of March to September shall be subject to nesting bird checks by the Project Ecologist.

			<p>2. Reptile Clearance – Where the proposals requires the clearance of habitats suitable for reptiles as highlighted in the Reptile Survey (February 2022) this should be undertaken during the between April and October when reptiles are active. This shall be carried out under ecological supervision.</p> <p>3. Badger Mitigation – All badger mitigation measures for construction as recommended within Chapter 4 of the Badger Report (February 2022) shall be included in the Construction Environmental Management Plan and implemented in accordance with the report. If any active setts require closure a licence shall be obtained.</p> <p>4. Barn Owl & Bat Surveys – prior to commencement of development the following surveys shall be submitted to and approved in writing by the Local Planning Authority in order to inform whether a licence or further mitigation is required for the below surveys:</p> <ul style="list-style-type: none"> a) Updated Barn Owl Survey b) Updated Bat Tree Survey – aerial or climbed inspection for trees of moderate or high potential to support roosting bats. <p style="padding-left: 40px;">If under the approved surveys a licence or further mitigation is required the development shall be carried out in accordance with such requirements.</p> <p>Trees considered to have low potential to support roosting bats needing to be removed should be soft felled in a sensitive manner, and cut material left on site for 24 hours where possible to enable any bats present to escape. Any dense ivy should be removed before felling and the trees re-assessed for their potential to support roosting bats.</p> <p>The approved CEMP shall be adhered to and implemented in full throughout the construction period strictly in accordance with the approved details.</p> <p>Reason: In the interests of highway and pedestrian safety together with the amenity of the area, and to conserve ecological interests throughout the construction process in accordance with Brentwood Local Plan 2016-2033 Policies NE01, NE03, NE08, NE10 and NE02, and paragraphs 185 and 186 of the NPPF.</p>
30	Surface water drainage	Pre-installation	No surface water shall be permitted to run off from the development on to the Strategic Road Network (as defined for this application as M25 J29), or in to any drainage system connected to the Strategic Road

	<p>Relevant policies –</p> <p>Policy BE05: Sustainable Drainage.</p> <p>Strategic Policy NE09: Flood Risk</p>		<p>Network. No new connections from any part of the development may be made to any Strategic Road Network drainage systems.</p> <p>Prior to the installation of any drainage, full details of any new drainage system, including its specification and location, shall be submitted to and approved in writing by the Local Planning Authority in consultation with National Highways. The development shall thereafter be undertaken in strict accordance with the approved details prior to the first occupation of the development hereby permitted and retained in accordance with the agreed specification.</p> <p>Reason: To ensure that the M25 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with Section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.</p> <p>Reason: To ensure that the site does not pose any risk to human health or the water environment in line with the requirements of the Brentwood Local Plan 2016 - 2033 Policies BE05 Sustainable Drainage and NE09 Flood Risk and the National Planning Policy Framework 2023.</p>
	<p>Estate Wide External Lighting Strategy</p> <p>Relevant policies –</p> <p>Policy NE11: Floodlighting and Illumination</p>	<p>Pre-installation/ Pre-occupation</p>	<p>Prior to the installation of any external lighting, full details of an external lighting strategy for all estate roads and common areas shall be submitted to and approved in writing by the Local Planning Authority in consultation with relevant highway authorities. The lighting strategy shall include the following details and shall be prepared by a suitably qualified lighting engineer/specialist in accordance with The Institution of Lighting Engineers Guidance Notes For The Reduction of Obtrusive Light:</p> <ul style="list-style-type: none"> • identify areas/features on site that are particularly sensitive for bats and their breeding and resting places, or along important routes used to access key areas of their territory; • levels of luminance; • timing of its provision; and • location for installation including appropriate lighting contour plans. <p>The approved external lighting shall be provided in strict accordance with the details set out in the approved lighting strategy prior to the first occupation of the development hereby permitted and retained in accordance with the agreed specification.</p>

			Reason: To ensure minimal nuisance or disturbance is caused to the detriment of amenity of local residents, ecology and of the area generally in accordance with NPPF paragraph 185 and Brentwood Local Plan 2016-2033 policy NE11.
32	<p>External Lighting Scheme for Each Unit</p> <p>Relevant policies –</p> <p>Policy NE11: Floodlighting and Illumination</p>	Pre-installation/ Pre-occupation	<p>Prior to the installation of any external lighting on any unit, full details of an external lighting strategy for that unit shall be submitted to and approved in writing by the Local Planning Authority. The lighting strategy shall include the following details and shall be prepared by a suitably qualified lighting engineer/specialist in accordance with The Institution of Lighting Engineers Guidance Notes For The Reduction of Obtrusive Light:</p> <ul style="list-style-type: none"> • identify areas/features on site that are particularly sensitive for bats and their breeding and resting places, or along important routes used to access key areas of their territory; • location for installation including appropriate lighting contour plans; • levels of luminance and • controlled mechanisms and hours of operation. <p>The approved external lighting for each unit shall be provided in strict accordance with the details set out in the approved lighting strategy prior to the first occupation of the relevant unit and retained in accordance with the agreed specification.</p> <p>Reason: To ensure minimal nuisance or disturbance is caused to the detriment of amenity of local residents, ecology and of the area generally in accordance with NPPF paragraph 185 and Brentwood Local Plan 2016-2033 policy NE11.</p>
33	<p>Geotechnical report</p> <p>Relevant policies -</p> <p>Policy NE10: Contaminated Land and Hazardous Substances</p>	Pre-commencement	<p>No development (for avoidance of doubt this includes excavation works, and/ or landscaping works), shall commence until a geotechnical report (in accordance with Design Manual for Roads and Bridges Standard CD622) has been submitted to and approved in writing by the Local Planning Authority in consultation with National Highways and Essex County Council.</p> <p>The development shall be carried out in accordance with the details set out in the approved report.</p> <p>Reason: To ensure that the M25 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the</p>

			reasonable requirements of road safety and to ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of pollution, in line with National Planning Policy Framework (NPPF)(paragraph 174) and the Brentwood Local Plan 2016 – 2033 Policy NE10.
34	Traffic signs agreement Relevant policies - Strategic Policy BE08: Strategic Transport Infrastructure Policy BE12: Mitigating the Transport Impacts of Development	Pre-occupation	<p>Prior to first occupation of the development a Traffic Signs Agreement shall be submitted to and approved in writing by the Local Planning Authority in consultation with National Highways for directional signing on the strategic road network either on or in the vicinity of M25 J29. The signage for the development shall be carried out in accordance with the details set out in the approved Agreement and must comply in all respects with the Traffic Signs Regulations and General Directions 2016 (TSRGD 2016).</p> <p>Reason: To ensure that the M25 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety and informed travellers in accordance with Brentwood Local Plan 2016 – 2033 policies BE08 and BE12.</p>
35	Codham Hall Lane Management Plan Relevant policies – Strategic Policy BE08: Strategic Transport Infrastructure Policy BE12: Mitigating the Transport Impacts of Development	Pre-occupation	<p>Prior to first occupation of any unit a Codham Hall Lane Management Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with National Highways, for the management of collisions, incidents and routine and emergency works on Codham Hall Lane and any other access points for the Brentwood Enterprise Park site. The Plan shall contain details of periodic reviews of the relevant measures. The approved Plan shall be implemented in accordance with the details set out in the approved Plan (subject to any alternative arrangements put in place by National Highways from time to time in connection with the Lower Thames Crossing project) and shall be subject to the periodic reviews set out in the approved Plan.</p> <p>Reason: To mitigate any adverse impact from the development on the M25 and surrounding routes. To ensure that the M25 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable</p>

			<p>requirements of road safety in accordance with Brentwood Local Plan 2016 – 2033 policies BE08 and BE12.</p> <p>Informative The Codham Hall Lane Management Plan must be implemented in full, shall be kept up to date by the site operator and thereafter be reviewed and amended as necessary and at least annually. The Local Planning Authority, in conjunction with National Highways, may at any time require the amendment of the plan by giving notice pursuant to this condition. The Local Planning Authority, or relevant highway authority, may at any time require a copy of the current Codham Hall Lane Management Plan for the management of Codham Hall Lane which shall be submitted to the Local Planning Authority within 1 month of notice being given.</p>
36	<p>Risk Assessment</p> <p>Relevant policies -</p> <p>Policy NE10: Contaminated Land and Hazardous Substances</p>	Pre-commencement	<p>No development shall take place until a scheme that includes the following components to deal with the potential risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:</p> <ol style="list-style-type: none"> 1) A preliminary risk assessment which has identified: all previous uses potential contaminants associated with those uses a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site. 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the local planning authority. <p>The development shall be carried out in accordance with the approved scheme.</p>

			Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of pollution, in line with National Planning Policy Framework (NPPF)(paragraph 174) and the Brentwood Local Plan 2016 – 2033 Policy NE10.
37	<p>Verification report</p> <p>Relevant policies -</p> <p>Policy NE10: Contaminated Land and Hazardous Substances</p>	Pre-occupation	<p>Prior to occupation, a verification report demonstrating completion of works set out in the approved remediation strategy pursuant to condition 39 the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The approved long-term monitoring and maintenance plan shall be implemented.</p> <p>Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of pollution, in line with National Planning Policy Framework (NPPF)(paragraph 174) and the Brentwood Local Plan 2016 – 2033 Policy NE10.</p>
38	<p>Monitoring and Maintenance Plan</p> <p>Relevant policies -</p> <p>Policy NE10: Contaminated Land and Hazardous Substances</p>	Pre-commencement	<p>No development shall take place until a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of pollution, in line with National Planning Policy Framework (NPPF)(paragraph 174) and the Brentwood Local Plan 2016 – 2033 Policy NE10.</p>

39	<p>Contamination monitoring</p> <p>Relevant policies -</p> <p>Policy NE10: Contaminated Land and Hazardous Substances</p>	Compliance	<p>If, during development, contamination not previously identified is found to be present at the site such contamination shall immediately be notified to the Local Planning Authority and no further development shall be carried out until the a remediation strategy has been submitted to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and written approval of the remediation strategy has been obtained from the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of pollution, in line with National Planning Policy Framework (NPPF) (paragraph 174) and the Brentwood Local Plan 2016 – 2033 Policy NE10.</p>
40	<p>Trial trenching evaluation</p> <p>Relevant Policies:</p> <p>Strategic Policy BE16: Conservation and Enhancement of Historic Environment</p>	Pre-commencement	<p>No development or preliminary groundworks shall commence until a programme of archaeological trial trenching evaluation has been submitted to and approved in writing by the Local Planning Authority and completed in accordance with the approved Written Scheme of Investigation (Version 4 – May 2023) and the approved programme and confirmed in writing as completed by the Local Planning Authority.</p> <p>Reason: In order that all below ground impacts of the proposed development are know and an appropriate protection and works for the archaeological mitigation strategy is achieved in accordance with the Brentwood Local Plan 2016 - 2033 Policies BE16 and the National Planning Policy Framework 2023</p>
41	<p>Trial trenching mitigation strategy</p> <p>Relevant Policies:</p> <p>Strategic Policy BE16: Conservation and Enhancement of Historic Environment</p>	Pre-commencement	<p>If required based on the results of the trial trenching evaluation, a mitigation strategy detailing the excavation/preservation strategy of the archaeological remains identified shall be submitted to and approved in writing by the Local Planning Authority following the completion of the archaeological evaluation. The development shall be carried out in accordance with the approved mitigation strategy. The implementation of the approved mitigation strategy and associated fieldwork will be monitored by the Local Planning Authority's archaeological advisor who will issue written confirmation of completion upon satisfactory completion.</p>

			Reason: In order that all below ground impacts of the proposed development are know and an appropriate protection and works for the archaeological mitigation strategy is achieved in accordance with the Brentwood Local Plan 2016 - 2033 Policies BE16 and the National Planning Policy Framework 2023
42	Completion of fieldwork Relevant Policies: Strategic Policy BE16: Conservation and Enhancement of Historic Environment	Pre- commencement	No development or preliminary groundworks can commence on those areas containing archaeological deposits until the satisfactory completion of fieldwork, as detailed in the mitigation strategy if required, and which has been confirmed in writing by the Local Planning Authority. Reason: In order that all below ground impacts of the proposed development are know and an appropriate protection and works for the archaeological mitigation strategy is achieved in accordance with the Brentwood Local Plan 2016 - 2033 Policies BE16 and the National Planning Policy Framework 2023
43	Archaeological Post- excavation Assessment Relevant Policies: Strategic Policy BE16: Conservation and Enhancement of Historic Environment	Compliance	If a mitigation strategy was required pursuant to condition 41 the applicant will submit to the Local Planning Authority a post-excavation assessment (to be submitted within 9-12 months of the completion of fieldwork). This will result in the completion of post-excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report. Reason: In order that all below ground impacts of the proposed development are know and an appropriate protection and works for the archaeological mitigation strategy is achieved and provide information on the special archaeological interest of this part of Essex in accordance with the Brentwood Local Plan 2016 - 2033 Policies BE16 and the National Planning Policy Framework 2023
44	BREEAM Relevant policies – Strategic Policy BE01: Carbon Reduction and Renewable Energy Use	Occupation	Every non-domestic building constructed as part of the development shall achieve excellent rating under BREEAM UK New Construction (or an equivalent standard). a) within 12 months of the vertical building works commencing on any phase/plot of land that includes a non-domestic building, a BREEAM New Construction Interim (Design Stage) Excellent Certificate for: i) each non-domestic building within that phase/plot; or

	<p>Policy BE02: Water Efficiency and Management</p> <p>Policy BE03: Establishing Low Carbon and Renewable Energy Infrastructure Network</p> <p>Policy BE04: Managing Heat Risk</p>		<p>ii) all the non-domestic buildings within that phase/plot under one submission shall be submitted to and approved in writing by the LPA and the development shall not be carried out otherwise than in accordance with any such approval.</p> <p>b) within 12 months of first occupation of any non-domestic building hereby permitted, a BREEAM New Construction Final (Post Construction) Excellent Certificate covering:</p> <p>i) that building; or</p> <p>ii) all the non-domestic buildings within the development under one submission shall be submitted to and approved in writing by the LPA, confirming that the agreed standards at (a) have been met</p> <p>Reason: In the interests of sustainable development in accordance with the Brentwood Local Plan 2016 - 2033 Policies BE01, BE02, BE03 and BE04 and the National Planning Policy Framework 2023</p>
45	<p>Security Management Plan - common areas</p> <p>Relevant policies – BE14: Creating Successful Places</p>	Pre-occupation	<p>A Security Management and CCTV Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the common parts of the development. The plan shall include measures to reduce the opportunities for crime and enhance security, alongside details of the CCTV provision of the wider estate. The development shall thereafter be carried out in accordance with the details set out in the approved plan.</p> <p>Reason: In order to ensure that crime and disorder implications are fully considered and to improve community safety and crime prevention, in accordance with The Brentwood Local Plan 2016 - 2033 Policies BE14 and the National Planning Policy Framework 2023</p>
46	<p>Security Management Plan – units</p> <p>Relevant policies - BE14: Creating Successful Places</p>	Pre-occupation	<p>A unit-specific Security Management and CCTV Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of each unit of the development. The plan shall include measures for the relevant unit to reduce opportunities for crime and enhance security, alongside details of the CCTV strategy of the tenant. The development of the relevant unit shall thereafter be carried out in accordance with the details set out in the approved plan.</p>

			Reason: In order to ensure that crime and disorder implications are fully considered and to improve community safety and crime prevention, in accordance with The Brentwood Local Plan 2016 - 2033 Policies BE14 and the National Planning Policy Framework 2023
47	Secured by Design Relevant policies - BE14: Creating Successful Places	Pre-occupation	<p>Prior to first occupation of each unit a satisfactory Secured by Design inspection shall take place and the resulting Secured by Design Commercial accreditation for the relevant unit submitted to and approved in writing by the Local Planning Authority.</p> <p>The development shall be carried out in accordance with the details set out in the relevant accreditation for the relevant unit.</p> <p>Reason: In order to ensure that crime and disorder implications are fully considered and to improve community safety and crime prevention, in accordance with The Brentwood Local Plan 2016 - 2033 Policies BE14 and the National Planning Policy Framework 2023</p>
48	HGV Condition Relevant policies – Policy BE12: Mitigating the Transport Impacts of Development	Pre-occupation	<p>Prior to the occupation of the development, a management plan shall be prepared for the management and enforcement of waiting and loading restrictions on the development estate roads. The management plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Essex County Council as Highway Authority and Essex Police) prior to occupation of the development. The approved management plan shall therefore be implemented and maintained for the life of the development.</p> <p>Reason: To ensure that the development does not adversely impact highway safety or traffic flow in accordance with Brentwood Local Plan 2016-2033 policy BE12.</p>
49	Dust Management Plan Relevant policies – Strategic Policy NE08: Air Quality Policy NE10:	Pre-commencement	<p>No development shall take place until a Dust Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The Dust Management Plan shall contain a timetable of all dust-producing activities. The development shall thereafter be carried out in accordance with the details set out in the approved Plan.</p> <p>Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of pollution, in line with National Planning Policy Framework 2023 and the Brentwood Local Plan 2016 – 2033 Policy NE08 and NE10.</p>

	Contaminated Land and Hazardous Substances		
50	<p>Site Waste Management Plan</p> <p>Relevant policies – Strategic Policy NE08: Air Quality</p> <p>Policy NE10: Contaminated Land and Hazardous Substances</p>	Pre-commencement	<p>No development shall take place until a Site Waste Management Plan (SWMP) has been submitted to, and approved in writing by, the Local Planning Authority. The Site Waste Management Plan shall contain details on the estimated volumes of construction waste (including demolition and surplus cut and fill soils) and details of appropriate facilities at which the individual waste streams are anticipated to be received. The development shall thereafter be carried out in accordance with the details set out in the approved Plan.</p> <p>Reason: To ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of pollution and nuisance in accordance with Brentwood Local Plan 2016-2033 policies NE08 and NE10.</p>
51	<p>Operational waste management strategy</p> <p>Relevant policies – Strategic Policy NE08: Air Quality</p> <p>Policy NE10: Contaminated Land and Hazardous Substances</p>	Pre-occupation	<p>An Operational Waste Management Strategy for each unit within the development shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the relevant unit. The Strategy shall be in conformity with the mitigation presented in the ES Vol 2, Chapter 7 (February 2022). The development shall thereafter be carried out in accordance with the details set out in the approved Strategy.</p> <p>Reason: To ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of pollution and nuisance in accordance with Brentwood Local Plan 2016-2033 policies NE08 and NE10.</p>
52	<p>Target emissions</p> <p>Relevant policies – Strategic Policy BE01: Carbon Reduction and Renewable Energy Use.</p>	Occupation	<p>Within six months following first occupation of each unit, as-built BRUKL documents shall be submitted to the Local Planning Authority to confirm that each of the units are meeting the following minimum improvements over the 2021 Target Emission Rate (TER):</p> <ul style="list-style-type: none"> • Unit 1 – 107.08% • Unit 2 – 108.33%

	<p>Policy BE03: Establishing Low Carbon and Renewable Energy Infrastructure Network.</p> <p>Policy BE04: Managing Heat Risk.</p>		<ul style="list-style-type: none"> • Unit 3 – 108.29% • Unit 4 – 109.22% <p>In the event that these TER are not met due Distribution Network Operator restrictions on renewable energy use an explanation of the same shall be provided to the Local Planning Authority.</p> <p>Reason: In the interests of sustainable development in accordance with the Brentwood Local Plan 2016 - 2033 Policies BE01, BE03 and BE04 and the National Planning Policy Framework 2023</p>
53	<p>PV Outputs</p> <p>Relevant policies – Strategic Policy BE01: Carbon Reduction and Renewable Energy Use.</p> <p>Policy BE03: Establishing Low Carbon and Renewable Energy Infrastructure Network.</p> <p>Policy BE04: Managing Heat Risk.</p>	Occupation	<p>Within six months of occupation of each unit, formal confirmation shall be submitted to the Local Planning Authority that each of the units has had the following PV arrays installed:</p> <ul style="list-style-type: none"> • Unit 1 – Minimum PV array Output kWp (1095) and minimum estimated PV Generation kWh/yr (821,215) • Unit 2 – Minimum PV array Output kWp (153) and minimum estimated PV Generation kWh/yr (114,939) • Unit 3 – Minimum PV array Output kWp (350) and minimum estimated PV Generation kWh/yr (262,745) • Unit 4 – Minimum PV array Output kWp (462) and minimum estimated PV Generation kWh/yr (346,180) <p>Reason: In the interests of sustainable development in accordance with the Brentwood Local Plan 2016 - 2033 Policies BE01, BE03 and BE04 and the National Planning Policy Framework 2023</p>
54	<p>Air Source Heat Pumps</p> <p>Relevant policies – Strategic Policy BE01: Carbon Reduction and Renewable Energy Use</p> <p>Policy BE03: Establishing Low Carbon and</p>	Occupation	<p>Within six months of occupation of each unit, manufacturers' data sheets confirming the installation of each unit air source heat pumps to provide the office areas heating requirements for the relevant unit shall be submitted to the Local Planning Authority. Air source heat pumps shall be used for each unit according to the principles set out within the Brentwood Enterprise Park Energy Strategy Report (Rev 9 dated October 2023).</p> <p>Reason: In the interests of sustainable development in accordance with the Brentwood Local Plan 2016 - 2033 Policies BE01, BE03 and BE04 and the National Planning Policy Framework 2023</p>

	Renewable Energy Infrastructure Network. Policy BE04: Managing Heat Risk		
55	Soil Audit & Movement Plan Relevant policies - MLP Policies: S1, S4, S10, DM1 WLP Policy: W3A, W10E	Pre-commencement	<p>No stripping or handling of topsoil or subsoil shall take place until a soil audit and scheme of soil movements has been submitted to and approved in writing by the Local Planning Authority. The scheme shall seek to identify the origin, intermediate and final locations of soils proposed to be retained on site to facilitate the proposed land levels; and for soils proposed to be exported identify the origin and any intermediate stockpiling area(s) proposed (if appropriate) for such material prior to export. No soil stripping or movement of soil shall take place until a scheme has been approved and the development shall subsequently be implemented in accordance with the scheme as approved.</p> <p>Reason: To avoid adverse environmental impacts on accordance with Minerals Local Plan policies S1, S4, S10, DM1 and Waste Local Plan policies W3A, W10E</p>
56	Control of pollution Relevant Policies - N/A	Informative	To ensure reduced impact of noise and vibration on nearby residential receptors throughout the Earthworks period, a Control of Pollution Act 1974 Section 61 application if required shall be submitted to the Local Planning Authority Environmental Health team containing specific Best Practicable Means measures that will be implemented at least 28 days prior to the commencement of the works. This should aim to minimise the impact of noise and vibration as far as is practicable and endeavour to reduce adverse effects to a negligible impact.