

## Appendix – Main Modifications

The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and **underlined bold** text for additions, or by specifying the modification in words in *italics*.

### Chapter 1

MM Ref	Page	Policy / para.	Proposed modifications
MM1	18	Paragraph 1.39	<p><i>Insert new paragraphs after 1.39 to read:</i></p> <p><b><u>Strategic and Non-strategic Policies</u></b></p> <p><b><u>Chapter 3 sets out the borough priorities emanating from the Council’s Corporate Plan as well as a number of supporting studies, spatial challenges and opportunities which formed key considerations and drivers in deriving the borough’s spatial development strategy. The borough’s priorities are consolidated into four strategic objectives. Figure 1.1 – Document Structure, illustrates how the policies relate to each of the strategic objectives to help Brentwood address its strategic priorities and meet these objectives.</u></b></p> <p><b><u>Appendix 2 lists all policies and highlights those that are strategic as well as how they relate to the strategic objectives.</u></b></p> <p><b><u>Chapters 4 to 8 set out the Local Plan policies under five thematic topics (Managing Growth, Resilient Built Environment, Housing Provision, Prosperous Communities, and Natural Environment). Each of these chapters is sub-divided into sub-themes and each sub-section begins with the strategic policies with the prefix ‘Strategic’. Non-strategic policies follow these and provide more details on various development management matters.</u></b></p> <p><b><u>There are currently three Neighbourhood Plans under development. Further information about these can be found on the Council webpages<sup>1</sup>. These are required to be consistent with, and help support the delivery of strategic policies set out in this Local Plan.</u></b></p> <p>Footnote 1. <a href="https://www.brentwood.gov.uk/-/neighbourhood-planning">https://www.brentwood.gov.uk/-/neighbourhood-planning</a>.</p>

## Chapter 3

MM Ref	Page	Policy / para.	Main modifications
MM2	36-40	Paragraph 3.1 - 3.26 Figure 3.1 Figure 3.2 Figure 3.3	<p><i>Delete paragraphs 3.1-3.9 and add new paragraph:</i></p> <p><del>Spatial Strategy Driving Factors</del></p> <p><b><u>3.1 The vision for the development of the borough reflects and capitalises on Brentwood’s qualities (i.e. village character, heritage, environment), needs (i.e. liveable places, thriving enterprises), and opportunities (i.e. new economic opportunities, connectivity, thriving high streets for entertainment and culture).</u></b></p> <p><b><u>The vision is reinforced by strategic aims and four strategic objectives and related policies.</u></b></p> <p><i>Amend paragraphs 3.10 to 3.22 to read:</i></p> <p><b><u>Strategic Aims and Objectives</u></b></p> <p><del>Spatial Strategy Overarching Aims</del></p> <p>3.10 Driven by Brentwood’s Borough of Villages character, our <del>spatial strategy focuses on three main overarching driving forces</del> <b><u>aims are to: a) harness the connectivity opportunities offered by the borough’s accessible transit corridors; b) orientate proposals to consider and embed a ‘design and build with nature’ landscape-led approach; and c) ensure that proposals demonstrate how outcomes will deliver healthy communities on multiple levels.</u></b></p> <p><b><u>PROMOTING SUSTAINABLE MOBILITY THROUGH TRANSIT-ORIENTATED GROWTH</u></b></p> <p>3.11 <b><u>A key aim is ensuring sustainable mobility is maximised given the borough’s rural setting. Sustainable mobility is key in achieving a healthier environment, particularly in reducing air pollution from vehicular travel, but also in providing the necessary connectivity network to aid the local economy.</u></b> Brentwood has two key transit / <b><u>connectivity</u></b> corridors running through the</p>

MM Ref	Page	Policy / para.	Main modifications
			<p>borough <b><u>and these are identified in this Plan as the broad locations for growth to maximise these sustainable mobility opportunities:</u></b> ‘Central Brentwood Growth Corridor’, with the A12, the Great Eastern Main Line to London Liverpool Street Station, and the Elizabeth Line; and the ‘Southern Brentwood Growth Corridor’, with the A127 and the London, Tilbury and Southend Railway to London Fenchurch Street Station. <del>These form key connectivity axes.</del> Focusing growth along these axes <b><u>will ensure</u></b>s that future development is sustainable, maximising the benefits of transport infrastructure. While some investment to improve the transport network <b><u>is necessary</u></b> <del>will be inevitable</del>, this growth strategy ensures economies of scale are reached, with the critical mass of development making it more viable for such investment to occur.</p> <p>DEVELOPING NATURALLY AND SUSTAINABLY</p> <p>3.12 Given Brentwood’s village feel and countryside setting, development must be mindful of the ecological sensitivity and disruption to ecosystem services. For this reason, development should take a ‘design and build with nature’ <b><u>landscape-led</u></b> approach <b><u>to drive design quality and create places which respond to their existing environment, work with natural assets, and create Environmental Net Gain wherever possible. Opportunities to embed green infrastructure in the public realm should be maximised to deliver multiple benefits, including ecosystem services to address the impacts of climate change as well as providing a liveable environment.</u></b> This will not only plan for resilient and smart infrastructure <b><u>to future-proof investment against climate change</u></b> but also create living environments conducive to human health.</p> <p>HEALTHY COMMUNITIES</p> <p>3.13 Growing from a market town to the diverse economy it is today, future development should capitalise on this evolution to ensure a diverse balance of employment opportunities for all alongside vibrant hubs of economic and social-cultural activity to provide attractive, resilient, connected, walkable, lively and stimulating destinations with the necessary facilities and services required to sustain healthy and active communities.</p>

MM Ref	Page	Policy / para.	Main modifications
			<p>3.14 — These goals are supported by four strategic objectives and respective policies, as illustrated in Figure 1.1.</p> <p>Strategic Objectives</p> <p>3.15 This section defines our four strategic objectives <b><u>which consolidate the Borough’s key priorities and help make the link between the vision and</u></b> and how the supporting policies align <b><u>which</u></b> to help <b><u>to</u></b> deliver these. <b><u>In reality there are many cross-overs between each objective and the policies which help delivery these, and should therefore not be treated in isolation when developing proposals.</u></b></p> <p>3.16 SO1: Manage Growth Sustainably, by directing development to the most sustainable locations <b><u>along identified transit growth corridors</u></b>, ensuring that the characteristics and patterns of our different settlements are protected and enhanced to provide a strong emphasis on ‘sense of place’, to be enjoyed by people living, working and visiting Brentwood.</p> <p>3.17 SO2: Deliver a Healthy and Resilient Built Environment, one where our <b><u>a landscape-led design approach helps to protect and enhance areas of environmental and heritage value and</u></b> creates spaces that encourage social interaction, <b><u>sustainable connectivity and mobility</u></b> and healthy active lifestyles; mitigates, reduces impact or adapts to conditions of a changing climate through smart infrastructure; creates public realm and homes where both the internal and external spaces are conducive to human health.</p> <p>3.18 SO3: Deliver Sustainable Communities with Diverse Economic &amp; Social-cultural Opportunities for All, opportunities which flexibly respond to the changing economic climate and employment sector trends making citizens feel economically empowered to enjoy and benefit from the necessary community/social infrastructure that sustains inclusive, informed, vibrant, active and cohesive communities.</p>

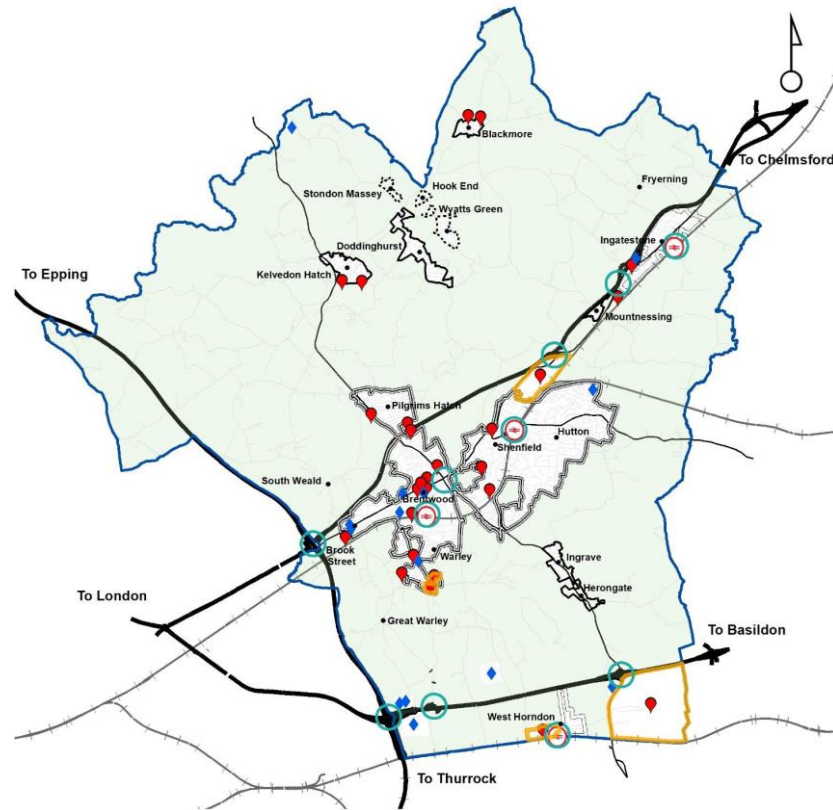
MM Ref	Page	Policy / para.	Main modifications
			<p>3.19 Deliver Beautiful, Biodiverse, Clean and a Functional Natural Environment, where <b><u>resources are carefully managed to avoid adverse impact on, and to provide net gains for, the borough's natural environment and biodiversity; and where</u></b> our natural heritage is protected, and ecosystem services are restored, enhanced and integrated back into the built environment through multi-functional green and blue infrastructure <b><u>and opportunities are pursued for securing measurable net gains for biodiversity.</u></b></p> <p><i>Delete paragraph 3.20</i></p> <p><b><u>Spatial Strategy – Growth Areas</u></b></p> <p>3.21 Two key growth <b><u>corridors</u></b> areas have been identified, <del>considering</del> <b><u>to meet</u></b> our overarching aim to deliver sustainable development in <b><u>accessible and connected</u></b> transit corridors. <b><u>Along these corridors, a comprehensive</u></b> <del>through a process of sequential analysis and review of sites</del> <b><u>has been undertaken to select suitable site allocations.</u></b></p> <p><b><u>Central Brentwood Growth Corridor</u></b></p> <p><del>a In the</del> <b><u>The</u></b> Central Brentwood Growth Corridor, <b><u>runs through the main urban area of Brentwood (incorporating the neighbourhoods and towns of Brentwood, Shenfield, Hutton, Warley, Pilgrims Hatch) as well as the urban area of Mountnessing and Ingatestone villages further along the A12 corridor. The main central urban area is well served by public transport, with rail stations at Brentwood and Shenfield. It provides a range of shopping, employment areas, secondary schools, health and leisure facilities in close proximity to residential areas. It therefore offers scope to accommodate some growth.</u></b></p>

MM Ref	Page	Policy / para.	Main modifications
			<p><del>Here, we will maximise every opportunity to bring forward brownfield land for development</del> <b><u>has been maximised and brownfield regeneration will continue to be prioritised as and when it becomes available in future,</u></b> where appropriate, in Brentwood and Shenfield. This will take account of the arrival of the Elizabeth Line, and reflect our commitment to deliver brownfield development, in consistency with the NPPF (2018). However, brownfield land is limited <b><u>and so the spatial strategy in this growth area has also focused on delivering</u></b> ; and given the opportunity for new development to invest in infrastructure and facilities, we will grow the wider Brentwood Urban Area by providing urban extensions <b><u>of varying extents, including at Shenfield, Warley, Pilgrims Hatch and Ingatestone,</u></b> in places, and where Green Belt harm is minimized. This is in response to local housing needs and limited brownfield capacity, providing e-<del>Exceptional circumstances</del> <b><u>have been demonstrated to release</u></b> to consider limited use of <b><u>land from the Green Belt to allow these urban extensions.</u></b> In addition, opportunities to grow Ingatestone Village will be taken where contained sites can deliver an urban extension to the south, providing new housing and supporting employment.</p> <p><b><u>South Brentwood Growth Corridor</u></b></p> <p><del>In the</del> <b><u>The</u></b> South Brentwood Growth Corridor <b><u>runs along the southern transit axes up to the borough boundary. This location has traditionally played an instrumental role in delivering the borough's economic growth, with the location of employment sites due to the good transport connections to wider markets. The spatial strategy continues to enhance employment land in this location, and delivers</u></b> we will deliver <b><u>two strategic allocations, one brownfield allocation at West Horndon Village and a new settlement at</u></b> Dunton Hills Garden Village, providing new <b><u>residential-led, mixed-use development.</u></b></p> <p>A strategic <b><u>employment</u></b> allocation at M25 junction 29 (Brentwood Enterprise Park) will provide for most of the new employment land needed, bringing forward a modern business park <del>village</del> in the south-west of the borough with excellent access to the M25. This will also act as a focus for a wider M25/A127 employment cluster considering existing employment uses in the area.</p>

MM Ref	Page	Policy / para.	Main modifications
			<p>Brownfield <u>development</u> opportunities will be taken to effectively meet local needs, such as a residential-led, mixed-use redevelopment of existing industrial land in West Horndon, <u>will</u> create ing a new village centre with supporting services and facilities close to the village rail station. Developing here provides an opportunity to address conflicts arising from heavy freight traffic passing through the village. Residential-led development in the area will help strengthen the village centre and improve service provision. Significant improvements to infrastructure and services will be required to support growth within the Corridor.</p> <p><b><u>The new Garden Village will be in keeping with the Borough’s character as a ‘Borough of Villages’ and is of sufficient scale to provide the necessary infrastructure to support a self-sustaining community in the south-east of the borough. The Garden Village will be in line with the Government’s prospectus for garden communities, delivering the necessary quality and a significant contribution to meeting housing needs. It also provides an opportunity to contribute to the wider infrastructure investment requirements to support long-term growth within this Southern Growth Corridor, along with some capacity for future growth beyond the plan period to meet the evolving housing and economic needs of Brentwood. Exceptional circumstances have been demonstrated to release Green Belt to allow a new settlement in this location.</u></b></p> <p><b><u>Development Outside Growth Corridors</u></b></p> <p>e.——Development in areas outside these growth areas corridors is limited, to retain the local character, <u>with allocations at Kelvedon Hatch and Blackmore villages.</u> Brownfield opportunities will be encouraged where appropriate schemes help meet local needs and ensure that our villages remain thriving communities, in line with policies in this Plan. Where appropriate, this includes the redevelopment of previously developed sites in Green Belt, infill while improving links to nearby villages.</p> <p><b><u>The spatial strategy is set out in Strategic Policy MG01 Spatial Strategy.</u></b></p>

MM Ref	Page	Policy / para.	Main modifications
			<p>Key Diagram</p> <p>3.22 The Key Diagram shows the main aspects of the spatial strategy, <b><u>illustrating the broad locations and pattern of development and how these relate to the two main transit growth corridors and borough gateways.</u></b> <del>set within the broader local context. This also includes some key aims of other policies in the Plan.</del></p> <p><i>Merge figures 3.2 and 3.3 into 3.1 (the Key Diagram) to include the growth areas and gateways.</i></p> <p><i>Delete paragraphs 3.23 to 3.26</i></p> <p><i>Remove reference to 'Green Wedge' from Figure 3.1 Key Diagram and update as below:</i></p>





**Settlement Pattern**

**Settlement Hierarchy**

- Settlement Category 1
- Settlement Category 2
- Settlement Category 3
- Settlement Category 4

**Green Belt**

**Broad Locations of Growth**

**Strategic Allocations**

- Residential-Led, Mixed-use Development

**Employment-Led Allocations**



**Residential-Led Allocations**



**Mobility & Connectivity**

**Transport Infrastructure**

- Key Roads
- Rail
- Railway Station
- Borough Gateways

## Chapter 4

MM Ref	Page	Policy / para.	Proposed modifications
MM3	46	Policy SP01 Paragraphs 4.1-4.21	Delete policy SP01 and supporting text in paragraphs 4.1 to 4.21.
MM4	50	Policy SP02 Figure 4.2	<p>Insert a new paragraph before Policy SP02 to read:</p> <p><b><u>Delivering the Spatial Strategy</u></b></p> <p><b><u>This chapter sets out two Strategic Policies and a number of supporting cross-cutting development management policies. Strategic Policy MG01 Spatial Strategy is the overarching strategic policy for the Local Plan to achieve the borough’s Spatial Strategy and vision. It sets out the quantum and distribution of growth as described in Chapter 3. Strategic Policy MG02 Green Belt is also a key policy that informs the appropriate distribution of growth, given the predominance of Green Belt in the Borough.</u></b></p>
			<p>Amend policy SP02 to read:</p> <p><b><u>STRATEGIC POLICY-SP02 MG01: Spatial Strategy</u></b></p>
			<p>A. Provision is made for 7,752 new residential dwellings (net) to be built in the borough over the Plan period 2016-2033 at an annual average rate of 310 dwellings per year, to 2022/23, followed by 584 dwellings per year from 2023/24-2033.</p>
			<p>B. New development within the borough will be directed towards:</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>a. <del>the site allocations set out in Chapter 9; and highly accessible locations along transit/growth corridors.</del></p>
			<p><b><u>Quantum of Development</u></b></p>
			<p><b><u>A.</u></b> <b><u>The Council will work positively and proactively with development industry and wider stakeholders to enable the development of the allocated sites identified on the Policies Map in order to meet the borough’s housing and employment needs and targets. To facilitate a significant increase in the delivery of new homes as well as jobs to promote sustainable communities, provision is made for:</u></b></p>
			<p><b><u>a.</u></b> <b><u>7,752 new residential dwellings (net) to be built in the borough over the Plan period 2016-2033 at an annual average rate of 300 dwellings per year to 2023/24, followed by 400 dwellings per year to 2029/30 and then 984 dwellings per year to 2032/33.</u></b></p>
			<p><b><u>b.</u></b> <b><u>13 permanent pitches to accommodate Gypsy and Traveller accommodation needs, distributed across the borough as set out in Policy HP07.</u></b></p>
			<p><b><u>c.</u></b> <b><u>about 46.64 ha of new employment land, 1,604 square metres (net) of comparison retail floorspace and 4,438 square metres (net) of convenience floorspace, to enable the creation of at least 5,000 additional jobs.</u></b></p>
			<p><b><u>Growth Distribution</u></b></p>
			<p><b><u>B.</u></b> <b><u>The majority of new development is directed to the borough’s two strategic transit growth corridors, as illustrated in the Key Diagram, ensuring the benefits resulting from their proximity to existing sustainable transport infrastructure. This strategy has required the release of land from the green belt. The geographic distribution and pattern of growth is planned as follows:</u></b></p>
			<p><b><u>a.</u></b> <b><u>Central Brentwood Growth Corridor comprising mainly brownfield infill and urban extensions. Three strategic residential-led, mixed-use sites in this location are allocated;</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications												
			<p><b><u>b.</u></b> <u>South Brentwood Growth Corridor comprising largely of employment provision, brownfield redevelopment and a new Garden Village settlement. Two strategic residential-led, mixed-use development sites in this location are allocated;</u></p>												
			<p><b><u>c.</u></b> <u>Limited growth is planned at suitable sites in two northern villages of Kelvedon Hatch and Blackmore;</u></p>												
			<p><b><u>d.</u></b> <u>The housing requirements for designated neighbourhood plan areas in the borough are outlined in the table of Figure 4.2.</u></p>												
			<p><i>Delete Figure 4.2 Demonstrating Housing Provision</i></p>												
			<p><i>Insert new paragraph and figure:</i></p> <p><b><u>Growth in Designated Neighbourhood Planning Areas</u></b></p> <p><b><u>Brentwood currently has three designated neighbourhood plan areas covering parish council areas as outlined on the Council Neighbourhood Planning webpages<sup>3</sup>. Housing requirements in the designated neighbourhood planning areas are set out in the table in Figure 4.2 below.</u></b></p> <table border="1"> <thead> <tr> <th><u>Parish/Designated Neighbourhood Plan Areas</u></th> <th><u>Date of Designation</u></th> <th><u>Housing Requirements</u></th> <th><u>Site Allocations</u></th> </tr> </thead> <tbody> <tr> <td><u>West Horndon CP</u></td> <td><u>Designated November 2014</u></td> <td><u>2530</u></td> <td><u>R01, R02</u></td> </tr> <tr> <td><u>Ingatestone and Fryerning CP</u></td> <td><u>Designated October 2017</u></td> <td><u>57</u></td> <td><u>R22</u></td> </tr> </tbody> </table>	<u>Parish/Designated Neighbourhood Plan Areas</u>	<u>Date of Designation</u>	<u>Housing Requirements</u>	<u>Site Allocations</u>	<u>West Horndon CP</u>	<u>Designated November 2014</u>	<u>2530</u>	<u>R01, R02</u>	<u>Ingatestone and Fryerning CP</u>	<u>Designated October 2017</u>	<u>57</u>	<u>R22</u>
<u>Parish/Designated Neighbourhood Plan Areas</u>	<u>Date of Designation</u>	<u>Housing Requirements</u>	<u>Site Allocations</u>												
<u>West Horndon CP</u>	<u>Designated November 2014</u>	<u>2530</u>	<u>R01, R02</u>												
<u>Ingatestone and Fryerning CP</u>	<u>Designated October 2017</u>	<u>57</u>	<u>R22</u>												

MM Ref	Page	Policy / para.	Proposed modifications																											
			<table border="1"> <tr> <td><u>Doddinghurst CP</u></td> <td><u>Designated December 2012</u></td> <td><u>0</u></td> <td><u>None</u></td> </tr> </table> <p><b><u>Figure 4.2: Housing Requirements in Neighbourhood Planning Parish Areas</u></b></p>	<u>Doddinghurst CP</u>	<u>Designated December 2012</u>	<u>0</u>	<u>None</u>																							
<u>Doddinghurst CP</u>	<u>Designated December 2012</u>	<u>0</u>	<u>None</u>																											
MM5	52	New Policy MG03	<p><i>Insert a new policy before Policy SP03 to read:</i></p> <p><b><u>POLICY MG03: SETTLEMENT HIERARCHY</u></b></p>																											
		Figure 2.2 Figure 2.3 Paragraph 2.8 – Paragraph 2.17 Footnote 1 & 2	<p><i>Amend figure 2.3 as below, remove it from Chapter 2 and insert it to form part of the new policy MG03 (Settlement Hierarchy).</i></p> <table border="1"> <thead> <tr> <th>Settlement Category</th> <th>Settlement Name</th> <th>Population</th> </tr> </thead> <tbody> <tr> <td>Settlement Category 1: <b><u>This incorporates the Large towns and urban neighbourhoods that collectively form the main urban area of Brentwood Borough in compact urban settings that collectively form the Brentwood Urban Area. They provide a wide range of existing community infrastructure, services and opportunities for employment, retail, education, health and leisure facilities in designated Town, District and Local Centres for</u></b></td> <td>Main urban area of Brentwood comprising:</td> <td></td> </tr> <tr> <td></td> <td>Brentwood</td> <td>22,410</td> </tr> <tr> <td></td> <td>Shenfield</td> <td>20,790</td> </tr> <tr> <td></td> <td>Hutton</td> <td>1,405</td> </tr> <tr> <td></td> <td>Pilgrims Hatch</td> <td>5,632</td> </tr> <tr> <td></td> <td>Warley</td> <td>2,213</td> </tr> <tr> <td></td> <td>Brook Street</td> <td>1,093</td> </tr> <tr> <td><b><u>to the immediate residential areas as well as to the wider population in the borough. They are typically highly accessible and well served by public transport provision, including rail services, and existing infrastructure. Development opportunities should focus on making the best use of land, with higher density and brownfield redevelopment being prioritised, consistent with local character. Infrastructure</u></b></td> <td></td> <td></td> </tr> </tbody> </table>	Settlement Category	Settlement Name	Population	Settlement Category 1: <b><u>This incorporates the Large towns and urban neighbourhoods that collectively form the main urban area of Brentwood Borough in compact urban settings that collectively form the Brentwood Urban Area. They provide a wide range of existing community infrastructure, services and opportunities for employment, retail, education, health and leisure facilities in designated Town, District and Local Centres for</u></b>	Main urban area of Brentwood comprising:			Brentwood	22,410		Shenfield	20,790		Hutton	1,405		Pilgrims Hatch	5,632		Warley	2,213		Brook Street	1,093	<b><u>to the immediate residential areas as well as to the wider population in the borough. They are typically highly accessible and well served by public transport provision, including rail services, and existing infrastructure. Development opportunities should focus on making the best use of land, with higher density and brownfield redevelopment being prioritised, consistent with local character. Infrastructure</u></b>		
Settlement Category	Settlement Name	Population																												
Settlement Category 1: <b><u>This incorporates the Large towns and urban neighbourhoods that collectively form the main urban area of Brentwood Borough in compact urban settings that collectively form the Brentwood Urban Area. They provide a wide range of existing community infrastructure, services and opportunities for employment, retail, education, health and leisure facilities in designated Town, District and Local Centres for</u></b>	Main urban area of Brentwood comprising:																													
	Brentwood	22,410																												
	Shenfield	20,790																												
	Hutton	1,405																												
	Pilgrims Hatch	5,632																												
	Warley	2,213																												
	Brook Street	1,093																												
<b><u>to the immediate residential areas as well as to the wider population in the borough. They are typically highly accessible and well served by public transport provision, including rail services, and existing infrastructure. Development opportunities should focus on making the best use of land, with higher density and brownfield redevelopment being prioritised, consistent with local character. Infrastructure</u></b>																														

MM Ref	Page	Policy / para.	Proposed modifications
--------	------	----------------	------------------------

			<p>capacity should inform the appropriate level of development and development contribution.</p>												
			<p>Settlement Hierarchy 2:</p> <p><b>This includes the</b> <del>L</del> larger villages in a rural setting, with high levels of accessibility and public transport provision, including rail services. They provide a range of services and facilities to the immediate residential areas and nearby settlements <b>in designated District and Local Centres.</b></p> <p><del>Appropriate urban extension and brownfield redevelopment opportunities will be encouraged to meet local needs. The level of development in these settlements should consider their infrastructure constraints and setting.</del></p>												
			<table border="1"> <tr> <td>West Horndon</td> <td>1,537</td> </tr> <tr> <td>Ingatestone</td> <td>4,812</td> </tr> <tr> <td>Dunton Hills (when n/a delivered)</td> <td></td> </tr> </table>	West Horndon	1,537	Ingatestone	4,812	Dunton Hills (when n/a delivered)							
West Horndon	1,537														
Ingatestone	4,812														
Dunton Hills (when n/a delivered)															
			<p>Settlement Hierarchy 3:</p> <p>Villages in a sparse rural setting that provide day-to-day needs for local residents <b>in small local centres. These relatively larger villages also tend to have a primary school.</b> They generally have limited, often shared, community and health facilities, local jobs and a variable bus service.</p> <p><del>Brownfield redevelopment opportunities and limited urban extensions will be encouraged to meet local needs where appropriate. Development should be appropriate to the rural setting of the area.</del></p>												
			<table border="1"> <tr> <td>Blackmore</td> <td>829</td> </tr> <tr> <td>Doddinghurst</td> <td>2,550</td> </tr> <tr> <td>Herongate</td> <td>648</td> </tr> <tr> <td>Ingrave</td> <td>1,198</td> </tr> <tr> <td>Kelvedon Hatch</td> <td>2,124</td> </tr> <tr> <td>Mountnessing</td> <td>494</td> </tr> </table>	Blackmore	829	Doddinghurst	2,550	Herongate	648	Ingrave	1,198	Kelvedon Hatch	2,124	Mountnessing	494
Blackmore	829														
Doddinghurst	2,550														
Herongate	648														
Ingrave	1,198														
Kelvedon Hatch	2,124														
Mountnessing	494														

MM Ref	Page	Policy / para.	Proposed modifications														
			<p>Settlement Hierarchy 4: Remote and small rural villages and hamlets, with poor public transport, limited <b>or no</b> shops, jobs and community facilities; some of these settlements rely on nearby settlements for services. <del>Development opportunities are limited, although as with larger villages brownfield redevelopment opportunities will be encouraged to meet local needs where appropriate.</del></p> <table border="1" data-bbox="1294 201 1688 804"> <tr> <td data-bbox="1294 201 1525 284">Wyatts Green</td> <td data-bbox="1525 201 1688 284">936</td> </tr> <tr> <td data-bbox="1294 284 1525 365">Hook End</td> <td data-bbox="1525 284 1688 365">637</td> </tr> <tr> <td data-bbox="1294 365 1525 446">Stondon Massey</td> <td data-bbox="1525 365 1688 446">359</td> </tr> <tr> <td data-bbox="1294 446 1525 528">Fryerning</td> <td data-bbox="1525 446 1688 528">255</td> </tr> <tr> <td data-bbox="1294 528 1525 609">Great Warley</td> <td data-bbox="1525 528 1688 609">309</td> </tr> <tr> <td data-bbox="1294 609 1525 716">Little Warley</td> <td data-bbox="1525 609 1688 716">Data not available</td> </tr> <tr> <td data-bbox="1294 716 1525 804">South Weald</td> <td data-bbox="1525 716 1688 804">233</td> </tr> </table>	Wyatts Green	936	Hook End	637	Stondon Massey	359	Fryerning	255	Great Warley	309	Little Warley	Data not available	South Weald	233
Wyatts Green	936																
Hook End	637																
Stondon Massey	359																
Fryerning	255																
Great Warley	309																
Little Warley	Data not available																
South Weald	233																
			<p><i>Delete paragraphs 2.8 to 2.17 and associated footnotes from Chapter 2 and insert and amend as necessary here in Chapter 4 as set out below.</i></p> <p><i>Insert paragraph 2.8 - 2.10 to support this policy and amend them as below.</i></p>														
			<p><del>To promote sustainable growth in rural areas, the NPPF (2018) paragraph 78 states that housing in rural areas should be located where it will enhance the vitality of rural communities, to ensure villages grow and thrive. To ensure the Local Plan responds to this, <b><u>Brentwood borough is characterised by a central urban area, and a number of scattered villages north and south of this main urban core. This has given rise to its principle character as a ‘Borough of Villages’ and the spatial strategy seeks to preserve this historic development pattern and the character of the villages. The main urban area includes the towns of Brentwood, Shenfield, Hutton, Warley, Pilgrims Hatch and Brook Street. Inset villages from the Green Belt include West Horndon, Ingatestone, Mountnessing, Ingrave, Herongate, Blackmore, Doddinghurst, Kelvedon Hatch, Wyatts Green, Hook End and Stondon Massey. Each village is considered a separate settlement each with its</u></b></del></p>														

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>distinct settlement characteristics, the boundaries of which are wholly demarcated by the Green Belt. Other smaller more rural dispersed villages and hamlets remain washed over by the Green Belt and include Fryerning, Great Warley and others. New development should seek to enhance historic patterns and settlement characteristics of significance. For those settlements which are removed from the Green Belt, their boundary and category is shown on the Policies Map. Their distribution is also illustrated on the Key Diagram to aid an understanding of how each relates to sustainable growth locations.</u></p>
			<p><u>The Borough Profile<sup>1</sup> provides a general assessment of the different services and facilities across Brentwood's settlements. A This broad Ssettlement Hhierarchy Aassessment has been undertaken to understand the-describes the role, function and prominence of each villages within a broad hierarchy. The hierarchy is divided into four categories providing a broad indication of the settlement's ability to accommodate growth and reflects the indicative prominence of each village by its size (indicatively based on population and settlement area), and the range of services each village offers. The Settlement Hierarchy is tabulated and set out in Policy MG03. relationship of Brentwood's dispersed settlements (Figures 2.2 &amp; 2.3). Figure 2.3 sets out the borough's settlement hierarchy categories, to identify their role (constraints and opportunities) for delivering sustainable growth and how their heritage character might inform future change. The vitality of rural communities to ensure villages grow and thrive, in line with paragraph 78 of the NPPF, was a key consideration in defining the spatial strategy and where it was deemed possible, proportionate growth at key northern villages has been identified, as indicated in the Key Diagram.</u></p>
			<p>The settlement hierarchy should not be confused with the retail hierarchy detailed in Chapter 7.</p> <p><i>Amend footnote 1 to read:</i></p> <p>Office for National Statistics NOMIS Service (2011) Key Statistics KS102EW. Available at: <a href="https://www.nomisweb.co.uk">www.nomisweb.co.uk</a> <a href="https://www.brentwood.gov.uk/pdf/04022019155948000000.pdf">https://www.brentwood.gov.uk/pdf/04022019155948000000.pdf</a></p>



MM Ref	Page	Policy / para.	Proposed modifications
			<i>Insert paragraph 2.11 to 2.12.</i>
			<p><i>Amend paragraph 2.13 to read:</i></p> <p>Ingatestone is the borough's largest village; facilities here serve a significant catchment beyond the immediate area. Public transport accessibility is relatively good. The village has a rail station and secondary school. While Ingatestone has relatively good facilities, a modest level of development is envisaged here, due to <del>infrastructure constraints and</del> a lack of suitable sites.</p>
			<i>Insert paragraph 2.14 - 2.17.</i>
			<i>Delete figure 2.2</i>
MM6	52 - 54	Policy SP03 Paragraph 4.26	<p><i>Amend Policy to read:</i></p> <p><del>STRATEGIC POLICY SP03</del> <b><u>POLICY MG04</u></b>: HEALTH IMPACT ASSESSMENTS (HIA)</p>
		Paragraph 4.28 - 4.30	A. <i>Delete part A and move to the supporting text</i>
			B. <i>Delete part B</i>
			<p><del>C.</del> <b><u>A.</u></b> <b><u>To ensure new development is designed to promote good health, a Health Impact Assessment, will be required for residential proposals that are of 50 or more units (or less than 50 units at the discretion of the planning authority where the number of the units could propose a significant impact on the community and infrastructure) and non-residential developments in excess of 1,000m2, or more, and hot food takeaways that are not within a designated town, district or local centre and are within 400 metres of a school entrance. The Health Impact Assessment will be prepared in accordance with the advice and best practice as published by Public Health England and locally through</u></b> are required to submit a Health and Well-being Impact Assessment, as required by the EPOA HIA Guidance Note, <b><u>using the most up to date guidance. The purpose of the Health Impact</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>Assessment is to identify opportunities of positive health impacts and potential negative impacts and how they might be mitigated.</u> <del>which will measure the impact on health and well-being, the demand on capacity of health and social care services and facilities arising from the development.</del></p>
			<p><b>B.</b> Where significant negative impacts are identified, planning permission will be refused unless infrastructure provision and/or funding to reasonably meet the health and well-being and service requirements of the development are provided and/or secured by planning obligations, or by CIL, as appropriate <u>reasonable mitigation or planning controls can be secured.</u></p> <p><del>D.</del> <i>Delete part D and move portion of the text to the supporting text.</i></p>
			<p><i>Amend paragraph 4.26 to read:</i></p> <p>Chapter 9 of the National Planning Policy Framework (2018-<del>21</del><b>21</b>) acknowledges that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities (LPAs) are expected to use their planning powers to ensure that health and well-being inequalities are reduced and mitigated where appropriate, to ensure positive social, economic, and environmental benefits are achieved. <b><u>Brentwood Borough Council is committed to ensuring all new developments promote healthier and inclusive environments. This includes regeneration proposals. The design of the built environments and use of the natural environments play a key role in ensuring that health inequalities are not exacerbated and can support people to live healthier lives. The following issues impact on the physical, social, and mental health and well-being of communities and should be addressed in accordance with policies within this Plan:</u></b></p> <p><b><u>a. the location, density and mix of land use;</u></b></p> <p><b><u>b. street layout and connectivity;</u></b></p> <p><b><u>c. access to public services, employment, local fresh food, education, leisure and recreation activities, and other community services;</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>d. safety and security;</u></p> <p><u>e. open and green space;</u></p> <p><u>f. affordable and energy efficient housing;</u></p> <p><u>g. air quality and noise;</u></p> <p><u>h. extreme weather events and climate change;</u></p> <p><u>i. community interaction; and</u></p> <p><u>j. transport.</u></p> <p><i>Amend paragraph 4.28 to read:</i></p> <p>In response to the government’s priorities placed on health and well-being, the Essex Planning Officers Association (EPOA) published a guidance note on Health Impact Assessments (2008) which set out targets for all local authorities to ensure that their Local Development Frameworks (or equivalent development plan documents) contain a policy requiring HIA for relevant planning applications. The EPOA Guidance Notes on HIA is currently being update <b><u>was update in 2019</u></b>; once published, <b><u>Public Health England (PHE) also published further guidance on Health Impact Assessments in spatial planning (September 2020) [6] which provides information on the process for undertaking an HIA and additional resources which may be helpful to applicants required to prepare an HIA as part of their planning application.</u></b> Developers should refer to the most up to date guidance to ensure that health and well-being impacts have been fully considered as part of the proposal.</p> <p><i>Add additional paragraphs following 4.29 to read:</i></p> <p><b><u>PHE’s guidance Using the Planning System to Promote Healthy Weight Environments (February 2020) suggests that limiting the availability of takeaways within walking distance of schools can contribute to tackling the rising levels of obesity and other health impacts such as cardiovascular disease. 400 metres has been considered a reasonable walking distance and is</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>outlined within the Urban Design Compendium 2 and CIHT Guidelines for providing journeys on foot.</u></p> <p><u>PHE’s Obesity Profile illustrates that where there are concentrations of hot food takeaways within Brentwood Borough, there is an increase in the number of children who are overweight and obese. The Borough’s current obesity rates are approximate 14% which is below the National average of 20%. However, in areas where there is a concentration of hot food takeaways, the average overweight and obesity rates increase to 15-24%, which is higher than the National average.</u></p> <p><u>Each application will be considered on its own merits and the 400m zone must be considered in the context of the local topography and context of the individual application. There are mitigating factors that can be considered, for example the potential for natural or man-made barriers that limit accessibility from schools, even within the 400m direct line exclusion zone.</u></p> <p><i>Add additional paragraph following 4.30 to read:</i></p> <p><u>Developers will be expected to contact the Council at pre-application stage to complete the Healthy Communities Checklist (as part of the validation checklist), to enable joint discussions to take place on the likely health and well-being impacts and environmental impacts of proposals. This is an opportunity to strengthen the process of spatial planning through partnership working, community engagement, evidence sharing and coordination.</u></p> <p><i>Add footnote [6] to include link to document:</i></p> <p><u>Public Health England. Health Impact Assessment in spatial planning. A guide for local authority public health and planning teams (2020).</u>  <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929230/HIA_in_Planning_Guide_Sept2020.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929230/HIA_in_Planning_Guide_Sept2020.pdf</a></p>

MM Ref	Page	Policy / para.	Proposed modifications
MM7	56-57	Policy SP04  Paragraphs 4.31 – 4.35	<p><i>Amend policy to read:</i></p> <p><del>STRATEGIC POLICY SP04</del> <b><u>POLICY MG05</u></b>: DEVELOPER CONTRIBUTIONS</p>
			<p>A. All new development should be supported by, and have good access to, all necessary infrastructure. Permission will only be granted if it can be demonstrated that there is sufficient appropriate infrastructure capacity to support the development or that such capacity will be delivered <b><u>in a timely and, where appropriate, phased manner</u></b> by the proposal. <del>It must further be demonstrated that such capacity as is required will prove sustainable over time both in physical and financial terms.</del></p>
			<p>B. Where a development proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the local planning authority and the appropriate infrastructure provider. Such measures may include (not exclusively):</p> <ul style="list-style-type: none"> <li>a. financial contributions towards new or expanded facilities and the maintenance thereof;</li> <li>b. on-site provision <b><u>of new facilities</u></b> <del>(which may include building works);</del></li> <li>c. off-site capacity improvement works; and/or</li> <li>d. the provision of land.</li> </ul>
			<p>C. Developers and land owners must work positively with the Council, neighbouring authorities and other infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with their published policies and guidance.</p> <p>D. Applicants proposing new development will be expected to make direct provision or contribute towards the delivery of relevant infrastructure as required by the development either alone or cumulatively with other developments, <b><u>as set out in the Infrastructure Delivery Plan and other policies in this Plan, where such contributions are compliant with national policy and the legal tests. Where necessary, D</u></b> <del>developers may</del> <b><u>will</u></b> be required to:</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>a. <del>pay Community Infrastructure Levy (CIL) charges in order to mitigate onsite and off-site impacts of growth, as required by the Council's charging schedules; and</del></p>
			<p><del>b.</del> <b>a.</b> enter into Section 106 (S106) agreements to make provisions to mitigate the impacts of the development where necessary or appropriate. Section 106 will remain the appropriate mechanism for securing land and works along with financial contributions where a sum for the necessary infrastructure is not secured via CIL; <b><u>and/or</u></b></p>
			<p><b><u>b.</u></b> <b><u>make a proportionate contribution on a retrospective basis towards such infrastructure as may have been forward-funded from other sources where the provision of that infrastructure is necessary to facilitate and/or mitigate the impacts of their development (including the cumulative impacts of planned development).</u></b></p>
			<p>E. For the purposes of this policy the widest reasonable definition of infrastructure and infrastructure providers will be applied. Exemplar types of infrastructure are provided in the glossary appended to this Plan</p>
			<p>F. <del>Where proposals do not meet planning policy requirements or do not propose to deliver required S106 planning obligations, applicants will be required to</del> <b><u>Exceptions to this policy will only be considered if:</u></b></p>
			<p>a. <b><u>Prove it is proven</u></b> that the benefits of the development proceeding without full mitigation outweigh the collective harm;</p>
			<p>b. <del>submit a fully transparent open book Financial Viability Assessment to the Council</del> <b><u>has proven that the full mitigation cannot be afforded, allowing only the minimum level of developer profit and land owner receipt necessary for the development to proceed.</u></b> The viability assessment may be subject to an independent scrutiny by appointed experts, at the applicant's cost <b><u>and will be required to be updated upon completion of the development through a planning obligation;</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>c. <del>prove that</del> a full and thorough investigation has been undertaken to find innovative solutions to issues and all possible steps have been taken to minimise the residual level of <del>unmitigated impacts</del> <b>harm</b>; and</p>
			<p>d. <b><u>enter into planning</u></b> obligations <del>to</del> <del>are entered into by the developer that</del> provide for appropriate additional mitigation <b><u>and/or contributions (as the case may be)</u></b> in the event that viability improves prior to completion of the development.</p>
			<p><i>Amend paragraph 4.31 to read:</i></p> <p>The spatial vision and strategic objectives emphasise the importance of managing growth and shaping change sustainably. This puts <b><u>Planning</u></b> for appropriate and adequate infrastructure <b><u>is</u></b> at the heart of sustainable development. <del>In ensuring that the policies of the Local Plan are delivered in a manner that achieves sustainable development,</del> <b><u>Provision of appropriate and timely strategic infrastructure will be central to the continuing prosperity, attractiveness and sustainability of Brentwood. Plan-led growth provides the opportunity to address infrastructure needs, maximise the efficient use of existing infrastructure capacities and explore opportunities for new sustainable infrastructure.</u></b></p> <p><b><u>In addition, the Council has prepared an Infrastructure Delivery Plan (IDP) to inform the Local Plan, this sits alongside the Local Plan and identifies the main items of infrastructure needed to mitigate the cumulative impacts of and support planned development; the site allocation policies also identify key pieces of site-specific infrastructure needed to support the development. New development will be expected to deliver or contribute to the necessary infrastructure requirements of the development as identified by the Council's IDP and site specific requirements, where such contributions are compliant with national policy and the legal tests. The</u></b> Council will seek contributions from developers to fund improvements to existing infrastructure and the environment, or where necessary, new infrastructure. Contributions will be made through the Community Infrastructure Levy, which applies a standard charge to developers to fund supporting infrastructure such as transport, schools, community facilities and health facilities, and/or Section 106 agreements which address the provision of affordable housing and more site-specific infrastructure requirements. <b><u>the necessary infrastructure requirements through the use of planning condition and/or planning obligation and/or financial contributions through</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>Community Infrastructure Levy (CIL) charges in accordance with The Community Infrastructure Regulations 2019.</u></b></p> <p><i>Amend paragraph 4.32 to read:</i></p> <p>The Council <del>wishes to</del> <b>will</b> work collaboratively with relevant infrastructure providers, our partners and developers to <b><u>facilitate the timely delivery of</u></b> the infrastructure necessary to support the level of growth required. <del>to meet objectively assessed housing need.</del></p> <p><i>Amend paragraph 4.33 to read:</i></p> <p>The Infrastructure Delivery Plan (IDP) <b><u>Part B: Schedule</u></b> identifies the types of infrastructure required to support the anticipated growth in the borough and includes a summary of the currently identified infrastructure projects <b><u>and their phasing, costing, delivery mechanism, priority ranking and relevant site allocations.</u></b></p> <p><i>Amend paragraph 4.34 to read:</i></p> <p>The IDP will be required regularly and where necessary updated in consultation with both the internal and external stakeholders such as other service areas and infrastructure providers.</p> <p><b><u>In negotiating planning obligations, the Council will also take into account strategic infrastructure (category 1 items in the IDP). The Council will use planning conditions or legal agreements to facilitate the provision of strategic infrastructure. Where necessary this will involve suitable phasing of development and forward funding of its supporting infrastructure. In addition to developer funding, where necessary, the Council will collaborate with its partners to lobby central Government and funding partners for additional funding sources for strategic infrastructure projects.</u></b></p> <p><b><u>Early delivery of certain strategic and necessary infrastructure (category 1 and category 2 items in the IDP) in advance of all contributions having been collected may be required to support the level of growth planned. It will therefore be necessary to obtain funding from alternative sources and to collect developers' contributions retrospectively for these projects. In those instances, the Council and its partners including relevant landowners/developers will consider forward-funding wholly or partly to deliver critical infrastructure items. Therefore, in order to appropriately recover such forward-funding, when planning applications for development which</u></b></p>



MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>will be enabled by and/or benefit from such infrastructure do come forward, the Council may seek retrospective planning obligation contributions from all relevant development, at the appropriate contribution rate, even if those applications are not made until after the relevant infrastructure has been completed and/or fully or partially funded. Where an item of infrastructure has been forward funded or provided by a relevant landowner/developer, the retrospectively collected planning contributions may be used to reimburse to such landowner/developer. As the final costs of the relevant item of infrastructure may not be known at the time, planning obligations requiring a contribution towards that infrastructure may also, where appropriate, contain a mechanism for review once the relevant item(s) of infrastructure has been fully paid for and constructed so as to secure payment of the appropriate level of contributions to cover the costs of the infrastructure. The CIL Regulations prohibit borrowing against future CIL receipts, so this method of forward-funding only applies to planning obligations.</u></p> <p><u>Applicants should refer to Essex County Council's Developers' Guide to Infrastructure Contributions which sets out ECC's standards for the receipt of relevant infrastructure funding.</u></p> <p><u>The Council will take into account financial viability to ensure that the cumulative impact of planning policy, standards and infrastructure requirements do not render the sites and development identified in the Local Plan unviable and therefore undeliverable.</u></p> <p><i>Amend paragraph 4.35 to read:</i></p> <p><del>This policy must be read in conjunction with Policy NE01. 2 Recreational Disturbance avoidance Mitigation Strategy (RAMS).</del> <u>The Council intends to progress the introduction of the Community Infrastructure Levy (CIL) as soon as possible after the Local Plan Examination. CIL is a charge, used to fund borough wide and local infrastructure projects for the benefit of local communities. The CIL Charging Schedule is subject to independent Examination. CIL is payable upon the granting of planning consent. This enables the Council to raise funds from developers and provide some certainty 'up front' about how much money developers will be expected to contribute.</u></p>
MM8	58	Policy SP05	<p><i>Delete Policy SP05.</i></p> <p><i>Delete paragraphs 4.36 to 4.43.</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
		Paragraph 4.36 – Paragraph 4.43	
MM9	60	Policy SP06  Paragraph 4.44 – Paragraph 4.47	<i>Delete Policy SP06.</i>  <i>Delete paragraphs 4.44 to 4.47.</i>
MM10	61	Paragraph 4.50  New Policy MG06	<p><i>Amend paragraph 4.50 to read:</i></p> <p>4.50 Therefore, we will monitor the implementation of policies and proposals of the Local Plan using key indicators and targets set out in the Monitoring Framework (Appendix 3). The Council are committed to undertaking an early <del>review</del> update of the Local Plan to ensure it looks ahead over a minimum 15-year period from adoption. Such a <del>An earlier than five-year</del> review may <b>also</b> be required to address the implications of the national standardised approach to calculating local housing need, when adopted.</p> <p><i>Insert new strategic policy after paragraph 4.50 to read:</i></p> <p><b><u>POLICY MG06: LOCAL PLAN REVIEW AND UPDATE</u></b></p> <p><b><u>The Council will bring forward a partial update of the Plan with the objective of meeting the full Objectively Assessed Housing Needs. The review will commence immediately upon the adoption of this Plan with submission of the update for examination within 28 months. Specific matters to be addressed by the update shall include the following (amongst all other matters that need to be assessed and taken into account for the purposes of plan preparation):</u></b></p>
			<p><b><u>A. an update of Objectively Assessed Housing Needs in accordance with the NPPF 2021 and related guidance;</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>B.</u> <u>an updated full green belt review and an updated spatial strategy (informed by the green belt review) in turn to inform the sustainable allocation of further sites to meet the full Objectively Assessed Housing Needs as assessed in part A above;</u></p>
			<p><u>C.</u> <u>the allocation of further sites to meet as a minimum the full Objectively Assessed Housing Needs in accordance with the updated spatial strategy for the full period of the plan review;</u></p>
			<p><u>D.</u> <u>a review of transport and highway issues to cater for local plan growth throughout the period of the review (in consultation with National Highways and Essex County Council) taking into account:</u></p>
			<p><u>i.</u> <u>the optimisation of existing, and the introduction of further, sustainable transport measures where appropriate along with the need to provide improvements to and around:</u></p>
			<p><u>a.</u> <u>A12 junction 12;</u></p>
			<p><u>b.</u> <u>M25 Junction 28;</u></p>
			<p><u>c.</u> <u>M25 junction 29</u></p>
			<p><u>ii.</u> <u>any additional transport and highways infrastructure that will be needed to meet in full the updated Objectively Assessed Housing Needs and facilitate the further allocations taking into account implemented and committed highway schemes.</u></p>

## Chapter 5

MM Ref	Page	Policy / para.	Proposed modifications
MM11	64	Policy BE01 Paragraph 5.8 – 5.12	Delete policy BE01 and paragraphs 5.8 to 5.12.
MM12	67 - 68	Policy BE02	Delete Policy BE02.
MM13	67 - 76	Policy BE03 Paragraph 5.17 - 5.19 Paragraph 5.23 - 5.36 Figure 5.1 Figure 5.2	<p>Move paragraph 5.17 - 5.19 and Figure 5.1 to sit after paragraph 5.35 to support Policy BE03: Carbon Reduction and Renewable Energy (now Policy BE01).</p> <p>Amend Policy to read: <b>STRATEGIC POLICY BE03 BE01: CARBON REDUCTION, AND RENEWABLE ENERGY AND WATER EFFICIENCY</b></p> <p>A. <del>Proposals for renewable, low carbon or decentralised energy schemes will be supported provided they can demonstrate that they will not result in adverse impacts, including cumulative and visual impacts which cannot be satisfactorily addressed.</del></p> <p><del>B.</del> <b>A. <u>Carbon Reduction and Construction Standards</u></b> Development should meet the following minimum standards of sustainable construction and carbon reduction <b>as set out below:</b></p> <p>a. <del>New residential</del> <b>All major</b> development: <b><u>will be required to achieve</u></b> at least a 10% reduction in carbon dioxide emissions above the requirements of Part L Building Regulations; <b>and</b> <del>Minimum sustainable construction standards: In line with Part L Building Regulations.</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><del>On-site carbon reduction: in line with national nearly zero carbon policy. If national nearly zero carbon policy is unavailable, the previous target applies. However, the minimum improvement over the Building Regulations baseline may be increased to reflect the reduction in costs of more efficient construction methods.</del></p> <p><del>Water efficiency: 110 litres per person per day limit. Major development is expected to provide more substantial water management measures, such as rain/grey water harvesting.</del></p> <p><i>Delete the table under B.a</i></p>
			<p>b. <del>New non-residential development: <b><u>will be required to achieve a certified</u></b> BREEAM ‘Excellent’ rating <b><u>under the BREEAM New Construction (Non-Domestic Buildings) 2018 scheme, or other equivalent standards</u></b> to be achieved in the following categories: Man 02; Ene 04; Mat 03; Wst 01; Wst 03; LE 03.</del></p> <p><del>On-site carbon reduction: in line with national nearly zero carbon policy. If national nearly zero carbon policy is unavailable, the previous target applies. However, the minimum improvement over the Building Regulations baseline may be increased to reflect the reduction in costs of more efficient construction methods.</del></p> <p><del>Water efficiency: BREEAM ‘Excellent’ rating to be achieved in category Wat 01. Major development is expected to provide more substantial water management measures, such as grey water harvesting.</del></p> <p><i>Delete the table under B.b.</i></p>
			<p><del>C. <b><u>B.</u></b></del> <b><u>Renewable Energy</u></b></p> <p><del>Application of <b><u>Wherever possible</u></b>, major development, where feasible, will be required to provide a minimum of 10% of the predicted energy needs of the development from renewable energy; <b><u>Where on-site provision of renewable technologies is not appropriate, or where it is clearly demonstrated that the above target cannot be fully achieved on-site, any shortfall should be provided through:</u></b></del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>a.</u> <u>'allowable solutions contributions' via Section 106 or CIL. These funds will then be used for energy efficiency and energy generation initiatives or other measure(s) required to offset the environmental impact of the development; or</u></p>
			<p><u>b.</u> <u>off-site provision, provided that an alternative proposal is identified, and the measures can be secured.</u></p>
			<p><del>D.</del> <u>C.</u> Applications for major development, including <b>proposals involving the</b> redevelopment of existing floor space, should be accompanied by a Sustainability Statement (<del>see Figure 5.1 Areas to be covered in the Sustainability Statement</del>) as part of the Design and Access Statement submitted with their planning application, outlining their approach to the following issues:</p> <ul style="list-style-type: none"> <li>i. adaptation to climate change;</li> <li>ii. carbon reduction;</li> <li>iii. water management;</li> <li>iv. site waste management; and</li> </ul> <p>use of materials.</p>
			<p><del>E.</del> <u>D.</u> Where <b>it is not possible to meet</b> these standards <del>are not met</del>, applicants must demonstrate compelling reasons and provide evidence, as to why achieving the sustainability standards outlined above for residential and non-residential developments would not be technically feasible or economically viable.;</p> <p><del>F.</del> <i>Merge clause F with the former clause C (now clause B).</i></p>
			<p><i>Amend paragraph 5.18 and 5.19 to read:</i></p> <p>5.18 Sustainable design and construction are concerned with the implementation of sustainable development in individual sites and buildings. It takes account of the resources used in construction, and of the environmental, social and economic impacts of the construction process itself and how buildings are designed and used. <del>Major development should also refer to Policy SP05 Construction Management.</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>5.19 The choice of sustainability measures and how they are implemented may vary substantially from development to development. However, the general principles of sustainable design and construction should be applied to all scales and types of development. <b><u>The Sustainability Statement should demonstrate how proposals avoid increased vulnerability to the impacts arising from climate change through sustainable and resilient design. The Sustainability Statement should be proportionate to the proposed scale of development and clearly set out, providing sufficient detail on how sustainable design solutions have been integrated for both the construction and operation phases of the development.</u></b> More guidance on areas to be covered in the Sustainability Statement is set out in Figure 5.1.</p> <p><i>Amend Figure 5.1 to remove reference to Figure 5.2 and amend the paragraph under section Use of Materials to read:</i></p> <p>[...] <b><u>Although this is not a policy requirement, the Council will encourage all developers</u></b> All new developments should be designed to maximise resource efficiency and identify, source, and use environmentally and socially responsible materials. [...]</p>
			<p><i>Delete paragraphs 5.24, 5.25, 5.27, 5.28, 5.31, 5.33, 5.36 and Figure 5.2</i></p> <p><i>Amend paragraph 5.23, 5.26, 5.29, 5.30, 5.32 to read:</i></p> <p>5.23 <del>Transport emission in the borough is also higher than the national average due to increased car ownership and access to vehicles. Over the period of the Plan, energy use and carbon emissions may increase by 10% following a ‘business as usual’ trajectory.</del></p> <p>5.26 <del>However, the</del> <b><u>The Climate Change Act 2008 (2050 Target Amendment) Order 2019</u></b> commits the UK Government by law to reducing greenhouse gas emissions <del>by at least 80% of 1990 levels</del> <b><u>to zero</u></b> by 2050. In addition, as long as the UK is a member of the EU, it still has to comply with the EU’s Energy Performance of Buildings Directive, which requires that by 2020 the demand from all new buildings in Member States is ‘nearly zero-energy’. The Paris Agreement also has implications on the UK carbon reduction target.</p> <p>5.29 <del>The government originally set targets to ensure all new homes are zero carbon by 2016 and all new non-residential buildings are zero carbon by 2019. Improvements in resource efficiency to meet</del> <b><u>this the government’s carbon</u></b> target was were made through Building Regulations which set</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>standards for design and construction that applies to most new buildings, regardless of type. In 2016, Part L of the Building Regulations introduced a change to the energy efficiency standard, raising it to the equivalent of Code for Sustainable Homes Level 4.</p> <p>5.30 <b><u>However, local authorities can still require energy efficiency standards above Building Regulation, as allowed by t</u></b><del>The Planning and Energy Act 2008 allows local authorities to set local targets for carbon emissions above Building Regulations. The Deregulation Act 2015 (S43) which removes this right has not been enacted, meaning authorities can continue to set policy above Building Regulations.</del><b><u>and confirmed by the government in its summary response to the NPPF 2018 consultation.</u></b></p> <p>5.32 <del>To contribute to these targets</del> <b><u>As such</u></b>, this policy requires an on-site reduction of at least 10 per cent beyond the baseline of part L of the current Building Regulations <b><u>on major development</u></b>. The minimum improvement over the Target Emission Rate (TER) will be increased in 2020 and over a period of time in line with the national zero-carbon policy and reflect the costs of more efficient construction methods. <b><u>This takes into account the Local Plan Viability Assessment (2018)'s recommendation that the Council to only seek standards that are over and above those set out in Building Regulation in the case of major development where there is a requirement for 10% renewable energy.</u></b></p>
MM14	77	New Policy BE02 Paragraph 5.38 - 5.40	<p><i>Insert a new policy to read:</i></p> <p><b><u>POLICY BE02: WATER EFFECIENCY AND MANAGEMENT</u></b></p>
			<p><b><u>A. Water Efficiency</u></b> <b><u>Development should incorporate water conservation measures in the proposals and meet the minimum standards for water efficiency as set out below:</u></b></p>
			<p><b><u>a. New residential development will be required to achieve limits of 110 litres per person per day.</u></b></p>
			<p><b><u>b. New non-residential development is expected to meet BREEAM 'Excellent' rating in category Wat 01.</u></b></p>



MM Ref	Page	Policy / para.	Proposed modifications
			<u>c. Major developments and high or intense water use developments (such as hotels) is expected to provide more substantial water management measures such as rain/and grey water harvesting.</u>
			<u>Waste Water and Sewage</u>
			<u>B. Development proposals should:</u>
			<u>a. seek to improve the water environment and demonstrate that adequate wastewater infrastructure capacity is provided;</u>
			<u>b. ensure that misconnections between foul and surface water networks are eliminated and not easily created through future building alterations;</u>
			<u>c. incorporate measures such as smart metering, water saving and recycling, including retrofitting and rain/grey water harvesting, to help to achieve lower water consumption rates and to maximise futureproofing;</u>
			<u>C. Applications will need to demonstrate that the sewerage network has adequate capacity both on and off-site to serve the development and to assess the need to contribute to any additional connections for the development to prevent flooding or pollution of land and water courses. Where sewerage capacity is identified as insufficient, development will only be permitted if it is demonstrated that improvements will be completed prior to occupation of the development.</u>
			<u>Water Quality</u>
			<u>D. All development proposals should have regard to the Water Cycle Study and:</u>
			<u>a. seek to improve water quality;</u>
			<u>b. not cause deterioration in the quality of a water course or groundwater;</u>
			<u>c. not lead to adverse impacts on the natural functioning of the watercourse, including quantity, flow, river continuity, groundwater connectivity, or biodiversity impacts;</u>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>d.</u></b> <b><u>where development is likely to have an impact, proposals must set out how impacts will be mitigated.</u></b></p> <p><i>Move paragraph 5.38 – 5.40 on water efficiency to follow new Policy BE02 Water Efficiency and Management</i></p>
MM15	77	Policy BE04 Paragraph 5.43 Paragraph 5.47 Paragraph 5.48	<p><i>Amend policy to read:</i></p> <p>POLICY <del>BE04</del> <b><u>BE03</u></b>: ESTABLISHING LOW CARBON AND RENEWABLE INFRASTRUCTURE NETWORK</p> <p>A. <del>Stand-alone</del> <b><u>R</u></b>enewable energy infrastructure</p> <p><del>Community-led initiatives for renewable and low carbon energy, including developments outside areas identified in this Local Plan or other strategic policies that are being taken forward through neighbourhood planning, will be encouraged, subject to the acceptability of their wider impacts, including on the Green Belt.</del></p> <p><b><u>Innovative approaches to the installation and/or construction of energy generation facilities or low carbon homes which demonstrate sustainable use of resources and high energy efficiency levels will be supported.</u></b></p> <p>B.</p> <p>a. <del>The Council will work with developers and energy providers to seek opportunities to expand Brentwood’s decentralised energy infrastructure.</del></p> <p><del>Strategic development that could play a key role in establishing a decentralised energy network should engage at an early stage with the Council, stakeholders and relevant energy companies to establish the future energy requirements and infrastructure arising from large scale development proposals and clusters of significant new development. Applicants of these sites will prepare energy masterplans which establish the most effective energy strategy and supply options.</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>b. New development <u>proposals</u> of over 500 dwelling units, <del>or</del> <b>including</b> brownfield and urban extensions at 500 units or more, or where the clustering of neighbouring <b>new</b> sites totals over <b>more than</b> 500 units, <del>will be expected to</del> <b>should include energy masterplans to</b> incorporate decentralised energy infrastructure in line with the following hierarchy:</p> <ul style="list-style-type: none"> <li>i. where there is an existing <b>decentralised</b> heat network <b>with sufficient capacity or the capacity to expand</b>, new development will be expected to connect to it;</li> <li>ii. where there is no existing <b>decentralised</b> heat network <b>with sufficient capacity or the capacity to expand</b>, new development will be expected to deliver an onsite heat network, unless <b>it can be</b> demonstrated <b>to the Council's satisfaction</b> that this would render the development unviable;</li> <li>iii. where a developer is unable to deliver the <b>a decentralised</b> heat network, <del>they need to</del> <b>it will need to be</b> demonstrated <b>to the satisfaction of the Council</b> that they <b>applicant has</b>ve worked in detail with third parties (commercially or community) to fully assessed <b>all reasonably available options for its incorporation and delivery and has</b> the opportunity; iv. <del>where a heat network opportunity is not currently viable and no third party is interested in its delivery, the development should be designed</del> <b>the development</b> to facilitate <b>allow</b> future connection to a heat network unless it can be demonstrated that a lower carbon alternative has been put in place.</li> </ul>
			<p><del>e.</del> <b>C.</b> New development will be expected to demonstrate that the heating and cooling systems <u>s</u> have been selected according to the following heat hierarchy:</p> <ul style="list-style-type: none"> <li>i. connection to existing CHP/CCHP distribution network;</li> <li>ii. site-wide renewable CHP/CCHP;</li> <li>iii. site-wide gas-fired CHP/CCHP;</li> <li>iv. site-wide renewable community heating/cooling;</li> <li>v. site-wide gas-fired community heating/cooling;</li> <li>vi. individual building renewable heating.</li> </ul>
			<p><del>G.</del> <i>Move Part C to A</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			D- Delete Part D
			<p><i>Amend paragraphs 5.43, 5.47 and 5.48 to read:</i></p> <p>5.43 According to the International Renewable Energy Agency (IRENA, 2018), renewable energy will be cheaper than fossil fuels by 2020 thanks to <b>as a result of</b> improvements in technology. The recent Global Status Report by REN21 (2018) also states that renewable energy currently makes up a fifth of the world's electrical power supply, and its capacity has doubled over the past ten years. Renewables are experiencing a virtuous cycle of technology improvement and cost reduction. <del>How policies can support the ability to connect with supply grid, rather than viability, will be the main challenge in the transition towards the low carbon future.</del></p> <p>5.47 The East of England resource assessment and the Brentwood Renewable Energy Study 2014 suggest that there are unlikely to be major anchor and high heat density areas in the borough suitable for retrofit-only DH networks. New development will therefore play an important role in heat network development in the borough. Strategic allocations could <b>play a key role in establishing a decentralised energy network</b>, offering great opportunities to <b>create or</b> expand the borough's decentralised energy infrastructure <del>and were identified in the Brentwood IDP, these include:</del></p> <ul style="list-style-type: none"> <li><del>i. Sites in the South Brentwood Growth Corridor masterplan area including Brentwood Enterprise Park and Dunton Hills Garden Village;</del></li> <li><del>ii. Warley extension masterplan area;</del></li> <li><del>iii. Officer's Meadows masterplan area.</del></li> </ul> <p>5.48 According to the Brentwood Renewable Energy Study (2014), DH is a viable low and zero carbon energy solution for new development; the viability of DH and CHP schemes are improved with increased scale, density and mix of uses. Smaller sites close to large exiting loads, on the other hand, provide opportunities for collaboration which provides cost effective, energy efficient, low carbon heat and electricity. <b><u>Therefore, applicants of strategic sites should engage at an early stage with the Council, stakeholders and relevant energy</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>companies to establish the future energy requirements and infrastructure arising from large-scale development proposals and clusters of significant new development.</u></b></p> <p>5.52 Brentwood Borough has relatively high levels of domestic gas and electricity consumption, therefore building-scale technologies have <b>the</b> potentials to meet the borough's domestic energy demands. Building scale technologies often comprise permitted development and can be included in new development or retro-fitted to existing units. Building scale technologies with the greatest potential include rooftop solar technologies and biomass boilers in the commercial and industrial sector.</p>
MM16	82	Policy BE05 Paragraphs 5.53 - 5.56	<i>Delete Policy BE05 and supporting text paragraphs 5.53 to 5.56.</i>
MM17	83	Policy BE06 Paragraphs 5.57 - 5.61	<i>Delete Policy BE06 and supporting text paragraphs 5.57 to 5.61.</i>
MM18	84	Policy BE07	<p><i>Amend Policy to read:</i></p> <p>POLICY <del>BE07</del> <b>BE04</b>: MANAGING HEAT RISK</p> <p>A. <b>All</b> <del>D</del>development proposals should minimise internal heat gain and the risks of overheating through design, layout, <b>building</b> orientation and <b>use of appropriate</b> materials.</p> <p>B. Major development proposals should demonstrate how they will reduce the potential for overheating and reliance on air conditioning systems by:</p> <p>a. minimising internal heat generation through energy efficient design;</p> <p>b. reducing the amount of heat entering a building through orientation, shading, albedo, fenestration, insulation and the provision of green roofs and walls;</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>c. managing the heat within the building through exposed internal thermal mass and high ceilings;</p> <p>d. <del>provide</del> <b>maximising</b> passive ventilation; <b>and</b></p>
			<p>e. <b>where necessary</b>, providing mechanical ventilation and <b>active cooling systems</b> <del>providing active cooling systems.</del></p>
MM19	85	Policy BE08 Paragraph 5.68	<p><i>Amend policy to read:</i></p> <p>POLICY BE08 <b>BE05</b>: SUSTAINABLE DRAINAGE</p> <p>A. All developments should incorporate appropriate Sustainable Drainage Systems (SuDS) for the disposal of surface water, in order to avoid any increase in <b>surface water</b> flood risk or adverse impact on water quality.</p> <p><b>B.</b> <b><u>Development within areas identified as a Critical Drainage Area (CDA) on the policies map, should optimise the use of Sustainable Drainage Systems by providing an individually designed mitigation scheme to address the site-specific issues and risk, as informed by a site specific Flood Risk Assessment. This could be provided as part of the Drainage Strategy and must address any issues highlighted in the Surface Water Management Plan, where relevant.</u></b></p> <p><del>B.</del> Applications must meet the following requirements:</p> <p>a. Quantity</p> <p><del>i.</del> <b>C.</b> <b><u>Greenfield developments, major development and all development within a Critical Drainage Area must achieve a greenfield runoff rate. Where it is demonstrated that this is not possible</u></b> on brownfield developments, SuDS features will be required to reduce discharge to previous greenfield rates or achieve a <b>then a runoff reduction of</b> 50% minimum <b>should be achieved. The technical approach should be justified in the Drainage Strategy.</b> <del>reduction of brownfield run-off rates;</del></p> <p><del>ii</del> <b>D</b> sites over 0.1 hectares in Flood Zone 1 will be <b>Applicants are</b> required to submit a surface water <del>d</del><b>Drainage sStrategy</b> and <del>.</del> Larger sites over 1 hectare in Zone 1 or all schemes in Flood Zone 2 and 3</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><del>must be accompanied by a Flood Risk Assessment (FRA);</del> <b><u>for all major development as well as for all development within a Critical Drainage Area. The Drainage Strategy must include a SuDs Management Plan setting out the long-term management and maintenance arrangements.</u></b></p>
			<p><del>b.</del> <b><u>E. Quality SuDs will be required to meet the following design criteria:</u></b></p>
			<p><del>i.</del> <b><u>a.</u></b> the design must follow an index-based approach when managing water quality. Implementation in line with the updated CIRIA SuDS Manual[1] is required. Source control techniques such as green roofs, permeable paving and swales should be used so that rainfall runoff in events up to 5mm does not leave the site;</p>
			<p><del>e.</del> <b><u>Amenity and Biodiversity</u></b></p>
			<p><del>i.</del> <b><u>b.</u></b> SuDS should be sensitively designed <b><u>and integrated into the Green and Blue infrastructure to create high quality public open space and landscaped public realm, in line with Strategic Policy NE02: Green and Blue Infrastructure;</u></b></p>
			<p><b><u>c.</u></b> <b><u>maximise opportunities to enhance</u></b> <del>and located to promote improved biodiversity</del> <b><u>net-gain;</u></b></p>
			<p><b><u>d.</u></b> <b><u>improve the quality of water discharges and be used in conjunction with</u></b> <del>water use efficiency measures;</del> <del>river water quality, enhanced landscape and good quality spaces that benefit public amenities in the area;</del></p>
			<p><del>ii.</del> <del>redeveloped brownfield sites should disconnect any surface water drainage from the foul network;</del></p>
			<p><b><u>e.</u></b> <b><u>function effectively over the lifetime of the development;</u></b></p>
			<p><del>iii.</del> <b><u>f.</u></b> the preferred hierarchy of managing surface water drainage from any development should be managed in accordance with this hierarchy: firstly, is through infiltration measures, secondly attenuation and discharge to watercourses, and if these cannot be met, through discharge to surface water only sewers;</p>
			<p><b><u>g.</u></b> <b><u>have regard to Essex County Council SuDS Design Guide 2020, or as amended.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><del>iv.</del> <b>F.</b> <u>When discharging surface water to a public sewer, developers will be required to provide evidence that adequate capacity exists in the public sewerage network fully to serve the proposed development, in line with policy requirements in BE02 Water Efficiency and Management.</u></p> <p><b>G.</b> <u>Development proposals should be designed to include permeable surfaces wherever possible. Proposals for impermeable paving, including on small surfaces such as front gardens and driveways, will be strongly resisted unless it can be suitably demonstrated that this is not technically feasible or appropriate.</u></p>
			<p><i>Amend paragraph 5.68 to read:</i></p> <p><u>SuDS must have regard to the criteria outlined in the Essex County Council SuDS Guide.</u> <del>The Environment Agency introduced a new classification system in 2011 enabled by The European Water Framework Directive. This system allows for more rigorous and accurate assessment of water quality. Some water bodies will never achieve good ecological status, however, because they have been physically altered for a specific use, such as navigation, recreation, water storage, or flood protection.</del></p>
MM20	88	Policy BE09	<p><i>Amend Policy to read:</i></p> <p><b><u>STRATEGIC</u> POLICY <del>BE09</del> <b>BE06</b>: COMMUNICATIONS INFRASTRUCTURE</b></p> <p>A. The Council will support investment in <b><u>proposals for</u></b> high quality communications infrastructure and superfast broadband, including community-based networks, particularly where alternative technologies need to be used in rural areas of the borough.</p> <p>B. <del>Applications</del> <b><u>Proposals</u></b> from service providers for new or the expansion of existing communications infrastructure (including telecommunications masts, equipment and associated development, and superfast broadband) <del>are</del> <b><u>will be</u></b> supported subject to the following criteria:</p> <ol style="list-style-type: none"> <li>a. evidence is provided to demonstrate, to the Council's satisfaction, that the possibility of mast or site sharing has been fully explored and no suitable alternative sites are available in the locality including the erection of antennae on existing buildings or other suitable structures;</li> <li>b. evidence is provided to confirm that the proposals would cause no harm to highway safety;</li> </ol>



MM Ref	Page	Policy / para.	Proposed modifications
			<ul style="list-style-type: none"> <li>c. the proposal has <del>sympathetic design and camouflage, having regard to other policies in the Local Plan</del> <b><u>no unacceptable impact on the character and appearance of the area, landscape or heritage impacts or unacceptable impacts on the natural environment;</u></b></li> <li>d. the proposal has been designed to minimise disruption should the need for maintenance, adaption or future upgrades arise;</li> <li>e. the proposal will not cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest; and</li> <li>f. the proposal conforms to the latest International Commission on Non-Ionising Radiation Protection (ICNIRP) guidelines, taking account of the cumulative impact of all operator equipment located on the mast/site where appropriate (i.e. prevent location to sensitive community uses, including schools).</li> </ul>
MM21	89	Policy BE10	<p><i>Amend Policy to read:</i></p> <p>POLICY <del>BE10</del> <b><u>BE07</u></b>: CONNECTING NEW DEVELOPMENTS TO DIGITAL INFRASTRUCTURE</p>
			<p>A. To support Brentwood’s economic growth and productivity now and in the future, all development proposals should:</p>
			<p>a. <del>Provision of</del> <b><u>Provide</u></b> up to date communications infrastructure <del>should be designed and installed</del> as an integral part of development proposals. As a minimum, all new developments must be served by the fastest available broadband connection, installed on an open access basis. This includes installation of appropriate cabling within <del>dwelling dwellings or</del> <b><u>and</u></b> business units <del>as well as a fully enabled and</del> <b><u>and</u></b> full connection of the developed areas to the full-main telecommunications network;</p>
			<p>b. ensure that sufficient ducting space for future digital connectivity infrastructure (such as small cell antenna and ducts for cables, that support fixed and mobile connectivity and therefore underpins smart technologies) is provided <del>where</del> <b><u>wherever appropriate possible;</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>c. support the effective use of the public realm, such as street furniture and <del>bins</del> <b><u>other installations</u></b>, to accommodate <b><u>new state of the art</u></b> well-designed and <del>located</del> <b><u>integrated</u></b> mobile digital <b><u>communication</u></b> infrastructure;</p> <p>B. When installing new and improving existing digital communication infrastructure in new development, proposals should:</p> <p>a. identify and plan for the telecommunications network demand and infrastructure needs from first occupation;</p>
			<p><del>b.</del> <del>include provision for connection to broadband and mobile phone coverage across the site on major developments;</del></p>
			<p><del>e.</del> <b><u>b.</u></b> <b><u>take into account the Highway Authority's land requirements so as not to impede or add to the cost of the highway mitigation schemes where</u></b> the location and route of new utility services is in the vicinity of the highway network or proposed new highway network;</p>
			<p><del>d.</del> <b><u>c.</u></b> ensure the scale, form and massing of the new development does not cause unavoidable interference with existing communications infrastructure in the vicinity. If so, opportunities to mitigate such impact through appropriate design modifications should be progressed including measures for re-siting, re-provision or enhancement of any relevant communications infrastructure within the new development;</p>
			<p>e. <b><u>d.</u></b> demonstrate that the siting and design of the installation would not have a detrimental impact upon the visual and residential amenity of neighbouring occupiers, the host building (where relevant), and the appearance and character of the area;</p> <p>f. <b><u>e.</u></b> seek opportunities to share existing masts or sites with other providers; and</p>
			<p><del>g.</del> <b><u>f.</u></b> all digital communication infrastructure should <del>be capable of</del> <b><u>have the capacity to respond responding</u></b> to changes in technology requirements over the <b><u>period life</u></b> of the development.</p>
			<p>C. Where applicants can demonstrate, through consultation with broadband infrastructure providers, that superfast broadband connection is not practical, or economically viable:</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>a. the developer will ensure that broadband service is made available via an alternative technology provider, such as fixed wireless or radio broadband; and</p>
			<p>b. ducting to all premises that can be accessed by broadband providers in the future, to enable greater access in the future. <del>Or D.</del> The <b><u>Only where this is not practicable or viable, the</u></b> Council will seek developer contribution towards off-site works to enable those properties access to superfast broadband, either via fibre optic cable or wireless technology in the future <b><u>to provide like capacity.</u></b></p>
MM22	92	<p>Policy BE11 Paragraphs 5.90-5.93 Paragraph 5.96 b. Paragraph 5.102</p>	<p><i>Delete Policy BE11 and replace with the below text:</i></p> <p><b><u>STRATEGIC POLICY BE11 BE08: STRATEGIC TRANSPORT INFRASTRUCTURE</u></b></p> <p><b><u>In order to support and address the cumulative impacts of planned and other incremental growth, allocated development within the Local Plan and any other development proposals shall (where appropriate) provide reasonable and proportionate contributions to required mitigation measures to strategic transport infrastructure, including:</u></b></p> <p><b><u>a. circulation arrangements, public realm and multimodal integration around Brentwood, Shenfield and Ingatestone stations;</u></b></p> <p><b><u>b. circulation arrangement and public realm around West Horndon station, and the creation of associated multimodal interchange through phases to support new residents and employees;</u></b></p> <p><b><u>c. improvements to the highway network as deemed necessary by transport evidence or as agreed by National Highways and Essex County Council as appropriate, other statutory bodies, stakeholders and passenger transport providers; and</u></b></p> <p><b><u>d. additional and/or improved pedestrian, cycling infrastructure and bus services connecting development to key destinations such as railway stations, education facilities, employment, retail and leisure.</u></b></p> <p><i>Insert the following paragraph at the beginning of paragraph 5.90:</i></p> <p><b><u>Strategic transport infrastructure is that which is critical to the delivery of the Local Plan as such their timely provision must be in place in order to support development. Strategic transport infrastructure are assigned a priority category 1 in the Infrastructure Delivery Plan.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Insert the following paragraph after paragraph 5.91:</i></p> <p><b><u>The Council’s positive approach to planning may require it to use its compulsory purchase powers under section 226 of the Town and Country Planning Act 1990. That power gives the Council a positive tool to help bring forward necessary works to support planned growth in the borough, where strong planning justifications for the use of the power exist and statutory requirements are satisfied.</u></b></p> <p><i>Amend final sentence of paragraph 5.92 to read:</i></p> <p>The Council will work with partners to improve the station environment at both Brentwood and Shenfield stations, specifically in terms of non-motorised users and enhanced public transport access, with new <b>improved</b> forecourt and pedestrian crossing facilities.</p> <p><i>At the end of the first sentence of paragraph 5.93 update reference to Transport Assessment from 2018 to 2021.</i></p>
			<p><i>Insert an additional sentence at the end of paragraph 5.96 point b. to read:</i></p> <p><b><u>Where appropriate contributions will therefore be sought from nearby developments.</u></b></p>
			<p><i>Insert a new point (iv) under paragraph para 5.102 to read:</i></p> <p><b><u>iv. The A127 Task Force has representation from all South Essex authorities including BBC. This Task Force will oversee much of the public affairs interaction between the Councils and Government to ensure that the route is seen as strategic and as a potential candidate for re-trunking in order to bring about the long-term improvement required for an area of South Essex with over 600,000 residents. The planning and design work for any improvement of this scale will of necessity require a short-term, medium and long term phasing. Whilst the A127 is the main focus ECC would be looking to work collaboratively with BBC and other councils in the area.</u></b></p>
MM23	99 100	Policy BE12 Para 5.108-5.110	<p><i>Delete Policy BE12.</i></p> <p><i>Move paragraphs 5.108, 5.109 and 5.110 to after 5.141</i></p>
MM24	100 101	Policy BE13	<p><i>Amend Policy to read:</i></p> <p>POLICY BE13-09: SUSTAINABLE MEANS OF TRAVEL AND WALKABLE STREETS</p>

MM Ref	Page	Policy / para.	Proposed modifications
		<p>Paragraph 5.112 - 5.115</p> <p>Paragraph 5.118</p>	<p>A. Sustainable modes of transport should be <del>facilitated through</del> <b>prioritised in</b> new developments to promote accessibility and integration <del>into</del> <b>with</b> the wider community and existing networks. Priority should be given to cycle and pedestrian movements and access to public transport.</p> <p>B. Development proposals should <del>seek to provide appropriate provision for</del> the following sustainable measures <b>as appropriate</b>:</p> <ol style="list-style-type: none"> <li>a. the provision of pedestrian, cycle, public transport and where appropriate, bridleway connections within development sites and to the wider area, including key destinations;</li> <li>b. the criteria of safe, secure, well connected and attractive layouts which minimise the conflict between traffic, cyclists, and pedestrians, and allow good accessibility for <b>passenger transport bus services</b> within sites and between sites and adjacent areas, <b>and where appropriate</b> improve areas where <b>passenger</b> public transport, pedestrian or cycle movement is difficult or dangerous.</li> <li>c. the provision of community transport measures promoting car pools, car sharing, voluntary community buses, cycle schemes;</li> <li>d. safeguarding existing and proposed routes for walking, cycling, and public transport, from development that would prejudice their continued use and/or development; and</li> <li>e. any development requiring a new road or road access, walking and cycling facilities and public transport, will be required to have regard to the adopted Essex County Council's Development Management Policies or successor documents, in order to assess the impact of development in terms of highway safety and capacity for both access to the proposed development and the wider highway network.</li> </ol> <p><i>Amend supporting text paragraph 5.112- 5.115 to read:</i></p> <p>5.112 This policy seeks to <del>encourage</del> <b>ensure that development proposals will be designed to promote</b> <del>people to make</del> sustainable travel choices by improving choices and making development easily accessible by different modes of transport, especially walking, cycling and public transport. An important policy tool to achieve this is the modal hierarchy. All <del>major</del> development should follow the modal hierarchy by providing access for all of the following (most preferable first, least preferable last):</p> <ol style="list-style-type: none"> <li>a. walking and providing access for all, including people with mobility impairment;</li> <li>b. cycling;</li> </ol>

MM Ref	Page	Policy / para.	Proposed modifications
			<ul style="list-style-type: none"> <li>c. public transport;</li> <li>d. powered two wheelers;</li> <li>e. commercial vehicles and taxis;</li> <li>f. car sharing;</li> <li>g. electric and low emission vehicles;</li> <li>h. private cars.</li> </ul> <p>5.113 <del>Streets account for a major part of public spaces; high quality streets are therefore fundamental to the character and efficient functioning of a place and play a fundamental role in moving people around safely, improving public realm and providing spaces for people to come together. New major development should create permeable, accessible, inclusive and multifunctional streets that promotes active lifestyle and integrates different modes of transport in line with Policy HP13 Creating Successful Places.</del> Barriers to walking should be addressed in development proposals, to ensure that walking is promoted and that street conditions, especially safety/security and accessibility for disabled people, are enhanced. Walking networks and facilities in and around all new developments should be direct, safe, attractive, accessible and enjoyable.</p> <p>5.114 Cycling is a space efficient mode compared to cars so making streets attractive for cycling can bring benefits to all road users while also improving the experience of living, working and getting around. <del>Although further consultation will be required, once finalised the Brentwood Cycling Action Plan (2018) can:</del></p> <ul style="list-style-type: none"> <li>a. <del>identify how cycling levels can be increased in the borough;</del></li> <li>b. <del>enable any funding for new cycling schemes in Brentwood to be prioritised;</del></li> <li>c. <del>create a usable, high quality cycle network that connects residential areas with key employment locations, rail stations and town centres; and</del></li> <li>d. <del>create opportunities to increase recreational cycling in Brentwood.</del></li> </ul> <p>5.115 Cycling <del>will</del> <b>should</b> be promoted through the provision of improved cycle parking and other facilities and new cycle routes as part of highway infrastructure improvements/traffic management measures and, where appropriate, <del>in association with planning permission for new development.</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><del>Development should facilitate and encourage cycling to reduce car dependency and the health problems it creates.</del> When providing for cycle parking, cycle parking areas should be secure and covered, and allow easy access for occupiers and their visitors, and provide facilities for all, including disabled cyclists. This could include identifying and reserving specific spaces which provide step-free cycle parking and opportunities for people using adapted cycles, as well as providing facilities for other non-standard cycles such as tricycles, cargo bicycles and bicycles with trailers. Space for folding bicycles should be provided as well as space for conventional bikes to cater for rail commuters. However, space for folding bicycles is not an acceptable alternative to conventional cycle parking as these are less popular in some areas, tend to be less affordable and present difficulties for some users. Surface level parking is preferable to stacked parking which may be difficult for some people to use. Visitor parking should be quickly and easily accessible to front entrances of buildings and not require cyclists to visit parts of a site restricted to occupiers only. <del>Developers should refer to the vehicle parking standards set out in the Essex Parking Standards (2009) or as amended, in line with Policy BE17 Parking Standards.</del></p> <p><i>Amend paragraph 5.118 to read:</i></p> <p><b><u>The design of streets, parking areas, and other transport elements should reflect current national guidance, including the National Design Guide and the National Model Design Code.</u></b></p> <p>The Essex County Council’s Transportation Development Management Policies provide further detail on requirements relating to accessibility and access, including Transport Assessment and Statement thresholds for each land use category.</p>
MM25	103	Policy BE14 Paragraph 5.119	<p><i>Amend Policy to read:</i></p> <p>POLICY <del>BE14</del> <b>BE10</b>: SUSTAINABLE PASSENGER TRANSPORT</p> <p><del>A.</del> The Council will facilitate and support sustainable passenger transport services operating in Brentwood to help deliver the vision of the Local Plan. <del>B.</del> Development proposals should protect and enhance existing passenger transport and their capacity. <del>C.</del> <b>Proposed new</b> community facilities, schools, and specialist older persons housing, where reasonable and proportionate, <del>should</del> <b>are required to</b> provide pick-up and drop-off facilities (with appropriate kerbs) for passenger transport close to the principal entrance suitable for minibuses, school buses, taxis, and/or ambulances.</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Insert an additional paragraph after paragraph 5.119 to read:</i></p> <p><b><u>Consideration should be given to sustainable passenger transport provision as set out within Essex County Council Development Management Policies.</u></b></p>
MM26	104	Policy BE15	<p><i>Amend Policy to read:</i></p> <p>POLICY <del>BE15</del> <b>BE11</b>: ELECTRIC AND LOW EMISSION VEHICLES</p> <p>A. The Council will seek appropriate infrastructure for <b><u>All development proposals should wherever possible maximise the opportunity of occupiers and visitors to use</u></b> electric and low emission vehicles at new developments B. This could include, but is not limited to, <b><u>and maximise the provision of</u></b> electric vehicle charging / plug-in points <b><u>and/or the space and</u></b> infrastructure required to provide this <b><u>them</u></b> in the future.</p>
MM27	107	Policy BE16 Paragraph 5.128 – 5.132	<p><i>Amend Policy to read:</i></p> <p>POLICY <del>BE16</del> <b>BE12</b>: MITIGATING THE TRANSPORT IMPACTS OF DEVELOPMENTS</p> <p>A. Developments <b><u>must</u></b> <del>should seek to ensure that they will not have an unacceptable transport impact and/or any significant impact from the development on the transport network (in terms of <b><u>highway safety</u></b>, capacity and congestion) and on highway safety can be effectively mitigated to an acceptable degree.</del></p> <p>B. New development <b><u>proposals</u></b> will be required to <b><u>be supported by:</u></b></p> <p>a. <del>Submit</del> Travel Plans, Transport Assessments and/or Statements in accordance with the thresholds and detailed requirements for each land use category as set out in the Essex County Council's Development Management Policies or its successors; <b><u>and engage in an appropriate and proportionate assessment process with National Highways where development has a likelihood to have a material impact on the Strategic Road Network which is not otherwise catered for by programmed works or improvements;</u></b></p>



MM Ref	Page	Policy / para.	Proposed modifications
			<p>b. <u>where necessary</u>, provide reasonable and proportionate financial contributions <u>and/or take reasonable measures</u> <del>mitigation measures necessary to:</del></p> <p><u>i.</u> mitigate the <u>cumulative</u> transport impact of the development to an acceptable degree, <u>including relevant highways measures identified in the IDP Part B; and</u></p> <p><u>ii.</u> <u>accommodate the use of sustainable modes of transport.</u> <del>This could include</del> <u>ing borough-wide sustainable transport measures identified in the IDP Part B</u>, investment in infrastructure, services, Low Emission Zone, or <u>measures to promote</u> behavioural change <del>measures</del> (including enforcement) <del>to encourage the use of sustainable modes of transport. Such measures should be provided to meet the first or early occupation of a site in order to influence travel behaviour from the outset.</del></p>
			<p><i>Move paragraph 5.129 to precede 5.127, and amend to read:</i></p> <p>5.129 Development resulting in an unacceptable impact on highway safety, or significant and harmful residual cumulative impacts on the road network will be prevented or refused on highways grounds, unless any impact will be effectively mitigated to an acceptable degree, in line with the NPPF (2018).</p> <p><i>Amend paragraph 5.128 to read:</i></p> <p>5.128 Joint working is being <u>has been</u> undertaken with Highways England <u>National Highways</u>, Essex County Council (highways authority), developers and all relevant partners to identify necessary mitigations at key junctions, to <u>consider address</u> the cumulative impact of growth within the borough over the Plan period, <del>and to consider the wider planned growth on the local and strategic route network.</del> <u>In addition to strategic transport infrastructure, a number of highways junction improvements will need to be made to facilitate new growth, these are assigned a priority category 2 in the Infrastructure Delivery Plan.</u></p> <p><i>Delete paragraph 5.130</i></p> <p><i>Amend paragraph 5.131 to read</i></p> <p>5.131 As noted earlier in this chapter, providing physical improvements to the highway will only have a short-term impact; therefore it is important to invest in long term alternatives. The Council will work with developers, <u>highways authority</u> and service providers to consider potential sustainable transport measures that could assist in reducing the impact of developments on the overall road network. <del>The Transport Assessment (PBA, 2018)</del> <u>The Transport Assessment (Stantec, 2021)</u> identifies a number of</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><del>non-highway mitigation measures</del> <b><u>sustainable transport measures package</u></b> that could be implemented in Brentwood Borough; <del>feasibility analysis for some of these measures are being considered in the in the Brentwood IDP as part of a long term assessment. These include:</del> <b><u>are listed in the IDP with priority category 3 which may be revised from time to time.</u></b></p> <ul style="list-style-type: none"> <li><del>i. School Clear Zone;</del></li> <li><del>ii. Park and Ride/ Cycle/ Stride;</del></li> <li><del>iii. 'Quietway' cycle routes;</del></li> <li><del>iv. Low Emission Zone;</del></li> <li><del>v. Banning all large freight vehicle from stopping deliveries within the Central Brentwood zone and A128 corridor during AM/PM peaks;</del></li> <li><del>vi. Car limited development at appropriate locations;</del></li> <li><del>vii. Pedestrian wayfinding system;</del></li> <li><del>viii. Multiple service app making access to smart car hire/ community buses/ booking bikes/ bike hire schemes etc. easier;</del></li> <li><del>ix. Encourage clean vehicles and introduce electrical parking points to encourage use of such vehicles and plan and deliver other IT infrastructure required to allow future implementation of emerging SMART systems;</del></li> <li><del>x. Multi-modal integration at rail stations.</del></li> </ul>
			<p><i>Delete paragraph 5.132.</i></p> <p><i>Insert an additional paragraph after 5.132 to read:</i></p> <p><b><u>Applicants are expected to consult with the Highways Authority on transport matters and adhere to Essex County Council's development management policy requirements (or equivalent) in respect of Travel Plans, Residential Travel information Packs and other highways considerations. Please refer to the Essex County Council Highways Authority Development Management Policies.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
MM28	107	Policy BE17 Paragraph 5.136	<p><i>Amend policy to read:</i></p> <p>POLICY BE17 <b>BE13</b>: PARKING STANDARDS</p> <p>A. <del>The Council will refer developers to the Development proposals should comply with</del> <b><u>must take account of the Essex Parking Standards – Design and Good Practice (2009), or as subsequently amended</u></b> set out in the most up-to-date Essex Parking Standards. Schemes should comply with design standards and provision levels for uses and transport modes specified. <b><u>The decision-maker will have regard to these standards when determining planning applications.</u></b></p> <p>B. <del>In the following circumstances, the parking standards may be flexible to minimise pressure on land and encourage alternative modes of transport:</del></p> <p>a. <del>office developments in urban areas that are well-connected by public transport and have good accessibility through walking and cycling;</del></p> <p>b. <del>retail and mixed-use development in the Town Centre, District Shopping Centres and Local Centres that has access to shared car parks with different facilities/users at different times; and</del></p> <p>c. <del>commuter parking provision at train stations.</del></p> <p><del>C.</del> <b><u>B.</u></b> Proposals which do not conform to <b><u>make provision below</u></b> these standards should be supported by evidence detailing the local circumstances that justify deviation from the standard. <b><u>should be supported by evidence detailing the local circumstances that justify deviation from the standard.</u></b></p> <p><i>Amend paragraph 5.136 to read and update NPPF reference from July 2018 to 2021:</i></p> <p>Brentwood Borough Council adopted the Essex Parking Standards – <b><u>Design and Good Practice (2009)</u></b> as a Supplementary Planning Document (SPD) in 2011 and will expect these standards to apply until such time as they are revoked or superseded by other standards.</p>
MM29	111	Policy BE18 Paragraph 5.142	<p><i>Move Policy BE18 and its supporting text in chapter 8.</i></p> <p><b><u>STRATEGIC</u></b> POLICY BE18 <b>NE02</b>: GREEN AND BLUE INFRASTRUCTURE</p>

MM Ref	Page	Policy / para.	Proposed modifications
		Paragraph 5.144	<i>Delete the existing wording and replace with the following new wording to read:</i>
		Paragraph 5.145	<p>A. <b><u>Brentwood’s network of green and blue infrastructure (GBI) will be protected, enhanced and managed to provide a multi-functional, high quality open space resource, capable of delivering opportunities for recreation, health and wellbeing, ecological connectivity, biodiversity net-gain as well as wider ecosystem services for climate change adaptation.</u></b></p> <p>B. <b><u>New development is expected, where possible and appropriate, to maximise opportunities to enhance or restore existing GBI provision and/or create new provision on site that connects to the wider GBI network. Its design and management should also respect and enhance the character and distinctiveness of the local area.</u></b></p> <p>C. <b><u>Developments on sites containing or are adjacent to a water course or water body (Blue Infrastructure) are required to ensure there is no adverse impact on the functioning or water quality of the Blue Infrastructure. Proposals that maximise opportunities to enhance or restore Blue Infrastructure and incorporate these features into the public realm of the development will be supported. An adequate undeveloped buffer zone should be applied as necessary to mitigate flood risk, in line with Policy NE09 and/or support sustainable drainage, in line with Policy BE05.</u></b></p> <p>D. <b><u>Proposals should provide appropriate specification and maintenance plans for the proposed green and blue infrastructure throughout the life of the development.</u></b></p>
		Figure 5.3	
		Paragraph 5.146	
		Paragraph 5.157	
			<p><i>Amend paragraphs 5.142 to read:</i></p> <p>Green and Blue Infrastructure</p> <p>5.142 <del>There are a number of definitions of g</del> Green and blue infrastructure (GBI) <b><u>is a network of multi-functional</u></b> <del>share the same notion in which GBI can be understood as natural or semi-natural networks of green (soil covered or vegetated) and blue (water covered) spaces and corridors, in either an urban or rural setting, that connects, maintains and enhances ecosystem services. <b><u>GBI should thread through and surround the built environment and connect the urban area to its wider rural hinterland.</u></b> It is capable of <b><u>delivering a wide range of environmental and quality of life benefits</u></b></del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>for local communities by</u> providing recreational or cultural experiences. <u>It can also help support a number of strategic objectives across policy areas, such as promoting public health and wellbeing, mitigating and adapting to climate change (heat risk, flood risk, sustainable drainage), improving water and air quality, as well as conserving habitats and contributing to biodiversity net-gain.</u> <del>supporting and enhancing biodiversity and geodiversity, improving air and/or water quality, enhancing and conserving the historic environment, as well as enriching the quality of life of local communities.</del> <u>Figure 5.3 defines the different types of GBI. They include those found in Brentwood, but also additional types that could be delivered as part of new development.</u></p> <p><i>Delete paragraph 5.144</i></p> <p><i>Amend paragraph 5.145 to read:</i></p> <p>5.145 <u>A well connected GBI network will play a crucial role in maintaining the Borough’s distinctive ‘Borough of Villages’ character. The Council will take a strategic approach to maintaining and enhancing networks of GBI, ensuring a variety of managed, multi-functional open spaces, coherent ecological green corridors, water courses and water bodies to promote a resilient and sustainable built environment.</u> <del>The Council will protect and enhance local distinctiveness and plan positively for the creation, preservation and enhancement of networks of biodiversity and GBI in line with the Council’s Green Infrastructure Strategy (2015). As part of planning for infrastructure provision, t</del> <u>The Council will work with statutory bodies and wider stakeholders, including developers to conserve, enhance and maintain the natural environment.</u> <del>infrastructure providers, including Essex County Council and utilities companies and consider the roles of developers in providing and maintaining the GBI that is required as a result of new growth.</del></p>
			<p><i>Insert a new paragraph after paragraph 5.145 to read:</i></p> <p>Open Spaces</p> <p><u>Open spaces take many forms and all are an integral component of the GBI network, forming key destinations. The designated Urban Open Spaces, as depicted on the Policies Map, represent green spaces in urban settlements that provide an important multi-functional local resource to residents and therefore, are to be protected. They are made up of different types of open spaces, including parks, sports grounds and playing fields (including playing fields forming part of an education establishment), woodlands, and amenity green space. However, Brentwood has direct access, via the Public Rights of Way network, to extensive publicly</u></p>

MM Ref	Page	Policy / para.	Proposed modifications
--------	------	----------------	------------------------

accessible parks, including Country Parks such as Hutton, South Weald and Thorndon within the surrounding countryside also identified on the Policies Map. There will be a presumption against the development of open spaces which provide a significant amenity resource.

Amend figure 5.3 to read:

Type of GI GBI Typologies	Key Policy Elements GBI sub-types
<u>Urban Open Spaces</u>	<u>Designated green spaces in existing settlement (urban) areas, of various typologies that are to be protected.</u>  <i><u>NB. These were previously partly identified by the 'Protected Open Space' designation in the replacement Local Plan 2005.</u></i>
Parks and Gardens	Country Parks, Borough Parks and Recreation Grounds, <del>Historic</del> <u>Registered</u> Parks and Gardens.
Ecological assets and natural and semi-natural greenspaces (urban / rural)	Special Sites of Scientific Interest (SSSI), Local Nature Reserves (LNR), Local Wildlife Sites (LoWS), Woodlands, Geological Assets, <del>Grasslands</del> , Thames Chase Forest, <del>other assets.</del>
<u>Green Corridors</u>	<u>Hedgerows, amenity grasslands/greenspace or green verges along major road corridors and major rail corridors, cycling routes/ network, pedestrian paths and rights of way, and Protected Lanes.</u>
<del>Green and b-Blue e</del> <u>Corridors</u>	Main rivers ( <u>e.g. Rivers Roding, Ingrebourne, Wid and Mardyke</u> ), large ordinary/non-main river watercourses, major tributaries, wetland. <del>hedgerows, major road corridors, major rail corridors, cycling routes/ network, pedestrian paths and rights of way, Protected Lanes.</del>

MM Ref	Page	Policy / para.	Proposed modifications														
			<table border="1"> <tr> <td data-bbox="728 185 1131 411"> <b>Sports and Recreation Grounds</b>  <del>Outdoor sports facilities and provision for children and teenagers</del> </td> <td data-bbox="1131 185 1713 411"> <del>Natural green surfaces:</del> <b><u>Play pitches that are green/permeable in nature such as:</u></b> tennis courts, bowling greens, sports pitches/fields, golf courses, school and other institutional playing fields, and other outdoor sports areas. Green formal/informal recreation areas <del>for children/ teenagers.</del> </td> </tr> <tr> <td data-bbox="728 411 1131 539"> <del>Amenity greenspace</del> </td> <td data-bbox="1131 411 1713 539"> <del>Amenity greenspace, village greens, commons, other informal greenspace, Protected Urban Open Space, Local Green Space.</del> </td> </tr> <tr> <td data-bbox="728 539 1131 683"> <del>Allotments</del> </td> <td data-bbox="1131 539 1713 683"> <del>Typically Parish and Council owned/ managed.</del>  <b><u>Statutory and Non-statutory allotments: community gardens</u></b> </td> </tr> <tr> <td data-bbox="728 683 1131 746"> <del>Cemeteries and churchyards</del> </td> <td data-bbox="1131 683 1713 746"> <del>Public and privately-owned facilities.</del> </td> </tr> <tr> <td data-bbox="728 746 1131 850"> <del>Classified Landscapes and accessible urban fringe countryside</del> </td> <td data-bbox="1131 746 1713 850"> <del>Ancient Landscapes,</del> <b><u>fringe countryside</u></b> </td> </tr> <tr> <td data-bbox="728 850 1131 1010"> <b><u>Garden Land</u></b> </td> <td data-bbox="1131 850 1713 1010"> <b><u>Private back gardens, private amenity green space on estates or private communal gardens that are entirely to the rear or within the curtilage of a dwelling or dwellings, as originally designed</u></b> </td> </tr> <tr> <td data-bbox="728 1010 1131 1109"> <del>Other GI</del> </td> <td data-bbox="1131 1010 1713 1109"> <del>Private gardens,</del> <b><u>green walls, green roofs, estate greenspace, etc</u></b> </td> </tr> </table>	<b>Sports and Recreation Grounds</b> <del>Outdoor sports facilities and provision for children and teenagers</del>	<del>Natural green surfaces:</del> <b><u>Play pitches that are green/permeable in nature such as:</u></b> tennis courts, bowling greens, sports pitches/fields, golf courses, school and other institutional playing fields, and other outdoor sports areas. Green formal/informal recreation areas <del>for children/ teenagers.</del>	<del>Amenity greenspace</del>	<del>Amenity greenspace, village greens, commons, other informal greenspace, Protected Urban Open Space, Local Green Space.</del>	<del>Allotments</del>	<del>Typically Parish and Council owned/ managed.</del> <b><u>Statutory and Non-statutory allotments: community gardens</u></b>	<del>Cemeteries and churchyards</del>	<del>Public and privately-owned facilities.</del>	<del>Classified Landscapes and accessible urban fringe countryside</del>	<del>Ancient Landscapes,</del> <b><u>fringe countryside</u></b>	<b><u>Garden Land</u></b>	<b><u>Private back gardens, private amenity green space on estates or private communal gardens that are entirely to the rear or within the curtilage of a dwelling or dwellings, as originally designed</u></b>	<del>Other GI</del>	<del>Private gardens,</del> <b><u>green walls, green roofs, estate greenspace, etc</u></b>
<b>Sports and Recreation Grounds</b> <del>Outdoor sports facilities and provision for children and teenagers</del>	<del>Natural green surfaces:</del> <b><u>Play pitches that are green/permeable in nature such as:</u></b> tennis courts, bowling greens, sports pitches/fields, golf courses, school and other institutional playing fields, and other outdoor sports areas. Green formal/informal recreation areas <del>for children/ teenagers.</del>																
<del>Amenity greenspace</del>	<del>Amenity greenspace, village greens, commons, other informal greenspace, Protected Urban Open Space, Local Green Space.</del>																
<del>Allotments</del>	<del>Typically Parish and Council owned/ managed.</del> <b><u>Statutory and Non-statutory allotments: community gardens</u></b>																
<del>Cemeteries and churchyards</del>	<del>Public and privately-owned facilities.</del>																
<del>Classified Landscapes and accessible urban fringe countryside</del>	<del>Ancient Landscapes,</del> <b><u>fringe countryside</u></b>																
<b><u>Garden Land</u></b>	<b><u>Private back gardens, private amenity green space on estates or private communal gardens that are entirely to the rear or within the curtilage of a dwelling or dwellings, as originally designed</u></b>																
<del>Other GI</del>	<del>Private gardens,</del> <b><u>green walls, green roofs, estate greenspace, etc</u></b>																
			<p><i>The supporting text following Policy BE18 is proposed to be amended as follows:</i></p> <p><i>Amend paragraph 5.146 to read:</i></p> <p>5.146 This policy is in line with the NPPF, as well as the government’s latest environment plan: A Green Future: Our 25 Year Plan to Improve the Environment which sets out a <del>long-term</del> vision for England’s environment post-Brexit, <del>along with some medium-term aspirations for progress, and some shorter-term actions.</del> The <b><u>25 Year Environment</u></b> plan stresses the importance of good-quality green and blue infrastructure (GBI) and commits to creating a ‘national framework of green infrastructure</p>														

MM Ref	Page	Policy / para.	Proposed modifications
			<p>standards, ensuring that new developments include accessible green spaces and that any area with little or no green space can be improved for the benefit of the community'. <del>The Local Plan policies</del> <b>This policy will seek</b> to achieve <b>well managed, high quality multi-functional Green and Blue Infrastructure to ensure opportunities are maximised for recreation, health and wellbeing</b>, a net gain for biodiversity, <b><u>as well as help achieve additional benefits for air quality and climate adaptation.</u></b> <del>by providing new green spaces including</del> <b>High quality green and blue infrastructure should be built into the designs proposals and/or masterplans of new development, <u>wherever possible.</u></b></p> <p><i>Retain paragraphs 5.147 to 5.156</i></p> <p><i>Amend paragraph 5.157 to read:</i></p> <p>5.157 This policy should be read in conjunction with Policy <del>BE08</del> <b>BE05</b> Sustainable Drainage, Policy <del>HP18 Designing Landscape and the Public Realm,</del> Policy BE19 Access to Nature, Policy NE01 Protecting and Enhancing the Natural Environment, <b><u>Policy NE03 Trees, Woodlands and Hedgerows</u></b> and Policy <del>NE06</del> <b>NE09</b> Flood Risk.</p>
MM30	115 116	Policy BE19 Paragraph 5.158-5.161	<i>Delete Policy BE19 and supporting text paragraphs 5.158 to 5.161 as repeats provision in other policies, including Policy BE18 (now Strategic Policy NE02) Green and Blue Infrastructure and Policy NE03 Trees, Woodlands, Hedgerows.</i>
MM31	116	Policy BE20 Paragraph 5.162 - Paragraph 5.173	<p><i>Move Policy BE20 to Chapter 8 after the new Policy NE05 (originally Policy BE22) Open Space and Recreation Provision.</i></p> <p><i>Amend Policy BE20 to read:</i></p> <p>POLICY <del>BE20</del> <b>NE06</b>: ALLOTMENTS AND COMMUNITY FOOD GROWING SPACE</p> <p>A. Planning for <b><u>The provision of</u></b> allotment space should, <b><u>where possible and appropriate,</u></b> be an integral part of the green and blue infrastructure provision in residential development.</p> <p>B. Provision of <del>space</del> <b><u>areas</u></b> for personal and community gardening and food growing will be favourably considered.</p>



MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>C.</u></b> <b><u>The change of use or development of designated allotment sites will not be permitted unless it can be demonstrated that provision is no longer required or that an alternative provision can be provided.</u></b></p> <p><i>Amend paragraphs 5.162 to 5.164 to read:</i></p> <p>5.162 <del>Local e</del>Community food growing space not only helps to improve social integration and community cohesion but can also contribute to improved mental and physical health and well-being. It supports healthy living by enabling residents make more sustainable food choices, protects local ecosystems and fosters community spirit and enterprise. It also helps reduce the carbon footprint of food production by minimising CO2 emissions from transporting food and is beneficial for air quality by helping to reduce pollution.</p> <p>5.163 The wider benefits of growing produce are identified in the Brentwood Open Space, Sport and Leisure Assessment (2016) which highlights that providing opportunities for people to grow their own food contributes to sustainability, health and social inclusion.</p> <p>5.164 The Council therefore aims to safeguard <del>land for garden and</del> <b><u>its existing</u></b> allotments, <del>promotes local food growing by</del> <b><u>and</u></b> encourage <del>ing</del> development proposals to include spaces for residents and communities to grow their own food. <del>This would enable and support healthy lifestyles, in line with the NPPF (2018, paragraph 91).</del></p> <p><i>Delete paragraphs 5.165 to 5.167 and 5.169 and 5.172.</i></p> <p><i>Amend paragraphs 5.168, 5.170, 5.171, 5.173 to read:</i></p> <p>5.168 <b><u>There are currently 16 known allotment sites in Brentwood, as illustrated on the Policies map. Ten of these sites have</u></b> <del>The Council are proposing to declare all existing Council owned allotment sites in the borough as having statutory status so they enjoy the</del> <b><u>and are therefore, afforded additional</u></b> legal protection provided by the Allotments Act 1925. <b><u>Policy NE06 applies to all statutory and non-statutory allotments equally.</u></b> <del>Further engagement work is also required to understand whether the current allotment infrastructure have opportunities to accommodate additional growth or additional provision will be needed.</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>5.170 When allotments <b>or community gardens</b> are provided on site as part of a development, developers <b>should also provide sufficient information to address the long-term maintenance, in line with the requirements of STRATEGIC Policy NE02: Green and Blue Infrastructure.</b> <del>should pay for the future maintenance and management of the allotments and arrange for a management body to undertake that responsibility for the life of the development. Where, land is transferred to the Borough or Parish Councils, an agreed maintenance contribution should be made. It is expected that the developer will maintain the allotment for twelve months before it transfers it to the borough or relevant parish council with the payment of a commuted sum to cover 20 years maintenance. Developer contributions for off-site provision could include the enhancement of nearby allotment facilities.</del></p> <p>5.171 Innovative solutions to small scale food growing space <del>will be</del> <b>are</b> encouraged, such as green roofs/walls, re-utilising existing under-used spaces and incorporating spaces for food growing in new schools.</p> <p>5.173 This policy should be read in conjunction with <b>STRATEGIC</b> Policy <del>BE48</del> <b>NE02: Green and Blue Infrastructure.</b> <del>, Policy BE23 Open Space, Sport and Recreational Facilities.</del></p>
MM32	117	Policy BE21 Paragraph 5.174 - 5.177	<p><i>Move Policy BE21 to Chapter 8. Amend Policy to read:</i></p> <p>POLICY <del>BE21</del> <b>NE07: PROTECTING LAND FOR GARDENS</b></p> <p>Proposals for development on sites that form part of an existing <del>allotment</del>, garden, or group of gardens will only be permitted where:</p> <p>a. sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to their contribution to the character of the area and their importance for biodiversity;</p> <p>b. the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area <del>in line with Policy HP14 Responding to Context</del>;</p> <p>c. the amenity and privacy of neighbouring, existing and new <b>residents</b> <del>properties is</del> <b>are</b> protected; <b>and</b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>d. provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties. <del>;</del> <del>and</del></p>
			<p>e. <del>there is no detrimental effect on the potential comprehensive development of the wider area.</del></p>
			<p><i>Amend paragraphs 5.174 to 5.177 to read:</i></p> <p>5.174 <del>As the <b>The</b> definition of Previously Developed Land within the NPPF excludes private residential gardens. and allotment, inappropriate <b>The</b> development of garden <b>land</b> and allotment sites will be resisted, <del>;</del> <del>unless</del> proposals that are considered to be appropriate on garden or allotment sites in <b>fulfil the requirements of</b> accordance with the criteria set out in this policy <b>and</b> will still be assessed against other <b>relevant</b> policies within this Plan.</del></p> <p>5.175 <del>Allotments and gardens</del> <b>Garden Land (includes private back gardens and private amenity areas or private communal gardens) forms an important part of the network of Green Infrastructure and an integral part of the urban layout and assist in defining the character of the residential area. Garden Land</b> provides a semi-natural habitat for local wildlife and corridors for the movement of wildlife in the urban area. Collectively, they help to mitigate fluvial and surface water flooding in the built-up parts of Brentwood. <b>Private gardens also form an important amenity resource for private dwellings as well as</b> They form part of an area's development pattern, providing a setting for buildings. They are an important environmental resource and are a vital component of Brentwood's character.</p> <p>5.176 <del>However, it should also be noted that, <b>If designed appropriately,</b> some forms of redevelopment and infill development, which are well designed and which makes efficient use of land, will continue to be a valuable additional source of housing supply, and need not be inappropriate.</del> <b>Proposals will be considered on a case-by-case basis, taking into account the nature and scale of the proposed use, its context and the quality of the design and whether the remaining area of garden is sufficient to meet occupier needs. This will depend upon the size of the dwelling and the Council will take into account the relevant guidance in the Essex Design Guide in making its assessment as well as other relevant policies in this plan.</b></p> <p>5.177 <del>For policies and guidance relating to garden and open space, <b>In this regard,</b> applicants should <b>also</b> refer to Policy HP06 Standards for New Housing, <b>and</b> Policy BE23-NE05 Open Space, Sport and</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			Recreational Facilities, <b>and Recreation Provision</b> , as well as the Brentwood Town Centre Design Guide, and Essex Design Guide.
MM33	119	Policy BE22 Paragraph 5.178 – 5.183	<p>Merge Policy BE22 and BE23, and move the policy to Chapter 8.</p> <p>Amend policy to read:</p> <p>POLICY BE22 <b>NE05: OPEN SPACE <u>AND RECREATIONAL FACILITIES</u></b> <del>IN NEW DEVELOPMENT</del></p> <p><b><u>A.</u></b> <b><u>All open spaces, including the designated Urban Open Spaces, as identified will be protected and where necessary enhanced to ensure access to a network of high quality provision and opportunities for sport, play and recreation within the borough. The loss of Open Spaces and any ancillary facilities, such as sports, play and recreation provision, will not be permitted unless it can be demonstrated that:</u></b></p> <p><b><u>a.</u></b> <b><u>an assessment has been undertaken which clearly shows the provision and the function it performs is surplus to requirements; or</u></b></p> <p><b><u>b.</u></b> <b><u>the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable, accessible location within the local catchment area; or</u></b></p> <p><b><u>c.</u></b> <b><u>the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss.</u></b></p> <p><del><b><u>A.-B.</u></b></del> New development proposals are expected to provide functional on-site open space and/or recreational amenities and may, where appropriate, be required to also provide a financial contribution towards new or improved facilities within the borough <b><u>is required to maximise opportunities to incorporate new publicly accessible, high quality and multi-functional open space and/or, where appropriate, enhance existing provision that will serve the new and existing community, through improved connections, biodiversity net-gain and high quality sport, play and recreational amenities.</u></b></p> <p><del><b><u>B.-C.</u></b></del> The amount and type of provision required will be determined according to <del>the size, nature and location of the proposal, quantity and type of open space needed, and existing provision accessible to the</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>proposal. All payments will be in line with the Policy BE23 Open Space, Sport and Recreational Facilities. <b><u>the Council's identified needs, as set out in its Open Space and Play Pitch Strategy and adopted open space standards; with regard to children's play space, the Council will seek proposals which meet the Fields in Trust minimum standards (see Figure 5.5).</u></b></p>
			<p><b><u>C.-D. Where it can be clearly demonstrated that proposals are not able to incorporate new provision or enhance existing provision to serve the new community, then a</u></b> A-commuted sum may be requested for <b><u>in line with Policy MG05 Developer Contributions where such contributions will provide alternative or enhanced and conveniently accessible off-site open space provision.</u></b></p>
			<p>a. proposals where strategic open space requirements cannot be met within the site;</p>
			<p>b. local and strategic open space in developments of single person households or of dwellings for the elderly (where however some compensating increase in private amenity space may be required); or</p>
			<p>c. a Town Centre, District Shopping Centre or Local Centre location within Brentwood or where</p>
			<p>d. it is justified by an outstanding urban design approach based on site constraints and opportunities.</p>
			<p><b><u>D.-E.. All open space provision should be fully equipped to meet the needs of users as agreed by the Council, reflecting acceptable distance and minimum size criteria for different types of open space as set out in the Council's Open Space Standards (refer to Figure 5.4). Proposals for the inclusion or enhancement of supporting and ancillary uses and facilities on open space, such as sport, play and other supporting recreational provision, should meet the following criteria:</u></b></p>
			<p><b><u>a. the proposed facilities help improve the quality of the open space and promote inclusive access to a wide range of users and recreational interests;</u></b></p>
			<p><b><u>b. are demonstrably ancillary to the use of open space and its primary function, e.g. play/sports fields;</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>c.</u></b> <b><u>help to contribute to both the character and amenity of the area and are appropriate and proportionate to the function and nature of the open space;</u></b></p>
			<p><b><u>d.</u></b> <b><u>do not have a detrimental impact on the environmental function of the open space.</u></b></p>
			<p><b><u>F.</u></b> Maintenance Plans should be submitted at planning application stage for all new facilities provided for exercise or recreation purposes. This is to secure quality over the long term and clarify responsibilities from the outset. <b><u>to ensure their long-term quality and management.</u></b></p> <p><i>Delete clause E</i></p>
			<p><i>Move paragraph 5.178 to 5.179 to after Policy BE22 (now Policy NE05), to precede paragraph 5.180.</i></p>
			<p><i>Delete paragraph 5.180-5.183</i></p>
MM34	120	Policy BE23 Paragraphs 5.184 – 5.185	<p><i>Delete Policy BE23, merge key requirements and relevant supporting text with Policy BE22.</i></p> <p><i>Amend the below supporting text and move all to Policy BE22 after 5.183 to form the new Policy NE05.</i></p> <p><i>Delete paragraph 5.184</i></p> <p><i>Insert new paragraph to precede paragraph 5.185 to read:</i></p> <p><b><u>Open Space Needs and Adopted Standards</u></b></p> <p><b><u>The Council’s Open Space, Play Pitch and Leisure Assessments provide an overview of the existing provision across the borough, as well as known deficiencies. All major development proposals should investigate and maximise opportunities to enhance open space, play, sport and recreation facilities where possible and appropriate, particularly in areas of deficiency in quantity and quality. New development can help to enhance provision even where it is not feasible to deliver new public open space on site. This could include improving access, through public realm enhancements, to existing nearby facilities or alternatively, contributions will be sought where appropriate.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Amend paragraph 5.185 to read:</i></p> <p>5.185 All proposals, where appropriate, will be required to comply with the Council's <b>identified needs and</b> open space standards as set out in Figure 5.4 <b>or any subsequent update, to inform the design of the proposals and planning application process.</b> These take account of recommendations in the <del>O</del>open <del>S</del>space and <del>S</del>sports facilities evidence, <b>i.e.</b> Brentwood Play Pitch Strategy (2018), Brentwood Open Space Strategy (2008-2018), the <b>Leisure Strategy</b> and Play Strategy (2018). With regard to children's play space, the Council will seek proposals which meet the Fields in Trust minimum standards as set out in Figure 5.5.</p>

## Chapter 6

MM Ref	Page	Policy / para.	Proposed modifications
MM35	124	Policy HP01	<i>Amend Policy to read:</i>
	126	Paragraph 6.13	<b><u>STRATEGIC</u></b> POLICY HP01: HOUSING MIX
			<p><del>A.</del> All new <b>residential</b> development should deliver an inclusive, accessible environment throughout.</p> <p><del>a.</del><b><u>A.</u></b> On residential development proposals of 10 or more (net) additional dwellings the Council will require:</p> <p><del>i.</del><b><u>a.</u></b> an appropriate mix of dwelling types, sizes and tenures to meet the identified housing needs in the borough as set out in the <b>Council's most up to date housing need evidence</b> <del>Strategic Housing Market Assessment or any similar evidence for market and affordable units (such as the Council's Housing Strategy)</del>, to provide choice, and contribute towards the creation of sustainable, balanced and inclusive communities; and</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>—ii-<del>b.</del> each dwelling to be constructed to meet requirement M4(2) accessible and adaptable dwellings, unless it is built in line with M4(3) wheelchair adaptable dwellings of the Building Regulations 2015, or subsequent government standard.</p>
			<p><del>b.</del><b>B.</b> On developments of 60 or more (net) dwellings the Council will require all of the above, and:</p>
			<p>—i. a minimum of 5% of new affordable dwellings should be built to meet requirement M4(3) wheelchair accessible dwellings of the Building Regulations 2015, or subsequent government standard.</p>
			<p><del>6.</del><b>C.</b> On development sites of <del>500</del> <b>100</b> or more dwellings the Council will require all of the above, and:</p>
			<p>—i-<b>a.</b> a minimum of 5% self-build homes which can include custom housebuilding <b><u>provided there is a need as justified within the Council’s most up to date evidence</u></b>; and</p>
			<p>—ii-<del>b.</del> provision for <b><u>other forms of</u></b> Specialist Accommodation taking account of local housing need in accordance with the criteria set out in Policy HP04 Specialist Accommodation.</p>
			<p><del>B.</del><b>D.</b> Where a development site has been divided into parts, or is being delivered in phases, the area to be used for determining whether this policy applies will be the whole original site.</p>
			<p><del>C.</del><b>E.</b> The inclusion of self-build and custom build homes and Specialist Residential Accommodation on smaller sites will also be encouraged.</p>
			<p><i>Amend paragraph 6.13 to read:</i></p> <p>The Council will also seek the provision of Specialist Accommodation on strategic residential schemes of <del>500</del> <b>100</b> dwellings or more, to ensure there will be sufficient housing to accommodate identified local need.</p>



MM Ref	Page	Policy / para.	Proposed modifications
MM36	127	Policy HP02	<p><i>Amend part B to read:</i></p> <p>In justifying any change of use between residential use classes, proposals must demonstrate how they are responding to established housing need as demonstrated in <b>the</b> Council's most up to date <b>housing need evidence</b> Strategic Housing Market Assessment.</p>
MM37	128	Policy HP03	<p><i>Amend Policy to read:</i></p> <p><b><u>Proposals for new residential developments not allocated in the Plan:</u></b></p> <p><del>A. a.</del> Proposals for new residential development should take a design led approach to density which ensures schemes are sympathetic to local character and make efficient use of land</p> <p><del>B. b.</del> Residential development proposals will generally be expected to achieve a net density of at least 35 dwellings per hectare net or higher, unless the special character of the surrounding area suggests that such densities would be inappropriate, or where other site constraints make such densities unachievable.</p> <p><del>C. c.</del> Development proposals will be expected to achieve a higher density, generally above 65 dwellings per hectare net in the Town Centre, District Shopping Centres, and Local Centres listed below <b>Strategic Policy PC08 4</b> Retail Hierarchy of Designated Centres, or other locations with public transport accessibility, subject to Policy HP14 Responding to Context and Policy HP16 Building Design <b>Strategic Policy BE14 Creating Successful Places.</b></p> <p><i>Delete paragraph 6.21</i></p>
MM38	129	Policy HP04	<p><i>Amend Policy to read:</i></p>
		Paragraph 6.25	<p>A. The Council will <b>grant permission for</b> <del>encourage and support</del> proposals which contribute to the delivery of Specialist Accommodation, provided that the development:</p>
			<p>a. meets demonstratable <del>established local community</del> need;</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>b. is readily accessible to public transport, shops, local services, community facilities and social networks and, where appropriate, employment and day centres;</p>
			<p>c. would not result in the over concentration of any one type of accommodation;</p> <p>d. <del>where appropriate, provides suitable landscaping and amenity space; and</del></p> <p>e. <del>where appropriate, is in accordance with Policy NE10 New Development, Extension and Replacement of Buildings in the Green Belt.</del></p>
			<p>B. Subject to viability, where accommodation falls within use class C3 an appropriate proportion of affordable housing in accordance with Policy HP05 Affordable Housing will be required with <del>the</del> <b>a</b> mix of tenures <b><u>to meet identified needs</u></b> <del>negotiated by the Council.</del></p>
			<p>C. A condition may be imposed restricting occupation to persons requiring specialist accommodation where deemed necessary.</p>
			<p><b><u>D. Where a need for Gypsy and Traveller pitches are identified by the Council, Policy HP10: Proposals for Gypsies, Travellers and Travelling Showpeople Windfall Sites would apply.</u></b></p>
			<p><i>Insert new paragraph after paragraph 6.25 to read:</i></p> <p><b><u>In terms of housing, new potential builds for Supported Living could be beneficial to supply demand for this type of accommodation, and any specialist accommodation provision for people with disabilities could meet the need of the local population or individuals who would move to this area. The demand for adults with disabilities is considered under the Independent Living programme.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
MM39	131-132	Policy HP05 Paragraph 6.34	<p><i>Amend policy to read:</i></p> <p>POLICY HP05: AFFORDABLE HOUSING</p>
			<p>A. The Council will require the provision of 35% of the total number of residential units to be provided and maintained as affordable housing within all new residential development sites on proposals of <b>10</b> 44 or more (net) units <del>or sites of 10 or less units which have a combined gross internal floorspace in excess of 1,000 square meters.</del></p> <p>B. In considering the suitability of affordable housing, the Council will require that:</p> <p>a. the tenure split be made up of 86% Affordable/Social Rent and 14% as other forms of affordable housing (this includes starter homes, intermediate homes and shared ownership and all other forms of affordable housing as described by national guidance or legislation) or regard to the most up to date <b><u>housing evidence</u></b> SHMA;</p>
			<p>b. the affordable housing be designed in such a way as to be seamlessly integrated to that of market housing elements of a scheme (in terms of appearance, build quality and materials) and distributed throughout the development so as to avoid the over concentration in one area; and</p>
			<p>c. the type, mix, size and cost of affordable homes will meet the identified housing need as reported by the Council's most up-to-date <b><u>housing evidence</u></b> <del>Strategic Housing Market Assessment and Housing Strategy.</del></p>
			<p>C. In seeking affordable housing provision, the Council will have regard to scheme viability; only where robust viability evidence demonstrates that the full amount of affordable housing cannot be delivered, the Council will negotiate a level of on-site affordable housing that can be delivered taking into account the mix of unit size, type and tenure and any grant subsidy received.</p>
			<p>D. The Council will only accept <b><u>off-site provision, or an appropriate</u></b> financial contribution in lieu of on-site provision where it can be <b><u>robustly satisfactorily</u></b> demonstrated that on-site provision is <b><u>not possible and that, in the individual case and to the satisfaction of the Council, the objective of creating mixed and balanced communities can be effectively and equally met through either off-</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>site provision or an appropriate financial contribution in lieu or a combination of the two neither feasible nor viable.</u></p>
			<p>E. Where a site has been sub-divided or is not being developed to its full potential so as to fall under the affordable housing threshold, the Council will seek a level of affordable housing to reflect the provision that would have been achieved on the site as a whole had it come forward as a single scheme for the allocated or identified site.</p>
			<p><i>Amend paragraph 6.34 to read:</i></p> <p>The local plan viability assessment demonstrates that the thresholds of affordable housing contributions identified in the Local Plan are achievable and the cumulative impact of policies in the local Plan will not put development at risk. <b><u>The use of further viability assessments at the decision-making stage should not be necessary. It is up to the applicant to demonstrate whether particular circumstances relevant to the characteristics of the site and the proposed development justify the need for a viability assessment at the application stage.</u></b></p> <p><i>Add new paragraph after 6.34 to read:</i></p> <p><b><u>Where an applicant formally requests the Council to consider a reduced level of affordable housing, it will need to demonstrate that it is not possible to meet the full quota of affordable housing without prejudicing the delivery of housing on the site. It will also need to demonstrate to the satisfaction of the Council that, in the individual case, the objective of creating mixed and balanced communities can be effectively and equally met through either off-site provision or an appropriate financial contribution in lieu or a combination of the two. To this end, and in demonstrating the above, a full viability assessment would need to be submitted with a planning application which is based upon, and refers to, the Brentwood Local Plan Viability Assessment. Such an assessment should include evidence of what has changed since the adoption of the Plan which has impacted on viability and should reflect the government’s recommended approach to defining key inputs as set out in National Planning Guidance.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
MM40	134-138	Policy HP06 Paragraph 6.50 Paragraph 6.51	<p><i>Amend Policy to read:</i></p> <p>All residential development shall comply with the following:-</p> <p>Internal Residential Space</p> <p>A. All new build housing will achieve appropriate internal space through compliance with the nationally-described space standard <b><u>as summarised in Figure 6.3 or as may be superseded</u></b>.</p> <p>External Residential Space</p> <p>B. New residential units will be expected to have direct access to an area of private and/or communal amenity space. The form of amenity space will be dependent on the form of housing and could be provided in a variety of ways, such as a private garden, roof garden, communal garden, courtyard balcony, or ground-level patio with defensible space from public access. In providing appropriate amenity space, development <b><u>proposals</u></b> should:-</p> <p>a. <del>consider the location and context of the development, including the character of the surrounding area;</del></p> <p>b. <del>take into account the orientation of the amenity space in relation to the sun at different times of year;</del></p> <p>c. <del>address issues of overlooking and enclosure, which may otherwise impact detrimentally on the proposed dwelling and any neighbouring dwellings; and</del></p> <p>d. <b><u>be designed to provide</u></b> the amenity space to be of a shape, size and location to allow effective and practical use of and level access to the space by residents.</p> <p><i>Delete part C-F (Housing Quality) of the policy</i></p> <p><i>Amend paragraph 6.50 to read:</i></p> <p>Applicants are also encouraged to consider external residential space size specifications as set out by the <b><u>most up to date</u></b> Essex Design Guide, prepared by Essex County Council.</p>

MM Ref	Page	Policy / para.	Proposed modifications
MM41	139 - 142	Policy HP07 Policy HP08 Paragraph 6.62 Paragraph 6.65 Paragraph 6.67 Paragraph 6.69 Paragraph 6.71 Paragraph 6.72	<p><i>Merge Policies HP07 and HP08 into one policy and amend to read as follows:</i></p> <p>POLICY HP07: PROVISION FOR GYPSIES AND TRAVELLERS</p> <p>In order to meet identified need, a total of 13 permanent pitches for Gypsies and Travellers as defined by national planning policy for the period 2016-2033 will be provided.</p> <p><i>Delete criteria a and b of Policy HP07.</i></p> <p><i>Delete Policy HP08 title.</i></p> <p>The Council will support an application for planning permission on the following sites <b>are removed from the green belt and are allocated</b> for permanent Gypsy and Traveller accommodation, as shown on the Brentwood Policies Map and Appendix 5, and listed below, subject to compliance with identified. <b>Proposals for these sites must comply with the specified</b> requirements:</p>
			A. Site Ref GT16
			a- Site Address: Oaktree Farm (Greenacres), Chelmsford Road
			b- Number of Pitches: 7 <b><u>Allocated for 7 pitches</u></b>
			c- Proposals for development at this site <del>should comply with the following site specific requirements:</del> <b><u>require</u></b>
			—i. A <b><u>a</u></b> landscape framework to be submitted to provide suitable boundary treatment to include a mixture of native trees and shrubs around the site to safeguard the character and appearance of the area.
			—ii. <del>Given the location of the site within the Green Belt for expansion will not be allowed.</del>
			B. Site Ref GT17
			a- Site Address: Hunters Green, Albyns Lane, Navestock

MM Ref	Page	Policy / para.	Proposed modifications
			<p>b. Number of Pitches: 1 <u>Allocated for 1 pitch</u></p>
			<p>e. <del>Proposals for development at this site should comply with the following site-specific requirement:</del></p>
			<p><del>i. Given the location of the site within the Green Belt any proposals for expansion will not be allowed.</del></p>
			<p><b><u>C. Site Ref R01 (I) Dunton Hills Garden Village Strategic Allocation</u></b></p>
			<p><b><u>Site Address: Dunton Hills Garden Village, West Horndon, Brentwood</u></b></p>
			<p><b><u>Allocated for 5 pitches</u></b></p>
			<p><b><u>Proposals for development at this site should comply with the site-specific requirements set out in policy R01(i).</u></b></p>
			<p><i>Delete Appendix 5</i></p>
			<p><i>Amend paragraph 6.62 to read:</i></p> <p>The Gypsy and Traveller Accommodation Assessment finds no evidence of need for a transit site specifically within Brentwood Borough. Further work is currently being undertaken by Essex County Council to consider the need for transit provision across Essex as a whole. Should such a need be identified within Brentwood in the future this will be considered through the review of the Local Plan, <b><u>taking into account the Essex Planning Officers' Association Protocol for Unmet Gypsy, Traveller and Travelling Showpeople Needs 2018 which has been developed collaboratively across Essex under the Duty to Cooperate.</u></b></p>
			<p><i>Include following text as new paragraph after 6.65:</i></p> <p><b><u>A total of 13 permanent pitches for Gypsies and Travellers as defined by national planning policy for the period 2016-2033 will be provided through the incorporation of a minimum of 5 serviced Gypsy and Traveller pitches as part of the Dunton Hills Garden Village allocation, to be delivered in the first five years of development. A further 8 existing pitches are to be regularised in accordance with Policy HP07.</u></b></p>
			<p><i>Amend paragraph 6.67 to read:</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>The Council has carried out an assessment of potential Gypsy, Traveller and Travelling Showperson sites for allocation through its Housing and Economic Land Availability Assessment (HELAA) and found some to be suitable in HELAA terms. However, it is recognised all <b>are were</b> in the Green Belt. <b><u>To be consistent with national planning policy, these sites have been removed from the green belt for the use as gypsy and traveller pitches only.</u></b></p> <p><i>Amend reference in paragraph 6.69 from Policy HP08 to HP07</i></p> <p><i>Amend paragraph 6.71 to read:</i></p> <p>The approach not only secures the planning status of the current occupants, contributing to the specified needs, but also provides certainty in relation to the delivery of sites to meet the needs <b>of the borough (13 pitches as identified in policy HP07)</b> in Policy HP07 Provision for Gypsies and Travellers.</p> <p><i>Amend reference in paragraph 6.72 from Policy HP08 to HP07</i></p>
MM42	143 - 144	Policy HP09	<p>POLICY <del>HP09</del> <b>HP08</b> SAFEGUARDING PERMITTED SITES</p> <p><i>Amend Part A of Policy to read:</i></p> <p>The existing Gypsy and Traveller sites listed below, <del>and as shown on the Brentwood Policies Map,</del> <b>are removed from the Green Belt and</b> will be safeguarded from alternative development, unless it can be demonstrated that the site is no longer required to meet any identified Traveller need across the borough, or acceptable replacement accommodation can be provided.</p>
MM43	144-145	Policy HP10 Paragraph 6.75 Paragraph 6.77	<p><i>Amend Policy to read:</i></p> <p>POLICY <del>HP10</del> <b>09</b>: SUB-DIVISION OF PITCHES OR PLOTS</p> <p>A.</p> <p>The local planning authority will <b>allow</b> <del>consider proposals for</del> the sub-division of <b>allocated or</b> authorised Gypsy, Traveller and Travelling Showpeople sites on a case by case basis, <del>and provided that all the following criteria are met:</del></p> <p>a.</p> <p>the living environment of residents on the proposed site and neighbouring land is protected;</p> <p>b.</p> <p>sites are of a suitable size to enable the creation of additional pitches or plots;</p>



MM Ref	Page	Policy / para.	Proposed modifications
			<p>c. <del>the sub-division of Gypsy and Traveller sites do not result in a total of more than 10 pitches on a site;</del></p>
			<p>d. there is no significant loss of soft and hard landscaping and amenity provision within the existing site, particularly where conditioned by a previous consent;</p>
			<p>e. there is no significant adverse impact on the intrinsic character and beauty of the countryside; and</p>
			<p>f. there is no adverse impact in terms of highways access and vehicle movement.</p>
			<p><del>B. It will be necessary for the application to demonstrate the need for the additional provision in relation to the requirement of Policy HP07, the lack of alternative provision and specific circumstances of the applicant.</del></p> <p><b><u>B. The sub-division of plots/pitches on additional sites that might come forward within the green belt will be considered against green belt policy.</u></b></p>
			<p><i>Amend paragraph 6.75 to read:</i></p> <p>It is recognised that during the Plan period, there may be a demonstrable need for additional pitches on those sites safeguarded or allocated through the Local Plan, to meet the changing needs of the households on the sites. <b><u>This policy applies to existing pitches and plots listed in Policy HP08 as well as those identified for allocation in Policy HP07.</u></b></p> <p><i>Amend paragraph 6.77 to read:</i></p> <p><del>As All safeguarded sites (with exception to Dunton Hills Garden Village allocation) remain washed over by</del> <b><u>are removed from the Green Belt, as required by the National Planning Policy Framework and Planning Policy for Traveller Sites.</u></b> <del>very special circumstances will have to be demonstrated at the development management stage. Therefore, in the application of this policy, a key issue will be establishing a demonstrable need for an additional pitch coupled with a lack of suitable alternative accommodation; as such the Council will require the applicant to clearly demonstrate the need for an additional pitch, and the lack of alternative accommodation requires an additional pitch. Only if such</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><del>need can be demonstrated will the Council look into support such an application in accordance with criteria set out in Policy HP10.</del></p>
MM44	146-147	Policy HP11 Paragraph 6.78 Paragraph 6.79	<p><i>Amend Policy to read:</i></p> <p>POLICY HP11-10: PROPOSALS FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE ON WINDFALL SITES</p>
			<p>A. a. Planning permission for Gypsy and Traveller caravan sites and sites for Travelling Showpeople (as defined in the governments Planning Policy for Travellers) on unallocated land <del>outside development frameworks, and</del> outside the Green Belt, will only be granted in accordance with all the following criteria:</p> <p>the site is well related to existing communities and accessible to local services and facilities, such as shops, primary and secondary schools, healthcare and public transport;</p>
			<p>b. safe and convenient vehicular access to the local highway network can be provided;</p>
			<p>c. essential services (water, electricity and foul drainage) are available on site or can be made available on site;</p>
			<p>d. there is no significant adverse impact on the intrinsic character and beauty of the countryside;</p>
			<p>e. the site would not lead to the loss of, or adverse impact on, important historic and natural environment assets;</p>
			<p>f. there is no significant risk of land contamination or unacceptable risk of flooding;</p>
			<p>g. the site provides a suitable living environment for the proposed residents and there is no significant adverse impact on the amenity of nearby residents;</p>
			<p>h. the site is of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary areas; <b>and</b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>i. <del>the capacity of the site does not exceed 10 pitches or plots; and</del></p> <p><del>f. i.</del> plots for Travelling Showpeople should also be of sufficient size to enable the storage, repair and maintenance of equipment.</p> <p>B. <b><u>Sites within the Green Belt will need to demonstrate very special circumstances which clearly outweigh the harm to the Green Belt and any other harm in addition to the criteria A above.</u></b>  <del>Gypsy and Traveller sites are inappropriate development in the Green Belt. Any proposals in the Green Belt would have to demonstrate they comply with National and Local Policy regarding development in the Green Belt. If, through the application of such Policy, provision of a Gypsy and Traveller site in the Green Belt is considered acceptable in principle, the proposed development is required to comply with the criteria set out within this policy.</del></p>
			<p><i>Amend paragraph 6.78 to read:</i></p> <p><b><u>It is recognised that during the Plan period, there may be a demonstrable need for additional pitches to those safeguarded or allocated through the Local Plan.</u></b> This policy applies to non-allocated or safeguarded sites which may come forward during the Plan period in built-up areas and the countryside.</p> <p><i>Amend paragraph 6.79 to read:</i></p> <p><del>The policy excludes land in the Green Belt.</del> National planning policy establishes a general presumption against inappropriate development in the Green Belt. The definition of inappropriate development includes Gypsy and Traveller sites and Travelling Showpeople sites. Subject to the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm so as to establish very special circumstances.</p>
MM45	147-148	Design and Place-making section Paragraph 6.81 - 6.118	<p><i>Move the section on Design and Place-making including all relevant policies and supporting text to sit within 'Chapter 5 – Resilient Built Environment'.</i></p>
			<p><i>Reorder and amend paragraphs 6.81 through 6.84 to read as follows (Numbering to be determined):</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>6.83 The Council attaches great importance to high quality and inclusive design for all development, <b>irrespective of size</b>- including individual buildings, public and private spaces and wider area development schemes.</p> <p>6.81 Good design is a key aspect of sustainable development and is intrinsic to good planning. <del>The built environment, the architecture and sense of place that it comprises of, are things that no one can avoid, and upon which people from every age and background have a view.</del> The form, layout and character of buildings and public spaces contribute greatly <b>to</b> <del>in building communities,</del> creating quality of life, improving health and well-being, making effective use of land, and facilitating activities and services.</p> <p>6.82 The term 'high quality design' is frequently used yet is frequently misunderstood as architectural styles. Although visual appearance and the architecture of individual buildings are very important factors, high quality and inclusive design go beyond aesthetic considerations and address the connections between people and places and <b>the coherent</b> <del>integration</del> <b>of</b> new development into the natural, built and historic environment.</p> <p>6.84 The Essex Design Guide 2018 is a useful starting point for a development and provides guidance regarding amenity standards, layouts and case studies. The Essex Design Guide also contains five cross cutting themes (ageing population, digital &amp; smart technologies, health &amp; wellbeing, active design, garden communities). For <b>area developments</b> within or in the vicinity of Brentwood Town centre, applicants <del>should also refer to</del> <b>take into account</b> the Brentwood Town Centre Design Plan and Design Guide. The Design Plan sets out how future development opportunities can collectively enhance Brentwood Town Centre, whilst Design Guide provide specific design guidance for development proposals in the area. <del>6.118 Proposals should refer to</del> <b>also take into account</b> the most up to date <del>urban design principles and guidance, including Brentwood Town Centre Design Guide, Essex Design Guide 2018, Manual for Streets, Building for</del> <b>a Healthy Life and Secured by Design</b>. <del>This policy should be read in conjunction with Policy HP06 Standards for New Housing, Policy HP13 Creating Successful Places, Policy BE18 Green and Blue Infrastructure and Policy 22 Open Space in New Development.</del></p>
MM46		Policy HP12	<p><i>Amend the policy to read:</i></p> <p>POLICY HP12-<b>BE15</b>: PLANNING FOR INCLUSIVE COMMUNITIES</p>

MM Ref	Page	Policy / para.	Proposed modifications
			To plan for and build inclusive environment that supports our residents and communities, the Council will <b><u>require new development proposals</u></b> <del>work with partners, stakeholders and developers to:</del>
			a. provide access to good quality community spaces, services and amenities and infrastructure that accommodate, encourage and strengthen communities <b><u>and social interaction for all users;</u></b>
			b. create places that foster a sense of belonging and <del>social interaction</del> <b><u>community</u></b> , where <del>communities</del> <b><u>individuals and families</u></b> can develop and thrive;
			c. ensure that streets and public spaces are planned for everyone to move around and spend time in comfort and safety, are convenient and welcoming with no <b><u>disabling</u></b> barriers <b><u>to the disabled</u></b> <b><u>or</u></b> impaired, providing independent access without additional undue effort, separation or special treatment;
			d. ensure buildings and places are designed in a way that everyone regardless of their ability, age, income, ethnicity, gender, faith, sexual orientation can use confidently, independently, with <b><u>dignity and without engendering a sense of</u></b> <del>choice and dignity, avoiding separation or segregation; and</del>
			e. ensure that new buildings and spaces are designed to reinforce inclusivity of neighbourhoods and are resilient and adaptable to changing community requirements.
			<p><i>Include paragraphs 6.87 to 6.88 as supporting text after policy HP12 (now the new Policy BE15) and amend as follows:</i></p> <p>6.87 A key aspect of design that should be integral in all development proposals is its role in creating a safe and accessible environment, <del>which minimises the opportunities for terrorism, crime and disorder, anti-social behaviour and the fear of crime, without being overbearing or undermining community cohesion.</del> <b><u>Inclusive and safe design principles should therefore be integral to the design and layout of the scheme, ensuring that people of all ages and abilities are able to benefit from high quality, accessible, safe and secure environments.</u></b> This can be achieved by good natural surveillance, well-used <b><u>accessible and legible</u></b> walkways, appropriate lighting, <b><u>and active frontages</u></b> <del>and a lack of potential hiding places. Optimising site layout and building design are also effective</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><del>measures.</del> <b><u>The Council strongly encourage the use of ‘Secured by Design’ principles to help reduce crime and improve perceptions of safety.</u></b></p> <p>6.88 Inclusive design approach should be integrated in proposals in the outset. Enabling everyone to have safe access to places regardless of their age, ability, ethnicity, gender, faith, economic circumstance will create more inclusive communities, and improve the quality of life for people with a range of health conditions and older people. The Essex Design Guide 2018 provides guidance on residential development which is flexible and adaptable throughout its lifetime.</p>
MM47	149-150	Policy HP13 Paragraph 6.85 – 6.117	<p><i>Amend Policy to read:</i></p> <p><b><u>STRATEGIC</u> POLICY HP13-<del>BE14</del>: CREATING SUCCESSFUL PLACES</b></p> <p>A. Proposals that <b><u>will be required to</u></b> meet high design standards to <b><u>and</u></b> deliver safe, inclusive, attractive and accessible places <del>will be supported.</del> They <b><u>Proposals</u></b> should:</p> <p>a. provide a comprehensive design approach that delivers <b><u>a</u></b> high quality, safe, attractive, inclusive, durable and healthy places <b><u>in which</u></b> to live and work <del>in</del>;</p> <p>b. <b><u>make</u></b> support the efficient use of land and infrastructure, <del>through uses, mix and density/development intensity</del>;</p> <p>c. deliver <b><u>sustainable</u></b> buildings, places and spaces that can adapt to changing social technological, economic, and environmental <b><u>and climate</u></b> conditions;</p> <p>d. <del>consider sustainable design and layout at the earliest stage of design, where landscaping, public frontages, building orientation and the impact of microclimate can be considered within the layout to positively enhance the townscape and provide attractive places that improve people’s health and sense of vitality;</del></p> <p><del>e.</del> <b><u>d.</u></b> create permeable, accessible and multifunctional streets and places that promotes active lifestyles <b><u>and</u></b> <del>integrates different modes of transport, parking and servicing</del>;</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>e. respond positively and sympathetically to their context and build upon existing strengths and characteristics, and where appropriate, retain or enhance existing features which make a positive contribution to the character, appearance or significance of the local area (including natural and heritage assets);</u></p> <p><u>f. integrate and enhance the natural environment by the inclusion of features which will endure for the life of the development, such as planting to enhance biodiversity, the provision of green roofs, green walls and nature based sustainable drainage;</u></p> <p><u>g. where applicable, ensure that new streets are tree-lined and opportunities are taken to incorporate trees elsewhere in developments;</u></p>
			<p><u>h. employ the use of high quality street furniture, boundary treatments, lighting, signage, high quality materials and finishes to help create a durable development with local distinctiveness;</u></p>
			<p><u>i. avoid unacceptable overlooking or loss of privacy;</u></p>
			<p><u>j. safeguard the living conditions of future occupants of the development and adjacent residents;</u></p>
			<p><u>k. sensitively integrate parking places and functional needs for storage, refuse and recycling collection points;</u></p>
			<p><u>l. mitigate the impact of air, noise, vibration and light pollution from internal and external sources, especially in intrinsically dark landscapes and nature conservation, as well as residential areas;</u></p>
			<p><del>f. access, routes and connectivity for cyclists and pedestrians through and out from development sites should be superior to that provided for motorists so that walking and cycling becomes the natural choice for journeys around the locality;</del></p> <p><del>g. ensure public and private amenity spaces of both existing and future development are inclusive, usable, safe and enjoyable; these include indoor and outdoor space, outlook, natural lighting, ventilation, matters of privacy, overlooking;</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			h. create a range of opportunities for natural surveillance and observation;
			j. integrate a mix of building typologies that meet the diverse needs of people in the borough;
			k. meet the principles of inclusive design, active design principles, and facilitate an inclusive environment for people of all abilities and age, ethnicity, gender, economic circumstances, and faith;
			t. be designed to minimise criminal activities or perceived threat of crime and improve community safety; and
			m. respond positively to the context, for example by reusing sustainable materials, finishes and street furniture that are suitable to the location and context.
			B. Successful <b><u>Proposals for major</u></b> development of the sites will require <b><u>should be supported</u></b> ing documents such as a strategic masterplan, <b><u>by an</u></b> area specific masterplan, <b><u>Where appropriate, the Council will consider the use of a</u></b> complementary design guide/code, to help guide the necessary <b><u>design</u></b> coherence across the entire development site, <b><u>irrespective of who delivers the different locations or components of the scheme.</u></b> <b><u>Design proposals will be expected to:</u></b>
			<b><u>a.</u></b> <b><u>demonstrate early, proactive, inclusive and effective engagement with the community and other relevant partners;</u></b>
			<b><u>b.</u></b> <b><u>have regard to Supplementary Planning Documents and Guidance published by the Council, Essex County Council and other relevant bodies;</u></b>
			<b><u>c.</u></b> <b><u>address feedback from the Council through its Pre-application Advice Service and where appropriate, feedback from an independent Design Review Panel.</u></b>
			A. Development proposals for large complex allocation sites will be expected to be developed in partnership with the Council, infrastructure providers and other relevant organisations, through a collaborative masterplanning approach.



MM Ref	Page	Policy / para.	Proposed modifications
			<p><del>C.</del> <del>C</del> The Council may, at its discretion, appoint an independent Quality Design Review Panel to review the detailed design proposals, to provide additional rigour to the design-thinking process, thereby ensuring the longer-term sustainable success of the development.</p>
			<p><del>C</del> <del>D</del> Development proposals should submit <b>be supported by</b> a supporting statement setting out the sustainable long-term governance and stewardship arrangements for <b>the maintenance of supporting infrastructure including</b> community assets, <b>and open spaces</b>; the statement should be proportionate with <b>to</b> the scale of the scheme and quantum of infrastructure being delivered.</p>
			<p><del>In addition, proposals should reflect the requirements of Brentwood Borough's Masterplan requirements where applicable.</del></p>
			<p><i>Delete paragraphs 6.86, 6.89, 6.90</i></p>
			<p><i>Reorder and amend paragraphs 6.85, 6.91, 6.92, 6.93, 6.94, 6.95, 6.96 as follows (Note: paragraph numbering used for this are those found in the Pre-Submitted Plan but will be changed – numbering to be determined):</i></p> <p>Delivering High Quality Design</p> <p>[unnumbered paragraph above 6.96] <b><u>Achieving well-designed places is fundamental to creating distinctive and sustainable communities. It also ensures the development will function well over the lifetime of the development, ensuring that the design of the buildings and places have taken a proactive approach to mitigating and adapting to climate change. All proposals must clearly demonstrate that a comprehensive design approach has been used to inform the development and</u></b> <del>The Council expects all the</del> <b><u>that all</u></b> issues within this policy <del>to be</del> <b><u>are</u></b> positively addressed through the Design and Access /Planning Statements that accompany applications. <b><u>Additionally, sustainable development must also factor in how supporting infrastructure will be maintained throughout the life-time of the development. The design should therefore, factor in the lifespan of materials being used, and provide details for how these assets will be maintained over time, such as stewardship arrangements, where necessary.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>6.93 The Council will require design to be addressed <b><u>through early engagement</u></b> in the pre-application process on major <b><u>and strategic</u></b> developments and in connection with all heritage sites. <b><u>Where appropriate, the Council will require the use of masterplans and design codes to clearly set out the design rationale of the development site.</u></b> <del>For major sites/strategic sites and complex developments, design codes will need to be prepared in</del> <b><u>Applicants should work collaboratively with those affected by their proposals to evolve designs that take account of the views of the community</u></b> <del>conjunction with the Council and local stakeholders to</del> <b><u>and ensure proposals have responded positively to local knowledge and context of the site</u></b> <del>appropriate character and high-quality design is delivered throughout. Reference to existing Masterplans must be made, as applicable.</del></p> <p><del>6.85</del>—The NPPF is clear that applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Therefore, early discussion with the Council and the local community about the design of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. <b><u>Applicants that can demonstrate early, proactive, inclusive and effective engagement with the community will be looked on more favourably than those that cannot.</u></b> Design codes will usually be prepared between outline and reserved matters stage on larger sites, especially those whose development will be spread over long periods. <b><u>Where a site</u></b> <del>and involves</del> <b><u>more than one developer, a collaborative masterplanning approach is expected</u></b> <del>to set out</del> <b><u>ensure the coherent application of</u></b> design principles <del>for the</del> <b><u>across the whole</u></b> <del>development of the site.</del> The level of prescription will vary according to the nature of the site <b><u>and the development proposed.</u></b> <b><u>The Council may, at its discretion, appoint an independent Quality Design Review Panel to review the detailed design proposals, to help provide additional rigour to the design-thinking process, thereby ensuring the longer-term sustainable success of the development.</u></b></p>
			<p>Local Character and Context</p> <p>6.91 An important part of making successful places is to ensure that new buildings are attractive, appropriate in their setting and fit for purpose. Their massing, scale and layout should enhance, activate and appropriately frame the public realm, complement the existing streetscape and surrounding area.</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>6.96 Where development is in the vicinity of any of Brentwood’s distinctive natural, cultural or historic assets, delivering high quality design that complements the asset will be essential. <del>6.94 Brentwood’s environment, its significant</del> <b>These</b> natural and historic features are of high value and need to be protected and enhanced by <del>means of improving</del> the quality of development. Proposals that show a thorough understanding of the context of the site and demonstrate how the design proposal is sympathetic to its context, reinforcing local distinctiveness and sense of place are more likely to be successful.</p> <p>6.92 <del>The Council expects issues within Policy HP13 Creating Successful Places, Policy HP14 Responding to Context, Policy HP15 Permeable and Legible Layout, Policy HP16 Building Design and Policy HP18 Designing Landscape and the Public Realm, to be positively addressed through the Design and Access Statements that accompany applications.</del> The Design and Access Statements will <b>should clearly</b> show an analysis of the site context, <b>indicating the opportunities and constraints</b>, and an explanation and justify <del>ication</del> of the principles that have informed the design rationale.</p> <p>6.101 Existing landscape features on site such as trees, ponds and built-forms of value could also be integrated in the layout to establish a sense of place and/or a sense of legibility. The incorporation of existing landscape features is particularly important to people with dementia, as familiar landmarks can serve as visual cues to aid in wayfinding.</p> <p>6.95 <del>The context of a development is the setting of a site or area, a proposal that responds positively to its context is one that will</del> <b>Proposals should</b> either enhance <b>local distinctiveness</b> it or <del>will</del> seek to introduce distinctiveness to <b>poor quality</b> <del>areas lack of character</del>. When undertaking context appraisals and <del>Design and Access Statements</del>, applicants should consider <b>and set out in the Design and Access Statement the following:</b></p> <ol style="list-style-type: none"> <li data-bbox="748 1114 1995 1219">i. the built context: providing a demonstrable appreciation of built form in the vicinity covering analyses of building style, form, height and as well as the pattern of streets and spaces, morphology, skylines and landmarks;</li> <li data-bbox="748 1230 1995 1294">ii. the environmental context: open spaces, bio-diversity structure, landscape character, areas liable to flood;</li> <li data-bbox="748 1305 1995 1410">iii. the functional context: examining the existing activities and functions in the vicinity of the site including the existing pattern of uses, economic development initiatives, health, education &amp; community facilities and public art;</li> </ol>

MM Ref	Page	Policy / para.	Proposed modifications
			<ul style="list-style-type: none"> <li>iv. the spatial context: identifying the development site’s position within the urban hierarchy;</li> <li>v. the operational context: showing how infrastructure and facilities are used and their capacity to accommodate further demands;</li> <li>vi. the community context: seeking to determine the reasonable and realisable needs and demands for space within an area and to associate these demands with the known existence of vacant or under-used space and the potential for creating new space; and</li> <li>vii. the historic context: seeking to encourage new development that respects, <u>incorporates</u> and <u>fits</u> and is informed <del>in</del> <u>with</u> <u>by</u> the character of <u>and</u> traditional historic form <u>of the settlement in which</u> <del>of the Essex towns and villages</del> the development will take place <del>within</del>.</li> </ul>
			<p>Design Considerations</p> <p>6.98 Permeable and legible layout is at the heart of good design and making successful places. Applicants are encouraged to <del>optimise</del> <u>optimize</u> the layout, including spaces between and around buildings, to form a <u>legible, safe and</u> coherent pattern of streets and blocks. The overarching layout of a site should be informed by its context rather than technical demands of traffic.</p>
			<p>6.102 Attention should be paid to the design of the parts of a building that people most frequently see or interact with, i.e. the ground plane and its legibility, use, detailing, materials and entrances.</p> <p>6.103 New developments should be designed and managed so that online deliveries and goods deliveries can be received without causing unacceptable disturbance to residents and traffic.</p> <p>6.104 Bin storage for dry recyclables and waste should be considered in the early design stages to help improve recycling rates, reduce smell and vehicle movements, and improve street scene and community safety.</p> <p>6.116 Stimuli targeted at each of the senses (sight, scent, touch, sound and taste) should be incorporated into the landscape structure from the outset, to ensure that the development caters for people of all physical and mental abilities. This relates to both the natural, soft elements of the landscape – such as planting – and hard elements like sculptures, water features and furniture. Planning for users of all abilities and ages from the beginning can reduce the need for costly future adaptations.</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>6.117 The lighting of the public realm needs careful consideration to ensure it is appropriate to address safety and security issues and make night-time activity areas and access routes welcoming and safe, while also minimising light pollution.</p> <p>Insert the following paragraph after 6.117 to read:</p> <p><b><u>Trees that line new streets are considered part of the GBI of the developments and as such proposals should provide appropriate long-term maintenance of newly-planted trees throughout the life of the development, in line with Strategic Policy NE02 Green and Blue Infrastructure</u></b></p>
MM48	151	Policy HP14 Policy HP15 Policy HP16 Paragraph 6.94 – 6.106	<p><i>Delete Policy HP14 – HP16.</i></p> <p><i>Move their supporting text to support policy HP13.</i></p> <p><i>Delete paragraph 6.97, 6.99, 6.100, 6.105, 6.106.</i></p>
MM49	155-156	Policy HP17 Paragraph 6.107 - 109	<p><i>Delete Policy HP17 and supporting text paragraphs 6.107, 6.108, 6.109 as covered by heritage and flood risk policies within the Plan.</i></p>
MM50	156-158	Policy HP18 Paragraph 6.110 – 6.118	<p><i>Delete Policy HP18</i></p> <p><i>Move paragraphs 6.116, 6.117, 6.118 to support HP13</i></p> <p><i>Delete paragraphs 6.110, 6.111, 6.112, 6.113, 6.114, 6.115</i></p>
MM51	159-161	Heritage section Paragraph 6.125 Policy HP19 Paragraph 6.128 - 6.131	<p><i>Move the section on Heritage including all relevant policies and supporting text to Chapter 5.</i></p> <p><i>Amend paragraph 6.125 to read:</i></p> <p>Non-designated heritage assets can include buildings, places, lanes or areas of cultural and/or local significance, <b><u>or non-designated archaeological sites and deposits</u></b> which whilst not nationally</p>

MM Ref	Page	Policy / para.	Proposed modifications
		Appendix 6	designated make a positive contribution to the Historic Environment and its understanding. In decision making, proposals which affect locally listed heritage assets and/or their setting, must take into account the strong requirement for their retention and the enhancement of their significance locally.
			<p><i>Amend Policy HP19 to read:</i></p> <p><b>STRATEGIC POLICY HP19-BE16: CONSERVATION AND ENHANCEMENT OF HISTORIC ENVIRONMENT</b></p>
			<p><b><u>1. All Designated Assets</u></b></p>
			<p>A. <b><u>Great weight will be given to the preservation of a designated heritage asset and its setting.</u></b> All development proposals that affecting a designated heritage assets, <b><u>including a listed building, conservation area, registered parks and gardens, or scheduled monument,</u></b> and their settings will be required to:</p>
			<p>a.-i. <del>conserve, sustain and</del> <b><u>wherever possible</u></b> <del>enhance designated and non-designated heritage</del> <b><u>the significance of the</u></b> <del>assets</del> <b><u>and its settings</u></b> (including views into and out of conservation areas and their settings); <del>and be sensitively sited and integrated in accordance with advice in accordance with national policy and guidance;</del></p>
			<p>b.-ii. <del>submit</del> <b><u>be supported by</u></b> a Heritage Statement providing sufficient information on the significance of the heritage asset <b><u>(according to its importance)</u></b>, the potential impacts of the proposal on their character and <b><u>significance of the asset and its</u></b> setting, <b><u>and</u></b> how <del>the</del> a proposal has been <b><u>designed</u></b> <del>modified to</del> <b><u>take these factors into account. The Statement should make an assessment of the impact of the development on the asset and its setting and the level of harm that is likely to result, if any, from the proposed development;</u></b> <del>mitigate harm; where archaeological potential is identified this should include an appropriate desk-based assessment and, where necessary, a field evaluation; and</del></p>
			<p>c.-iii. provide clear justification for any works that would lead to <b><u>any</u></b> harm <del>or substantial harm to</del> <b><u>the</u></b> a heritage asset through detailed analysis.</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>B. Proposals that make sensitive <b>and appropriate</b> use of heritage assets, particularly where these bring redundant or under used buildings or <b>buildings</b> areas, especially any on <b>the English Heritage's at At Risk Register</b>, into appropriate use consistent with their conservation status will be <b>supported</b> encouraged.</p>
			<p>C. <del>When considering proposals for development that affect non-designated heritage assets the Council will take into account the scale of any harm or loss and the significance of the heritage asset as set out in accordance with national policy and guidance.</del> <b><u>Proposals designed to enhance an asset and/or its setting and which reinforce its significance and contribution to the character of an area will be supported.</u></b></p>
			<p><b><u>D.</u></b> <b><u>Development proposals that would be likely to cause either less than substantial or substantial harm to, or loss or partial loss of, a designated asset or its setting will be assessed in accordance with the statutory framework and national planning policy.</u></b></p>
			<p><b><u>E.</u></b> <b><u>Where a proposed development involves the loss or partial loss of a designated asset, applicants will be required to record and advance understanding of the asset in a manner proportionate to its importance and the impact which will be caused.</u></b></p>
			<p><b><u>2.</u></b> <b><u>Conservation Areas</u></b></p>
			<p><b><u>In addition to satisfying the relevant criteria in 1 above:</u></b></p>
			<p><b><u>i</u></b> <b><u>permission for proposals which involve the demolition or partial demolition of a building in a conservation area will only be granted subject to a condition and/or a planning obligation (as appropriate) that no demolition will take place until an enforceable contract has been let for the carrying out of the new development.</u></b></p>
			<p><b><u>ii.</u></b> <b><u>development will be permitted in a conservation area where the siting, design and scale of the proposed development would preserve or enhance its character or appearance and important views into and out of the area are preserved or enhanced.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>3. Non-Designated Heritage Assets</u></b></p> <p><u>Development proposals that affect non-designated heritage assets and their settings, including protected lanes, should seek to preserve and wherever possible enhance the asset and its setting. When considering proposals which are likely to cause harm to such an asset consideration will be given to:</u></p>
			<p><b><u>i. the significance of the asset and its setting; and</u></b></p> <p><b><u>ii. the extent to which the scale of any harm or loss harm has been minimised.</u></b></p>
			<p><b><u>4. Specific Requirements</u></b></p> <p><u>Specific requirements in relation to particular heritage assets identified in housing allocation policies should be read alongside the overarching requirements of this policy.</u></p>
			<p><i>Insert additional paragraphs before paragraph 6.128 to read:</i></p> <p><b><u>Historic Records</u></b></p> <p><u>All development proposals should be based on a full understanding of the significance of heritage assets, both within the proposed development site and within the surrounding area. This should be established by reference to relevant and available sources of historic environment information. Heritage assets are depicted on the Policies Map, however applicants are advised to consult the Essex Historic Environmental Record held by Essex County Council as well as any records held by Historic England and other sources to ensure the most up to date records are reviewed before submitting an application. It is also advised that early engagement is sought with the Council’s Historic Buildings Advisor through pre-application consultation.</u></p> <p><u>The Council recognise that on occasion heritage assets are not always documented of fully understood and could be identified through the development process; for example revealed by local groups through the consultation process or during preliminary site investigations undertaken by an applicant. In these circumstances the Council expect a positive approach to ensure the significance of these non-designated heritage assets are appropriately conserved and enhanced.</u></p>



MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Amend paragraph 6.128 and insert new paragraph after to read:</i></p> <p><b><u>Heritage Statement</u></b></p> <p>6.128. <b><u>All development proposals that are likely to have an impact on a heritage asset or its setting must be accompanied by a</u></b> Heritage Statement that <del>When submitting planning applications, applicants are required to</del> <b><u>clearly</u></b> describes the significance <b><u>of both the</u></b> heritage assets and <b><u>the setting</u></b> as well as <b><u>proportionately</u></b> and <b><u>assesses how the proposal impacts upon it, in relation to its</u></b> form, fabric, setting, <b><u>architectural or historic relevance.</u></b> The level of detail needed should be proportionate to the scale and nature of the proposal and the importance of the asset itself. <del>affected, together with a-</del> <b><u>A</u></b> schedule of works <b><u>should be included.</u></b> <del>analysing the impact of the proposal on the form, fabric and setting of the heritage asset and any features of historic or architectural interest. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed, using</del></p> <p><b><u>The Council advise that applicants seek advice from specialist historic environment consultants where necessary, to carry out appropriate assessments.</u></b> <del>appropriate expertise where necessary.</del></p> <p><b><u>In respect of the loss of any asset the Council will require applicants to record the significance of any asset to be lost in a manner proportionate to its importance and the impact. The applicant should deposit such evidence to the Essex Historic Environment Record.</u></b></p> <p><i>Delete paragraphs 6.129 to 6.131</i></p> <p><i>Amend definition of 'Heritage Asset' in Appendix 6 - Glossary as follows:</i></p> <p><del>Any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or wellbeing including (but not exclusively): footways, cycleways and highways; public transport; drainage, SuDs and flood protection; waste recycling facilities; education and childcare; healthcare; sports, leisure and recreation facilities; community and social facilities; cultural facilities, including public art; emergency services; green infrastructure; open space; affordable housing; live/work units and lifetime homes; broadband and facilities for specific sections of the community such as youth or the elderly.</del></p> <p><b><u>A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<u>Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).</u>
MM52	161-163	Policy HP20	<p>Delete Policy HP20</p> <p>Retain paragraph 6.132 to 6.139 to support Policy HP19 (now BE16)</p>
MM53	161-163	Policy HP21 Paragraph 6.141 Paragraph 6.144	<p>Delete Policy HP21 and paragraph 6.141</p> <p>Retain paragraph 6.140, 6.142 to 6.144 to support Policy HP19 (now BE16)</p> <p>Amend paragraph 6.144 to read:</p> <p>6.144 In order to ensure a high standard of design and materials, outline applications will <b>not</b> be accepted.</p>
MM54	164-167	Policy HP22 Paragraph 6.151 Paragraph 6.152	<p>Delete Policy HP22</p> <p>Retain paragraphs 6.145 to 6.152 and Figure 6.5 to support Policy HP19 (now BE16)</p> <p>Amend paragraph 6.151 to read:</p> <p>6.151 <del>In line with other policies within the Local Plan,</del> <b>M</b>aterial increases in motorised traffic using a Protected Lane due to development proposals must be assessed and action/infrastructure to influence user behaviour and encourage more sustainable modes of transport, will be required. <b><u>Any proposals that would have a materially adverse impact on the physical appearance of Protected Lanes or generate traffic of a type or amount inappropriate for the traditional landscape and nature conservation character of a Protected Lane, will not be permitted.</u></b></p> <p>Retain paragraph 6.152 and insert new paragraphs after to read:</p> <p><b><u>Mitigating Impacts</u></b></p> <p><b><u>The heritage environment should be considered as an integral component of Brentwood's public realm and contribute positively to maintaining sustainable communities and must therefore, meaningfully inform the design of development. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), requires clear and convincing justification. Applicants are expected to demonstrate how the heritage assessment (as documented in the Heritage</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>Statement) has appropriately informed and guided the design of the proposal to ensure they do not impact the architectural details and qualities of the asset. Proposals should be of the highest architectural and urban design quality, having regard to and respecting local character and other policies in this plan. Development proposals that appropriately preserve or help to better reveal and enhance heritage assets and their setting will be supported.</u></p> <p><u>Heritage-led Regeneration</u></p> <p><u>A Heritage at Risk programme has been implemented by Historic England. It protects and manages the historic environment so the number of ‘at risk’ historic places and sites across England is reduced. The Heritage at Risk Register identifies those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development. Proposals which seek to bring such assets back into appropriate use and help revitalise neighbourhoods in accordance with national policy will be supported.</u></p>
MM55	167-168	Policy HP23 Paragraphs 6.156 – 6.158	<p><i>Delete Policy HP23.</i></p> <p><i>Move paragraphs 6.153 to 6.158 to support policy HP19 (now BE16), amend paragraph 6.156 as follows:</i></p> <p>6.156 As a finite and non-renewable resource, archaeology can become highly fragile and vulnerable to damage or destruction. The Council will <b><u>need to be satisfied by the applicant that the significance of the archaeological remains adopt a presumption against proposals which would harm the setting of archaeological remains</u></b> of national or local importance, whether scheduled or not, <b><u>are conserved.</u></b></p>

## Chapter 7

MM Ref	Page	Policy / para.	Proposed modifications																														
MM56	172	Policy PC01 Paragraph 7.6-7.12	<i>Delete Policy PC01 and transfer its content to the supporting text</i>  <i>Delete paragraph 7.6-7.12.</i>																														
MM57	174 176	Policy PC02 Paragraph 7.13 Figure 7.4 Figure 7.5 Paragraph 7.19-7.20	<p><i>Delete Policy PC02 as this is proposed to merge with Policy SP02 (now MG01). Move paragraph 7.13 to support Policy MG01</i></p> <p><i>Retain the remaining supporting text and amend as below.</i></p> <p><i>Amend Figure 7.4 as follows:</i></p> <table border="1"> <thead> <tr> <th colspan="5">Employment Land (ha)</th> </tr> <tr> <th>Uses</th> <th>Scenario A: Experian</th> <th>Scenario B: EEFM</th> <th>Scenario C: OAN (380)</th> <th>Scenario D: Past rates</th> </tr> </thead> <tbody> <tr> <td>Offices (<del>B1a/b</del>)</td> <td>9.4</td> <td>7.7</td> <td>5.6</td> <td>0.4</td> </tr> <tr> <td>Manufacturing (<u>coming within classes E and B1c/B2</u>)</td> <td>4.4</td> <td>0.1</td> <td>3.1</td> <td>3.5</td> </tr> <tr> <td>Warehousing (B8)</td> <td>6.5</td> <td>0.7</td> <td>4.4</td> <td>4.2</td> </tr> <tr> <td>Total</td> <td>20.3</td> <td>8.5</td> <td>13.1</td> <td>8.1</td> </tr> </tbody> </table>	Employment Land (ha)					Uses	Scenario A: Experian	Scenario B: EEFM	Scenario C: OAN (380)	Scenario D: Past rates	Offices ( <del>B1a/b</del> )	9.4	7.7	5.6	0.4	Manufacturing ( <u>coming within classes E and B1c/B2</u> )	4.4	0.1	3.1	3.5	Warehousing (B8)	6.5	0.7	4.4	4.2	Total	20.3	8.5	13.1	8.1
Employment Land (ha)																																	
Uses	Scenario A: Experian	Scenario B: EEFM	Scenario C: OAN (380)	Scenario D: Past rates																													
Offices ( <del>B1a/b</del> )	9.4	7.7	5.6	0.4																													
Manufacturing ( <u>coming within classes E and B1c/B2</u> )	4.4	0.1	3.1	3.5																													
Warehousing (B8)	6.5	0.7	4.4	4.2																													
Total	20.3	8.5	13.1	8.1																													

*Amend Figure 7.5 as follows:*

New Requirements	(ha)
Forecast requirement for employment land <b>for the specified employment uses above</b> ( <del>B-Class Uses</del> )	+ 8.1 ha to 20.3 ha
Forecast loss of employment land by re-allocations for other uses	+ 21.01 ha
Forecast loss of existing employment allocations through structural change, changes in allocation threshold and permitted development	+ 4.65 ha
Combined Requirement	33.76 ha to 45.96 ha

*Amend paragraph 7.19 as follows:*

- iii. ....This loss of employment space equates to ~~about 4.6~~ 9.3 ha.
- iv. These elements combined result in a total additional land requirement range from ~~33.76~~ 38.41 to ~~45.96~~ 50.61 to ha .

*Amend paragraph 7.20 to read:*

Overall a total of circa ~~47.39~~ **46.64** ha of new employment land is proposed to be allocated, **in addition to existing commitments**. ~~It should be noted that suggested employment allocations exceed requirements.~~ At a high level, the amount of employment land allocations is broadly sufficient to ensure that the Council meets its overall forecast employment land needs (~~forecast new needs and losses from~~).

MM Ref	Page	Policy / para.	Proposed modifications
			<p><del>allocations and structural change)</del> <b>up to 2033</b>. It is also recognised that the future restructuring of employment sites and businesses may change floorspace requirements.</p>
MM58	177-182	Policy PC03 Supporting text Figure 7.6 Paragraph 7.22b Paragraph 7.24 Paragraph 7.27	<p><i>Amend Policy PC03 to read:</i></p> <p><b><u>STRATEGIC</u> POLICY PC03 <u>PC01: SAFEGUARDING</u> EMPLOYMENT LAND ALLOCATIONS</b></p> <p><b><u>A.</u></b> <b><u>In order to maintain sufficient employment land supply to meet identified needs, w</u></b>Within those areas allocated <b><u>designated</u></b> for general employment and office development, set out in Figure 7.6 and <b><u>as shown</u></b> on the Brentwood Policies Map, the Council will seek to achieve and retain a wide range of employment opportunities. <b><u>only approve R</u></b>redevelopment <b><u>proposals</u></b> or change of use of business, office, general industry and distribution for non-B class uses will only be permitted where <b><u>from offices, light industrial, research and development (within Class E), B2, B8 or sui generis employment uses to non-employment uses where one or more of the following criteria apply:</u></b></p>
			<p>a. the proposal is for <del>employment generating sui generis uses or other</del> <b><u>ancillary</u></b> non-residential uses that provide significant employment with no reasonable prospect of locating elsewhere in the borough, and there is no identified need for the site or buildings for B-class uses <b><u>reasonable prospect for the site to be used for the above purposes; or</u></b></p>
			<p>b. <del>the proposal is wholly for affordable housing, the site is vacant, and development would not prejudice continuation of adjacent employment uses;</del></p>
			<p><del>e.</del> <b><u>b.</u></b> the proposal is for any other use and the application is supported by <b><u>reliable evidence</u></b> a statement of <b><u>reasonable</u></b> efforts made to secure re-use for class B1-B8 or similar <b><u>for all of the above</u></b> uses and other <b><u>including ancillary non-residential</u></b> uses that provides employment <b><u>and</u></b>, which evidence demonstrates there is no realistic prospect of the site or buildings being used or re-used <b><u>for these purposes in their own right or</u></b>, including through refurbishment, adaptation, <b><u>subdivision</u></b> or redevelopment., <del>for these purposes; or</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>d. <del>the site or buildings would be physically unsuitable for re-use for class B1-B8 or similar use, even after adaptation (including sub-division into smaller units), refurbishment or redevelopment, in terms of siting, design, access, layout and relationship to neighbouring buildings and uses.</del></p> <p><b><u>B. Development proposals (including the redevelopment of existing developed areas) on designated employment land within the Green Belt will be considered in line with national and local green belt policy.</u></b></p>
			<p><i>Add the following supporting paragraphs immediately after Policy PC01:</i></p> <p><b><u>A thriving and entrepreneurial business community is vital for the success of the Borough's economy. Therefore, in areas allocated for general employment and office development, identified on the Policies Map and Appendix 2, the presumption is that employment uses and 'sui generis' uses of a similar employment nature will be retained, and that proposals entailing loss of employment premises and sites without replacement will be resisted.</u></b></p> <p><b><u>To enable flexibility for business operation, it is recognised that complementary and ancillary uses to support employment uses can be appropriate where they provide employment, adding to the character, mix and vitality of the area. As offices, research and development and light industrial uses are now falling under use class E together with retail and other main town centre uses, this may result in unintended consequence where they can either individually, or collectively, harm other policy objectives of the Local Plan including the objective to protect the retail function of Brentwood Town Centre and other designated centres. A proliferation of retail uses therefore will be resisted, with the exception of small scale proposals (in terms of floorspace) and it being ancillary in nature by supplementing the predominant employment offering within the employment area. It may be necessary to impose planning conditions to restrict movement within use class E as necessary, a judgement will be made on a case by case basis. The scale of new employment allocations and acceptable uses are set out in the relevant site allocation policies.</u></b></p>

Delete the table in Figure 7.6 and replace with the following:

<u>Site Ref</u>	<u>Site Name</u>	<u>Indicative employment area (ha)</u>
<u>111</u>	<u>Upminster Trading Park</u>	<u>2.6</u>
<u>228</u>	<u>Peri Site, Warley Street, Great Warley</u>	<u>5.36</u>
<u>E02</u>	<u>Brook Street Employment Area</u>	<u>1.25</u>
<u>E03</u>	<u>BT Offices, London Road, Brentwood</u>	<u>3.5</u>
<u>E04</u>	<u>Hubert Road Industrial Estate</u>	<u>3.78</u>
<u>E05</u>	<u>Warley Hill Business Park (excl. Regus)</u>	<u>2.5</u>
<u>E06</u>	<u>OCE offices, Chatham Way, Brentwood</u>	<u>0.45</u>
<u>E07</u>	<u>Hutton Industrial Estate</u>	<u>10.48</u>



MM Ref	Page	Policy / para.	Proposed modifications
--------	------	----------------	------------------------

<u>E08</u>	<u>Land adjacent to Ingatestone by-pass (part bounded by Roman Road)</u>	<u>1.6</u>
<u>E09</u>	<u>Hallsford Bridge Industrial Estate</u>	<u>3.41</u>
<u>E10</u>	<u>Land at Codham Hall</u>	<u>9.62</u>
<u>E11</u>	<u>Brentwood Enterprise Park (M25 Junction 29 works)</u>	<u>25.85</u>
<u>E12</u>	<u>Childerditch Industrial Estate</u>	<u>20.54</u>
<u>E13</u>	<u>Land at East Horndon Hall</u>	<u>5.5</u>
<u>Part of R01</u>	<u>Dunton Hills Garden Village Strategic Allocation</u>	<u>5.5</u>
<u>Part of R02</u>	<u>West Horndon Industrial Estate</u>	<u>2.0</u>
<u>Part of R03</u>	<u>North of A1023</u>	<u>2.0</u>
<u>Part of R05</u>	<u>Ford Offices and Council Depot</u>	<u>2.0</u>
<u>Total:</u>		<u>107.94</u>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>Figure 7.6: <u>Designated</u> Employment Site Allocations <u>Land and Indicative Site Areas</u></p> <p><i>Amend paragraph 7.22 b. to read:</i></p> <p>b. period during which it has been actively marketed for such purposes, which includes the possibility of redevelopment and provides evidence (not normally less than 24 months). Evidence should show where the property has been publicly marketed including publications and property journals as well as clear advertisement on site;</p> <p><i>Amend paragraph 7.24 to read:</i></p> <p>The proposed land at Brentwood Enterprise Park and land south of East Horndon Hall will accommodate mixed <b>office, light industrial and research and development</b> B-uses. The excellent access onto the strategic highway network, makes them a very desirable place for certain businesses. In addition, the size of Brentwood Enterprise Park provides benefits by way of supplying for a large amount of employment need while bringing along new infrastructure and supporting services. Brentwood Enterprise Park will provide an opportunity for high-end modern premises at a key gateway to the borough and into Essex. Appropriate accompanying uses will be considered appropriate where these meet local needs, such as hotel and associated restaurant options. Retail will not be considered appropriate, in line with the retail strategy and sequential approach. Specific site policies for the Enterprise Park are within Policy E11, in Chapter 9.</p> <p><i>Amend paragraph 7.26 to read:</i></p> <p>The potential relocation of industrial activities from London could create additional demand for <b>offices, light industrial, research and development, and</b> <del>B1C/B2 and B8</del> premises in wider South East local authorities. Brentwood is well located to take advantage if firms do relocate outside of London. <del>New B1C/B2 and B8 premises would be required to take advantage of relocation, given the borough's existing small stock.</del> Delivery of the Brentwood Enterprise Park could provide a significant area of the floorspace that meets the needs of relocating businesses<sup>4</sup>.</p> <p><i>Amend paragraph 7.27 to read:</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			The Economic Futures report (2018) indicates that in terms of other 'B uses' for example - manufacturing (B1C/B2) and warehousing / logistics <u>uses</u> , (B8) the portfolio of sites put forward is likely to be attractive to the market and provide a sufficient range and high-quality offer.
MM59	181	Policy PC04 Paragraph 7.32	<i>Delete Policy PC04 and supporting text.</i>
MM60	182 - 184	Policy PC05 Paragraph 7.34 – 7.35	<i>Delete Policy PC05 and supporting text.</i>
MM61	183- 184	Policy PC06 Paragraph 7.38 - 7.41	<p><i>Amend Policy PC06 to read:</i></p> <p>POLICY <del>PC06</del> <b>PC02</b>: SUPPORTING THE RURAL ECONOMY</p> <p>The Council will promote a sustainable rural economy by supporting appropriate, small scale rural enterprise. The Council will seek to retain Class B uses or other 'sui generis' uses of a similar employment nature. Proposals to diversify the range of economic activities on a farm or in a rural area will be supported where proposals: <b><u>do not comprise retail uses unless they are of a limited nature, small-scale and intended to support the farming enterprise. This is subject to compliance with green belt policy where relevant.</u></b></p> <p><i>Delete criteria a-h</i></p>
			<p><i>Amend second sentence of paragraph 7.37 to read:</i></p> <p>These might include converting redundant barns for B1-business <b>office</b> use or workshops, storage, farm shops, bed and breakfast, energy crops, or acceptable sport and leisure uses like campsites.</p>

MM Ref	Page	Policy / para.	Proposed modifications
			Delete paragraphs 7.38, 7.39, 7.40, 7.41.
MM62	185 - 186	Policy PC07 Paragraph 7.47 Paragraph 7.48 Paragraph 7.50 – 7.53	<p>Amend Policy PC07 to read:</p> <p><b><u>STRATEGIC</u></b> Policy PC0307: Retail and Commercial Leisure Growth</p> <p><del>Provision is made for 4,844 square metres (net) of comparison retail floorspace and 3,833 square metres (net) of convenience floorspace to be provided in the borough over the plan period.</del></p> <p><b><u>In order to meet identified retail floorspace needs as set out in Policy MG01, retail floorspace will be provided on the following sites as part of mixed-use development:</u></b></p> <p><b><u>a. Dunton Hills Garden Village (R01);</u></b></p> <p><b><u>b. Land at West Horndon Industrial Estate (R02);</u></b></p> <p><b><u>c. William Hunter Way Car Park (R14);</u></b></p> <p><b><u>d. Wates Way Industrial Estate (R15).</u></b></p> <p>Amend paragraph 7.47 to read:</p> <p>The principles <b><u>Paragraph 86</u></b> of the NPPF states <del>that the Council's policy approach should aim to at least fully meet retail needs</del> <b><u>in meeting anticipated needs for retail, leisure, office and other main town centre uses, planning polices should look at least ten years ahead</u></b>, so that the local economy is not constrained, and potential investment is not diverted elsewhere or lost.</p> <p>Amend paragraph 7.48 to read:</p> <p>The Council is required to positively promote competitive town centre environments and manage their</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>growth. It is important to provide for Retail, Commercial and Leisure uses that are appropriate and realistic to the role of centres in the borough's settlement hierarchy, set out in <del>Policy SP02 Managing Growth</del> <b>Figure 2.3</b>, and the retail hierarchy, set out in <b>STRATGIC Policy PC08 PC04</b> Retail Hierarchy of Designated Centres. These should be based on the current state of centres and opportunities to meet development needs in full. In this regard, meeting retail needs and planning for the future of town and district centres are intrinsically linked.</p> <p><i>Amend paragraph 7.50 to read:</i></p> <p><del>Short to medium</del> <b>Medium</b> term capacity figures up to <del>2020</del> <b>2028</b> suggest a surplus of available convenience goods expenditure could support an additional <b>4,061</b> <del>2,454</del>-sqm net (<b>5,801</b> <del>3,074</del> sqm gross), primarily concentrated in Brentwood Town Centre <b>and in new centres proposed at West Horndon and Dunton Hills</b>. In the long term, surplus expenditure at 2033 could support <b>4,438</b> <del>3,833</del> sqm net (<b>6,339</b> <del>5,475</del> sqm gross) in the borough as a whole.</p> <p><i>Amend paragraph 7.51 to read:</i></p> <p>For comparison goods, the surplus expenditure could support an additional <b>972</b> <del>4,493</del> sqm net (<b>1,296</b> <del>4,594</del>sqm gross) by 2028 across the borough. The surplus expenditure at 2033 could support <b>1,604</b> <del>4,844</del> sqm net (<b>2,139</b> <del>6,458</del> sqm gross). The vast majority of this surplus is for Brentwood Town Centre <b>and new centres proposed at West Horndon and Dunton Hills</b>, with very limited amount identified for the rest of the borough.</p> <p><i>Amend paragraph 7.52 to read:</i></p> <p>There is also requirement for <b>2,286</b> <del>2,954</del>sqm gross of food and drink (<b>pubs, bars, restaurants and takeaway</b>) (A3-A5) floorspace and <b>1,196</b> <del>4,654</del>-sqm gross of other <b>non-retail (including commercial leisure)</b> class A1 services up to <del>2030</del> <b>2033</b> <b>primarily concentrated in Brentwood Town Centre and in new centres proposed at West Horndon and Dunton Hills</b>. <del>No specific provision is made for these uses as these needs can be met through the planning application process in line with other policies in the Plan.</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Amend paragraph 7.53 to read:</i></p> <p><del>As available sites in Brentwood cannot accommodate full <b>The identified</b> retail floorspace needs, the remaining amount of retail floorspace would need to be allocated in smaller</del> <b>would be met via windfall development in the</b> Designated Centres or strategic residential allocations <b>as well as provision of retail floorspace as part of development proposals on the following sites:</b></p> <p><b><u>a. Site R01: Dunton Hills Garden Village</u></b></p> <p><b><u>b. Site R02: West Horndon Industrial Estate</u></b></p> <p><b><u>c. Site R14: William Hunter Way Car Park</u></b></p> <p><b><u>d. Site R15: Wates Way Industrial Estate</u></b></p> <p><del>Residential-led allocations creating new and improved village centres at Dunton Hills and West Horndon will contribute to the borough's remaining local retail needs. New retail floorspace will serve the local community <b>and</b> Residential-led mixed use development at West Horndon will provide the opportunity to create an improved village centre near to the railway station. This will include new retail floorspace to serve the village and local area. This will need to complement rather than compete directly with the existing local shops.</del></p>
MM63	187-189	Policy PC08 Figure 7.7 Footnote 10 Footnote 11	<p><i>Amend policy name to read:</i></p> <p><b><u>STRATEGIC POLICY</u> PC08 <u>PC04</u>: RETAIL HIERARCHY OF DESIGNATED CENTRES</b></p> <p><i>Amend part A and part F of Policy PC08 (now Policy PC04) including moving Figure 7.7 of the supporting text into the policy as follows:</i></p> <p>A. The Council will promote the continued roles and functions of the Designated Centres to positively contribute towards their viability, vitality, character and structure. The following <del>Designated</del> centres and <b><u>their associated</u></b> Primary Shopping Area, <b><u>as</u></b> are detailed in Figure 7.7 and shown on the Brentwood Policies Map, <b><u>are designated for retail, leisure and other main town centres uses.</u></b></p>

Designated Centres	Primary Shopping Area
--------------------	-----------------------

### Town Centre

The principal market town of Brentwood Borough that provides a wide range of social, cultural and economic facilities and services for local residents as well as visitors. The Town Centre must have good access to major roads and public transport links and benefits from a high quality retail environment. A Town Centre is often the principal centre(s) in a local council area. In rural areas, they are likely to be market towns or other centres of similar size and role which provide a range of facilities and services.

Brentwood Town Centre	Brentwood High Street
-----------------------	-----------------------

### District Shopping Centres

District Shopping Centres usually comprise ~~g~~ Groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies, and restaurants, as well as local public facilities such as a library.

Shenfield Hutton Road	Hutton Road
-----------------------	-------------

Warley Hill	n/a
-------------	-----

Ingatestone High Street	Ingatestone High Street
-------------------------	-------------------------

The main service centre of Dunton Hills Garden Village (DHGV) <sup>10</sup>	<del>(to be informed by the South Brentwood Growth Corridor Masterplan)</del> <b>to be considered by the future Local Plan review <sup>10</sup></b>
---	---

			<p><b>Local Centres</b></p> <p>Local Centres usually include a <b>A</b> range of small shops of a local nature, serving a small catchment. Typically, Local Centres might include, amongst others, shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot food takeaway and a laundrette.</p>
			<p>West Horndon Village Centre</p> <p>Blackmore Village Centre</p> <p>245-267 Ongar Road</p> <p>Brook Street Post Office</p> <p>Church Lane</p> <p>Doddinghurst Post Office, Doddinghurst Road</p> <p>Herongate Post Office, Brentwood Road</p> <p>1-23 Eastham Crescent</p> <p>200-216 Rayleigh Road</p> <p>60-74 Woodland Avenue</p> <p>Hanging Hill Lane Post Office, Hanging Hill Lane</p> <p>Blackmore Road</p>



MM Ref	Page	Policy / para.	Proposed modifications
			<p>Kelvedon Common Post Office, Church Road</p> <p>Danes Way/Hatch Road</p> <p>2-8 Harewood Road</p> <p>245-267 Ongar Road</p> <p>Stondon Post Office, Ongar Road</p> <p>The Keys, Eagle Way</p> <p><b><u>The two neighbourhood hubs at Dunton Hills Garden village</u></b> <sup>10</sup></p>
			<p><i>Amend part F of Policy PC08 to read:</i></p>
		F.	<p>Any retail <b>and leisure</b> developments proposed outside these centres must be subject to a retail impact assessment, where the proposed gross floorspace is greater than 2,500 sqm. A retail impact assessment may be required below this threshold where a proposal could have a cumulative impact or an impact on the role or <del>health</del> <b>vitality</b> of nearby centres within the catchment of the proposal:</p>
			<p><i>Amend footnote 10 to read:</i></p> <p>The <b>boundary</b> designation of DHGV service centre(s) as a District Shopping Centre and/or <b>two</b> Local Centre(s) and any subsequent Primary Shopping Area <b>within its District Shopping Centre</b> will be informed by the South Brentwood Masterplan and further retail evidence. <b><u>considered as part of the future Local Plan review.</u></b></p> <p><i>Delete footnote 11 which reads:</i></p> <p><del>Please note the retail hierarchy could be updated as development come forward and as part of future Local Plan review.</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
MM64	191	Policy PC09 Paragraph 7.60	<p><i>Amend Policy to read:</i></p> <p><i>Policy <del>PC09</del> <b>PC05</b>: Brentwood Town Centre</i></p>
			<p>A. The Council will <b>require development to</b> conserve the positive qualities of Brentwood Town Centre while enhancing and improving negative aspects of function and appearance <b>where relevant</b>.</p> <p><del>B.</del> Development in the Town Centre should contribute to the Council’s aim of improving the capacity and quality of the public realm throughout Brentwood Town Centre, contribute to a vibrant High Street and the surrounding Conservation Area in line with the Town Centre Design Guide <b>SPD</b>.</p>
			<p><del>C.</del> <b>B.</b> Shopfronts and signage have significant impacts on its surroundings therefore proposals are required to incorporate high quality, attractive shopfronts that enhance the street scene, in line with the Council’s adopted Town Centre Shopfront Guidance SPD.</p>
			<p><del>D.</del> <del>Where necessary, design must incorporate technology and property management, parking and traffic movement mitigations to reduce congestion.</del></p>
			<p><b>C.</b> Chapel Ruins, Baytree Centre and South Street areas; <del>E.</del> This area provides a link to strategic sites on the High Street therefore improving its permeability and integration into the wider public realm network will create a more welcoming and flexible space at the heart of the Town Centre, enable its historical settings to be celebrated. Proposals should <del>demonstrate how they:</del></p>
			<p>a. contribute to the enhancement of public realm around Chapel Ruins and the Conservation Area, retain and enhance their significance and character;</p> <p>b. complement the retail function and maintain or add to the vitality, viability and diversity of the Town Centre, by means such as mixed-use schemes that include retail, leisure and residential;</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>c. facilitate safe and pleasant pedestrian movement through improved alleyways, lighting, wayfinding and landscaping; and</p>
			<p>d. assist in uplifting and transforming the Baytree Centre and integrate it with the other parts of the Town Centre.</p> <p><u>D.</u> William Hunter Way, Chatham Way Car Park and Crown Street; <del>F.</del> The Council will work with developers and partners to improve the public realm links in these areas, and through the redevelopment of the car parks, create a mixed-use scheme to provide new residential, retail, flexible working space and commercial floorspace. <del>G.</del> Proposals in these areas should demonstrate how they:</p>
			<p>a. contribute to the improvements to frontages and public realm through landscaping and redevelopment;</p>
			<p>b. provide additional shopfronts and double fronted shops, if development involves the rear of premises on the north side of the High Street;</p>
			<p>c. facilitate safe and pleasant pedestrian movement through improved alleyways lighting, wayfinding and landscaping; and</p>
			<p><del>d. re-provide an appropriate quantum of parking, ensure that parking is well designed and integrated into the public realm.</del></p> <p><u>E.</u> Linkages to Brentwood station; <del>H.</del> Improvements to the rail service to London will increase Brentwood Town Centre's regional public transport accessibility. The Council will seek to enhance public realm and way finding around Brentwood station, foster a stronger sense of place and sense of arrival, improve the linkages from the Town Centre to the station, with Kings Road being the primary focus. <del>I.</del> Proposals should demonstrate how they:</p>

MM Ref	Page	Policy / para.	Proposed modifications
			a. contribute to the enhancement of public realm around Brentwood station, Kings Road and Kings Road junction through design, landscaping and redevelopment;
			b. facilitate safe and convenient traffic movement with priority given to <b>passenger transport</b> , pedestrians and cyclists, by means such as improved junctions, cycle paths, lighting and wayfinding;
			c. add to the vitality and vibrancy of the Town Centre by providing an appropriate mix and balance of uses including residential, employment, commercial and amenity spaces; and
			d. <del>provide an appropriate quantum of parking, whilst ensure that parking is well designed and integrated into the public realm.</del>
MM65	195	Policy PC10	<i>Amend Policy to read:</i>
	196	Paragraph 7.72	POLICY <del>PC10</del> <b>PC06</b> : MIXED USE DEVELOPMENT IN DESIGNATED CENTRES
		Paragraph 7.73	Within the boundary of Designated Centres as set out in Policy <del>PC0408</del> <b>PC06</b> –Retail Hierarchy of Designated Centres and defined on the Brentwood Policies Map:
		Paragraph 7.75	A. Mixed use development will be supported if it:
			a. is in proportion to the scale and function of the centre;
			b. contains an appropriate mix of ground floor uses; and
			c. makes efficient use of the site and is considered to be of sufficient density.

MM Ref	Page	Policy / para.	Proposed modifications
			<p>B. Proposals resulting in the loss of <b>main town</b> centre uses at ground floor level to non-centre uses, as defined in Figure 7.8, which results in an unacceptable mix of uses will not be permitted. <b><u>Proposals resulting in the loss of main town centre uses at ground floor must demonstrate that:</u></b></p> <p>a. <b><u>the use is no longer viable, by evidence of active marketing to the public for at least 12 months, showing that the premises are not reasonably capable of being used or redeveloped for a main town centre use; and</u></b></p> <p>b. <b><u>development would not result in 3 or more adjacent non-centre use units.</u></b></p>
			<p>C. Non-retail development that are classed as <b>main town</b> centre uses, as defined in Figure 7.8, should:</p> <p>a. complement the retail <b>and service</b> function and maintain or add to the vitality, viability and diversity of the centre;</p> <p>b. <b>provide</b> <del>provision is made for</del> an active frontage, such as a window display, which is in keeping with the character of the shopping area;</p> <p>c. <del>would</del> not give rise to a detrimental effect, individually or cumulatively, on the character or amenity of the area through smell, litter, noise or traffic problems; and</p> <p>d. <del>proposals for new hot food takeaways (use class A5) within 400m walking distance from the entrance points of primary or secondary schools will be restricted in order to promote the health and well-being of school pupils. Exceptions will apply to Primary Shopping Areas within this 400m buffer zone. Hours of opening will be limited to after 5pm on school days and lunch time opening will only be permitted where schools within 400m do not allow pupils to freely leave school premises during lunch breaks.</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>D. Changes of use from <b>retail class E</b> to another <b>main town</b> centre use as set out in Figure 7.8 will only be permitted where the development would satisfy the above criteria and retain an appropriate mix and balance of uses which will provide for the needs of local residents.</p> <p>E. Proposals for separate units of retail, offices, leisure, cultural, community facilities and residential on upper floors are supported provided that the use would have a safe and convenient access, a separate refuse and recycling store, and would not inhibit the functioning of the ground floor use. <b>Main town centre</b> uses and employment uses should be given priority over residential uses unless it can be demonstrated that this would lead to an imbalance of uses.</p> <p><i>Amend paragraph 7.72 to read:</i></p> <p>Too great a concentration of non-retail <b>centre</b> uses can undermine the primary role of the Designated Centres for <b>as the main locations for retailing retail, leisure and business uses</b>, leading to a reduction in the range and choice of goods available and potentially isolating some retailers from the main shopper/pedestrian flows upon which they depend. It is <b>therefore</b> important to consider <b>their</b> location and siting and ensure incorporation of window displays to overcome potential problems associated with the creation of 'dead frontages'.</p> <p><i>Amend paragraph 7.73 to read:</i></p> <p>Policy <del>PC10</del> <b>PC06</b> is written in the context of the need to retain retail <b>a mix of appropriate uses</b> for the benefit of a centre, but it is also recognised that the transition to online shopping and a high number of vacant units are damaging their vitality. For this reason, changes in shopping trends and technology need to be taken into account as part of future development assessment.</p> <p><i>Delete paragraph 7.75</i></p>
MM66	197	Policy PC11	<p><i>Amend Policy to read:</i></p> <p>POLICY <del>PC14</del> <b>PC07</b>: PRIMARY SHOPPING AREAS</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>A. Retail use should remain the predominant use in Primary Shopping Areas as set out in Policy PC0408 Retail Hierarchy of Designated Centres, and defined on the Brentwood Policies Map. B. Proposed retail development <b>should</b> will be supported if they:</p>
			<p>a. contribute to the area's attractiveness, accessibility and vibrancy by adding to or providing a range of shops to meet local needs, including opportunities for small, independent shops;</p>
			<p>b. <del>would</del> not result in subdivision of an existing large retail unit;</p>
			<p>c. be fully integrated with the existing shopping area; and</p>
			<p>d. facilitate safe, convenient and pleasant pedestrian movement through improved lighting and landscaping.</p>
			<p><del>C. Proposals resulting in the loss of retail uses at ground floor must demonstrate that:—</del></p>
			<p>a. <del>the use is no longer viable, by evidence of active marketing to the public for at least 12 months, showing that the premises are not reasonably capable of being used or redeveloped for a retail use; and—</del></p>
			<p>b. <del>development would not result in 3 or more non-retail use units in adjoining premises.—</del></p>
			<p><del>D. Proposals for retail and commercial leisure development outside the borough's Primary Shopping Areas over 2,500 square metres will only be permitted provided an accompanying impact assessment can satisfactorily demonstrate that:—</del></p>
			<p>a. <del>associated travel demand can be satisfactorily accommodated by the transport network with appropriate mitigation;—</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			b. <del>the proposal does not give rise to any detrimental impact on amenities in the surrounding area; and</del>
			e. <del>travel by more sustainable forms of transport than the private car will be achieved</del>
MM67	199	Policy PC12  Figure 7.8	<p><i>Amend Policy to read:</i></p> <p>POLICY PC<del>08</del><b>12</b>: NON-CENTRE USES</p> <p>Proposals for non-centre uses in the Designated Centres <b><u>will only be permitted if</u></b> <del>should demonstrate how they:</del></p> <p>a. complement the retail <b><u>and service</u></b> function and makes a positive contribution to the vitality, viability and diversity of the Designated Centre it is located within;</p> <p>b. would not create an over-concentration of non-centre uses which are harmful to the function of the centre;</p> <p>c. <b><u>provide</u></b> <del>provision is made for</del> an active frontage in keeping with the character of the <b><u>Designated Centre</u></b> <del>shopping area;</del></p> <p>d. would not give rise, either alone or cumulatively, to a detrimental effect on the character or amenity of the area through smell, litter, noise or traffic problems. Demonstrates any potential related problems can be overcome satisfactorily to protect amenities of surrounding residents. Details of extraction, filtration, refrigeration or air conditioning units should be submitted with any application; and</p> <p>e. for proposals creating more than two residential flats above ground floor level, the development would not result in the loss of ancillary storage space or other beneficial use to the extent that it would make a</p>



MM Ref	Page	Policy / para.	Proposed modifications
--------	------	----------------	------------------------

ground floor unit unviable, and the development would not prevent off street servicing of any ground floor unit.

*Amend figure 7.8 as follows:*

Main town centre uses (uses suitable at ground floor level in the Designated Centres and Primary Shopping Areas)	Non-centre uses (uses not suitable at ground floor level in the Designated Centres and Primary Shopping Areas)
<ul style="list-style-type: none"> <li>• <del>Shops (A1 uses)</del></li> <li>• Financial and professional services <del>(A2 uses)</del></li> <li>• Cafés and restaurants <del>(A3 uses)</del></li> <li>• <b><u>Business uses, including offices and research and development</u></b></li> <li>• <del>Drinking establishments (A4 uses)</del></li> <li>• <del>Takeaways (A5 uses)</del></li> <li>• <del>Hotels (C1 uses)</del></li> <li>• <b><u>Learning and non-residential institutions</u></b> such as <del>healthcare, nurseries, schools,</del> <b><u>museums, public libraries, public hall,</u></b> and places of worship <del>(D1 uses)</del></li> <li>• <b><u>Creche, day nurseries or day centre</u></b></li> <li>• <b><u>Provision of medical or health services</u></b></li> </ul>	<ul style="list-style-type: none"> <li>• <del>Business uses, including offices, research and development (Class (B1))</del></li> <li>• General industry (<b><u>class B2</u></b>)</li> <li>• Storage and distribution (<b><u>class B8</u></b>)</li> <li>• Residential institutions (<b><u>class C2</u></b> and <b><u>class C2a</u></b>)</li> <li>• Residential (<b><u>class C3</u></b>)</li> <li>• Houses in multiple occupation (<b><u>class C4</u></b>)</li> <li>• Other <del>su</del> <b><u>generis uses which do not provide services direct to the public.</u></b></li> </ul>

MM Ref	Page	Policy / para.	Proposed modifications
			<ul style="list-style-type: none"> <li>• Assembly and leisure (<del>D2 uses</del>)</li> <li>• <b>Other</b> <del>Certain sui generis</del> uses typically found in centres, including <b>hot food takeaways, pub or drinking establishment, cinemas, concert halls, bingo halls, dance halls,</b> theatres, nightclubs, amusement arcades, launderettes, tattooists, beauty parlours</li> </ul>
MM68	200	Policy PC13 Paragraph 7.82	<p><i>Amend Policy to read:</i></p> <p>POLICY PC13 <b>PC09: <u>EVENING AND</u></b> NIGHT-TIME ECONOMY</p> <p><del>After hours</del> <b>Development proposals for</b> cultural, entertainment and leisure uses in Designated Centres will be encouraged as part of mixed use development. <del>After hours leisure should</del> <b>where appropriate, contribute to the diversity</b> <del>raise standards and broaden the appeal of the</del> <b>evening and</b> night-time economy. Proposals <del>should</del> <b>are required to:</b></p> <p>a. <del>be safe and welcoming;</del></p> <p>b. <del>allow people to walk and cycle around the centre with ease;</del></p> <p>c. <del>offer a vibrant choice of leisure and entertainment for a diversity of ages, lifestyles and cultures, including families and older people;</del></p> <p>d. <del>provide a mix of activities that reinforce local character and identity;</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>e.<del>a.</del> would not give rise, either alone or cumulatively, to a detrimental effect on the character or amenity of the surrounding residential area through smell, litter, noise or traffic problems. Proposals <del>should</del> <b>are required to</b> demonstrate any potential related problems can be overcome satisfactorily to protect amenities of surrounding residents; and</p> <p>f.<del>b.</del> provide evidence of responsible management and stewardship arrangements to ensure there is no disturbance to surrounding properties and residents or harm to surrounding area amenity.</p>
			<p><i>Amend paragraph 7.82 as follows:</i></p> <p><b><u>‘Main town centre uses’ as defined in the NPPF include those that are part of the evening and night time economy (ENTE). ENTE is recognised to allow town centres to diversify and is an opportunity for economic and social development. This policy therefore seeks to strike the right balance between supporting the evening economy and protecting the living conditions of residents and nearby uses in terms of anti-social behaviour, noise pollution, health and wellbeing and other issues.</u></b> <del>This policy aims to positively manage the night-time experience to overcome negative public perceptions by creating a high-quality environment that is safe, convenient and enjoyable for all.</del></p>
MM69	201-203	Policy PC14 Paragraphs 7.83 – 7.92	<p><i>Amend Policy to read:</i></p> <p><b><u>STRATEGIC POLICY</u> <del>PG14-10</del> PROTECTING AND ENHANCING COMMUNITY <u>FACILITIES</u> <del>ASSETS</del></b></p>
			<p>A. The Council recognises the importance of community <b>facilities</b> <del>assets</del>, including those registered as Assets of Community Value (ACV), as part of social infrastructure and seeks to ensure that:</p>
			<p>a. existing community assets will be protected from inappropriate changes of use or redevelopment;</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>b. new facilities should be easily accessible by public transport, cycling and walking <del>and will be prioritised in Designated Centres;</del></p>
			<p>c. development proposals that provide high quality, inclusive community assets that addresses a local or strategic need and supports service delivery strategies will be supported;</p>
			<p>d. development proposals <b>should</b> that seek to make best use of land, including, <b>where possible</b>, the co-location of different forms of community <b>facilities</b> assets and the rationalisation or sharing of facilities, <del>will be encouraged and supported;</del></p>
			<p>e. development proposals that would result in <b>the unnecessary</b> a loss of community <del>assets</del> <b>facilities</b> will <b>not</b> be discouraged <b>permitted</b> unless it can be demonstrated that:</p> <p><b>i.</b> <del>there are realistic proposals for re-provision that</del> <b>they will be replaced by alternative and well located facilities that will</b> continue to serve the <b>similar</b> needs of the neighbourhood and wider community; or</p> <p><b>ii.</b> <del>the loss is part of a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities to meet</del> <b>a consequence of the genuine need to rationalise existing facilities in an area in order to provide for existing and</b> future population <b>community</b> needs <del>or to sustain and improve services.</del></p>
			<p>f. <b>The development or change of use of</b> redundant community <b>facilities</b> assets should be considered <b>only after it is established that there is no reasonable prospect of them being put to alternative community uses</b> <del>for full or partial use as other forms of social infrastructure before alternative developments are considered.</del></p>
			<p><i>Amend paragraphs 7.83 to 7.92 to read:</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>7.83 Community assets <b>facilities and services can include any provision that provides social, recreational and cultural facilities to meet the day-to-day needs of the community.</b> <del>can cover a wide spectrum and include land, services and facilities</del> <b>It can include</b> facilities such as village halls, community centres, libraries, parks, green spaces, and buildings for sports, leisure, healthcare, education, social, <b>and arts venues, amongst others. Applicants should take into account the Council's Built Facilities Strategy and Leisure Strategy when considering indoor sports and leisure facilities. While recreational facilities can include those outdoors in parks and open spaces, Policy PC14 applies to facilities and services related to buildings only; it excludes any outdoor sport or recreation facilities, which is covered by Policy BE22 Open Space and Recreation Facilities.</b> <del>and cultural activities. However, not all land and buildings are community assets. Locality, the nationwide network for community-led organisations, suggests that land and buildings are only community assets if they are capable of generating a profit that can be reinvested into activities that benefit the community<sup>4</sup>.</del></p> <p>7.84 Community assets <b>facilities</b> are a part of social infrastructure and play an important role in <del>improving</del> <b>providing</b> a good quality of life, stimulating and supporting social cohesion and interaction, as well as developing strong and inclusive communities. They provide opportunities to bring different groups of people together, contributing to social integration and the desirability of a place.</p> <p>7.85 <del>For example, the provision of childcare facilities including nurseries, integrated nursery centres, playgroups, crèches and child-minding networks, is are important to increase economic activity rates, to improve the quality of life of parents and children and to reduce social exclusion.</del> Good quality leisure and sport facilities support and encourage people to lead healthy lifestyles, raising the quality of life for local residents. Leisure, cultural and entertainment facilities help attract people to the borough as a place to work, visit and live. <del>7.86</del> It is therefore important that new and replacement facilities support new and existing communities, respectively. These should also facilitate the growth of the borough by providing sufficient capacity to accommodate community need and demand.</p> <p>7.87 The Council will work collaboratively with service providers, developers and relevant stakeholders, including the local community, to fully understand existing and future social infrastructure needs and plan appropriately for these, including through the Community Infrastructure Levy.</p> <p>7.88 The loss of social infrastructure can have a detrimental effect on a community. The Council seeks to protect its existing community <b>facilities</b> <del>assets through other relevant Local Plan policies.</del> Where a</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>development proposal leads to the loss of a facility, a replacement that continues to meet the needs of the neighbourhood it serves will be required.</p> <p>7.90 Proposals for new and replacement facilities will be supported where there is a local need. This need will be demonstrated through a local need assessment. This is particularly important where existing deficits in community or leisure provision have already been identified <b><u>in line with the Council's Leisure Strategy and Built Facilities Strategy.</u></b></p> <p>7.91 When new developments generate the need for new community facilities, the need should be met by on and off-site provision, in line with Policy SP04 <b><u>MG05</u></b> Developer Contributions.</p> <p><b><u>Assets of Community Value</u></b></p> <p>7.89 It should be noted that Assets of Community Value (ACV) are subject to additional protection from development <b><u>as designated</u></b> under the Localism Act 2011 <b><u>will be a material consideration in any proposal for redevelopment.</u></b> The Localism Act 2011 introduced the Community Right to Bid which provides a new right for residents to nominate certain local public or privately-owned buildings or land as being an <b><u>Asset of Community Value.</u></b> The Council is obliged to consider all nominations received and include the building or land on the ACV list, if the current use or a recent past use of the asset has furthered the social well-being or social interests of the community and can continue to do so. Once an asset is included in the ACV list it will remain on that list for five years, after that, re-application will be necessary. During this time, the owner cannot dispose of <b><u>the asset</u></b> <del>it other than to a</del> <b><u>without giving the</u></b> community interest group <b><u>the opportunity to bid for it.</u></b> <del>The</del> <del>without the community having</del> <b><u>are then given</u></b> six months to put together a bid to buy the asset. The Brentwood most up to date ACV list and how to nominate an asset are available to view in the Council's information database, DataShare<sup>2</sup>.</p> <p>7.92 This policy should be read in conjunction with Policy SP04 <b><u>MG05</u></b> Developer Contributions, Policy HP42 <b><u>BE15</u></b> Planning for Inclusive Communities, <del>Policy PC15 Education Facilities,</del> and Policy PC16 <del>Buildings for Institutional Purposes.</del></p>
MM70		Policy PC15  Paragraph 7.93	<p><i>Amend Policy to read:</i></p> <p>POLICY <del>PC15</del> <b><u>PC11</u></b>: EDUCATION FACILITIES</p>

MM Ref	Page	Policy / para.	Proposed modifications
		Paragraph 7.94 Paragraph 7.95	A. The change of use or re-development of existing or proposed educational establishments and/or their grounds <b><u>for alternative purposes</u></b> will not be permitted unless:
		Paragraph 7.97	<p>a. it can be clearly demonstrated that the use of the site is genuinely redundant <b><u>for educational purposes</u></b> and no other alternative educational or community use can be found <b><u>for the site in question</u></b>; or</p> <p>b. satisfactory alternative and improved facilities will be provided; or</p>
			c. <b><u>in the case of playing fields or open space associated with educational establishments, any proposals that involve their loss or change in use will be subject to Policy NE05</u></b> the area of the site to be redeveloped is genuinely in excess of government guidelines for playing field provision, taking into account future educational projections.
			B. Where there is a demonstrable need for new educational facilities, planning permission will be granted for appropriate and well-designed proposals which broadly meet the criteria for new education facilities set out in the ECC's Developers' Guide to Infrastructure Contributions.
			<del>C. The Council recognises the differences in location and design requirements between rural and urban based new education proposals in the borough and will assess applications accordingly.</del>
			<del>D. Where necessary, the Council will utilise planning obligations or CIL to help mitigate any adverse impacts on an educational facility and assist in delivering development that has a positive impact on the community.</del>
			<del>E.</del> <b><u>C.</u></b> Developers should engage with the Local Education Authority at the earliest opportunity and work cooperatively to ensure the phasing of residential development and appropriate mitigation, <b><u>Developments that generate a need for additional education facilities should make appropriate provision for their timely delivery as part of the development or through financial</u></b>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><del>contributions if appropriate and in line accordance with ECC's Developers' Guide to Infrastructure Contributions, is identified in a timely manner to ensure appropriate education provision can be secured.</del></p> <p>F. <del>Proposals for educational facilities in the Green Belt will be looked into positively where a requirement for a Green Belt location is demonstrated and with regard to Green Belt policies, including Policy NE09 Green Belt, and NE10 New Development, Extension and Replacement of Buildings in the Green Belt.</del></p>
			<p><b><u>D.</u></b> <b><u>New educational establishments should plan and design their playing fields and sports facilities to be used for community use when not required for their own use, provided always that any such use must not detract from the safety of pupils or their learning environment.</u></b></p> <p><i>Amend paragraph 7.93 to read:</i></p> <p>7.93 Further information regarding requirements for educational facilities over the Plan period is detailed in the Council's Infrastructure Delivery Plan. This policy should be read in conjunction with Policy SP04 <b><u>MG05</u></b> Developer Contributions, <b><u>and Policy NE05 Open Space and Recreational Facilities</u></b> <del>Policy PC14 Protecting and Enhancing Community Assets</del>, as well as infrastructure requirements set out under site-specific policies in Chapter 9. <b><u>Applicants should engage with the Local Education Authority at the earliest opportunity and work cooperatively to ensure educational requirements are identified early on and are delivered at the appropriate time in line with the phasing of development.</u></b></p> <p><i>Retain paragraph 7.94 and amend to read:</i></p> <p>Education in this section relates to early years <b><u>and childcare</u></b>, primary, secondary and further education provision for all children and young people, including those with special educational needs and/or disabilities, and where residential elements may form part of the provision. Higher education and other types of education such as language schools are not included in this policy.</p> <p><i>Amend paragraph 7.95 to read:</i></p> <p>7.95 <b><u>New and</u></b> <del>E</del>established schools and <b><u>their</u></b> related educational facilities <b><u>including playing field and sports facilities</u></b>, make a major contribution to community use and provide essential support to</p>



MM Ref	Page	Policy / para.	Proposed modifications
			<p>increased housing growth. Education providers and institutional users will be encouraged to improve facilities and make efficient use of their assets and landholdings. Where feasible, providers will be encouraged to share their assets with the wider community to improve health and social well-being, subject to site specific context and wider impacts.</p> <p><i>Retain paragraphs 7.96 to 7.103</i></p> <p><i>Amend paragraph 7.97 to read:</i></p> <p>Essex County Council (ECC) as the Local Education Authority has the responsibility for early years <b><u>and childcare</u></b> and school place planning. Through this process, ECC identifies the need for school places and identifies surpluses or deficits through a 10 Year Plan for School Places currently covering the period 2019-2028. Whether the change of use or redevelopment of independent schools would be considered surplus to educational requirements will be considered on a case by case basis.</p>
MM71	206	Policy PC16  Paragraph 7.104-7.105	<p><i>Delete Policy PC16 and supporting text paragraphs 7.104 to 7.105.</i></p>

## Chapter 8

MM Ref	Page	Policy / para.	Proposed modifications
MM72	207	SO4 Paragraph 8.1	<p><i>Amend Strategic Objective 4 under paragraph 8.1 to read:</i></p> <p>SO4: Deliver Beautiful, Biodiverse, Clean and a Functional Natural Environment, <b><u>where resources are carefully managed to avoid adverse impact on, and to provide net gains for, the borough's natural environment and biodiversity; and where</u></b> our natural heritage is protected, and ecosystem services are restored, enhanced and integrated back into the built environment through multi-functional green and blue infrastructure <b><u>and opportunities are pursued for securing measurable net gains for biodiversity.</u></b></p>
MM73	207-209	Paragraph 8.2 Paragraph 8.4 Paragraph 8.5 Paragraph 8.6 Paragraph 8.7 Paragraph 8.10	<p><i>Amend paragraph 8.2 to read:</i></p> <p>8.2 The borough of Brentwood currently enjoys a varied built and natural landscape. <del>From</del> <b><u>At its core</u></b> is the main urban area <b><u>with the settlements</u></b> of Brentwood, <del>with its green wedges, and the settlements of</del> Shenfield, Pilgrims Hatch and Hutton <del>at its core, to</del> <b><u>along with</u></b> the dispersed, yet neighbouring northern villages and the more distant villages in the south; it is set within the varied landscape of intrinsic character and beauty within the Essex countryside. This enables Brentwood residents to enjoy the best of both worlds – the urban and the rural benefits - leading to the descriptive reference as the Borough of Villages.</p> <p><i>Amend paragraph 8.4 to read:</i></p> <p>8.4 The Council is committed to the conservation and enhancement of the natural environment in line with the NPPF (2018 <b><u>2021</u></b>, Section 15). The Council has a duty under the Natural Environment and Rural Communities (NERC) Act 2006 and the Wildlife and Countryside Act 1981 to have regard to biodiversity conservation and <b><u>including</u></b> the positive conservation management of Local Wildlife Sites (LWS) within the borough.</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Amend paragraph 8.5 to read:</i></p> <p>Future growth is planned in sustainable locations to ensure that the quality of our environment is valued and sustained. Consideration for integration, conservation and enhancement of the natural and built environment to promote the health and well-being of inhabitants is paramount. This will be achieved through the considered management of development in line with the government’s 25 Year Environment Strategy<sup>1</sup> and NPPF<sup>4</sup> <b><u>with a commitment to improving green infrastructure connectivity for wildlife and people in line with Green and Blue Infrastructure and Open Space policies.</u></b></p> <p><i>Amend paragraph 8.6 to read:</i></p> <p><b><u>8.6 The borough has a number of landscape, biodiversity and geodiversity areas of interest which contribute to local distinctiveness. These should be retained and protected and their enhancement and restoration will be encouraged.</u></b> The majority of the landscape is dominated by Wooded Farmland comprising of undulating areas of deciduous and mixed woodland interspersed with arable fields, mature hedgerows, smaller pastures and paddocks, and narrow lanes. Brentwood has 15 areas of ancient woodland <b><u>along with veteran trees and lowland fen.</u></b> The Thames Chase Community Forest Area covers the south and south-west of Brentwood. The Thames Chase Plan (2014<del>6</del>) describes the landscape as ‘Land of the Fanns’, comprising of marshy land/ <b><u>- a low lying district with fens, forests and farming made up of large field patterns with hedgerows, often called the Horndon Fens.</u></b>; Fanns being <b><u>is</u></b> a Saxon term for low marshy land or a low-lying district. This area provides an inspirational image of a forest landscape that is being developed to Community Forest principles. <b><u>Taking into account the age, uniqueness, species diversity and rarity of these habitats, their re-creation, once destroyed, will be difficult to achieve. Therefore, proposals which impact these irreplaceable habitats will be refused unless there are wholly exceptional reasons and a suitable compensation strategy is set out.</u></b></p> <p><i>Delete paragraph 8.7.</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>Amend paragraph 8.10 to read:</p> <p>8.10 <b><u>The country parks of</u></b> Warley, Weald and Thorndon area are also on Historic England's Register of Historic Parks and Gardens of <del>s</del><b>Special</b> Historic Interest in England.</p>
MM74	209 - 214	Policy NE01 Policy NE02  Paragraph 8.14 - 8.28	<p>Delete Policies NE01 and NE02 and replace with one policy to reads as follows:</p> <p><b><u>STRATEGIC</u></b> POLICY NE01: PROTECTING AND ENHANCING THE NATURAL ENVIRONMENT</p> <p><b><u>A.</u></b> <b><u>The Council will require development proposals to use natural resources prudently and protect and enhance the quality of the natural environment. All proposals should, wherever possible, incorporate measures to secure a net gain in biodiversity, protect and enhance the network of habitats, species and sites (both statutory and non-statutory) and avoid negative impacts on biodiversity and geodiversity. Compensatory measures will only be considered if it is not possible fully to mitigate any impacts.</u></b></p> <p><b><u>B.</u></b> <b><u>When determining planning applications, the council will apply the principles relevant to habitats and biodiversity as set out in National Planning Policy.</u></b></p> <p><b><u>International Designated Sites</u></b></p> <p><b><u>C.</u></b> <b><u>Where a proposed development is likely to have an adverse impact on European Designated Site (whether individually or in combination with other plans or proposals) permission will not be granted unless there is due compliance with the requirements of the Habitats Regulations.</u></b></p> <p><b><u>D.</u></b> <b><u>New residential development within the Essex RAMS and Epping Forest SAC Zones of Influence will be required to provide appropriate on-site measures for the avoidance of, and/or reduction in, recreational disturbance on European Designated Sites through the incorporation of recreational opportunities, including the provision of green space and footpaths in the proposals. Proposals will be required to follow the mitigation hierarchy by seeking to avoid creating recreational impacts first and foremost, with mitigation measures considered separately to avoidance.</u></b></p> <p><b><u>Nationally Designated Sites</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>E.</u></b> <b><u>Development proposals within or outside a SSSI, likely to have an adverse effect on a SSSI (either individually or in combination with other developments), will not be permitted unless, exceptionally, the benefits of the proposed development clearly outweigh both the adverse impacts on the features of the site that make it of national importance and any impacts on the wider network of SSSIs.</u></b></p>
			<p><b><u>Sites of Local Importance</u></b></p>
			<p><b><u>F.</u></b> <b><u>Development proposals that are likely adversely to affect locally designated sites, including their functional status within any identified ecological network, will only be permitted where the applicant can demonstrate that:</u></b></p>
			<p><b><u>a.</u></b> <b><u>the ecological coherence of the site and any local ecological network is maintained; and</u></b></p>
			<p><b><u>b.</u></b> <b><u>it can be demonstrated that the benefits of the development clearly outweigh the loss.</u></b></p>
			<p><i>Delete paragraphs 8.14 to 8.15</i></p>
			<p><i>Amend and re-order paragraphs 8.16 to 8.22 to read:</i></p> <p>8.18 All stages of development must be considered when assessing the impact and cumulative impact on wildlife sites both within and in proximity to the borough of Brentwood.</p> <p>8.16 The Council acknowledges the sensitive biodiversity sites just beyond the borough boundary, including Basildon Meadows SSSI, Norsey Wood SSSI and Epping Forest SSSI and Special Area of Conservation. Proposals likely to have an adverse effect on these neighbouring sites will be assessed per policy <b><u>in accordance with Strategic Policy NE01 Protecting and Enhancing the Natural Environment</u></b> above.</p> <p>8.17 Where there is a confirmed presence, or reasonable likelihood, of a legally protected species or priority species on an application site, the applicant will be required to demonstrate that adverse impacts upon the species have been avoided, and where they cannot be avoided, adequately mitigated. Mitigation must conform to the requirements of relevant legislation and</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>Natural England Standing Advice. Where impacts cannot be adequately mitigated, the proposal will not be permitted.</p> <p>8.19 The Council will take a precautionary approach where insufficient information is provided about avoidance, management, mitigation and compensation measures <b><u>and refuse such planning applications</u></b>. The Council will secure management, mitigation and compensation measures through planning conditions/obligations where necessary.</p> <p><del>8.20—Proposals that result in a net gain in Habitat value will in principle be supported, subject to other policies in this Plan. Where Priority Habitats are likely to be adversely impacted by the proposal, the developer must demonstrate that <b><u>every effort has been made to avoid</u></b> adverse impacts, will be avoided, and <b><u>Mitigation and compensation measures will only be acceptable where it has been demonstrated impacts cannot be reasonably avoided in the first place.</u></b> Impacts that cannot be avoided are <b><u>to be</u></b> mitigated onsite. Where residual impacts remain, offsite compensation will be required so that there is no net loss in quantity and quality of Priority habitats<u>u</u> in the borough of Brentwood.</del></p> <p>8.21 The Council supports the Essex Wildlife Trust Living Landscape’s vision to ‘restore, recreate and connect wildlife habitats’. Within each Living Landscape, opportunities for the preservation, restoration and recreation of priority habitats, ecological networks and populations of priority species will be supported in order to conserve and enhance strategic wildlife corridors and habitats in Essex. Development proposals that would deliver these opportunities will in principle be supported, subject to other policies within this Plan. Development resulting in a significant adverse impact on the ecological function of these Living Landscapes will be refused.</p> <p>8.22 In addition<del>al</del> to the statutory protections and obligations for designated sites, proposals must also demonstrate how they are responding to:</p> <p><del>a. —the Essex Biodiversity Action Plan (2011);</del></p> <p>b. <b><u>a.</u></b> the Essex Wildlife Trust Living Landscapes vision; and</p> <p><del>c. <b><u>b.</u></b> the Thames Chase Plan.</del></p> <p><i>Amend paragraphs 8.23 to 8.28 to read:</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>Essex Coast RAMS</u></b></p> <p>8.23 Development in the borough has the potential to increase the recreational pressures and disturbance on existing European <del>Level</del> sensitive habitats, <b><u>such as</u></b> the Essex Estuaries Special Area of Conservation (SAC); <b><u>the</u></b> Crouch and Roach Estuaries Special Protection Areas (SPA); and <b><u>the</u></b> Epping Forest Special Area of Conservation.</p> <p>8.24 Recreational disturbance has been further considered in an Appropriate Assessment which <b><u>has</u></b> identified <del>s</del> the need to prepare <b><u>a</u></b> Recreational disturbance Avoidance and Mitigation Strategy (RAMS) for these locations <b><u>to deliver the mitigation necessary to avoid significant adverse effects from ‘in-combination’ impacts of residential development that is anticipated within the zone of influence.</u></b></p> <p>8.25 Following consultation with Natural England, <b><u>a Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) has been prepared and adopted to include all coastal European sites. The strategy identifies where recreational disturbance is happening and the main recreational uses causing the disturbance. Development that is likely to have a significant effect on European sites will be required to contribute towards the implementation of the mitigation. It is considered that development in this zone of influence will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include</u></b> <del>a RAMS is being prepared on behalf of nine district /borough councils and Southend and Thurrock unitary authorities, to cover the Essex Estuaries</del> <b><u>Special Area of Conservation; SAC and the</u></b> Crouch together with the <b><u>and</u></b> Roach Estuaries <b><u>Special Protection Area; SPA, and</u></b> the Colne and Blackwater Estuaries <b><u>Special Protection Areas, SPAs and Ramsar sites,</u></b> <del>to clarify the area of potential impacts (within the Zone of Influence) with a view to their subsequent adoption as a Supplementary Planning Document (SPD) with an associated charging schedule. This work has assessed the Zones of Influence for each of the habitat sites and where residential development is proposed in these Zones, mitigation for in combination impacts is required.</del> <b><u>The appropriate mitigation mechanisms are identified in the RAMS. The Zones of Influence affecting Brentwood are shown on the Policies Map.</u></b></p> <p>8.27 Any residential development <b><u>within the Zone of Influence of the Essex Coast RAMS</u></b> <del>that is likely to affect the integrity of these European sites.</del> <b><u>The developer</u></b> will be required to either contribute towards mitigation measures identified in the RAMS or, in <del>exceptional circumstances,</del> identify and implement bespoke mitigation measures <b><u>at the Essex Coastal Habitats sites</u></b> to ensure compliance with the Habitat Regulations.</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>Epping Forest RAMS</u></b></p> <p>8.26 A similar assessment process is being carried out for the Epping Forest Special Area of Conservation involving the local planning authorities that have been identified as having the potential for impact by their geographical proximity to Epping Forest. The detailed evidence base has now been prepared and has identified the new residential development Zones of Influence (<b><u>ZOI</u></b>) of these internationally important protected biodiversity sites.</p> <p>8.28 Prior to the adoption of a Supplementary Planning Document, or similar, <b><u>in respect of the Epping Forest SAC,</u></b> development in the Zones of Influence will be required to make an appropriate assessment of the impact of the development and identify suitable mitigation proposals, in line with Natural England advice. <b><u>Areas within Brentwood Borough fall just inside this ZOI; the Council will however, carefully consider the impacts, if any, of development that falls adjacent to this ZOI.</u></b></p>
MM75	214 - 216	Policy NE03 Paragraphs 8.33	<p><i>Delete Policy NE03 and replace with following new policy wording to read:</i></p> <p><b><u>POLICY NE02: TREES, WOODLANDS AND HEDGEROWS</u></b></p> <p><b><u>A. Development proposals that would result in the deterioration or loss of irreplaceable ancient woodland and ancient and veteran trees will not be permitted other than in wholly exceptional circumstances and only if the proposals include a suitable compensation strategy. Applicants will need to demonstrate the efficacy of the strategy by reference to the value of the habitats that will be lost or harmed and provide an appropriate implementation and maintenance programme to underpin the strategy the performance of which will be subject of a condition and/or planning obligation, as appropriate.</u></b></p> <p><b><u>B. In all other cases, proposals should, so far as possible and practicable, seek to retain existing trees, woodlands and hedgerows where they make a positive contribution to the local landscape and/or biodiversity or which have significant amenity value. Wherever possible and appropriate, landscaping schemes should take account of and incorporate these existing features in the scheme and where any loss is unavoidable, incorporate measures to compensate for their loss.</u></b></p> <p><i>Amend paragraph 8.33 to read:</i></p>



MM Ref	Page	Policy / para.	Proposed modifications
			<p>8.33 Some specific trees or groups of trees are of particular <b>amenity</b> value, such that their removal would have a significant impact upon the local environment and its enjoyment by the public. Where they are potentially under threat, the Council will <b>seek to retain and protect them, either through planning conditions or through</b> <u>make Tree Preservation Orders (TPO)</u>. <del>to protect them. Where trees are covered by TPOs, the policy is intended to safeguard them from damage or removal unless there are overriding reasons for the development.</del></p>
MM76	216	Policy NE04 Paragraphs 8.38 - 8.46	<p><i>Amend Policy NE04 to read:</i></p> <p>A. Development proposals which fall within the Thames Chase Community Forest Area <b>should not prejudice the implementation, aims and objectives of the Thames Chase Plan</b> <del>will be expected to make a positive contribution towards its implementation in addition to other relevant policies within the Local Plan.</del></p> <p>B. <del>Developers will be expected to work collaboratively in partnership with the Land of the Fanns Partnership to develop scheme proposals through the masterplanning process, in line with Policy SP06 Effective Delivery of Development.</del></p> <p><i>Re-order and amend paragraphs 8.38 to 8.42 to read:</i></p> <p>8.39 <b><u>The Thames Chase is a eCommunity fForest covers 40 square miles of landscape in East London and South West Essex.</u></b> <del> of 9,842 hectares located in more than 47 sites in London and Essex. Brentwood Borough Council is one of the four local authority partners along with the Forestry Commission, Essex County Council, the Woodland Trust, Essex Wildlife Trust, the London Wildlife Trust and The Royal Society for the Protection of Birds. Being</del> <b><u>It is one of 102 national community forests across England established nationally since in 1990 to actively regenerate the landscape, protecting, improving and expanding the woodland character of the Community Forest for the benefit of local people and wildlife.,</u></b> <del>the forest covers over 500 hectares of woodland, common and recreational land within Brentwood Borough (about one quarter of the area of Thames Chase). Extended in 1999, the forest now incorporates Thorndon and Hartswood Sites of Special Scientific Interest (SSSI) and Warley Place Nature Reserve, with the area of the forest extending to the southern borough boundary and as far east as the A128. <b><u>Management is led by the Thames Chase Trust<sup>1</sup> in accordance with the Thames Chase Plan<sup>2</sup>.</u></b></del></p> <p>8.38 The Council supports the aims of the Thames Chase Plan, being:</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>a. to conserve, improve and expand the woodland character of the Community Forest;</p> <p>b. to sustain the natural integrity of the Community Forest’s air, land and water including wildlife;</p> <p>c. to integrate climate change adaption and mitigation responses into the developing Community Forest;</p> <p>d. to use the Community Forest to improve local health and well-being, volunteering, learning and employment; and</p> <p>e. to enable effective partnership working from national to local level to maximise the impact of available resources.</p> <p><del>8.40—Centred round regeneration, quality green space creation, management and community engagement, the Community Forest concept has increased woodland coverage from 9% to 15% locally, and secured funding to create over 330 hectares of new green space provision. Wider work involves extensive tree planting within the borough, opportunities for sport and recreation, wildlife conservation, agricultural and timber production.</del></p> <p>8.41 The Thames Chase Plan provides a green <b>infrastructure</b> framework, <del>in line with the London Green Grid, for supporting Countryside Stewardship: woodland</del> <b>to</b> support <b>and guide</b> applications and <b>in</b> enhancing the local environment, including through landscaping, conservation works and upgrading of footpaths or bridleways.-Such benefits are welcome, provided uses are consistent with wider Green Belt <b>policy</b>. objectives, since they would not be considered as a justification for allowing inappropriate development in the Green Belt where development that would otherwise be unacceptable.</p> <p>8.42 Thames Chase Plan maintains the original commitment to developing strategic woodland, habitats and access on a forest-wide scale. <b><u>In 2016, following an award from the Heritage Lottery Fund, a wider partnership of organisations was set up</u></b> However, there is <b><u>with</u></b> a stronger emphasis on area-based project delivery that translates forest wide ambition into tangible, quantifiable initiatives on the ground. Brentwood Borough Council is a partner in the <b><u>This</u></b> ‘Land of the Fanns’ Partnership <b><u>includes a number of national and local organisations, including Brentwood Borough Council, who are working towards</u></b> is and supports the Landscape Conservation Action Plan (LCAP)<sup>3</sup>. <b><u>Development proposals falling within the Thames Chase Community Forest area are strongly encouraged to consider the Thames Chase Community Forest aims and objectives outlined in these plans when devising their landscape schemes and green infrastructure proposals.</u></b></p>
			<p><i>Insert the following footnotes</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>1. The Thames Chase Trust <a href="https://www.thameschase.org.uk/about-thames-chase/the-thames-chase-trust">https://www.thameschase.org.uk/about-thames-chase/the-thames-chase-trust</a>.</p> <p>2. Thames Chase Plan 2014 <a href="https://www.thameschase.org.uk/uploads/TCP_Full.pdf">https://www.thameschase.org.uk/uploads/TCP_Full.pdf</a></p> <p>3. Land of the Fanns Landscape Conservation Action Plan (LCAP) 2016 - <a href="https://www.landofthefanns.org/our-partnership/about-the-scheme/">https://www.landofthefanns.org/our-partnership/about-the-scheme/</a></p>
			<i>Delete paragraphs 8.43 to 8.46</i>
MM77	218	NE05 Paragraph 8.47-8.50	<p>Amend policy NE05 to read:</p> <p><b><u>STRATEGIC</u> POLICY NE05 <u>NE08</u>: AIR QUALITY</b></p> <p>A. Development is required to meet <b><u>national</u></b> or exceed the ‘air quality neutral’ standards, especially within Air Quality Management Areas (AQMAs) and where development is near to, or promotes, land uses to be used by those particularly vulnerable to poor air quality (such as children and older adults). <b><u>and identify opportunities to improve air quality or mitigate local exceedances and impacts to acceptable legal and safe levels. Development proposals must demonstrate that they will not:</u></b></p> <p><b><u>a. Compromise the achievement of compliance targets within Air Quality Management Areas (AQMAs);</u></b></p> <p><b><u>b. Create new exceedance areas;</u></b></p> <p><b><u>c. Create unacceptable risk of high levels of exposure to poor air quality, particularly where development is near to, or promotes land uses to be used by those particularly vulnerable to poor air quality (such as children and older adults).</u></b></p> <p>B. Development proposals should <b><u>be designed to</u></b> minimise exposure to existing poor air quality and make <b><u>appropriate</u></b> provisions to address local <b><u>improve local</u></b> air quality <b><u>conditions</u></b> exceedances through design solutions and measures <b><u>to the outdoor and indoor environment</u></b>. such as the use of low or zero emission transport, reduced reliance on private motor vehicles, buffer zones around schools and other community infrastructure, amongst others. <b><u>Particular attention should be given to the positioning, layout and design of proposals for new build developments and community infrastructure (indoor and outdoor) that are likely to</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>be used by large volumes of people on a daily basis, especially by vulnerable groups. Community infrastructure should, where possible incorporate appropriate buffer zones to prevent or minimise exposure to air pollution sources.</u></p>
			<p><del>C.</del> Development proposals should give equal weight to the consideration of indoor air quality, with building design solutions specifying proven ventilation systems, especially with proposals which consider energy efficient building solutions, to avoid the unintended consequences of poor indoor ventilation.</p>
			<p><del>D.</del> <u>C.</u> An <u>Air Quality Impact Assessment</u>, based on current best practice, is required as part of <u>any the</u> planning application for:</p>
			<p>a. major developments;</p>
			<p>b. employment led developments;</p>
			<p>c. developments which will require substantial earthworks or demolition;</p>
			<p>d. developments which include <u>community infrastructure including</u> leisure, education and health facilities or open space (including child play space);</p>
			<p>e. new build developments in areas <u>along busy or congested road and rail lines where residents will be exposed to poor air quality</u> of sub-standard air quality; and</p>
			<p>f. developments which propose the use of Combined Heat and Power, biomass boilers or similar solutions that might impact air quality; <u>and</u></p>
			<p>g. <u>new developments within AQMAs</u></p>
			<p><del>E.</del> Where an air quality assessment indicates that a development will cause harm to air quality or where end users could be exposed to poor air quality, development will be resisted unless mitigation measures are adopted to reduce the impact to acceptable levels.</p>
			<p><del>F.</del> New build developments which propose to provide any private, communal, publicly accessible open space or child play space in areas of sub-standard air quality are required to demonstrate that they</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>have considered the positioning and design of the open space to reduce exposure of future users to air pollution.</p> <p><b><u>D.</u></b> <b><u>Development proposals should have regard to their individual and cumulative impacts on air quality. Proposals that do not meet the requirements of (A) and (B) above will be resisted unless appropriate measures are implemented to ensure adverse impacts can be mitigated to an acceptable level. Mitigation should be provided onsite unless it can be demonstrated that it is inappropriate and that off-site provision will deliver equivalent or wider benefits.</u></b></p>
			<p><i>Delete paragraphs 8.47 to 8.50 and replace with the following supporting text:</i></p> <p><b><u>Air Quality in Brentwood</u></b></p> <p><b><u>Transport generated emissions are the main source of poor air quality in the borough. Air quality relates to both particulate and gaseous pollution, including fumes, odours, dust and unsafe levels of Carbon Dioxide, Nitrogen Dioxide and other pollutants in the atmosphere which can impact environmental amenity for people and wildlife. This policy aims to address existing poor air quality and ensure new development does not contribute to the worsening of air quality across the borough, but instead contributes to improving air quality through design and other mitigation measures.</u></b></p> <p><b><u>The Council will ensure that all development plays its part in securing ‘clean growth’, in line with Government’s Clean Air Strategy (2019)<sup>1</sup>. As a minimum, development must not create further deterioration of existing poor air quality or lead to new exceedances of legal air quality standards or compromise achievement of compliance in those areas currently in exceedance, as currently stipulated by the Air Quality Standards Regulations 2010<sup>1</sup>. Development proposals should also reduce the population’s exposure to poor air quality, particularly for those groups who are most vulnerable to its impacts such as children and young people and older people.</u></b></p> <p><b><u>Air Quality Management Areas (AQMA)</u></b></p> <p><b><u>Exceedances of legal air quality standards are currently as provided by the Air Quality Standards Regulations (2010). Brentwood currently has three declared Air Quality Management Areas (AQMA) where exceedances have been previously recorded:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>AQMA No. 2: M25/Brook Street Roundabout;</u></b></li> <li>• <b><u>AQMA No. 4: A12/ Warescot Road/Hurstwood Avenue/Ongar Road;</u></b></li> <li>• <b><u>AQMA No. 7: A128/A1023 Junction (Wilson’s Corner).</u></b></li> </ul>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>AQMAs can be found on the Council’s website. Ongoing monitoring will continue and the AQMA areas will be adjusted and reported to DEFRA accordingly. Monitoring data of air pollution in these AQMAs since 2015 has shown that the air quality standard for Nitrogen Dioxide has been met. However, as these three AQMAs remain potentially problematic, they remain in place for now. The designated AQMAs are illustrated on the policies map and declared on the DEFRA website<sup>3</sup>; these will be subject to periodic review and updating. Development should have regard to the Council’s Air Quality Action Plan<sup>4</sup>.</u></p> <p><u>Air Quality Assessments</u></p> <p><u>An appropriate and proportionate assessment of air quality must be included with any application that may adversely affect local air quality or be significantly affected by existing poor air quality levels. It is important that applicants consider the need for any assessment before any application is submitted.</u></p> <p><u>Air Quality Assessments (AQA) must follow best practice guidance and should include the following as a minimum:</u></p> <ol style="list-style-type: none"> <li>a. <u>must address the impacts arising during construction and operation/occupation of the development;</u></li> <li>b. <u>assessments should take into account the individual and wider cumulative impacts on the proposed development, consistent with national policy;</u></li> <li>c. <u>where an AQA indicates a potential negative impact on air quality, the AQA should identify implementable measures that will minimise or mitigate impacts from the development;</u></li> <li>d. <u>an AQA with full dispersion modelling is required for all proposed Biomass and CHP boilers and this must demonstrate that the impact on nearby receptors is minimal.</u></li> </ol> <p><u>Development that involves significant demolition, construction or earthworks will be required to assess the risk of impacts according to the latest best practice guidance, such as the Institute of Air Quality Management’s (IAQM) ‘Air Quality Monitoring in the Vicinity of Demolition and Construction Sites’ (2018)<sup>5</sup>. Applicants should also refer to further guidance, such as the Considerate Contractor Advice Note<sup>6</sup> on the Council webpages.</u></p> <p><u>Mitigating Poor Air Quality</u></p> <p><u>Tackling poor air quality requires a multi-dimensional approach to help achieve the objective of improving air quality across Brentwood. Therefore, this policy should be read in conjunction with all other policies that together also address poor air quality impacts, including, but not limited to: BE09: Sustainable Means Of Travel And Walkable Streets, BE10: Sustainable</u></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>Passenger Transport, BE11: Electric And Low Emission Vehicles, BE12: Mitigating The Transport Impacts Of Development; NE02 Green and Blue Infrastructure.</u></p> <p><u>While focus is often on outdoor air quality, it is important that design proposals demonstrate how ventilation in buildings can be designed to prevent or reduce the health impacts of poor indoor air quality, whilst maintaining adequate energy and thermal performance as required by Strategic Policy BE01: Carbon Reduction and Renewable Energy. This is especially important for developments adjacent to key transport infrastructure where emissions are higher. Applicants are advised to look at best practice guidance on how to achieve safe indoor air quality in new developments, such as NICE 2020 guidance ‘Indoor Air Quality at Home’7.</u></p> <p><u>Appropriate measures are often cross-cutting and involve different actions across the different aspects of the development’s design proposals. Such measures should be proportionate to the scale of development and should include: sustainable transport considerations, such as reducing vehicular traffic levels, encouraging sustainable movement patterns; sustainable building design to reduce emissions throughout the lifetime of the building, or reducing emissions from associated plant equipment; improving or greening the public realm.</u></p> <p><u>Developments comprising new or enhanced community infrastructure, such as schools, should consider how they can include appropriate safe ‘Buffer Zones’, such as low traffic zones or traffic exclusion zones, to eliminate or reduce exposure. Implementation of these would require joint working between the Council, Essex County Council as the Lead Local Education Authority and Highways Authority, and relevant schools.</u></p> <ol style="list-style-type: none"> <li><u>1. <a href="https://www.gov.uk/government/publications/clean-air-strategy-2019">https://www.gov.uk/government/publications/clean-air-strategy-2019</a></u></li> <li><u>2. <a href="https://www.legislation.gov.uk/ukxi/2010/1001/contents/made">https://www.legislation.gov.uk/ukxi/2010/1001/contents/made</a></u></li> <li><u>3. <a href="https://uk-air.defra.gov.uk/aqma/local-authorities?la_id=33">https://uk-air.defra.gov.uk/aqma/local-authorities?la_id=33</a></u></li> <li><u>4. Air Quality Action Plan (2008), or any update of this <a href="http://aqma.defra.gov.uk/action-plans/BBC%20AQAP%202008.pdf">http://aqma.defra.gov.uk/action-plans/BBC%20AQAP%202008.pdf</a></u></li> <li><u>5. <a href="https://iaqm.co.uk/guidance/">https://iaqm.co.uk/guidance/</a></u></li> <li><u>6. <a href="https://www.brentwood.gov.uk/pdf/pdf_1185.pdf">https://www.brentwood.gov.uk/pdf/pdf_1185.pdf</a></u></li> <li><u>7. <a href="https://www.nice.org.uk/guidance/ng149/chapter/Recommendations#prioritising-indoor-air-quality-in-local-strategy-or-plans">https://www.nice.org.uk/guidance/ng149/chapter/Recommendations#prioritising-indoor-air-quality-in-local-strategy-or-plans</a></u></li> </ol>

MM Ref	Page	Policy / para.	Proposed modifications
MM78	220 - 223	Policy NE06 Paragraphs 8.51 - 8.64	<p><i>Amend Policy to read:</i></p> <p><b><u>STRATEGIC POLICY NE06 NE09: FLOOD RISK</u></b></p> <p>A. Proposed <b>New</b> development will be required to avoid, where possible, <b>areas of</b> flood risk to people and property and manage any residual risk, taking account of the impacts of climate change <b><u>by applying the Sequential and, where necessary, the Exception Tests in accordance with national guidance and policy.</u></b></p> <p>a. <del>applying the sequential test, directing development away from areas at risk of flooding, including those areas associated with surface water flood risk;</del></p> <p>b. <del>if necessary, applying the exception test;</del></p> <p>e. <del>safeguarding land from development that is required for current and future flood management; and</del></p> <p>d. <del>using opportunities offered by new development to reduce the causes and impacts of flooding</del></p> <p>B. <del>In areas designated as functional flood plains, or Critical Drainage Areas development will only be permitted in accordance with national policy and guidance, and then only if:</del> <b><u>A site specific Flood Risk Assessment must assess all sources of flooding. It should demonstrate how flood risk will be managed over the development's lifetime, taking climate change into account. A site specific FRA is required, in accordance with national policy guidance, for the following types of development:</u></b></p> <p>a. <del>proposals are located in the lowest appropriate flood risk zone with regard to guidance set in the Brentwood Strategic Flood Risk Assessment as part of the sequential test.</del> <b><u>all new development greater than 1 ha in size in Flood Zone 1;</u></b></p> <p><b><u>b. all development within a Critical Drainage Area;</u></b></p> <p><b><u>c. all new development (including minor development and change of use) in flood zones 2 and 3;</u></b></p>



MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>d.</u> <u>new development or a change of use to a more vulnerable class which may be subject to other sources of flooding.</u></p>
			<p><u>C.</u> <u>Where proposals satisfy the Sequential and Exception Tests design proposals should ensure that:</u></p>
			<p><u>a.</u> <u>the most vulnerable land uses are located in areas within the site that are at lowest risk of flooding;</u></p>
			<p><u>b.</u> <u>development will be safe for its lifetime taking account of the vulnerability of its users,</u></p>
			<p><u>c.</u> <u>flood risk will not increase elsewhere;</u></p>
			<p><del>b.</del><u>d.</u> development would not constrain the natural function of the flood plain, either by impeding flow or reducing storage capacity;</p>
			<p><del>c.</del><u>e.</u> development is constructed so as to remain operational even at times of flood through resistant and resilient design;</p>
			<p><u>f.</u> <u>appropriate mitigation measures are incorporated to address any residual flood risk safely, including safe access and egress for all likely users of the development;</u></p>
			<p><u>g.</u> <u>where necessary incorporate flood resistant and flood resilient design measures such that, in the event of a flood, the development could be quickly brought back into use without significant refurbishment;</u></p>
			<p><u>h.</u> <u>incorporate sustainable drainage systems in line with Policy <sup>BE08-5</sup> Sustainable Drainage, unless there is clear evidence that this would be inappropriate;</u></p>
			<p><u>i.</u> <u>where possible, the development will reduce flood risk overall.</u></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>i.</u> <b><u>safe access and escape routes are included where appropriate, as part of an agreed Emergency Response Plan, where required.</u></b></p>
			<p><i>Delete part C-E</i></p>
			<p><del>F.</del> <u>D.</u> Where the site is <b><u>additionally</u></b> located within a Critical Drainage Area (CDA), <b><u>development should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></b> development may have the potential to impact on the CDA in respect of surface water flooding. As a result of this, the site will require an individually designed mitigation scheme to address this issue.</p>
			<p><i>Reorder and amendment of paragraph 8.51 – 8.64 as below.</i></p> <p><i>Amend paragraph 8.51 to read:</i></p> <p>8.51 This policy should be read in conjunction with Policy BE08-5 Sustainable Drainage, <b><u>Strategic Policy NE02 Green and Blue Infrastructure and Policy BE02 Water Efficiency and Management</u></b> Policy NE01 Protecting and Enhancing the Natural Environment and Policy, NE02 Recreational Disturbance Avoidance and Mitigation Strategy (RAMS).</p> <p><i>Delete paragraphs 8.52 to 8.54</i></p>
			<p><i>Amend paragraph 8.55 to read:</i></p> <p><b><u>FLOOD RISK DATA AND ASSESSMENTS</u></b></p> <p>8.55 <del>As a Lead Local Flood Authority, In 2020</del> Essex County Council has produced <b><u>an updated</u></b> Surface Water Management Plans for boroughs in Essex and with updates to the Critical Drainage Areas (CDAs) for the borough <b><u>identifying an area specific action plan for each CDA. This must be taken into account by development proposals falling within each CDA.</u></b> Potential development sites in areas of identified flood risk have been subject to sequential and exception tests. <b><u>Applicants should also follow the guidance and recommendations set out in Strategic Flood Risk Assessment (SFRA 2018)<sup>1</sup> which was undertaken to assess the risk of flooding in Brentwood to inform development of the Local Plan.</u></b></p>
			<p><i>Insert new paragraphs to read:</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>In line with the NPPF and associated Government guidance, a sequential approach will be applied when deciding on the location of new development to ensure that development is directed to those areas of the Borough, and locations within sites, that are at the lowest risk of flooding. The applicant must demonstrate the appropriateness of proposed uses within the different respective flood zones having regard to the Sequential and Exception Tests. Development proposals should be informed by site specific Flood Risk Assessments submitted by applicants. Assessments are required to take into account the long-term impact of climate change. The latest standing advice on climate change allowances published by the EA should be referred and form the basis of any assessment.</u></p> <p><u>Flood zones 2 and 3, and Critical Drainage Areas (CDA) (as defined by the 2018 modelling updates) are illustrated on the Policies map, using the latest available data. Applicants should consult the Environment Agency (EA) and Essex County Council as the Lead Local Flood Authority (LLFA) to establish whether the data has since been updated. All proposals will be assessed against the latest available information.</u></p> <p><i>Amend paragraph 8.57 to read:</i></p> <p><b><u>EXTENT OF FLOOD RISK IN BRENTWOOD</u></b></p> <p>8.57 <u>Fluvial flood risk in Brentwood is not extensive and is largely limited to areas in very close proximity to local watercourses. Risk of flooding from surface water presents a more extensive zone of risk than the fluvial flood zones. This is because the fluvial flood zones in Brentwood are relatively narrow owing to the ‘headwater’ nature of most of the watercourses. The Brentwood Strategic Flood Risk Assessment (2018) maps flood risk zones in the borough, with surface water flooding shown most notably on the A12 north west of Brentwood and on roads around Ingatestone. Incidences of fluvial (river) flooding are recorded along the eastern boundary of the River Wid from Stondon Hall Brook, and the River Roding to the north of the borough. Areas at risk of fluvial surface water flooding are mainly rural and include low lying areas south of the A127 west and east of West Horndon. The most likely mechanism for surface water runoff generation is when heavy rainfall exceeds the capacity of the local drainage network and of the ground to infiltrate water; therefore surface treatments in new development are equally important in avoiding localised flooding. Therefore, Policy BE05 Sustainable Drainage must also be taken into account alongside flood risk. The feasibility of infiltration on site will need to be determined through a site-specific drainage assessment that forms part of the Drainage Strategy. Brentwood’s Surface Water Management Plan (SWMP 2015, updated 2020) and Strategic Flood Risk Assessment (SFRA 2018) provide additional information on other sources of flood risk and potential mitigation measures.</u></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Delete paragraphs 8.58 to 8.62</i></p> <p><i>Amend paragraph 8.63 to read:</i></p> <p><b>FLOOD MANAGEMENT AND MITIGATION</b></p> <p>8.63 Developers are encouraged to refer to the Environment Agency’s Flood Risk Standing Advice for planning applicants; <del>Early pre-application discussion</del> <b><u>engagement</u></b> with Brentwood Borough Council, Essex County Council as the Lead Local Flood Authority, and <b><u>the</u></b> Environment Agency <b><u>and the relevant water utility company (i.e. Thames Water or Anglian)</u></b> is <b><u>strongly</u></b> advised.</p> <p><i>Delete paragraph 8.64</i></p> <p><i>Insert new paragraphs to read:</i></p> <p><b><u>It is important that development does not increase flood risk to people, properties and infrastructure. All proposals should proactively seek to minimise and mitigate risk wherever possible, especially in areas with identified risk from flooding. Applicants will be expected to consider risk from all sources of flooding using appropriate up to date information. All development proposals should also take into consideration the impacts of climate change over the lifetime or the development.</u></b></p> <p><b><u>The SFRA recommends that ‘Functional Floodplain’ status is applied to all of Flood Zone 3 extent in the Borough (as described in Section 4.4), with the exception of the areas for which the EA hold detailed modelled data (Rivers Wid and Mardyke). All areas of Flood Zone 3 should have the Flood Zone 3b planning restrictions applied, as per Table D.2 in Appendix D of the SFRA. The EA would object to any new development in functional floodplain (Flood Zone 3b). Development should be located in areas suitable to the vulnerability level of the proposed uses, in accordance with the exceptions test. For any proposed water-compatible uses within a functional floodplain, the applicant must demonstrate that development is designed and constructed to:</u></b></p> <p><b><u>a. remain operational and safe for users in times of flood;</u></b></p> <p><b><u>b. result in no net loss of floodplain storage;</u></b></p> <p><b><u>c. not impede water flows and not increase flood risk elsewhere.</u></b></p> <p><b><u>Compatible development will be assessed in accordance with national planning policy guidance for flood risk vulnerability and flood zone ‘compatibility’ tables.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>Where the Sequential and Exception Tests are satisfied, the Council expects that proposals fully investigate opportunities to avoid, reduce, manage and mitigate flood risk through the site's layout and design. Residual risk must be fully assessed and addressed by incorporating flood resistant design (e.g. constructed to prevent water from entering the building and damaging its fabric) and resilient design measures (e.g. impact is minimised, ensuring the building's structural integrity is maintained and that drying and cleaning can be facilitated).</u></p> <p><i>Move paragraph 8.56 to after new paragraphs and amend to read:</i></p> <p>8.56—The Council will work in partnership with the Environment Agency and the Lead Local Flood Authority (Essex County Council) to manage and mitigate flood risk. All development proposals in areas at risk of flooding will need to submit a <b>site specific</b> Flood Risk Assessment (FRA) in accordance with Policy BE08 Sustainable Drainage, commensurate with the scale of the flood risk and recognising all likely sources of flooding - surface water, ground water and watercourse flood risk. <b>Sites within a Critical Drainage Area are also required to submit a Drainage Strategy in line with Policy BE05 Sustainable Drainage</b> boundaries are provided by Essex County Council and should be considered.</p>
MM79	223	Policy NE07 Paragraph 8.65 - 8.72	<p><i>Amend Policy to read:</i></p> <p>POLICY <del>NE07</del> <b>NE10</b>: CONTAMINATED LAND AND HAZARDOUS SUBSTANCES</p> <p><b><u>Contaminated Land</u></b></p> <p>A. <del>Development proposals involving the use, movement or storage of hazardous substances will only be permitted within employment areas and p-</del>Planning permission will only be granted for development on, or near to land which is suspected to be contaminated, where the Council is satisfied that:</p> <p>a. <del>there will be no threat to the health or safety of future users or occupiers of the site or neighbouring land;</del> <b><u>any risks, including to human health and the environment, can be adequately addressed in order to make the development safe; and</u></b></p> <p>b. <del>there will be no adverse impact on the environment and quality of local groundwater or quality of surface water;</del> and</p> <p>c. <del>there would be no unacceptable adverse impacts on property</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>B. <del>The Council will require applicants proposing</del> <b>Proposed</b> development on or near known or potentially contaminated land <b><u>will be required to submit a Phase 1 Preliminary Risk Assessment</u></b> <del>detailed site characterisation and tiered risk assessment and to identify</del> <b><u>the level and type of risk and, where necessary</u></b>; remedial measures that need to be carried out (including remedial treatment and monitoring arrangements), provided in a detailed Remediation Scheme. Evidence of remediation should be to the satisfaction of the relevant statutory regulators.</p>
			<p><b><u>a. undertake a Phase 2 Intrusive Site Investigation to provide a detailed assessment of contamination and risks to all receptors;</u></b></p>
			<p><b><u>b. prepare a Remediation Statement providing details of a remediation scheme appropriate to the individual site; and</u></b></p>
			<p><b><u>c. submit a Validation Report prior to the construction of the development.</u></b></p>
			<p><b><u>Hazardous Substances and Installations</u></b></p>
			<p><del>C. Planning permission will not be permitted for development on sites that lie near or adjacent to a hazardous substance site or notifiable installation, if the safety of the future occupiers of the development could be adversely affected by the normal permitted operations of the existing uses.</del></p>
			<p><b><u>C. Development proposals involving the use, movement or storage of hazardous substances will only be permitted within designated employment areas as identified on the Policies Map and only if proposals can demonstrate that appropriate safeguards are in place to ensure there is no unacceptable risk to human health, safety and the environment.</u></b></p>
			<p><b><u>D. Development of a site in the vicinity of a hazardous installation, will only be permitted where it is demonstrated that development will not constitute an unacceptable risk to human health, safety and the environment. Depending on individual site circumstances proposals may be required to be accompanied by a Preliminary Risk Assessment and Management Strategy that clearly identifies risks and sets out measures to appropriately manage and mitigate these.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Re-order and amend paragraph 8.65 to 8.72 as below:</i></p> <p><b><u>Contaminated Land</u></b></p> <p>8.68 <del>In the context of development management, t</del>The Essex Contaminated Land Consortium's Land Affected by Contamination - Technical Guidance for Applicants and Developers (2014), provides detailed information on how to deal with land contamination. <del>8.65</del> <b><u>In accordance with this guidance,</u></b> <del>W</del>where sites are known to be contaminated, or where contamination is subsequently discovered, the Council will require any planning application to be accompanied by a detailed report appraising the levels and extent of contamination together with measures that will remediate the contamination. <del>This</del> <b><u>The guidance also</u></b> provides guidance on how planning conditions may be used to secure suitable remediation when dealing with planning applications where contaminated land is identified.</p> <p><del>8.66</del>—The adverse impact on the environment and quality of local groundwater or surface water should consider standards outlined in the ECC SuDS Design Guide (2016).</p> <p>8.67 Where insufficient information is submitted with a planning application for a contaminated, potentially contaminated or suspected contaminated site, the Council will take a precautionary approach when making a decision.</p> <p><b><u>Hazardous Substances and Installations</u></b></p> <p>8.69 The Planning (Hazardous Substances) Act 1990 aims to prevent major accidents and limit the consequences of such accidents. In considering <del>any planning applications</del> <b><u>proposals</u></b> for development which may involve hazardous substances, the Council will need to be completely satisfied that the proposal will not constitute a hazard to existing communities or the local environment. Similarly, existing consents will be an important consideration in the determination of sensitive uses such as housing. <del>In appropriate cases, t</del>The Council will <del>therefore</del> consult and liaise with the Health and Safety Executive <b><u>and other expert bodies, where necessary</u></b> to seek technical advice on the <b><u>potential</u></b> <del>to minimise potential risks</del> <b><u>of a proposal, and follow the required regulatory procedures as appropriate.</u></b> <del>8.74</del>—Similarly, it would be inappropriate to grant planning permission for <del>d</del>Development proposals to expand existing sites handling or processing hazardous substances <b><u>will not be granted</u></b> where this</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>would harm public safety. <del>Should a developer have reason to believe a development site is contaminated, they must consult the Council as early as possible before an application is submitted.</del></p> <p>8.70 Hazardous substances are defined by the Planning (Hazardous Substances) Regulations 1992. The Council is required to ensure that land use policies maintain and secure appropriate distances between establishments where hazardous substances are present, and residential areas, areas of public use and areas of national sensitivity or interest. <del>The Council considers that it would be inappropriate to locate new development on or near to establishments where hazardous substances are present where this would harm public safety.</del></p> <p>8.72 <del>Certain sites and pipelines are designated as notifiable installations by virtue of the quantities of hazardous substance stored or used. Similarly, W</del>where development is proposed within the consultation <b>zone</b> distance of notifiable <b>hazardous</b> installations, the Council is required to consult the Health and Safety Executive <b>and other expert bodies</b> on the suitability of that development in relation to the risks <del>that the notifiable installation might posed</del> <b>by the existing establishment</b> to the surrounding population. <b><u>Where such development could affect a sensitive natural area, Natural England must be consulted. Other regulatory procedures may apply as appropriate.</u></b></p>
MM80	225	Policy NE08  Paragraph 8.77	<p><i>Amend Policy NE08 to read:</i></p> <p>POLICY <del>NE08</del> <b>NE11</b>: FLOODLIGHTING AND ILLUMINATION</p> <p>A. Development proposals involving floodlighting or any other means of illumination (other than advertisements) will only be permitted where the scheme:</p> <p>a. is appropriate for the intended use and has been appropriately designed to <b>prevent light spillage limit</b> <del>inappropriate light direction and intensity;</del></p> <p>b. is energy efficient;</p> <p>c. provides the minimum level of light necessary to achieve its purpose;</p>



MM Ref	Page	Policy / para.	Proposed modifications
			d. uses an appropriate light spectrum and specification that will not be harmful to nocturnal wildlife or human health;
			e. <b><u>does not impact unacceptably on</u></b> minimises losses to the night sky and <b><u>or</u></b> does not give rise to any <b><u>unacceptable</u></b> increase in sky glow; and
			f. ensures the appearance <b><u>and design</u></b> of the installation when unlit is <b><u>sympathetic to the character and design of the development of which it forms part and will when lit</u></b> acceptable, provides adequate protection from glare and light spill particularly in sensitive locations, such as residential areas, sites of nature conservation interest, and have no <b><u>unacceptable</u></b> adverse effect on <b><u>visual</u></b> amenity, highway safety, landscape or <b><u>the</u></b> historic character <b><u>of the area</u></b> .
			B. Applicants will need to submit a full lighting strategy, proportionate to their application, specifying details of <b><u>external</u></b> lighting, <b><u>its</u></b> power and type, <b><u>the</u></b> overall level and distribution of illumination and times of operation. <b><u>Appropriate</u></b> conditions may <b><u>will</u></b> be imposed to restrict lighting levels and hours of use or require measures to be taken to minimise adverse effects <b><u>where reasonably necessary</u></b> .
			<i>Amend paragraph 8.77 to read:</i> Applicants should refer to the Institute of Lighting Engineers' guidance when considering the development and installation of lighting schemes. The Council will require a lighting strategy to accompany all full planning applications. The Council will require a lighting strategy to accompany all full planning applications <b><u>which include floodlighting or other forms of external illumination</u></b> .
MM81	226 - 231	Paragraphs 8.79 - 8.97 Policy NE09 Paragraphs 8.85 - 8.97	<i>Amend supporting text paragraphs 8.79 to 8.81 as introductory text to Policy NE09 to read as below; and move to Chapter 4, before paragraph 4.24.</i> Green Belt and Rural Development Green Belt Local Context 8.80 London Metropolitan Green Belt was established by the Town and Country Planning Act 1974 to control the outward spread of London into surrounding counties such as Essex, <del>to ensure the land it kept permanently open</del> . This designation has provided an important protection to the borough's

MM Ref	Page	Policy / para.	Proposed modifications
			<p>countryside. The Council strongly supports the continued preservation of the Metropolitan Green Belt, as the rural countryside setting is central to the borough's character, which has remained largely unspoilt. 8.79 Brentwood Borough Council comprises a main urban area with villages dispersed north and south of the main town. All built-up areas are entirely within the London Metropolitan Green Belt. Brentwood is circa 15,312 ha in area, of which 13,700 ha of land is currently designated as Green Belt (over 89% of the borough). Brentwood currently makes up approximately 2.83% of the overall London Metropolitan Green Belt area. This makes <b>With</b> Brentwood a borough with <b>being</b> the sixth highest Green Belt area in England. This significantly limits land available for development within the borough and has created the sharp contrast between urban and rural areas with little or no urban fringe.</p> <p>8.81 <b>However,</b> Given Brentwood's proximity to London and <b>good connectivity</b> the road network, there is huge demand and pressure for development. The Council has had to make some difficult, but informed decisions around the alternation of the Green Belt boundary, in line with national planning policy. <b><u>Through the Green Belt review process and alongside the Sustainability Appraisal process, exceptional circumstances were established to release a number of sites to meet housing, employment and Gypsy and Traveller needs, as described in Policy MG01 Managing Growth. The Policies Map illustrates the Green Belt boundary as established by this Local Plan, with defensible boundaries around the allocation sites.</u></b></p>
			<i>Delete paragraphs 8.82 to 8.84</i>
			<p><i>Amend Policy NE09 to read:</i></p> <p><b><u>STRATEGIC</u></b> POLICY NE09 <b><u>MG02</u></b>: GREENT BELT</p>
		A.	<p>The Metropolitan Green Belt within Brentwood Borough (as defined in the Brentwood Policies Map) will be preserved from inappropriate development so that it continues to maintain its openness and serve its key functions. <b><u>Planning permission will not be granted for inappropriate development in the Green Belt other than in very special circumstances.</u></b></p>
		B.	<p>All development proposals within the Green Belt will be considered <b><u>and assessed</u></b> in accordance with the provisions of <b><u>national planning policy</u></b>. the NPPF; development within the Green Belt will only be</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>permitted if it maintains the Green Belt's openness and does not conflict with the purposes of the Green Belt or harm its visual amenities. Planning applications will not be supported, and will be refused if they:</p> <p>a. are deemed to impact the five purposes of the Green Belt;</p> <p>b. do not contribute to the beneficial use of the Green Belt;</p> <p>c. are not considered appropriate development; and</p> <p>d. other material considerations apply.</p>
			<p>C. Consideration will be given to Gypsy and Traveller allocations within the Green Belt as long as it meets the requirements set out in Policy HP08 Regularising Suitable Existing Traveller Sites. <b><u>The Council will seek to enhance the beneficial use of the Green Belt to provide or improve access to it; to provide or enhance opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity and; to improve damaged and derelict land. Development proposals in or adjacent to the Green Belt (including those the subject of allocations in this plan) will be expected to include measures to achieve these objectives so far as it is possible and appropriate.</u></b></p>
			<p>D. <b><u>For site allocations which are being released from the Green Belt, development proposals should set out ways in which the impact of removing land from the Green Belt are to be offset through compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.</u></b> Consideration will also be given to planning applications related to not inappropriate sports and recreational facilities provided they meet the following criteria:</p> <p>a. the openness of the Green Belt is not compromised;</p> <p>b. in the situation for parking facilities, where appropriate, permeable surface should be considered to avoid surface water flooding;</p> <p>c. where the relocation and/or replacement of a sport and/or recreational building is being proposed, the building footprint is to be no larger than the existing footprint; and</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>d. <del>the proposal adheres to the policy requirements as set out in BE41 Open Space, Sport and Recreational Facilities.</del></p>
			<p>E. <del>Proposals related to sustainable energy technologies will be supported as long as it adheres to the requirements set out in this policy, Policy BE03 Carbon Reduction, Renewable Energy and Water Efficiency and Policy BE04 Establishing Low Carbon and Renewable Energy Infrastructure Network.</del></p>
			<p><i>Amend paragraphs 8.85 to 8.87 as supporting text after Policy NE09 to read:</i></p> <p>Purpose of the Green Belt</p> <p>8.85 The National Planning Policy Framework sets out the five main purposes of the Green Belt:</p> <ul style="list-style-type: none"> <li>i. to check the unrestricted sprawl of large built-up areas;</li> <li>ii. to prevent neighbouring towns merging into one another;</li> <li>iii. to assist in safeguarding the countryside from encroachment;</li> <li>iv. to preserve the setting and special character of historic towns; and</li> <li>v. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</li> </ul> <p>Encouraging the Beneficial Use of Green Belt</p> <p>8.86 The NPPF (2018 <b>2021</b>, paragraph 144 <b>145</b>) promotes the beneficial use of the Green Belt. It states that once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access, to provide opportunities for outdoor sport and recreation, to retain and enhance landscapes, visual amenity and biodiversity, or to improve damaged and derelict land. In Brentwood, there are many areas of the Green Belt which also perform other key environmental and recreational functions that must also be maintained in accordance with the relevant policies. For example, there are large areas of woodlands, golf courses, playing pitches, parks, extensive areas important for nature conservation including Hutton, Weald and Thorndon Country Parks, three Sites of Special Scientific Interest (SSSI) and 147 Local Wildlife Sites. There is also an extensive network of public rights of way providing public access to open</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>countryside. Enhancement of these features <b><u>will be supported in line with Strategic Policy MG02 Green Belt</u></b>, is welcomed to maintain the beneficial use of the Green Belt.</p> <p>8.87 Furthermore, the NPPF states that any development proposals within Community Forests in the Green Belt should be subject to the normal policies for controlling development in Green Belts. The Thames Chase Community Forest reaches across much of the south western area of the borough. The Thames Chase Community Forest offers a valuable opportunity for improving the environment by upgrading the landscape and providing for recreation and wildlife and this will be supported in line with national policy and guidance. <del>The Council will encourage the beneficial use of the Green Belt, through opportunities to improve access, outdoor sport and recreation; retain and enhance landscapes, visual amenity and biodiversity; or improve damaged and derelict land.</del></p>
			<p><i>Delete paragraphs 8.88 to 8.92</i></p>
			<p><i>Insert new paragraph after 8.87 to read:</i></p> <p>Proposals Affecting the Green Belt</p> <p><b><u>All Proposals coming forward in non-allocated Green Belt locations will be assessed in accordance with Strategic Policy MG02 Green Belt and national policy on Green Belt. Development will be considered inappropriate and refused unless very special circumstances are demonstrated and/or where the exceptions apply, in line with paragraph 145 and 146 of the NPPF. One of the Council’s objectives is to support the rural economy and sustainability of villages. Where proposals align with these exceptions, proposals will be supported.</u></b></p>
			<p><i>Delete paragraph 8.93 to 8.97</i></p>
MM82	231 - 241	Policy NE10 - NE15 Paragraph 8.98 - 8.127	<p><i>Delete Policy NE10 - NE15 and paragraph 8.98 - 8.127</i></p>

## Chapter 9

MM Ref	Page	Policy / para.	Proposed modifications
MM83	243 - 244	Paragraph 9.1 Paragraph 9.2 Paragraph 9.7 Paragraph 9.17	<p><i>Amend paragraph 9.1 to read:</i></p> <p>Site allocations listed in this chapter reflect the spatial strategy and strategic objectives. <b><u>The allocations in this chapter contain specific, sometimes additional, requirements to those set out in Chapter 5-8. All site allocations are depicted on the Policies Map of the Local Plan.</u></b></p> <p><i>Amend paragraph 9.2 to read:</i></p> <p>Each policy follows a similar format, providing the basis for how development is expected to come forward and key considerations. <b><u>While these site policies detail specific requirements for each allocation site, these requirements will apply along with all other relevant policy requirements in this Local Plan unless the site specific requirements differ.</u></b> The following sub-headings are included for each site:</p> <p>[...]</p>
			<p><i>Amend paragraph 9.7 to read:</i></p> <p>This chapter is split according to strategic sites and non-strategic <b><u>allocation</u></b> sites for both housing <b><u>residential-led</u></b> and employment development. <b><u>Residential-led allocation sites will deliver predominantly residential dwellings along with any necessary infrastructure. The Strategic Allocations also include other primary uses, such as employment and community infrastructure and are therefore referred to as Residential-Led, Mixed-use sites. In summary, the sites are:</u></b> are listed as follows:</p> <p>Strategic Housing <b><u>Residential and Mixed-Use</u></b> Allocations:</p> <ul style="list-style-type: none"> <li>• R01 Dunton Hills Garden Village Strategic Allocation</li> <li>• R02 Land at West Horndon Industrial Estate, West Horndon</li> <li>• R03 Land North of Shenfield, Shenfield</li> <li>• R04 &amp; R05 Ford Headquarters and Council Depot, Warley</li> </ul> <p>Housing <b><u>Residential-led</u></b> Allocations:</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<ul style="list-style-type: none"> <li>• R06 Land at Nags Head Lane, Brentwood</li> <li>• R07 Sow and Grow Nursery, Pilgrims Hatch</li> <li>• R08 Land at Mascalls Lane, Warley</li> <li>• R09 Land at Warley Hill, Warley</li> <li>• R10 Brentwood Railway Station Car Park, Brentwood</li> <li>• R11 Westbury Road Car Park, Brentwood</li> <li>• R12 Land at Hunter House, Brentwood</li> <li>• R13 Chatham Way Car Park, Brentwood</li> <li>• R14 William Hunter Way car park, Brentwood</li> <li>• R15 Wates Way Industrial Estate, Brentwood</li> <li>• R16 &amp; R17 Land off Doddinghurst Road, Pilgrims Hatch and Brentwood</li> <li>• <del>R18 Land off Crescent Drive, Shenfield</del></li> <li>• R19 Land at Priests Lane, Shenfield</li> <li>• <del>R20 The Eagle and Child Public House, Shenfield</del></li> <li>• R21 Land South of Ingatestone, Ingatestone</li> <li>• R22 Land Adjacent to the A12, Ingatestone</li> <li>• R23 Brizes Corner Field, Kelvedon Hatch</li> <li>• R24 Land off Stocks Lane, Kelvedon Hatch</li> <li>• R25 Land North of Woollard Way, Blackmore</li> <li>• R26 Land North of Orchard Piece, Blackmore</li> </ul>
			<p><i>Amend paragraph 9.17 to read:</i></p> <p>9.17 The policy framework is set out as one policy in <b>two parts</b> <del>three</del> interrelated <del>policies</del> <u>domains</u>:</p> <p>i. <b>The Strategic Allocation</b> – describing the overarching site requirements and land use parameters;</p> <p>ii. <b>The Spatial Design Masterplanning, Delivery and Legacy</b> – prescribing the physical components needed to deliver the necessary quality for a healthy, liveable and sustainable village; <del>and</del> <del>iii. The Delivery Approach and Legacy Management</del> – setting out the expectations for how the delivery of the scheme should be <del>approached</del> <b>achieved</b> to embed an ethos of co-design and participation, timely and good governance in delivery, and an embedded legacy management of the village assets.</p>
MM84	252 - 253	Policy R01(I)	<p><i>Amend Policy R01(I) to read:</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>A-<u>1.</u> In line with Policy SP02 <u>MG01</u>, land at Dunton Hills (east of the A128, south of the A127 and north of the C2C railway line, approximately 259.2 ha in size) is allocated for residential-led <u>mixed-use</u> development to deliver Dunton Hills Garden Village.</p>
			<p>B-<u>2.</u> The development will deliver a mix of uses to comprise around <u>1,650</u> <del>2,770</del> homes in the plan period (as part of an overall indicative capacity of around 4,000 homes, <u>the remainder</u> to be delivered beyond 2033) together with the necessary community, <u>retail and</u> employment <u>development and</u>, <del>utility,</del> <u>comprehensive infrastructure</u> to support a self-sustaining, thriving and healthy garden village.</p>
			<p>C. <del>Successful development of the site allocation will require:</del></p>
			<p>a-<u>3.</u> <del>to be underpinned by Garden Community principles and qualities;</del> <u>The development proposals shall accord with all other relevant policies in this Plan (including the master planning and delivery requirements of R01(ii)).</u></p>
			<p>b. <del>proposals to creatively address the key site constraints and sensitively respond to the unique qualities and opportunities afforded by the historic and environmental setting to deliver a distinctive and well designed garden village in line with the Vision and Strategic Aims and Objectives for Dunton Hills Garden Village; and</del></p>
			<p>c. <del>a holistic and comprehensive locally led masterplan and design guidance to be developed, co-designed with relevant stakeholders to frame and guide the consistent quality and delivery across the site by different contractors over the delivery period.</del></p>
			<p>D. <del>The proposed development will be required to deliver all the necessary supporting spatial components and infrastructure to address the specific site constraints, potential impacts of development and harness the site opportunities as set out by the strategic Dunton Hills aims and objectives. Permission for mixed-use development will be granted subject to the parameters and components specified below:</del></p>
			<p><u>Housing Mix</u></p>
			<p>a-<u>4.</u> <u>Development proposals shall deliver</u> <del>delivery of at least 2,770 dwellings in the plan period providing a balanced</del> <u>an appropriate</u> variety of housing typologies <u>types</u> and tenures <u>in accordance with the</u></p>



MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>Borough's identified needs and the specific needs of Dunton Hills Garden Village. They shall</u></b>  <del>and</del> includes <b><u>the</u></b> provision of:</p>
			<p><b><u>a.</u></b> self-build <b><u>and custom build</u></b> plots in <del>line</del> <b><u>accordance</u></b> with Policy HP01;</p>
			<p><b><u>b.</u></b> specialist accommodation <b><u>including three care homes of around 80 beds each, or an appropriate mix of specialist accommodation to meet identified needs,</u></b> in <del>line</del> <b><u>accordance</u></b> with Policy HP04;  <del>and</del></p>
			<p><b><u>c.</u></b> affordable housing in <del>line</del> <b><u>accordance</u></b> with Policy HP05; <b><u>and</u></b></p>
			<p><del>b-d.</del> the provision of a minimum of 5 serviced Gypsy and Traveller pitches, <b><u>the location of the pitches and the timing of their provision to be identified in the masterplan</u></b> <del>in line with Policy HP07(b).</del></p>
			<p><b><u>Employment Development</u></b></p> <p><del>c-5.</del> <b><u>land (5.5 ha) for Development proposals shall deliver around 5.5 hectares of employment development distributed across the village that may include office, light industrial and research and development uses coming within use class E and other employment development that is complementary to, and compatible with, the residential development that is complementary to, and compatible with, the residential development.</u></b> <del>space (in line with Policy PC03) to accommodate a creative range of employment uses suitable for a vibrant village within and a predominantly residential area, including use class A1-A5 and appropriate B class uses;</del></p>
			<p><b><u>Main Town Centre Uses</u></b></p>
			<p><b><u>6.</u></b> <b><u>Development proposals shall deliver main town centre uses in the form of a district shopping centre and such additional local centres (in accordance with Policy PC04) as may be appropriate in order to optimise the self-sufficiency of the village. These centres shall also include the community and health facilities and related infrastructure necessary to support the village's residential and working community.</u></b></p>
			<p><b><u>Schools and Nurseries</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>7.</u></b> <b><u>Development proposals shall make provision for:</u></b></p>
			<p><del>d.</del> <b><u>a.</u></b> land (circa 7.9 hectares) for a co-located secondary school (Use Class D1); <b><u>a site for one secondary school (Class F1) (around 7.9 hectares) with capacity to co-locate one primary school and one early years and childcare nursery facility;</u></b></p>
			<p><del>e.</del> <b><u>b.</u></b> land (circa 2.1 hectares each) for two co-located primary school and early years and childcare nurseries (Use Class D1); <b><u>sites for an additional two primary schools with sufficient capacity to co-locate early years and childcare nursery facilities (around 2.1 hectares each);</u></b></p>
			<p><b><u>c.</u></b> <b><u>a site for a further primary school with capacity to co-locate early years and childcare nursery facilities (around 2.1 hectares) in the eventuality primary education provision is not co-located with the secondary school; and</u></b></p>
			<p><del>f.</del> <b><u>d.</u></b> land (circa 0.13 hectares) for two <b><u>An additional</u></b> stand-alone early years and childcare nursery <b><u>(around 0.13 hectares).</u></b> (Use Class D1);</p>
			<p><del>g.</del> <b><u>e.</u></b> community and health infrastructure proportional to the scale of development, and in line with best practice principles of healthy design;</p> <p><b><u>Green and Blue Infrastructure</u></b></p>
			<p><del>h.</del> <b><u>8.</u></b> green and blue infrastructure to be a minimum of <b><u>Not less than</u></b> 50% of the total land <b><u>allocated</u></b> area <b><u>shall comprise green and blue infrastructure which should, so far as possible, be of a multi-functional nature.</u></b></p>
			<p><del>i.</del> provision in the form of a 'District Shopping Centre' with additional Local Centre(s) in line with Policy PC08, as appropriate to the scale and phasing of the development.</p>
			<p><b><u>Mobility Hub</u></b></p>
			<p><del>j.</del> <b><u>9.</u></b> the provision of new and enhanced transport infrastructure to mitigate the impacts of development and to support sustainable modes of transport to travel to ensure connectivity to key destinations, increase transport choice, support changes in travel behaviour, and to minimise the impact of traffic on the local</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>and wider network, in line with Policy BE16 and as detailed in R01(ii) G-J; <b><u>Development proposals shall make provision for a mobility hub that should relate well to the district centre.</u></b></p>
			<p>k. <del>strategically designed and appropriately phased infrastructure, employing the most up to date technologies to ensure a smart, sustainable and a resilient basis for drainage and flood management in line with Policy BE08; water management including potable/ non-potable and opportunities for grey water harvesting in line with BE03; efficient and cost saving energy networks in line with Policy BE04; superfast broadband in line with Policy BE10.</del></p>
MM85	254 - 267	Policy R01 (II) Policy R01 (III) Paragraph 9.24 Paragraph 9.32 Paragraph 9.44 Paragraph 9.45 Paragraph 9.72 Paragraph 9.76	<p><i>Delete Policy R01(III).</i></p> <p><i>Replace policy R01 (II) with the following:</i></p> <p><b><u>A. MASTER PLANNING, DESIGN AND LAYOUT</u></b></p> <p><b><u>1. All development proposals in relation to the site shall be in accordance with an approved masterplan. The masterplan shall relate to the whole of the allocated site and be produced in consultation with local communities and all relevant stakeholders and shall include a statement that sets out how community and stakeholder involvement has influenced the design and layout of the submitted scheme and its intended delivery. The masterplan shall be submitted to the Council for its approval as part of the initial application for planning permission.</u></b></p> <p><b><u>2. The Masterplan shall:</u></b></p> <p>a. <b><u>be locally led with the community and relevant stakeholders, in accordance with the Statement of Community Involvement;</u></b></p> <p>b. <b><u>show the intended overall design and layout of the development and the proposed distribution and location of uses across the allocated site which shall accord with, be based upon and promote, garden community principles;</u></b></p> <p>c. <b><u>demonstrate how heritage assets and their settings will be sympathetically and appropriately integrated into the development taking into account the requirements of para.3 (j) and (k) below;</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<ul style="list-style-type: none"> <li>d. <u>identify the proposed transport links, including access to the site and main internal highway links, and principal walking, cycling and bridle links (including links to the surrounding network);</u></li> <li>e. <u>show all structural landscaping and the treatments to be provided (including boundary treatments and measures to ensure visual separation from Basildon);</u></li> <li>f. <u>incorporate a green and blue infrastructure (GBI) plan which is informed by a comprehensive wildlife and habitat survey and heritage and landscape character assessments;</u></li> <li>g. <u>show all intended links to the surrounding footpath and cycleway network and indicate potential footpath and cycleway links towards Basildon from the east of the allocated site;</u></li> <li>h. <u>show how development will safeguard, maintain and, where possible, enhance key views in and across the allocated site;</u></li> <li>i. <u>provide for convenient pedestrian and cycle links through the allocated site towards West Horndon Station;</u></li> <li>j. <u>show how the development will incorporate the full range of sustainable transport measures, including dedicated bus services and the location and nature of a mobility hub;</u></li> <li>k. <u>identify the locations and forms of the district and local centres, including the community and healthcare facilities to be provided within them; and</u></li> <li>l. <u>include a phasing and implementation plan which should secure the phasing of development across the whole of the allocated site to ensure that the development will be carried out in a manner that co-ordinates the implementation and timely delivery of such on and off-site infrastructure as shall be necessary to support each phase of the development and to ensure that:</u> <ul style="list-style-type: none"> <li>i. <u>its impacts are satisfactorily and appropriately mitigated;</u></li> <li>ii. <u>there are adequate supporting facilities (including access to adequate green and blue infrastructure, leisure and sporting facilities, shops, health, community and educational</u></li> </ul> </li> </ul>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>facilities) that will allow the early establishment of a self-sufficient and cohesive community; and</u></p> <p>iii. <u>occupiers have an appropriate range of sustainable travel options at their disposal, including access to bus services and the cycle and pedestrian link to West Horndon Station.</u></p>
			<p><b><u>3. Development proposals should:</u></b></p> <p>a. <u>ensure that detailed design and layout take into account the guidance contained in an adopted Garden Village Design Supplementary Planning Document;</u></p> <p>b. <u>ensure that the distinct spatial, landscape and heritage qualities of the site and its surroundings are maintained or enhanced;</u></p> <p>c. <u>ensure that the design of neighbourhoods is such that they are harmoniously integrated to form an overall Dunton Hills Garden Village identity and distinctiveness;</u></p> <p>d. <u>combine to provide an appropriate range of densities across the site to ensure a compact and highly networked, walkable and fine-grained environment with a highly connected street-based layout that encourages walking and cycling;</u></p> <p>e. <u>provide, or relate appropriately to, well-located multi-functional green infrastructure to promote safe, and attractive environments for leisure, informal and adventure play areas, recreational and sporting activity with appropriate levels of surveillance;</u></p> <p>f. <u>promote coherent signposted internal footpath and cycleway routes that provide, where appropriate, links to the surrounding network with sympathetic transitions between the rural and urban environment;</u></p> <p>g. <u>provide or contribute to a highly connected and biodiverse ecological network that incorporates existing habitats of value and natural features and, wherever possible and appropriate, the enhancement of existing, or the creation of new, habitats; and</u></p> <p>h. <u>provide an appropriate level of formal sports pitches and facilities to meet the evolving needs of the community;</u></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<ul style="list-style-type: none"> <li>i. <u>ensure the public right of way (PRoW) network is retained and enhanced;</u></li> <li>j. <u>take into account the findings of the Council’s Heritage Impact Assessment for Dunton Hills Garden Village and the applicant’s own heritage impact assessment and demonstrate what measures have been taken to sustain the significance of any affected designated and non-designated heritage asset and its setting, whether on or off-site and, wherever possible and appropriate, include other measures to provide enhancements to their settings; and</u></li> <li>k. <u>take into account the results of a programme of archaeological evaluation based upon a geophysical survey of the development area.</u></li> </ul>
			<b><u>B. DELIVERY AND LEGACY</u></b>
			<b><u>1. The development shall be delivered in accordance with the phasing and implementation plan</u></b>
			<b><u>2. A mobility hub shall be delivered prior to the first occupation of the development with provision for its enhancement and expansion during later phases to be secured through a planning obligation.</u></b>
			<b><u>3. Where directly related to Dunton Hills Garden Village applicants will be required to make necessary, appropriate and reasonable financial contributions via planning obligations towards:</u></b> <ul style="list-style-type: none"> <li>a. <u>off-site highway infrastructure improvements as may be necessary and reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes) unless, in the case of the A127/128 junction, the applicant enters into a s.278 Agreement for its timely construction, if more appropriate;</u></li> <li>b. <u>necessary bus services to nearby school facilities prior to the delivery of on-site school facilities which services shall be secured before first residential occupation of the development;</u></li> <li>c. <u>phased improvements to West Horndon Station in accordance with policy BE08 to increase its capacity and utility in line with anticipated demand generated by each phase the development;</u></li> </ul>

MM Ref	Page	Policy / para.	Proposed modifications
			d. <u>off-setting improvements to the Hartswood Golf Course.</u>
			4. <u>Appropriate restrictions on the occupation of the development will be imposed subject to the carrying out and completion of necessary highway works to secure safe and convenient access to the site, including any necessary improvements to the A128 corridor.</u>
			5. <u>Proposals shall include a supporting statement which addresses the long-term governance and stewardship arrangements (including the management, maintenance and renewal) of the green and blue infrastructure, the public realm, community and other relevant public facilities. Planning obligations will be sought to secure the long term funding, maintenance and stewardship of the assets where necessary.</u>
			6. <u>Proposals shall include a supporting statement that includes initiatives to ensure that new jobs created are offered to local people, as far as may be reasonably possible.</u>
			<p><i>Amend para 9.24 to read:</i></p> <p><b><u>The Council will adopt the Dunton Hills Garden Village Design Supplementary Planning Document to give guidance to subsequent applications.</u></b> The sections that follow elaborate on the spatial vision and policy requirements <b><u>which should be incorporated into the masterplan and any subsequent applications.</u></b> <del>This</del> <b><u>The</u></b> vision for Dunton Hills Garden Village was defined following two Design Review workshops with Design Council CABE in 2016, as well as a broad analysis of site constraints and opportunities.</p>
			<p><i>Amend paragraph 9.32 to read:</i></p> <p>Delivering great, affordable homes will be key to making the village distinctive and desirable. At least <b><u>1,650</u></b> <del>2,770</del> homes are planned within the Plan period, with an indicative capacity of around 4,000 <b><u>(with the remainder</u></b> to be delivered after 2033, subject to further feasibility and assessment of impact). Homes, like the public realm, should be well designed and provide a range of choice (dwelling sizes, tenure) to encourage a balanced community from all stages of life to form.</p>
			<p><i>Insert new paragraph after paragraph 9.35 to read:</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>In accordance with the Golf Course Needs Assessment and the Golf Feasibility Assessment, the loss of entry level golf at Dunton Hills Garden Village should be mitigated by an appropriate financial contribution being secured through a planning obligation that would be used towards enhancements to the Borough Council’s Hartwood Golf Course.</u></p>
			<p><i>Amend paragraph 9.44 to read:</i></p> <p>The creative interweaving of productive landscapes within the GBI network will be favourably considered. The agricultural heritage of the site also provides a distinctive cultural context to inspire green infrastructure with a focus on food production and foraging as alternatives to grassed verges; while grass verges are well-loved in garden communities, alternatives or additional elements, such as sensory street verges through the use of, for example, culinary herbs or linear orchards could also add another dimension to the much-loved and expected tree-lined and green verge-lined residential avenues. <u>Allotments and open space should be provided in accordance with Policy NE05 and NE06</u> <del>Some allotments should be created for any residential properties which may not have a garden.</del></p>
			<p><i>Add new para after title Designated &amp; Non-designated heritage assets, before para 9.45, to read:</i></p> <p><u>The site contains and is surrounded by the following listed buildings, designated heritage assets and non-designated heritage assets as set out in the Heritage Impact Assessment:</u></p> <ul style="list-style-type: none"> <li>• <u>Dunton Hills (Grade II listed building) on-site;</u></li> <li>• <u>Dunton Hall (Grade II listed building) off-site;</u></li> <li>• <u>Church of St Mary (Grade II listed building) off-site;</u></li> <li>• <u>Church of All Saints (Grade II* listed building) off-site;</u></li> <li>• <u>Nightingale Hall (non-designated) on-site;</u></li> <li>• <u>Nightingales Lane (non-designated) on-site;</u></li> <li>• <u>Windmill – site of (non-designated) on-site;</u></li> <li>• <u>Cottages at entrance to golf course (non-designated) on-site.</u></li> </ul> <p><u>Development proposals will be considered by reference to the requirements of Policy BE16 and the specific requirements of R01(ii).</u></p>



MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Amend paragraph 9.72 to read:</i></p> <p>Strategic Objective DH02b (all through learning) will deliver an exemplar all through school with a design that fosters a learning environment for all <b>education facilities that meet the needs of all</b> types of learners and through life, from nursery through to adult learning opportunities.</p>
			<p><i>Amend paragraph 9.76 to read:</i></p> <p>Equally however, the village centre(s) themselves should provide opportunities for localised employment, to ensure a thriving local economy ensues. The spaces should be designed to flexibly accommodate A1-A5 use classes as well as appropriate B4 <b>Class E and other employment development</b> and other community spaces <b>that are complementary to, and compatible with, the residential development</b>, thinking particularly about the entrepreneurial potential of the area.</p>
MM86	269 - 271	Policy R02 Paragraph 9.90 Paragraph 9.95	<p><i>Amend Policy to read:</i></p> <p>Land at West Horndon Industrial Estate, as shown in Appendix 2, is allocated for residential <b>led mixed use</b> development. Development proposals should consider the following:</p> <p><b>A.1.</b> Amount and Type of Development</p> <p><b><u>Development should provide:</u></b></p> <p>a. provision for around 580 new homes of mixed size and type, including affordable housing;</p> <p>b. provision for a residential care home (<b>around 60 bed residential care home or an appropriate mix of specialist accommodation to meet identified needs, in accordance with policy HP04.</b> scheme as part of the overall allocation);</p> <p>c. provision for 5% self-build and custom build housing across the entire allocation area; and</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>d. <del>provision of</del> <b>around</b> 2ha of land for employment purposes <b><u>which may include light industrial, offices, research and development (within class E) or other sui generis employment uses which are compatible with the residential development.</u></b> and</p>
			<p>e. <b><u>retail, commercial and leisure floorspace sufficient to meet the needs of the new community;</u></b></p>
		B.2.	Development Principles
			<p><b><u>Proposals should:</u></b></p>
			<p>a. <b><u>be accompanied by a</u></b> comprehensive masterplan and phasing strategy to <del>be prepared and considered as planning application</del> <b><u>inform detailed proposals as they</u></b> comes forward;</p>
			<p>b. <b><u>provide</u></b> vehicular access via Station Road and Childerditch Lane;</p>
			<p>d. <b><u>create</u></b> <del>creating</del> a new village centre, connected by sustainable links to West Horndon station, and which comprises retail and supporting community facilities;</p> <p><b><u>provide</u></b> new and enhanced links with West Horndon station and the wider area; and</p>
			<p>e. provide well-connected internal road layouts which allow for good accessibility;</p>
			<p>f. <b><u>provide</u></b> <del>provision for</del> new multi-functional green infrastructure, including public open space <b><u>in accordance with Policies NE02 and NE05;</u></b></p>
			<p>g. provide for appropriate landscaping and buffers along sensitive boundary adjoining the railway line; <b><u>and</u></b></p>
			<p><b><u>h. any future development should sustain and where possible enhance the significance of the Scheduled former parish church and churchyard of St Nicholas, the Grade II* listed Registered Park and Garden of Thorndon Hall, and the Thorndon Park Conservation Area and their settings.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><del>C.3.</del> Infrastructure Requirements</p> <p>a. provision <del>of</del> for improved bus service;</p> <p>b. provision <del>of</del> for health facilities; and</p> <p>c. <del>as</del> the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue <b><u>should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></b></p>
			<p><b><u>4. Infrastructure Contributions</u></b></p> <p><b><u>a. Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p> <p><b><u>b. off-site highway infrastructure improvements as may be reasonably required by National Highways (M25, J28 and J29) and Essex County Council (A127/B186) in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></b></p> <p><b><u>c. necessary bus services to secondary school facilities prior to the delivery of secondary school at Dunton Hills Garden Village, which services shall be secured before first residential occupation of the development;</u></b></p> <p><b><u>phased improvements to West Horndon Station in accordance with policy BE08 to increase its capacity and utility in line with anticipated demand generated by each phase the development.</u></b></p>
			<p><i>Amend second sentence of paragraph 9.90 to read:</i></p> <p>The site will provide for around 580 homes, anticipated to be delivered between 2021/22 and <b><u>2026/27 and 2032/33.</u></b></p>
			<p><i>Delete paragraph 9.94</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>New paragraph to be inserted after paragraph 9.95 to read:</i></p> <p><b><u>Development of this site will need to sustain and, where opportunities arise, enhance the Scheduled former parish church and churchyard of St Nicholas, the Grade II* listed Registered Park and Garden of Thorndon Hall, and Thorndon Park Conservation Area and their settings.</u></b></p>
MM87	271 - 273	Policy R03 Paragraph 9.98 Paragraph 9.100 Paragraph 9.104 Paragraph 9.105	<p><i>Amend Policy R03 to read:</i></p> <p>Land north of Shenfield, <del>as shown in Appendix 2,</del> known as Officer's Meadow and surrounding land is allocated for residential <b><u>led mixed-use</u></b> development. <del>Development proposals should consider the following:</del></p> <p><b><u>A.1.</u></b> Amount and Type of Development</p> <p><b><u>Development should provide:</u></b></p> <p>a. <del>provision for around 825 new homes of mixed size and type, including affordable housing</del></p> <p>b. <del>provision of land (circa</del> <b><u>around 2.1 hectares) of land</u></b> for a co-located primary school and early years and childcare nursery <del>(Use Class D1);</del></p> <p><del>provision for a residential care home (around 60 bed</del> <b><u>residential care home or an appropriate mix of specialist accommodation to meet identified needs, in accordance with policy HP04.</u></b> <del>scheme as part of the overall allocation);</del></p> <p>c. <del>provision for 5% self-build and custom build housing across the entire allocation area; and</del></p> <p>d. <del>provision of</del> <b><u>around 2ha</u></b> of land for employment purposes <b><u>which may include light industrial, offices, research and development (within class E) or other sui generis employment uses which are compatible with the residential development.</u></b></p> <p><b><u>B.2.</u></b> Development Principles</p> <p><b><u>Proposals should:</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>a. <del>be accompanied by a</del> comprehensive masterplan and phasing strategy to <del>be prepared and considered as planning applications</del> <b><u>inform detailed proposals as they</u></b> come forward;</p> <p>b. <del>site is identified as a key gateway location and development should</del> <b><u>be of a design quality and layout that reflect reflects</u></b> this in terms of design quality particularly <b><u>its key gateway location, particularly</u></b> on land near to Junction 12, A12;</p>
			<p>c. <b><u>provide</u></b> vehicular access via Chelmsford Road (A1023) and Alexander Lane;</p>
			<p>d. <b><u>allow if possible</u></b> <del>potential</del> for <del>the</del> diversion of Alexander Lane <b><u>to creating create</u></b> a quiet lane for pedestrians and cyclists, with the provision for new and improved route through the development site linking to Chelmsford Road;</p>
			<p>e. <del>enhancing sustainable links</del> <b><u>enhance walking, cycling and public transport services</u></b> with Shenfield station and local services and facilities in the wider area, <b><u>including Brentwood Town Centre</u></b>;</p>
			<p>f. provide well-connected internal road layouts which allow for good accessibility;</p>
			<p>g. <del>provision</del> <b><u>provide</u></b> new multi-functional green infrastructure including public open <b><u>space in accordance with Policies NE02 and NE05</u></b>;</p>
			<p>h. maintain and enhance Public Rights <del>s</del> of Way within the site and to the wider area; <del>and</del></p>
			<p>i. protect and where appropriate enhance the Local Wildlife Site (Arnold's Wood);</p>
			<p>j. provide for appropriate landscaping and buffers along sensitive boundaries adjoining the A12 and railway line;</p>
			<p><b><u>k. maintain the same amount of existing playing field provision on site or, where this cannot be achieved, provide replacement playing fields (including supporting ancillary facilities) of equivalent or better provision in terms of quantity and quality in a suitable location prior to commencement of development on the playing field. Any replacement playing field provision</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>should not prejudice Shenfield High School or the community from meeting their playing pitch needs; and</u></p>
			<p><u>l. be designed to ensure a coherent functional relationship with the existing development, which should be well integrated into the layout of the overall masterplan.</u></p>
			<p><del>C.3.</del> Infrastructure Requirements</p>
			<p><u>Proposals should:</u></p>
			<p>a. provide pedestrian and cycle crossing points across Chelmsford Road (A1023) where appropriate; <b>and</b></p>
			<p>b. <del>provision for</del> <b>provide an</b> improved bus service.; <b>and</b></p>
			<p>c. <b>as</b> the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue <b>should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</b></p>
			<p><u>4. Infrastructure Contributions</u></p>
			<p><u>a. Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></p> <p><u>off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></p>
			<p><u>b. 'quietway' cycle routes connecting transfer hubs to schools in Brentwood Town Centre.</u></p>
			<p><i>Insert an additional paragraph before paragraph 9.98 to read:</i></p> <p><u>This policy does not apply to the existing properties that existed prior to the adoption of the Plan.</u></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Amend paragraph 9.100 as follows:</i></p> <p>Given the scale of development, a wide range of new community services and facilities including a new co-located primary school and early years and childcare nursery, open space and play facilities are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development.</p>
			<p><i>Delete paragraph 9.104</i></p>
			<p><i>Amend paragraph 9.105 to read</i></p> <p>The development will be required to provide appropriate habitat mitigation and creation, and appropriate buffers to the Local Wildlife Site (Arnold's Wood). <del>As the site is located within a Critical Drainage Area early consultation with the Lead Local Flood Authority (Essex County Council) will be required to determine appropriate mitigation which should be incorporated into the overall design of the scheme.</del> <b><u>The site falls within the Shenfield CDA and is at potential risk of flooding from surface water as show on the EAs Risk of Flooding From Surface Water Maps. Any development within this area should be directed away from areas of existing flooding and where possible should try to have a positive impact on existing areas of flood risk downstream of the development. Early Engagement with the LLFA in this area is critical to ensure that existing and potential flood risk is properly managed.</u></b></p>
MM88	274 - 275	Policy R04 and R05 Paragraph 9.106 Paragraph 9.110	<p><i>Amend the Policy R04 and R05 to read:</i></p> <p>Policy R04 and R05: Ford Headquarters and Council Depot</p> <p>The Ford Headquarters and Council Depot, Warley, <del>as shown in Appendix 2,</del> is allocated for residential-<b><u>led, mixed-use development</u></b>. Development proposals should consider the following:</p> <p>A-<b><u>1.</u></b> Amount and Type of Development</p> <p><b><u>Development should provide:</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			a. <del>provision for around 473</del> <b>133</b> new homes of mixed size and type, including affordable housing;
			b. <del>provision for a residential care home (around 60 bed</del> <b>residential care home or an appropriate mix of specialist accommodation to meet identified needs, in accordance with policy HP04.</b> <del>scheme as part of the overall allocation);</del>
			c. <del>provision for 5% self-build and custom build</del> <b>housing</b> across the entire allocation area; and
			d. <del>provision of</del> <b>around</b> 2ha of land for employment purposes <b>which may include light industrial, offices, research and development (within class E) or other sui generis employment uses which are compatible with the residential development.</b>
			<del>B.2.</del> Development Principles
			<b><u>Proposals should:</u></b>
			a. <b><u>be accompanied by a</u></b> comprehensive masterplan and phasing strategy to <del>be prepared and considered as planning applications</del> <b><u>inform detailed proposals as they</u></b> come forward;
			b. <b><u>provide</u></b> vehicular access via Eagle Way and The Drive;
			c. provide well-connected internal road layouts which allows for good accessibility;
			d. integrate existing community facilities within new development <del>provision for new multi-functional green infrastructure including public open space;</del>
			e. <b><u>provide for new multi-functional green infrastructure including public open space in accordance with Policies NE02 and NE05;</u></b>
			f. <del>consideration of historic context for the area;</del> <b><u>any future development should sustain and where possible enhance the significance of the Grade II listed Blenheim House and the Chapel of the Royal Anglian and Essex Regiments and their settings;</u></b>



MM Ref	Page	Policy / para.	Proposed modifications
			<p><del>g.</del> preserve the setting of two listed buildings on adjoining land to the west; and</p>
			<p><del>h.</del> <b>g.</b> protect and where appropriate enhance the Local Wildlife Sites (Barrack Wood/Donkey Lane Plantation); <b><u>and</u></b></p>
			<p><del>i.</del> <b>h.</b> <b><u>provide an improved bus service.</u></b></p>
			<p><del>C.</del> <b>3.</b> Infrastructure Requirements <b><u>Drainage</u></b></p>
			<p><del>a.</del> Provision for improved bus service; and</p>
			<p><del>b.</del> <b><u>As</u></b> the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue <b><u>should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></b></p>
			<p><b><u>4.</u></b> <b><u>Infrastructure Contributions</u></b></p>
			<p><b><u>a.</u></b> <b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p> <p><b><u>off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></b></p>
			<p><b><u>b.</u></b> <b><u>'quietway' cycle routes connecting transfer hubs to schools in Brentwood Town Centre.</u></b></p>
			<p><i>Amend second sentence of paragraph 9.106 to read:</i></p> <p>The site will provide for around 473 <b><u>133</u></b> homes, anticipated to be delivered between <del>2024/25 and 2032/33</del> <b><u>2022/23 and 2024/25.</u></b></p>
			<p><i>Delete paragraph 9.109</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Amend paragraph 9.110 of supporting text to read:</i></p> <p><b><u>Development of this site will need to sustain and, where opportunities arise, enhance the Grade II listed Blenheim House and the Chapel of the Royal Anglian and Essex Regiments and their settings. This development should be of high quality design.</u></b> The historic context of the site including previous use by the Essex Regiment and current use by Ford Motor Company provides an opportunity to promote local history</p>
MM89	276 - 277	Policy R06 Paragraph 9.113 Paragraph 9.115	<p><i>Amend Policy R06 to read:</i></p> <p>Land off Nags Head Lane, Brentwood, <del>as shown in Appendix 2,</del> is allocated for housing development around 125 new homes. <del>Development proposals should consider the following:</del></p> <p><del>A.</del></p> <p><del>Amount and Type of Development</del></p> <p><del>a.</del></p> <p><del>provision for around 125 new homes of mixed size and type.</del></p> <p><del>B.1.</del> Development Principles</p> <p><b><u>Proposals should:</u></b></p> <p>a. <b><u>provide</u></b> vehicular access via Nags Head Lane</p> <p>b. <del>provision</del> <b><u>provide</u></b> for <b><u>good</u></b> pedestrian and cycle connections <b><u>to routes identified within the Brentwood Cycle Action Plan or other relevant evidence;</u></b></p> <p>c. <del>provision</del> <b><u>provide</u></b> for public open space <b><u>in accordance with policies NE02 and NE05;</u></b> and</p> <p>d. <del>provide for</del> sensitive landscaping along the north and eastern boundaries adjoining existing commercial development and residential dwellings; <b><u>and</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>e.</u> <b><u>any future development at R06 should sustain and where possible enhance the significance of The Grade II listed Nags Head public house and its setting.</u></b></p>
			<p><del>C. 2.</del> <b><u>Infrastructure Requirements-Drainage</u></b></p>
			<p><del>a.</del> <b><u>As the site is located within a Critical Drainage Area.This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></b></p>
			<p><b><u>3. Infrastructure Contributions</u></b></p> <p><b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p>
			<p><b><u>a.</u></b> <b><u>off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></b></p>
			<p><b><u>b.</u></b> <b><u>'quietway' cycle routes connecting transfer hubs to schools in Brentwood Town Centre.</u></b></p> <p><i>Amend third sentence of paragraph 9.113 to read:</i></p> <p>The site will provide for around 125 homes, anticipated to be delivered between <del>2021/22 and 2025/26</del> <b><u>2022/23 and 2025/26.</u></b></p>
			<p><i>Delete paragraph 9.115</i></p> <p><i>Additional supporting text to be inserted after paragraph 9.115 to read:</i></p> <p><b><u>Development of this site will need to sustain and, where opportunities arise, enhance the Grade II listed Nags Head public house and its setting. This development should be of high quality design.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
MM90	277 - 278	Policy R07 Paragraph 9.117 Paragraph 9.120	<p><i>Amend Policy R07 to read:</i></p> <p>Sow and Grow Nursery, Pilgrims Hatch, <del>as shown in Appendix 2,</del> is allocated for housing development. around 38 new homes. <del>Development proposals should consider the following:</del></p>
			<p>A. <del>Amount and Type of Development</del></p>
			<p>a. <del>provision for around 38 new homes of mixed size and type, including affordable housing.</del></p>
			<p><del>B.1.</del> <b>Development Principles</b></p>
			<p><b><u>Proposals should:</u></b></p>
			<p>a. <b><u>provide</u></b> vehicular access via Ongar Road;</p>
			<p>b. <del>provision</del> <b><u>provide for good</u></b> pedestrian and cycle connections <b><u>to routes identified within the Brentwood Cycle Action Plan or other relevant evidence;</u></b></p>
			<p>c. <del>preserve the setting of the Historic Park and Garden site (South Weald Park) to west of the site</del> <b><u>any future development should sustain and where possible enhance the significance of the Grade II listed Registered Park and Garden of South Weald Park and its setting;</u></b> and</p>
			<p>d. provide for sensitive landscaping along the south western boundary adjoining the allotments.</p>
			<p><del>C.2.</del> <b><u>Infrastructure Requirements-Drainage</u></b></p>
			<p>a. <b><u>As</u></b> the site is located within a Critical Drainage Area. <del>This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue</del> <b><u>should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></b></p>
			<p><b><u>3. Infrastructure Contributions</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p> <p><b><u>a. off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></b></p>
			<p><b><u>b. 'quietway' cycle routes connecting transfer hubs to schools in Brentwood Town Centre.</u></b></p> <p><i>Amend fourth sentence of paragraph 9.117 to read:</i></p> <p>The site will provide for around 37 homes, anticipated to be delivered <del>between 2020/21 and 2021/22</del> <b><u>in 2022/23.</u></b></p>
			<p><i>Delete paragraph 9.119</i></p> <p><i>Amend paragraph 9.120 of supporting text to read:</i></p> <p><b><u>Development of this site will need to sustain and, where opportunities arise, enhance the Grade II listed Registered Park and Garden of South Weald Park and its setting. This development should be of high quality design and</u></b> <del>The development</del> <b><u>will be required to provide</u></b> appropriate landscaping and buffers to protect the amenity of the adjoining allotments and <b><u>setting of the</u></b> <del>nearby</del> Historic Park and Garden at South Weald Park</p>
MM91	278 - 279	Policy R08 Paragraph 9.122	<p><i>Amend Policy R08 to read:</i></p> <p>Land at Mascalls Lane, Warley, <del>as shown in Appendix 2,</del> is allocated for housing development. for around 9 new homes. <del>Development proposals should consider the following:</del></p> <p><del>A. Amount and Type of Development</del></p> <p><del>a. provision for around 9 new homes of mixed size and type.</del></p> <p><b><u>B.1.</u></b> Development Principles</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>Proposals should:</u></b></p> <p>a. <b><u>provide</u></b> vehicular access via Mascalls Lane; and</p> <p>b. provide for <b><u>appropriate landscaping along</u></b> sensitive landscaping along the north, east and western boundaries adjoining existing residential dwellings.</p> <p><del>C.2.</del> <b><u>Infrastructure Requirements-Drainage</u></b></p> <p>a. <b><u>As</u></b> the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue <b><u>should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></b></p> <p><i>Amend third sentence of paragraph 9.122 to read:</i></p> <p>The site will provide for around 9 homes anticipated to be delivered in 2020/24 <b><u>2022/23</u></b>.</p> <p><i>Delete paragraph 9.124</i></p>
MM92	279 - 280	Policy R09 Paragraph 9.126 Paragraph 9.129	<p><i>Amend Policy R09 to read:</i></p> <p>Land off Warley Hill, Warley, as shown in Appendix 2, is allocated for housing development. around 43 new homes. Development proposals should consider the following:</p> <p>A. <del>Amount and Type of Development</del></p> <p>a. provision for around 43 new homes of mixed size and type, including affordable housing.</p> <p><del>B.1.</del> <b><u>Development Principles</u></b></p> <p><b><u>Proposals should:</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>a. <b><u>provide</u></b> vehicular access via Pastoral Way;</p> <p>b. <del>preserve the setting of nearby listed buildings</del> <b><u>any future development should sustain and where possible enhance the significance of the Grade II listed Warley Hospital, Tower at Warley Hospital and Lodge to Warley Hospital and their settings; and</u></b></p> <p>c. provide for sensitive landscaping throughout the site and consider the need for the retention of some existing trees on site where appropriate.</p>
			<p><del>C. 2.</del> <b><u>Infrastructure Requirements-Drainage</u></b></p>
			<p>a. <del>As the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue</del> <b><u>should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></b></p>
			<p><b><u>3. Infrastructure Contributions</u></b></p> <p><b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p>
			<p>a. <b><u>off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></b></p>
			<p>b. <b><u>'quietway' cycle routes connecting transfer hubs to schools in Brentwood Town Centre.</u></b></p>
			<p><i>Amend third sentence of paragraph 9.126 to read:</i></p> <p>The site will provide for around 43 homes, anticipated to be delivered between <del>2023/24 and 2024/25</del> <b><u>2022/23 and 2023/24.</u></b></p>
			<p><i>Delete paragraph 9.128</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Amend paragraph 9.129 of supporting text to read:</i></p> <p>The site forms part of the former Warley Hospital estate with nearby Grade II Listed Buildings situated to the north (Tower House and Lodge at Warley Hospital). <del>The setting of these will need appropriate consideration in forming the design and layout of the site.</del> <b><u>Development of this site will need to sustain and, where opportunities arise, enhance the Grade II listed Warley Hospital, Tower at Warley Hospital and Lodge to Warley Hospital and their settings. This development should be of high quality design.</u></b></p>
MM93	280 - 282	Policy R10 Paragraph 9.131	<p><i>Amend Policy R10 to read:</i></p> <p>Brentwood Railway Station car park, <del>as shown in Appendix 2,</del> is allocated for housing development. around 400 <b><u>200</u></b> new homes. <del>Development proposals should consider the following:</del></p> <p>A. <del>Amount and Type of Development</del></p> <p>a. <del>provision for around 100 new homes of mixed size and type, including affordable housing.</del></p> <p><del>B.1.</del> <b><u>1.</u></b> Development Principles</p> <p><b><u>Proposals should:</u></b></p> <p>a. <b><u>provide</u></b> vehicular access via St. James Road;</p> <p>b. <del>provision</del> <b><u>provide for good</u></b> pedestrian and cycle connection <b><u>to routes identified within the Brentwood Cycle Action Plan or other relevant evidence;</u></b></p> <p>c. <del>provision</del> <b><u>provide for</u></b> public open space <b><u>as required by Policy NE05; and</u></b></p>



MM Ref	Page	Policy / para.	Proposed modifications
			<p>d. development proposals should consider wider Town Centre parking needs in collaboration with other development sites where there is existing parking on site, in order to ensure that the current level of Town Centre public parking spaces is maintained <b><u>parking on site is sufficient to meet existing and future rail traveller needs.</u></b></p>
			<p><del>C. 2.</del> <b><u>Infrastructure Requirements-Drainage</u></b></p>
			<p>a. <del>As</del> the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue <b><u>should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></b></p>
			<p><b><u>3. Infrastructure Contributions</u></b></p>
			<p><b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p>
			<p>a. <b><u>off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></b></p>
			<p>b. <b><u>'quietway' cycle routes connecting transfer hubs to schools in Brentwood Town Centre.</u></b></p>
			<p><i>Amend third sentence of paragraph 9.131 to read:</i></p> <p>The site will provide for around 400 <b><u>200</u></b> homes, anticipated to be delivered between 2029/30 and 2032/33.</p> <p><i>Delete paragraph 9.133</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
MM94	282 - 283	Policy R11 Paragraph 9.137 Paragraph 9.140	<p><i>Amend Policy R11 to read:</i></p> <p>Land off Westbury Road, Brentwood, <del>as shown in Appendix 2,</del> is allocated for housing development around 45 new homes. Development proposals should consider the following:</p>
			<p>A. Amount and Type of Development</p>
			<p>a. <del>provision for around 45 new homes of mixed size and type, including affordable housing.</del></p>
			<p><del>B.1.</del> Development Principles</p>
			<p><b><u>Proposals should:</u></b></p>
			<p>a. <b><u>provide</u></b> vehicular access via Westbury Road;</p>
			<p>b. <del>site is identified as a key opportunity area within the Town Centre Design Plan and development should reflect this in terms of design quality;</del> <b><u>be designed to a high standard to meet the objectives of the Town Centre Design Plan as part of a key opportunity area;</u></b></p>
			<p>c. <del>provision</del> <b><u>provide</u></b> for <b><u>good</u></b> pedestrian and cycle connections <b><u>to routes identified within the Brentwood Cycle Action Plan or other relevant evidence;</u></b></p>
			<p>d. <del>preserve and where appropriate enhance the character and appearance of the Conservation Area which adjoins the site;</del> <b><u>any future development at R11 should sustain and where possible enhance the significance of the Brentwood Town Centre Conservation Area and the Grade II listed building at 120 High Street and their settings;</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>e. preserve the setting of nearby listed buildings</p>
			<p>f. <b><u>e.</u></b> <b><u>be accompanied by a</u></b> heritage assessment taking account of archaeological potential for the historic core of Brentwood; and</p>
			<p>g. <b><u>f.</u></b> development proposals should consider wider Town Centre parking needs in collaboration with other development sites where there is existing parking on site, in order to ensure that the current level of Town Centre public parking spaces is maintained. <b><u>the retention of public parking spaces to be reconfigured and integrated with the new development, provided that the number of spaces to be included is sufficient to meet overall town centre public parking needs in combination with other public parking provision within the town centre.</u></b></p>
			<p><b><u>G. 2.</u></b> Infrastructure Requirements <b><u>Drainage</u></b></p>
			<p>a. <b><u>As</u></b> the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue <b><u>should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></b></p>
			<p><b><u>3.</u></b> <b><u>Infrastructure Contributions</u></b></p>
			<p><b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p>
			<p><b><u>a.</u></b> <b><u>off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></b></p>
			<p><b><u>b.</u></b> <b><u>'quietway' cycle routes connecting transfer hubs to schools in Brentwood Town Centre.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Amend third sentence of paragraph 9.137 to read:</i></p> <p>The site will provide for around 45 homes, anticipated to be delivered <del>between 2020/21 and 2021/22</del> <b><u>in 2023/24.</u></b></p>
			<p><i>Delete paragraph 9.139</i></p> <p><i>Amend paragraph 9.140 of supporting text to read:</i></p> <p>The site is situated in an important central location in within Brentwood Town Centre. <b><u>Development of this site will need to sustain and, where opportunities arise, enhance the Grade II listed building at 120 High Street, and the Brentwood Town Centre Conservation Area and their settings.</u></b>  <del>Appropriate consideration therefore needs to be given to preservation and where appropriate enhancing the nearby Conservation Area and setting of Listed Buildings.</del></p>
MM95	283 - 284	Policy R12 Paragraph 9.142 Paragraph 9.144	<p><i>Amend Policy R12 to read:</i></p> <p>Land at Hunter House, <del>as shown in Appendix 2,</del> is allocated for housing development around 48 new homes. <del>Development proposals should consider the following:</del></p>
			<p>A. <del>Amount and Type of Development</del></p> <p>a. <del>provision for around 48 new homes of mixed size and type, including affordable housing</del></p> <p><del>B.1.</del> <b><u>1.</u></b> Development Principles</p>
			<p><b><u>Proposals should:</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>a. <u>provide</u> vehicular access via Western Road;</p>
			<p>b. <del>provision</del> <u>provide</u> for <u>good</u> pedestrian and cycle connections <u>to routes identified within the Brentwood Cycle Action Plan or other relevant evidence</u>;</p>
			<p><u>c.</u> <u>any future development at R12 should sustain and where possible enhance the significance of the Brentwood Town Centre Conservation Area and its setting; and</u></p>
			<p><del>e.</del> <u>d.</u> <u>be accompanied by a</u> heritage assessment taking account of archaeological potential for the historic core of Brentwood.</p>
			<p><del>C. 2.</del> <u>Infrastructure Requirements-Drainage</u></p>
			<p>a. <del>As</del> the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue <u>should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></p>
			<p><u>3.</u> <u>Infrastructure Contributions</u></p> <p><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></p>
			<p><u>a.</u> <u>off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></p>
			<p><u>b.</u> <u>'quietway' cycle routes connecting transfer hubs to schools in Brentwood Town Centre.</u></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Amend third sentence of paragraph 9.142 to read:</i></p> <p>The site will provide for around 48 homes, anticipated to be delivered between 2024/25 <b><u>2025/26</u></b> and 2026/27.</p>
			<p><i>Delete paragraph 9.144</i></p> <p><i>Additional supporting text to be inserted after paragraph 9.144 to read:</i></p> <p><b><u>Development of this site will need to sustain and, where opportunities arise, enhance the Brentwood Town Centre Conservation Area and its setting. This development should be of high quality design.</u></b></p>
MM96	285 - 286	Policy R13 Paragraph 9.146 Paragraph 9.148	<p><del>A.</del> <i>Amend Policy R13 to read:</i></p> <p><del>a.</del> Chatham Way car park, Brentwood, <del>as shown in Appendix 2, is allocated for housing development around 31 new homes. Development proposals should consider the following:</del></p> <p><del>Amount and Type of Development</del></p> <p><del>provision for around 31 new homes of mixed size and type, including affordable housing.</del></p> <p><b><u>B.1.</u></b> Development Principles</p> <p><b><u>Proposals should:</u></b></p> <p>a. <b><u>provide</u></b> vehicular access via Chatham Way;</p> <p>b. <del>provision</del> <b><u>provide</u></b> for <b><u>good</u></b> pedestrian and cycle connections;</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>c. possible retention <del>retain</del> <b>of as much</b> public car parking <b>as possible</b> along with Westbury Road and William Hunter Way Housing sites;</p>
			<p>d. preserve and where appropriate <del>enhance</del> the character and appearance of the Conservation Area which the site is situated within <b><u>any future development should sustain and where possible enhance the Brentwood Town Centre Conservation Area and its setting;</u></b></p>
			<p>e. <b><u>be accompanied by a</u></b> heritage assessment taking account of archaeological potential for the historic core of Brentwood.; and</p>
			<p>f. development proposals should consider wider Town Centre parking needs in collaboration with other development sites where there is existing parking on site, in order to ensure that the current level of Town Centre public parking spaces is maintained. <b><u>the retention of public parking spaces to be reconfigured and integrated with the new development, provided that the number of spaces to be included is sufficient to meet overall town centre public parking needs in combination with other public parking provision within the town centre.</u></b></p>
			<p><del>C. 2.</del> <b><u>Infrastructure Requirements-Drainage</u></b></p>
			<p>a. <b><u>As</u></b> the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue <b><u>should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></b></p>
			<p><b><u>3.</u></b> <b><u>Infrastructure Contributions</u></b></p>
			<p><b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b>a.</b> <u>off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></p>
			<p><b>b.</b> <u>'quietway' cycle routes connecting transfer hubs to schools in Brentwood Town Centre.</u></p> <p><i>Amend third sentence of paragraph 9.146 to read:</i></p> <p>The site will provide for around 31 homes, anticipated to be delivered <del>between 2020/21 and 2021/22</del> <u>in 2026/27.</u></p> <p><i>Delete paragraph 9.148</i></p> <p><i>Additional supporting text to be inserted after paragraph 9.148 to read:</i></p> <p><b><u>Development of this site will need to sustain and, where opportunities arise, enhance the Brentwood Town Centre Conservation Area and its setting. This development should be of high quality design.</u></b></p>
MM97	286 - 287	Policy R14 Paragraph 9.150 Paragraph 9.152	<p><del>A.1.</del> <i>Amend Policy R14 to read:</i></p> <p>William Hunter Way car park, Brentwood, <del>as shown in Appendix 2,</del> is allocated for housing and retail <b><u>residential-led mixed use</u></b> development. Development proposals should consider the following:</p> <p>Amount and Type of Development</p> <p><b><u>Development should provide:</u></b></p>
			<p>a. <del>provision for around 300 new homes of mixed size and type, including affordable housing; and</del></p>



MM Ref	Page	Policy / para.	Proposed modifications
			<p>b. <del>provision for retail use,</del> <b><u>commercial and leisure floorspace sufficient to meet the needs of the new community;</u></b></p>
		<p><del>B.2.</del> <b><u>2.</u></b> Development Principles</p>	<p><b><u>Proposals should:</u></b></p> <p>a. <b><u>provide</u></b> vehicular access via William Hunter Way;</p> <p>b. <del>site is identified as a key opportunity area within the Town Centre Design Plan and development should reflect this in terms of design quality;</del> <b><u>be designed to a high standard to meet the objectives of the Town Centre Design Plan as part of a key opportunity area;</u></b></p> <p>c. <b><u>be the subject of a</u></b> comprehensive masterplan to <del>be developed</del> <b><u>to inform detailed proposals as they come forward, to include with</u></b> full consideration of the sensitive site edges;</p> <p>d. <del>provision</del> <b><u>provide</u></b> for <b><u>good</u></b> pedestrian and cycle connections <b><u>to routes identified in the Brentwood Cycle Action Plan or other relevant evidence;</u></b></p> <p>e. <del>preserve and where appropriate enhance the character and appearance of the Conservation Area which adjoins the site</del> <b><u>any future development should sustain and where possible enhance the Brentwood Town Centre Conservation Area and its setting;</u></b></p> <p>f. <b><u>be accompanied by a</u></b> heritage assessment taking account of archaeological potential for the historic core of Brentwood.; and</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p data-bbox="618 209 2033 432">g development proposals should consider wider Town Centre parking needs in collaboration with other development sites where there is existing parking on site, in order to ensure that the current level of Town Centre public parking spaces is maintained <b><u>the retention of public parking spaces to be reconfigured and integrated with the new development, provided that the number of spaces to be included is sufficient to meet overall town centre public parking needs in combination with other public parking provision within the town centre.</u></b></p> <p data-bbox="618 472 1223 504">C. <b><u>3.</u></b> Infrastructure Requirements <b><u>Drainage</u></b></p> <p data-bbox="618 544 2069 687">a. <b><u>As</u></b> the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue <b><u>should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></b></p> <p data-bbox="618 703 1115 759"><b><u>4.</u></b> <b><u>Infrastructure Contributions</u></b></p> <p data-bbox="618 791 1935 871">a. <b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p> <p data-bbox="618 911 2051 1023">b. <b><u>off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></b></p> <p data-bbox="719 1062 1951 1094"><b><u>‘quietway’ cycle routes connecting transfer hubs to schools in Brentwood Town Centre.</u></b></p> <p data-bbox="719 1134 1375 1166"><i>Amend third sentence of paragraph 9.150 to read:</i></p> <p data-bbox="719 1206 2040 1270">The site will provide for around 300 homes, anticipated to be delivered <del>between 2022/23 and 2028/29</del> <b><u>in 2026/27.</u></b></p> <p data-bbox="719 1334 1032 1366"><i>Delete paragraph 9.152</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Additional supporting text to be inserted after paragraph 9.152 to read:</i></p> <p><b><u>Development of this site will need to sustain and, where opportunities arise, enhance the Brentwood Town Centre Conservation Area and its setting. This development should be of high quality design.</u></b></p>
MM98	288 - 289	Policy R15 Paragraph 9.154 Paragraph 9.158	<p><i>Amend Policy R15 to read:</i></p> <p>Wates Way Industrial Estate, Brentwood, as shown in Appendix 2, is allocated for housing and retail <b><u>residential-led mixed use</u></b> development. Development proposals should consider the following:</p> <p>A-<b><u>1.</u></b> Amount and Type of Development</p> <p><b><u>Development should provide:</u></b></p> <p>a. <del>provision for around 80</del> <b><u>46</u></b> new homes of mixed size and type, including affordable housing; and</p> <p>b. <del>provision for retail use,</del> <b><u>commercial and leisure floorspace sufficient to meet the needs of the new community;</u></b></p> <p>B-<b><u>2.</u></b> Development Principles</p> <p><b><u>Proposals should:</u></b></p> <p>a. <b><u>provide</u></b> vehicular access via Ongar Road;</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>b. provision <del>provide for</del> public open space <u>as required by policy NE05</u>;</p> <p>c. provision <del>provide for</del> <u>good</u> pedestrian and cycle connections <u>to routes identified in the Brentwood Cycle Action Plan or other relevant evidence</u>; and</p> <p>d. <del>consideration of historic context for the area.</del></p>
			<p><del>C. 3.</del> <u>Infrastructure Requirements-Drainage</u></p> <p>a. <del>As</del> the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue <u>should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></p>
			<p><u>4. Infrastructure Contributions</u></p> <p><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></p> <p>a. <u>off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></p> <p>b. <u>'quietway' cycle routes connecting transfer hubs to schools in Brentwood Town Centre.</u></p> <p><i>Amend third sentence of paragraph 9.154 to read:</i></p> <p>The site will provide for around <del>80</del> <u>46</u> homes, anticipated to be delivered between 2022/23 and <del>2025/26</del> <u>2023/24</u>.</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>Delete paragraph 9.156</p> <p>Delete paragraph 9.158</p>
MM99	289 - 290	<p>Policy R16 and R17</p> <p>Paragraph 9.160</p>	<p>Amend Policy R16 and R17 to read:</p> <p>Policy R16 <del>&amp; R17</del>: Land off Doddinghurst Road</p> <p>Land off Doddinghurst Road, Pilgrims Hatch and Brentwood <del>as shown in Appendix 2</del>, is allocated for around 200 new homes. <del>residential development. Development proposals should consider the following:</del></p> <p>A. <del>Amount and Type of Development</del></p> <p>a. <del>provision for around 200 new homes of mixed size and type, including affordable housing.</del></p> <p><del>B.1.</del> <u>1.</u> Development Principles</p> <p><b><u>Proposals should:</u></b></p> <p>a. <b><u>provide</u></b> vehicular access via Doddinghurst Road;</p> <p>b. <del>provision</del> <b><u>provide for</u></b> public open space <b><u>as required by policy NE05;</u></b></p> <p>c. <del>provision</del> <b><u>provide for good</u></b> pedestrian and cycle connections <b><u>to routes identified in the Brentwood Cycle Action Plan or other relevant evidence; and</u></b></p> <p>d. provide for appropriate landscaping and buffers along sensitive boundary adjoining the A12; <b><u>and</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>e.</u> provide improved bus service.</p>
			<p><del>C. 2.</del> <u>Infrastructure Requirements-Drainage</u></p>
			<p><del>a.</del> provide improved bus service;</p> <p><u>As</u> the site is located within a Critical Drainage Area.This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue <u>should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></p>
			<p><u>3.</u> <u>Infrastructure Contributions</u></p>
			<p><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></p>
			<p><u>a.</u> <u>off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></p>
			<p><u>b.</u> <u>'quietway' cycle routes connecting transfer hubs to schools in Brentwood Town Centre.</u></p>
			<p><i>Amend fourth sentence of paragraph 9.160 to read:</i></p> <p>The site will provide for around 200 homes, anticipated to be delivered between <del>2023/24 and 2026/27</del> <u>2022/23 and 2025/26.</u></p> <p><i>Delete paragraph 9.162</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
MM100	290 - 291	Policy R18 Paragraphs 9.165 – 9.170	<i>Delete Policy R18 and paragraphs 9.165 to 9.170</i>
MM101	292-293	Policy R19 Paragraph 9.171 Paragraph 9.175	<p><i>Amend Policy R19 to read:</i></p> <p>Land at Priests Lane, Shenfield, <del>as shown in Appendix 2,</del> is allocated for <b><u>around 75 new homes</u></b> residential development. Development proposals should consider the following:</p> <p>A. Amount and Type of Development</p> <p>a. <del>provision for around 45 new homes of mixed size and type, including affordable housing; and</del></p> <p>b. <del>potential for the provision of a care home (around 40 bed scheme as part of the overall allocation).</del></p> <p><del>B.</del> <b><u>1.</u></b> Development Principles</p> <p><b><u>Proposals should:</u></b></p> <p>a. <b><u>provide</u></b> vehicular access points via Priests Lane;</p> <p>b. <del>provision</del> <b><u>provide for</u></b> public open space <b><u>as required by policy NE05 or a financial contribution towards other open space improvements within the borough;</u></b></p> <p>c. <del>provision</del> <b><u>provide for good</u></b> pedestrian and cycle connections <b><u>to routes identified in the Brentwood Cycle Action Plan or other relevant evidence.</u></b>; and</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>d. <del>provision</del> <b><u>provide land</u></b> for Endeavour School expansion; <b><u>and</u></b></p> <p>e. <b><u>provide replacement playing field provision in the form of an appropriate financial contribution being made towards new or enhanced playing field projects within the Borough.</u></b></p>
			<p><del>C. 2.</del> <b><u>Infrastructure Requirements-Drainage</u></b></p>
			<p>a. <del>As the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue</del> <b><u>should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></b></p> <p><b><u>3. Infrastructure Contributions</u></b></p> <p><b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p>
			<p>a. <b><u>off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></b></p>
			<p>b. <b><u>'quietway' cycle routes connecting transfer hubs to schools in Brentwood Town Centre.</u></b></p>



MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Amend paragraph 9.171 to read:</i></p> <p>This site is located to the south of Shenfield on land off Priests Lane. The site adjoins the railway line on the south eastern boundary and residential dwellings on the north, east and southern boundaries. The site will provide for around <del>45</del> <b>75</b> homes, anticipated to be delivered between <del>2021/22 and 2022/23</del> <b><u>2022/23 and 2023/24</u></b>. It will provide a mix of size and type of homes including affordable <del>and older persons housing</del> in accordance with the Council's policy requirements.</p>
			<p><i>Delete paragraph 9.174</i></p> <p><i>Amend paragraph 9.175 to read:</i></p> <p>The Endeavour School (a Special Educational Needs school), which adjoins the site to the south, is seeking to expand to accommodate a 6<sup>th</sup> form. <b><u>Essex County Council welcomes this proposal and intends to commission some of the places for local children with an Education Health and Care Plan. The 6<sup>th</sup> form provision will enable local children to continue their education within their community and reduce travel time to specialist establishments elsewhere.</u></b> The school does not currently have the available land to expand. Land adjoining the school within the development site should be utilised to accommodate the expansion.</p> <p><i>Add new paragraph to follow para 9.175 to read:</i></p> <p><b><u>The development of the site will result in the loss of land last used as Brentwood Ursuline School's detached playing fields and was also used by local football clubs. The Councils' Playing Pitch Strategy identifies deficiencies in playing pitch provision and recommends that the loss of this site be mitigated through the development of replacement facilities elsewhere in the Borough. Development of this site will therefore be expected to mitigate the loss of the playing fields through an appropriate financial contribution being secured towards the delivery of off-site playing field</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
MM102	293	Policy R20  Paragraphs 9.177 - 9.180	<i>Delete Policy R20 and paragraphs 9.177 to 9.180</i>
MM103	294 - 295	Policy R21  Paragraph 9.181  Paragraph 9.184	<p><i>Amend Policy R21 to read:</i></p> <p>Land south of Ingatestone, comprising former garden centre and A12 works site, <del>as shown in Appendix 2,</del> is allocated for around 161 new homes. <del>housing development. Development proposals should consider the following:</del></p> <p>A. <del>Amount and Type of Development</del></p> <p>a. <del>provision for around 161 new homes of mixed size and type.</del></p> <p><del>B.</del> <u>1.</u> Development Principles</p> <p><b><u>Proposals should:</u></b></p> <p>a. <b><u>provide</u></b> vehicular access via Roman Road;</p> <p>b. <del>provision</del> <b><u>provide for</u></b> public open space <b><u>as required by policy NE05;</u></b></p> <p>c. <del>provision</del> <b><u>provide for good</u></b> pedestrian and cycle connections <b><u>to routes identified in the Brentwood Cycle Action Plan or other relevant evidence;</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>d. provide for appropriate landscaping and buffers along sensitive boundary adjoining the A12 and railway line; and <del>heritage assessment taking account of archaeological potential for the proximity to Roman Road</del></p>
			<p><b><u>e.</u></b> <b><u>be accompanied by a heritage assessment taking account of archaeological potential for the proximity to Roman Road.</u></b></p> <p><del>C. 2.</del> Infrastructure Requirements <b><u>Drainage</u></b></p>
			<p>a. <del>As</del> the site is located within a Critical Drainage Area. This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue <b><u>should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></b></p>
			<p><b><u>3.</u></b> <b><u>Infrastructure Contributions</u></b></p> <p><b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p>
			<p><b><u>a.</u></b> <b><u>off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></b></p>
			<p><i>Amend third sentence of paragraph 9.181 to read:</i></p> <p>The site will provide for around 161 homes, anticipated to be delivered between <del>2021/22 and 2023/24</del> <b><u>2022/23 and 2024/25.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>Delete paragraph 9.184</p> <p>Additional supporting text to be inserted after paragraph 9.184 to read:</p> <p><b><u>The site lies within close proximity to a Roman Road so there is potential for archaeological remains to be present. A heritage assessment should be undertaken in accordance with Policy BE16 Conservation and Enhancement of Historic Environment.</u></b></p>
MM104	295 - 296	Policy R22 Paragraph 9.186 Paragraph 9.189	<p>Amend Policy R22 to read:</p> <p>Land adjacent to the A12, Ingatestone, <del>as shown in Appendix 2,</del> is allocated for around 57 new homes. <del>housing development. Development proposals should consider the following:</del></p> <p>A. <del>Amount and Type of Development</del></p> <p>a. <del>provision for around 57 new homes of mixed size and type.</del></p> <p><del>B.</del> <b><u>1.</u></b> Development Principles</p> <p><b><u>Proposals should:</u></b></p> <p>a. <b><u>provide</u></b> vehicular access via Roman Road;</p> <p>b. <del>provision</del> <b><u>provide for</u></b> public open space <b><u>as required by policy NE05;</u></b> and</p> <p>c. provide for appropriate landscaping and buffers along sensitive boundary adjoining the A12; <b><u>and</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>d.</u> <b><u>be accompanied by a heritage assessment taking account of archaeological potential for the proximity to Roman Road.</u></b></p>
			<p><del>C. 2.</del> <b><u>Infrastructure Requirements-Drainage</u></b></p>
			<p><del>a.</del> <b><u>As the site is located within a Critical Drainage Area.This development may have the potential to impact on the Critical Drainage Area in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></b></p> <p><b><u>3.</u></b></p> <p><b><u>Infrastructure Contributions</u></b></p>
			<p><b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p> <p><b><u>a.</u></b> <b><u>off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></b></p>
			<p><i>Amend third sentence of paragraph 9.186 to read:</i></p> <p>The site will provide for around 57 homes, anticipated to be delivered between 2021/22 <b><u>2022/23</u></b> and 2023/24.</p>
			<p><i>Delete paragraph 9.189</i></p> <p><i>Additional supporting text to be inserted after paragraph 9.189 to read:</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>The site lies within close proximity to a Roman Road so there is potential for archaeological remains to be present. A heritage assessment should be undertaken in accordance with Policy BE16 Conservation and Enhancement of Historic Environment.</u></p>
MM105	297	Policy R23 Paragraph 9.191	<p><i>Amend Policy R23 to read:</i></p> <p>Brizes Corner Field, Kelvedon Hatch, as shown in Appendix 2, is allocated for around 23 new homes. <del>housing development. Development proposals should consider the following:</del></p>
			<p>A. <del>Amount and Type of Development</del></p>
			<p>a. <del>provision for around 23 new homes of mixed size and type.</del></p>
			<p><del>B.1.</del> <u>1.</u> Development Principles</p>
			<p><b><u>Proposals should:</u></b></p>
			<p>a. <b><u>provide</u></b> vehicular access via Blackmore Road; and</p>
			<p>b. <b><u>provide</u></b> <del>provision for</del> public open space <b><u>as required by policy NE05.</u></b></p>
			<p><b><u>2.</u></b> <b><u>Infrastructure Contributions</u></b></p>
			<p><b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p>
			<p>a. <b><u>off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Amend third sentence of paragraph 9.191 to read:</i></p> <p>The site will provide for around 23 homes, anticipated to be delivered between 2021/22 and <del>2022/23</del> <b><u>2022/23 and 2023/24.</u></b></p> <p><i>Delete paragraph 9.193</i></p>
MM106	298	Policy R24  Paragraph 9.194	<p><i>Amend Policy R24 to read:</i></p> <p>Land off Stocks Lane, Kelvedon Hatch, <del>as shown in Appendix 2,</del> is allocated for around <del>30</del> <b><u>40</u></b> new homes. <del>Housing development. Development proposals should consider the following:</del></p> <p>A. <del>Amount and Type of Development</del></p> <p>a. <del>provision for around 30 new homes of mixed size and type.</del></p> <p><del>B.</del> <b><u>1.</u></b> Development Principles</p> <p><b><u>Proposals should:</u></b></p> <p>a. <b><u>provide</u></b> vehicular access via Blackmore Road; and</p> <p>b. <b><u>provide</u></b> provision for public open space <b><u>as required by policy NE05.</u></b></p> <p><b><u>2.</u></b> <b><u>Infrastructure Contributions</u></b></p> <p><b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>a.</u></b> <b><u>off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></b></p> <p><i>Amend third sentence of paragraph 9.194 to read:</i></p> <p>The site will provide for around 30 <b><u>40</u></b> homes, anticipated to be delivered between <del>2021/22 and 2022/23</del> <b><u>2022/23 and 2023/24.</u></b></p> <p><i>Delete paragraph 9.196</i></p>
MM107	299 - 300	Policy R25 Paragraph 9.197 Paragraph 9.199 Paragraph 9.200	<p><i>Amend Policy R25 to read:</i></p> <p>Land north of <b><u>Woollard Way</u></b>, Blackmore, <del>as shown in Appendix 2,</del> is allocated for around 30 <b><u>40</u></b> new homes. <del>housing development. Development proposals should consider the following:</del></p> <p><b><u>A.</u></b> <del>Amount and Type of Development</del></p> <p><b><u>a.</u></b> <del>provision for around 30 new homes of mixed size and type;</del></p> <p><b><u>b.</u></b> <del>a minimum of 25% of the proposed dwellings to be reserved for people with a strong and demonstrable local connection or those over 50 years of age. These dwellings should comprise affordable housing. A person with a strong local connection should meet one of the following criteria:</del></p> <p><b><u>i.</u></b> <del>existing local residents requiring separate accommodation; or</del></p>



MM Ref	Page	Policy / para.	Proposed modifications
			<ul style="list-style-type: none"> <li><del>— ii.</del> close relatives of existing local residents who have a demonstrable need to either support or be supported by them; or</li> </ul>
			<ul style="list-style-type: none"> <li><del>— iii.</del> people whose work provides an important and necessary local service.</li> </ul> <p>In the context of this policy “local” means a parish or ward, or in exceptional circumstances, adjacent parishes or wards.</p>
			<del>B.</del> <b><u>1.</u></b> Development Principles
			<ul style="list-style-type: none"> <li>a. <b><u>Proposals should:</u></b> <b><u>provide</u></b> vehicular access via Redrose Lane <b><u>or Nine Ashes Road;</u></b></li> </ul>
			<ul style="list-style-type: none"> <li>b. <del>provision</del> <b><u>provide</u></b> for <b><u>good</u></b> pedestrian and cycle connections <b><u>to routes identified in the Brentwood Cycle Action Plan or other relevant evidence;</u></b></li> </ul>
			<ul style="list-style-type: none"> <li>c. <del>provision</del> <b><u>provide</u></b> for public open space <b><u>as required by policy NE05;</u></b> and</li> </ul>
			<ul style="list-style-type: none"> <li>d. <b><u>be accompanied by a</u></b> heritage assessment taking account of archaeological potential for the historic settlement of Blackmore.</li> </ul>
			<b><u>2.</u></b> <b><u>Infrastructure Contributions</u></b>
			<b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>a. off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></b></p> <p><i>Amend paragraph 9.197 to read:</i></p> <p>The site is located to the north of Blackmore on land off Redrose Lane and Woollard Way. Residential properties adjoin the site on the southern boundary. The site will provide for around <del>30</del> <b>40</b> homes anticipated to be delivered between <del>2023/24 and 2024/25</del> <b><u>2022/23 and 2023/24</u></b>. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements.</p>
			<p><i>Delete paragraph 9.198</i></p> <p><i>Amend paragraph 9.199 to read:</i></p> <p>The development will consider an appropriate main vehicular access via Redrose Lane <b><u>or Nine Ashes Road.</u></b></p>
			<p><i>Delete paragraph 9.200</i></p> <p><i>Additional supporting text to be inserted after paragraph 9.200 to read:</i></p> <p><b><u>The site lies within close proximity to the historic settlement of Blackmore so there is potential for archaeological remains to be present. A heritage assessment should be undertaken in accordance with Policy BE16 Conservation and Enhancement of Historic Environment.</u></b></p>
MM108	300 - 301	Policy R26	<p><i>Amend Policy R26 to read:</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
		Paragraphs 9.201 Paragraphs 9.203 Paragraphs 9.204	Land north of Orchard Piece, Blackmore, <del>as shown in Appendix 2,</del> is allocated for around 20 <b>30</b> new homes. <del>housing development. Development proposals should consider the following:</del>
			A. <del>Amount and Type of Development</del>
			a. <del>provision for around 20 new homes of mixed size and type;</del>
			b. <del>a minimum of 25% of the proposed dwellings to be reserved for people with a strong and demonstrable local connection or those over 50 years of age. These dwellings should comprise affordable housing. A</del>
			<del>i. a person with a strong local connection should meet one of the following criteria:</del>
			<del>existing local residents requiring separate accommodation; or</del>
			<del>ii. close relatives of existing local residents who have a demonstrable need to either support or be supported by them; or</del>
			<del>iii. people whose work provides an important and necessary local service.</del>
			<del>In the context of this policy “local” means a parish or ward, or in exceptional circumstances, adjacent parishes or wards.</del>
			<del>B.1. Development Principles</del>
			<del><b><u>Proposals should:</u></b></del>
			a. <del><b><u>provide</u></b> vehicular access via Redrose Lane, <b><u>Orchard Piece or Fingrith Hall Lane;</u></b></del>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>b. provision <del>provide</del> for <b>good</b> pedestrian and cycle connections <b><u>to routes identified in the Brentwood Cycle Action Plan or other relevant evidence;</u></b></p>
			<p>c. provision <del>provide</del> for public open space <b><u>as required in policy NE05;</u></b> and</p>
			<p>d. <b><u>be accompanied by a</u></b> heritage assessment taking account of archaeological potential for the historic settlement of Blackmore.</p>
			<p><b><u>2. Infrastructure Contributions</u></b></p>
			<p><b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p>
			<p><b><u>a. off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></b></p>
			<p><i>Amend paragraph 9.201 to read:</i></p> <p>The site is located to the north of Blackmore on land off Redrose Lane and <b><u>Orchard Piece</u></b> <del>Wollard Way</del>. Residential properties adjoin the site on the southern boundary. The site will provide for around <del>20</del> <b><u>30</u></b> homes anticipated to be delivered between <del>2021/22 and 2022/23</del> <b><u>2022/23 and 2023/24</u></b>. It will provide a mix of size and type of homes including affordable in accordance with the Council's policy requirements.</p>
			<p><i>Amend paragraph 9.203 to read:</i></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>The development will <del>take its</del> <b><u>consider an appropriate</u></b> main vehicular access from <del>via</del> Redrose Lane, <b><u>Orchard Piece or Fingrith Hall Lane</u></b>. It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.</p>
			<p><i>Delete paragraph 9.204</i></p> <p><i>Additional supporting text to be inserted after paragraph 9.204 to read:</i></p> <p><b><u>The site lies within close proximity to the historic settlement of Blackmore so there is potential for archaeological remains to be present. A heritage assessment should be undertaken in accordance with Policy BE16 Conservation and Enhancement of Historic Environment.</u></b></p>
MM109	302 - 303	Policy E11 Paragraph 9.206	<p><i>Amend Policy E11 to read:</i></p> <p>Land south east of M25 Junction 29, <del>as shown in Appendix 2,</del> is allocated <b><u>for</u></b> to provide high quality employment development and significant number of jobs. Development proposals should consider the following: at least <b><u>around</u></b> 25.85 ha of land for employment use <b><u>development (principally for offices, light industrial and research and development, B2 and B8 and other sui generis employment uses). Other ancillary supporting development within classes C1, E and F1 or other sui generis ancillary supporting development may be permitted as a means of supporting these principal employment uses.</u></b></p> <p>A. <del>Amount and Type of Development</del></p> <p>a. <del>at least 25.85 ha of land for employment use (principally use classes B1, B2, B8 and any associated employment generating sui generis uses) taking account of market needs along with ancillary and supporting uses.</del></p> <p>B <del>Supporting On-site Development</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<ul style="list-style-type: none"> <li>a. ancillary uses, for example:-               <ul style="list-style-type: none"> <li>— i. use class C1 hotel;-</li> <li>— ii. use classes A1 to A4 including small shops and eateries; and/or</li> <li>— iii. use class D1 including day nurseries, creches and health services.</li> </ul> </li> </ul>
			<del>C.1.</del> Development Principles
			<ul style="list-style-type: none"> <li>a. <b><u>Proposals should:</u></b>            landscaping and earthworks within the gross site area and in particular in the southern part of the allocated area, will enable the formation of a developable site and <b><u>be accompanied by a high quality landscaping scheme (including a scheme of maintenance) for the site as a whole with the objective also to</u></b> provide improved visual amenity between the site and surrounding land. Landscaping provided is to be retained thereafter <b><u>adjoining Green Belt</u></b>;</li> </ul>
			<ul style="list-style-type: none"> <li>b. site is identified as a key gateway location and development should reflect this in terms of design quality <b><u>be of a high quality in terms of its design and layout to reflect its status as a key gateway site</u></b>;</li> </ul>
			<ul style="list-style-type: none"> <li>c. protect and where appropriate <b><u>possible</u></b> enhance the adjoining Local Wildlife Site (Hobbs Hole); and</li> </ul>
			<ul style="list-style-type: none"> <li>d. preserve and where appropriate <b><u>possible</u></b> enhance <b><u>the</u></b> Public Right of Way through <b><u>the</u></b> site;</li> </ul>
			<del>D.2.</del> Infrastructure Requirements

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>Proposals should provide:</u></b></p> <p>a. <del>land (circa 0.13 hectares each) for two stand-alone early years and childcare nurseries (Use Class D1)</del></p> <p>b. a. <del>highway works including potential access points</del> <b><u>access</u></b> via M25 Junction 29 and <b><u>/or</u></b> Warley Street (B186) and associated slip roads;</p> <p>c. b. <del>well-connected internal road layouts which allows good accessibility for bus services;</del></p> <p>d. c. <del>provision for</del> new public transport <b><u>or Demand Responsive Travel</u></b> links with the surrounding area;</p> <p>e. d. <del>provision for</del> <b><u>good</u></b> walking and cycling connections within the site and to the surrounding area; <b><u>and</u></b></p> <p><b><u>4. Infrastructure Contributions</u></b></p> <p><b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p> <p><b><u>a. off-site highway infrastructure improvements as may be reasonably required by National Highways (M25, J28 and J29) and Essex County Council (A127 and B186) in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes) unless, in the case of the Junction 29 mitigation and A127/B186 works, the applicant enters into a s.278 Agreement for its timely construction, if more appropriate;</u></b></p> <p><b><u>b. phased improvements to West Horndon Station in accordance with policy BE08 to increase its capacity and utility in line with anticipated demand generated by each of phase the development.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><i>Amend paragraph 9.206 as follows:</i></p> <p>The site is located on land to the south of the A127 and east of the M25. Warley Street runs along the eastern boundary. Existing residential properties are situated to the east. The site will provide for at least 25.85 ha of land for employment use (principally use classes B1, B2, B8 and any associated employment generating sui generis uses). This employment allocation will make a considerable contribution towards the overall employment needs for the Borough. <b><u>It is envisaged that due to the location of the site next to one of the Borough’s key gateway, development on site should create a positive impression through high quality design and layout.</u></b></p> <p><i>Delete paragraph 9.210</i></p>
MM110	304 – 305	Policy E12 Paragraph 9.211 Paragraph 9.214	<p><i>Amend Policy E12 to read:</i></p> <p>Land at Childerditch Industrial Estate, as shown in Appendix 2, is allocated for <del>around 20.64</del> <b><u>20.54</u></b> ha <del>of land</del> for employment use. <del>development proposals should consider the following:</del> <b><u>which may comprise offices, light industrial, research and development (within Class E), B2, B8 or sui generis employment uses. Other ancillary supporting development may be permitted as a means of supporting these principal employment uses.</u></b></p> <p>A. Amount and Type of Development</p> <p>a. <del>20.64 ha of employment land (principally use classes B1, B2, B8 and any associated employment generating sui generis uses), including elements of landscaping to improve visual amenity.</del></p> <p><del>B.1.</del> <b><u>1.</u></b> Development Principles</p> <p><b><u>Proposals for development (including the redevelopment of existing developed areas) should:</u></b></p>



MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>a.</u> <u>include appropriate landscaping treatment to improve visual amenity on site, and safeguard and where possible and appropriate, enhance the visual amenity of the adjoining green belt;</u></p>
			<p><del>a-b.</del> <u>provide</u> access <u>to the site</u> via <u>the</u> eastbound A127;</p>
			<p><del>b-c.</del> <u>make</u> provision for improved walking and cycling links within <u>the site and to</u> the surrounding area;</p>
			<p><del>c-d.</del> consideration for improvements to A127 junction; and <u>provide new public transport or Demand Responsive Travel links with the surrounding area; and</u></p>
			<p><del>d.</del> provides opportunity to expand an existing employment site and improve site layout.</p>
			<p><u>e.</u> <u>any future development should sustain and where possible enhance the significance of the Grade II* listed Registered Park and Garden of Thorndon Hall, and the Thorndon Park Conservation Area and their settings.</u></p>
			<p><u>2.</u> <u>Infrastructure Contributions</u></p>
			<p><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></p>
			<p><u>a.</u> <u>off-site highway infrastructure improvements as may be necessary and reasonably required by National Highways (M25, J28 and J29) and Essex County Council (A127 and B186) in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>b.</u></b> <b><u>phased improvements to West Horndon Station in accordance with policy BE08 to increase its capacity and utility in line with anticipated demand generated by each of phase the development.</u></b></p>
			<p><i>Amend paragraph 9.211 to read:</i></p> <p>The site is located on land to the north of the A127 on land off Childerditch Hall Drive. A number of residential dwellings lie to the west of the site. The site will provide for <del>20.64</del> <b>20.54</b> ha of land for employment use (principally use classes B1, B2, B8 and any associated employment generating sui generis uses).</p>
			<p><i>Delete paragraph 9.214</i></p> <p><i>Add a new paragraph following paragraph 9.214 to read:</i></p> <p><b><u>Development of this site will need to sustain and, where opportunities arise, enhance the Grade II* listed Registered Park and Garden of Thorndon Hall, and the Thorndon Park Conservation Area and their settings. This development should be of high quality design.</u></b></p>
			<p><i>Add a new paragraph following paragraph 9.214 to read:</i></p> <p><b><u>The proposed development area is at potential risk of flooding from surface water as shown on the Environment Agency Risk of Flooding from Surface Water Maps. Any development within this area should be directed away from areas of existing flooding and, where possible, should try to have a positive impact on existing areas of flood risk downstream of the development. It should however be ensured that any development within this area complies with flood risk mitigation measures outlined in the Essex SuDS guide.</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
MM111	305 - 306	Policy E10 Paragraph 9.219	<p><i>Amend Policy E10 to read:</i></p> <p>Land <b>at Codham Hall Farm</b>, north east of M25 Junction 29 as shown in Appendix 2, is allocated for <b>around 9.6ha of land</b> for employment use. <del>D</del>development <b><u>which may comprise offices, light industrial, research and development (within Class E), B2, B8 or sui generis employment uses. Other ancillary supporting development may be permitted as a means of supporting these principal employment uses.</u></b> <del>Development proposals should consider the following:</del></p>
			A. Amount and Type of Development
			a. 9.6 ha of employment land (principally use classes B1, B2, B8 and any associated employment generating sui generis uses); and
			b. 8.0 ha of land to provide for landscaping, amenity, access and ancillary uses to support the sustainability of the site.
			<del>B.</del> <b><u>1.</u></b> Development Principles
			<b><u>Proposals for development (including the redevelopment of existing developed areas) should:</u></b>
			a. <b><u>provide</u></b> access via M25 Junction 29 <b><u>and Warley Street (B186)</u></b> ;
			b. protect and where <b><u>appropriate possible</u></b> enhance the adjoining Local Wildlife Site (Codham Hall Wood);
			c. preserve and where <b><u>appropriate possible</u></b> enhance the Public Right of Way through <b><u>the</u></b> site; and

MM Ref	Page	Policy / para.	Proposed modifications
			<p>d. <del>provision of provide improved</del> <b><u>good</u></b> walking and cycling connections within the site and to the <del>wider surrounding</del> area.</p>
			<p>e. <b><u>be accompanied by an appropriate landscaping treatment scheme for the site as a whole to improve visual amenity on site, and safeguard and where possible and appropriate, enhance the visual amenity of the adjoining green belt.</u></b></p>
			<p><b><u>2. Infrastructure Contributions</u></b></p>
			<p><b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p>
			<p>a. <b><u>necessary off-site highway infrastructure improvements as may be reasonably required by National Highways (M25, J28 and J29) and Essex County Council (A127 and B186) in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes) unless, in the case of the A127/B186 works, the applicant enters into a s.278 Agreement for its timely construction, if more appropriate;</u></b></p>
			<p>b. <b><u>phased improvements to West Horndon Station in accordance with policy BE08 to increase its capacity and utility in line with anticipated demand generated by each of phase the development.</u></b></p>
			<p><i>Delete paragraph 9.219</i></p> <p><i>Add new paragraph following paragraph 9.219 to read:</i></p> <p><b><u>The proposed development area is at potential risk of flooding from surface water as shown on the Environment Agency Risk of Flooding from Surface Water Maps. Any development within this area should be directed away from areas of existing flooding and, where possible, should try to have a positive impact on existing areas of flood risk downstream of the development. It</u></b></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>should however be ensured that any development within this area complies with flood risk mitigation measures outlined in the Essex SuDS guide.</u></p>
MM112	306 - 307	Policy E13 Paragraph 9.224	<p><i>Amend Policy E13 to read:</i></p> <p>Land at East Horndon Hall is allocated for <b>around 5.5 ha of land</b> for employment use. <del>D</del>development proposals should consider the following: <b><u>which may comprise offices, light industrial, research and development (within Class E), B2, B8 or sui generis employment uses. Other ancillary supporting development may be permitted as a means of supporting these principal employment uses.</u></b></p> <p>A. Amount and Type of Development</p> <p>a. 5.5 ha of employment land (principally use classes B1, B2, B8 and any associated employment generating sui generis uses), including elements of landscaping to improve visual amenity.</p> <p><del>B.1.</del> <b><u>1.</u></b> Development Principles</p> <p><b><u>Proposals should:</u></b></p> <p>a. improved sustainable links to Dunton Hills Garden Village and West Horndon station;</p> <p><del>b. a.</del> <b><u>provide</u></b> access via Old Tilbury Road;</p> <p><del>c. b.</del> <b><u>provide</u></b> for improved <b><u>good</u></b> walking and cycling connections within the site and to the wider <b><u>surrounding</u></b> area;</p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p>d. <u>c.</u> <u>preserve the setting of nearby listed buildings, East Horndon Hall and All Saints Church; any future development should sustain and where possible enhance the significance of East Horndon Hall and All Saints Church and their settings.</u></p>
			<p><u>2.</u> <u>Infrastructure Contributions</u></p> <p><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></p>
			<p>a. <u>necessary off-site highway infrastructure improvements as may be reasonably required by National Highways (M25, J28 and J29) and Essex County Council (A127 and B186) in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></p>
			<p>b. <u>phased improvements to West Horndon Station in accordance with policy BE08 to increase its capacity and utility in line with anticipated demand generated by each of phase the development.</u></p> <p><i>Delete paragraph 9.224</i></p> <p><i>Additional supporting text to be inserted after paragraph 9.224 to read:</i></p> <p><u>Development of this site will need to sustain and, where opportunities arise, enhance the Grade II listed East Horndon Hall and All Saints Church and their settings. This development should be of high quality design.</u></p>
			<p><i>Add a new paragraph following paragraph 9.224 to read:</i></p> <p><u>The proposed development area is at potential risk of flooding from surface water as shown on the Environment Agency surface water flooding maps. Any development within this area should</u></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><u>be directed away from areas of existing flooding and, where possible, should have a positive impact on existing areas of flood risk downstream of the development. It should be ensured that any development within this area complies with flood risk mitigation measures outlined in the Essex SuDS guide.</u></p>
MM113	307	Policy E08  Paragraph 9.227  Paragraph 9.229	<p><i>Amend Policy E08 to read:</i></p> <p>Land adjacent to A12 and slip road, Ingatestone is allocated for <b>around</b> 2.06 ha of <b>land for employment use</b>. <del>Development proposals should consider the following:</del> <b><u>which may comprise offices, light industrial, and research and development (within Class E), B2, B8 or sui generis employment uses. Other ancillary supporting development may be permitted as a means of supporting these principal employment uses.</u></b></p> <p>A. <del>Amount and Type of Development</del></p> <p>a. <del>2.06 ha of employment land (principally use classes B1, B2, B8 and any associated employment generating sui generis uses).</del></p> <p><del>B.1.</del> <b><u>1.</u></b> Development Principles</p> <p><b><u>Proposals should:</u></b></p> <p>a. <b><u>provide</u></b> access via Roman Road (B1002) with <del>potential</del> highway improvements;</p> <p>b. <del>provision</del> <b><u>provide</u></b> for improved <b><u>good</u></b> walking and cycling connections within the site and the surrounding area; <del>and</del></p> <p>c. <del>full traffic assessment and Travel Plan to accompany an application.</del></p>

MM Ref	Page	Policy / para.	Proposed modifications
			<p><b><u>2.</u></b> <b><u>Drainage</u></b></p> <p><b><u>As the site is located within a Critical Drainage Area development should minimise and mitigate surface water runoff in line with Policy BE05 Sustainable Drainage.</u></b></p>
			<p><b><u>3.</u></b> <b><u>Infrastructure Contributions</u></b></p> <p><b><u>Applicants will also be required to make necessary financial contributions via planning obligations towards:</u></b></p>
			<p><b><u>a.</u></b> <b><u>necessary off-site highway infrastructure improvements as may be reasonably required by National Highways (M25, J28 and J29) and Essex County Council in accordance with policies MG05 and BE08 (the planning obligation will determine the level and timing of payments for these purposes);</u></b></p>
			<p><i>Amend paragraph 9.227 to read:</i></p> <p><b><u>The development should achieve safe and suitable access(es), for all highway users, including pedestrians and cyclists. This will need to be undertaken in consultation with Essex County Council as the Highway Authority, and National Highways who control the A12 and its slip roads.</u></b> The development will take its main vehicular access from Roman Road (B1002). It will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.</p>
			<p><i>Delete paragraph 9.229</i></p> <p><i>Add a new paragraph following paragraph 9.229 to read:</i></p> <p><b><u>The site falls within the Mountnessing CDA. Any development within this area should where possible try to have a positive impact on existing areas of flood risk downstream of the</u></b></p>



MM Ref	Page	Policy / para.	Proposed modifications
			<u>development. Early engagement with the LLFA in this area is critical to ensure that existing and potential flood risk is properly managed.</u>

## Appendices

MM Ref	Page	Policy / para.	Proposed modifications
MM114	309 -312	Appendix 1	<i>Replace Appendix 1 with updated Housing Trajectory table, as set out in Annexe 1</i>
MM115	313 – 347 and 369-370	Appendix 2 and Appendix 5	<i>Delete Appendix 2 and Appendix 5</i>
MM116		New Appendix	<i>Insert a new Appendix, as shown in Annexe 2, which lists the strategic and non-strategic policies and explains how the policies relate to the strategic objectives</i>
MM117	349 - 366	Appendix 3 Table 1	<i>Replace with table in Annexe 3</i>
MM118	367 - 368	Appendix 4	<i>Delete Appendix 4</i>
MM119		New Appendix	<i>Insert new Appendix 2, as shown in Annexe 4, which lists the plans and policies to be superseded</i>

## Annexe 1 – MM114 Appendix 1 – Housing Trajectory

				Plan Period																	
	New Homes	HELAA Ref.	Policy Ref	Year 1 2016/17	Year 2 2017/18	Year 3 2018/19	Year 4 2019/20	Year 5 2020/21	Year 6 2021/22	Year 7 2022/23	Year 8 2023/24	Year 9 2024/25	Year 10 2025/26	Year 11 2026/27	Year 12 2027/28	Year 13 2028/29	Year 14 2029/30	Year 15 2030/31	Year 16 2031/32	Year 17 2032/33	
Completions (2016/17 - 2020/21)	977			150	213	246	200	168													
Extant permissions (as at 1st April 2021) and minus non-implementation discount (10% of permission supply)	1036								155	261	230	210	180								
Windfall	434													62	62	62	62	62	62	62	62
<b>Local Plan Allocations</b>																					
<b>Brownfield Land within Brentwood Urban Area / Settlement Boundary</b>																					
Ford Headquarters and Council Depot, Warley - northern and southern site	133	081 / 117A / 117B	R04							25	50	58									
Brentwood Railway Station Car Park	200	002	R10														100	100			
Westbury Road Car Park, Westbury Road, Brentwood	45	039	R11								45										
Land at Hunter House, Western Road, Brentwood	48	041	R12										24	24							
Chatham Way / Crown Street Car Park Brentwood	31	040	R13											31							
William Hunter Way	300	102	R14											300							

				Plan Period																	
	New Homes	HELAA Ref.	Policy Ref	Year 1 2016/17	Year 2 2017/18	Year 3 2018/19	Year 4 2019/20	Year 5 2020/21	Year 6 2021/22	Year 7 2022/23	Year 8 2023/24	Year 9 2024/25	Year 10 2025/26	Year 11 2026/27	Year 12 2027/28	Year 13 2028/29	Year 14 2029/30	Year 15 2030/31	Year 16 2031/32	Year 17 2032/33	
Wates Way Industrial Estate, Ongar Road, Brentwood	46	003	R15							23	23										
<b>Brownfield Land within Brentwood Urban Area / Settlement Boundary Total</b>	<b>803</b>									<b>48</b>	<b>118</b>	<b>58</b>	<b>24</b>	<b>355</b>			<b>100</b>	<b>100</b>			
<b>Greenfield Land within Brentwood Urban Area / Settlement Boundary</b>																					
Land at Priests Lane, Brentwood	75	044 / 178	R19							30	45										
<b>Greenfield Land within Brentwood Urban Area / Settlement Boundary Total</b>	<b>75</b>									<b>30</b>	<b>45</b>										
<b>Brownfield Land within settlement boundary – Other Locations</b>																					
West Horndon Industrial Estates	580	020 / 021 / 152	R02											80	75	95	100	100	65	65	
<b>Brownfield Land within settlement boundary – Other Locations</b>	<b>580</b>													<b>80</b>	<b>75</b>	<b>95</b>	<b>100</b>	<b>100</b>	<b>65</b>	<b>65</b>	
<b>Green Belt Land – Edge of Brentwood Urban Area</b>																					
Land north of Shenfield	825	034 / 158 / 235 / 087 / 263 / 276	R03								50	100	125	125	125	125	100	75			
Land East of Nags Head Lane, Brentwood	125	032	R06							25	25	50	25								
Sow and Grow Nursery, Ongar Road, Pilgrims Hatch	38	010	R07							38											
Land Adjacent to Carmel, Mascalls Lane, Warley	9	027	R08							9											
Land west of Warley Hill, Pastoral Way, Warley	43	083	R09							20	23										

				Plan Period																	
	New Homes	HELAA Ref.	Policy Ref	Year 1 2016/17	Year 2 2017/18	Year 3 2018/19	Year 4 2019/20	Year 5 2020/21	Year 6 2021/22	Year 7 2022/23	Year 8 2023/24	Year 9 2024/25	Year 10 2025/26	Year 11 2026/27	Year 12 2027/28	Year 13 2028/29	Year 14 2029/30	Year 15 2030/31	Year 16 2031/32	Year 17 2032/33	
Land off Doddinghurst Road, either side of A12	200	023A / 23B	R16							50	50	50	50								
<b>Green Belt Land – Edge of Brentwood Urban Area Total</b>	<b>1,240</b>									<b>142</b>	<b>148</b>	<b>200</b>	<b>200</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>100</b>	<b>75</b>			
<b>Green Belt Land – Edge of Ingatestone</b>																					
Land south of Ingatestone, Ingatestone	161	128 / 106	R21							50	60	51									
Land Adjacent to Ingatestone By-pass	57	079A	R22							17	40										
<b>Green Belt Land – Edge of Ingatestone Total</b>	<b>218</b>									<b>67</b>	<b>100</b>	<b>51</b>									
<b>Green Belt Land – Larger Villages</b>																					
Brizes Corner Field, Blackmore Road, Kelvedon Hatch	23	194	R23							12	11										
Land off Stocks Lane, Kelvedon Hatch	40	075B	R24							20	20										
Land north of Woollard Way, Blackmore	40	077	R25							20	20										
Land south of Redrose Lane, north of Orchard Piece, Blackmore	30	076	R26							10	20										
<b>Green Belt Land – Larger Villages Total</b>	<b>133</b>									<b>62</b>	<b>71</b>										
<b>Strategic Allocation – Dunton Hills Garden Village</b>																					
Dunton Hills Garden Village	1,650	200	R01											150	250	250	250	250	250	250	
<b>Strategic Allocation – Dunton Hills Garden Village Total</b>	<b>1,650</b>													<b>150</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	

				Plan Period																
	New Homes	HELAA Ref.	Policy Ref	Year 1 2016/17	Year 2 2017/18	Year 3 2018/19	Year 4 2019/20	Year 5 2020/21	Year 6 2021/22	Year 7 2022/23	Year 8 2023/24	Year 9 2024/25	Year 10 2025/26	Year 11 2026/27	Year 12 2027/28	Year 13 2028/29	Year 14 2029/30	Year 15 2030/31	Year 16 2031/32	Year 17 2032/33
Allocation Total	4,699									349	482	309	224	710	450	470	550	525	315	315
Total Housing Provision	7,146			150	213	246	200	168	155	610	712	519	404	772	512	532	612	587	377	377
Housing requirement by year	7,752			300	300	300	300	300	300	300	300	400	400	400	400	400	400	984	984	984
Performance against requirement within individual year				-150	-87	-54	-100	-132	-145	310	412	119	4	372	112	132	212	-397	-607	-607
Housing provision cumulative total				150	363	609	809	977	1,132	1,742	2,454	2,973	3,377	4,149	4,661	5,193	5,805	6,392	6,769	7,146
Housing requirement cumulative total				300	600	900	1,200	1,500	1,800	2,100	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,784	6,768	7,752
Cumulative total deficit/surplus				-150	-237	-291	-391	-523	-668	-358	54	173	177	549	661	793	1005	608	1	-606

**5 year supply calculations**

<p>Five year supply calculation at adoption (2021/22) Includes 20% buffer from Housing Delivery Test and accounts for deficit (446) from start of plan period to year before adoption (2016/17 to 2020/21) which has been annualised over the remainder of the plan period (12 years) (2021/22 to 2032/33) (Liverpool approach)</p>	Total supply 2021/22 to 2025/26	2,400
	Local Plan annual housing requirement (2021/22 to 2025/26)	1,700
	Deficit (2016/17 to 2020/21) ÷ 12 years x 5 years	-218
	Housing Delivery Test 20% buffer (Local Plan annual requirement + deficit)	384
	Total five year requirement (with undersupply + 20% buffer)	2,302
	Annual five year requirement (Total requirement ÷ 5 years (rounded))	460
	Five year supply (years) = Total supply ÷ Annual five year requirement	<b>5.21</b>

## Annexe 2 – MM116 Appendix 2: Strategic and non-strategic policies and their relationship to Strategic Objectives

Strategic Objective	Strategic Policies	Non-Strategic Policies
<p>SO1: Managing Growth Sustainably</p>	<p><b>Delivering Sustainable Patterns of Growth</b></p> <p>Strategic Policy MG01: Managing Growth</p> <p>Strategic Policy MG02: Green Belt</p>	<p><b>Cross-cutting Development Management</b></p> <p>Policy MG03: Settlement Hierarchy</p> <p>Policy MG04: Health Impact Assessments (HIAs)</p> <p>Policy MG05: Developer Contributions</p> <p>Policy MG06: Local Plan Review and Update</p>
<p>SO2: Deliver a Healthy and Resilient Built Environment:</p>	<p><b>Sustainable Design of Buildings and Infrastructure</b></p> <p>Strategic Policy BE01 Carbon Reduction, and Renewable Energy</p> <p><b>Communications Infrastructure</b></p> <p>Strategic Policy BE06: Communications Infrastructure</p> <p><b>Transport Infrastructure</b></p> <p>Strategic Policy BE08: Strategic Transport Infrastructure</p>	<p><b>Sustainable Design of Buildings and Infrastructure</b></p> <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>Policy BE05: Sustainable Drainage</p> <p><b>Communications Infrastructure</b></p> <p>Policy BE07: Connecting New Developments to Digital Infrastructure</p> <p><b>Transport Infrastructure</b></p>

Strategic Objective	Strategic Policies	Non-Strategic Policies
	<p>Strategic Policy BE09: Sustainable Means of Travel and Walkable Streets</p> <p><b>Design &amp; Place-making (Buildings and Public Realm)</b></p> <p>Strategic Policy BE14: Creating Successful Places</p> <p><b>Heritage</b></p> <p>Strategic Policy BE16: Conservation and Enhancement of Historic Environment</p> <p><b>Variety and Quality of Homes</b></p> <p>Strategic Policy HP01: Housing Mix</p>	<p>Policy BE10: Sustainable Passenger Transport</p> <p>Policy BE11: Electric and Low Emission Vehicle</p> <p>Policy BE12: Mitigating the Transport Impacts of Development</p> <p>Policy BE13: Parking Standards</p> <p><b>Design &amp; Place-making (Buildings and Public Realm)</b></p> <p>Policy BE15: Planning for Inclusive Communities</p> <p><b>Heritage</b></p> <p>Policy BE17: Archaeological Remains</p> <p><b>Variety and Quality of Homes</b></p> <p>Policy HP02: Protecting the Existing Housing Stock</p> <p>Policy HP03: Residential Density</p> <p>Policy HP04: Specialist Accommodation</p> <p>Policy HP05: Affordable Housing</p> <p>Policy HP06: Standards for New Housing</p> <p><b>Gypsy and Traveller Provision</b></p> <p>Policy HP07: Regularising Suitable Existing Traveller Sites</p> <p>Policy HP08: Safeguarding Permitted Sites</p>



Strategic Objective	Strategic Policies	Non-Strategic Policies
		<p>POLICY HP09: Sub-Division of Pitches or Plots</p> <p>POLICY HP10: Proposals for Gypsies, Travellers and Travelling Showpeople on Windfall sites</p>
<p>SO3: Deliver Sustainable Communities with Diverse Economic &amp; Social-cultural Opportunities for All</p>	<p><b>Economy and Jobs</b></p> <p>Strategic Policy PC01: Safeguarding Employment Land</p> <p><b>Retail</b></p> <p>Strategic Policy PC03: Retail and Commercial Leisure Growth</p> <p>Strategic Policy PC04: Retail Hierarchy of Designated Centres</p> <p><b>Community Infrastructure</b></p> <p>Strategic Policy PC10: Protecting and Enhancing Community Facilities</p>	<p><b>Economy and Jobs</b></p> <p>Policy PC02: Supporting the Rural Economy</p> <p><b>Retail</b></p> <p>Policy PC05: Brentwood Town Centre</p> <p>Policy PC06: Mixed Use Development in Designated Centres</p> <p>Policy PC07: Primary Shopping Areas</p> <p>Policy PC08: Non-centre Uses</p> <p>Policy PC09: Night-Time Economy</p> <p><b>Community Infrastructure</b></p> <p>Policy PC11: Education Facilities</p>
<p>SO4: Deliver Beautiful, Biodiverse, Clean and a Functional</p>	<p><b>Green Infrastructure and Biodiversity</b></p> <p>Strategic Policy NE01: Protecting and Enhancing the Natural Environment</p> <p>Strategic Policy NE02: Green and Blue Infrastructure</p>	<p><b>Green Infrastructure and Biodiversity</b></p> <p>Policy NE03: Trees, Woodlands, Hedgerows</p> <p>Policy NE04: Thames Chase Community Forest</p> <p>Policy NE05: Open Space and Recreation Provision</p>

Strategic Objective	Strategic Policies	Non-Strategic Policies
Natural Environment	<p data-bbox="472 248 853 280">Clean and Safe Environment</p> <p data-bbox="472 320 913 352">Strategic Policy NE08: Air Quality</p> <p data-bbox="472 392 920 424">Strategic Policy NE09: Flood Risk</p>	<p data-bbox="1216 248 2029 280">Policy NE06: Allotments and Community Food Growing Space</p> <p data-bbox="1216 320 1760 352">Policy NE07: Protecting Land-for Gardens</p> <p data-bbox="1216 392 1592 424">Clean and Safe Environment</p> <p data-bbox="1216 464 2018 496">Policy NE10: Contaminated Land and Hazardous Substances</p> <p data-bbox="1216 536 1771 568">Policy NE11: Floodlighting and Illumination</p>

## Annexe 3 – MM117 Appendix 3 – Monitoring Framework

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action	
Chapter 4: Managing Growth							
<b><u>MG01</u></b>	Managing Growth	7,752 new homes over the Plan period as a running total	Planning permissions	Achieve 7,752 new residential dwellings (net) over the Plan period 2016-2033.  <b><u>Target to also include the number of housing expected to be developed on an annual basis from the Housing Trajectory.</u></b>	<b><u>80% or less of the running total of the Housing Trajectory is achieved over a three-year period.</u></b>	<b><u>Review the housing trajectory and assess reasons why developments are not coming forward as expected.</u></b>  <b><u>If the five-year housing supply is not being achieved, then consider whether the policy requirements need to be reviewed as part of a full or focused review and, if necessary, consider undertaking a call for sites to include additional sites to help improve delivery of new homes.</u></b>	
		<b><u>13 new gypsy and traveller pitches to be delivered over the plan period</u></b>		<b><u>13 new pitches to be delivered at the following sites (as identified in HP08):</u></b>  <b><u>Oaktree Farm (7 pitches)</u></b> <b><u>Hunters Green (1 pitch)</u></b> <b><u>DHGV (5 pitches)</u></b>		<b><u>Failure to meet 13 new pitches over the Local Plan period.</u></b>	<b><u>Refresh the HELAA and/or SHLAA to identify new gypsy and traveller pitches to meet the borough's needs.</u></b>  <b><u>Consider whether the policy requirements need to be reviewed as part of a full or focused review.</u></b>
		<b><u>46.64 ha of employment land over the Plan period</u></b>		<b><u>A minimum of 33.76 ha (or 2.81 ha per year) (net) of employment land provision over the</u></b>		<b><u>80% or less over a five year period of the minimum employment land need (2.81 ha per year)</u></b>	<b><u>Assess the reasons why employment land provision is not being achieved.</u></b>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
				<u>remaining Plan period 2021-2033</u>  <u>(Based on the identified needs range of 33.76 - 45.96 ha)</u>		<u>Consider a refresh the HELAA to identify additional employment sites to meet job growth.</u>  <u>Consider whether the policy requirements need to be reviewed as part of a full or focused review.</u>
		<u>1,604 sqm (net) of comparison retail floorspace</u>  <u>4,438 sqm (net) of convenience floorspace</u>		<u>1,604 sqm (or approximately 94sqm per year) (net) of comparison retail floorspace over the Plan period</u>  <u>4,438 sqm (or approximately 261 sqm per year) (net) of convenience floorspace over the Plan period</u>	<u>80% or less over a three year period of the average annual net comparison retail floorspace</u>  <u>80% of less over a three year period of the average annual net convenience floorspace</u>	<u>Assess the reasons why net comparison retail floorspace and/or net convenience floorspace is not being achieved.</u>  <u>Consider a refresh of the Retail Needs Assessment.</u>  <u>Consider whether the policy requirements need to be reviewed as part of a full or focused review.</u>
<b>MG05</b>	Developers Contribution	<u>Strategic Transport Infrastructure requirements as identified in the individual site allocation policies and the most up to date IDP Part B.</u>	Planning permission	<u>Appropriate level of funding collected based on the requirements set out in the most up to date IDP Part B for providing the required strategic transport infrastructure.</u>	<u>Failure to deliver a project that then results in a delay to the delivery of development sites allocated in the plan</u>	<u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
Chapter 5: Resilient Built Environment						
<b>BE08</b>	Strategic Transport Infrastructure	<b><u>Strategic Transport Infrastructure requirements as identified in the individual site allocation policies and the most up to date IDP Part B.</u></b>	Planning permission	<b><u>Appropriate level of funding collected based on the requirements set out in the most up to date IDP Part B for providing the required strategic transport infrastructure.</u></b>	<b><u>Failure to deliver a project that then results in a delay to the delivery of development sites allocated in the plan</u></b>	<b><u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u></b>
<b>BE09</b>	Sustainable Means of Travel and Walkable Streets	<b><u>Develops provide an appropriate level of sustainable transport infrastructure as required by the policy</u></b>	Planning permission	<b><u>Developments provide access to appropriate sustainable travel infrastructure including:</u></b> <ul style="list-style-type: none"> <li>• <b><u>Walking;</u></b></li> <li>• <b><u>Cycling; and</u></b></li> <li>• <b><u>Access to public transport</u></b></li> </ul> <b><u>No net loss of existing pedestrian and cycle paths</u></b>  <b><u>Where appropriate access to car pools, car sharing,</u></b>	<b><u>Developments do not provide appropriate walking and cycle paths and access to public transport.</u></b>  <b><u>A loss to the existing pedestrian and cycle paths as a result of development.</u></b>	<b><u>Assess why pedestrian and/or cycle paths are not included within developments or why there is a net loss of pedestrian / cycle paths. Consider whether the policy should be reviewed.</u></b>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
				<u>community buses and cycle schemes</u>		
<b><u>BE11</u></b>	Electric and Low-Emission Vehicles	<b><u>Provide sufficient occupier and visitor access to electric vehicle charging points</u></b>	Planning Permission	<b><u>All development include electric charging points wherever possible</u></b>	<b><u>80% of all new developments do not provide access to electric vehicle charging points in line with the most up to date Government guidance and/or Council strategy, whichever is greater.</u></b>	<b><u>Assess why electric vehicle charging points are not being included in developments. Consider whether the policy should be reviewed to set minimum standards for electric vehicle charging points to ensure uptake.</u></b>
<b><u>BE13</u></b>	Parking Standards	<b><u>Provide the required amount of parking as determined by the most up to date Essex Parking Standards</u></b>	Planning Permission	<b><u>All developments adhere to the Essex Parking Standards as required by the most up to date parking standards Design and Good Practice document.</u></b>	<b><u>Not all developments provide the minimum level of parking spaces as required by the most up to date Essex Parking Standards guidance</u></b>	<b><u>Assess why not all developments meet the most up to date Essex Parking Standards Design and Good Practice requirements. Consider if a further review of the policy is required.</u></b>
		<b><u>No net loss of parking spaces for the Brentwood Town Centre development sites:</u></b> <b><u>R11: 97</u></b> <b><u>R12: 48</u></b> <b><u>R13: 122</u></b> <b><u>R14: 371</u></b>	Planning Permission	<b><u>No net loss of Town Centre car parking places.</u></b>	<b><u>R10, R11, R12, R13, and R14 total parking places are less than 80% of the original available parking spaces.</u></b>	<b><u>Assess why there was a net loss of parking within Brentwood Town Centre. Consider if a further review of the policy is required.</u></b>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<b><u>Total current parking spaces totaling: 638</u></b>				
<b><u>BE16</u></b>	Conservation and Enhancement of Historic Environment	<b><u>National Heritage Risk Register</u></b>	Planning permission	<p><b><u>Sites R01, R02, R06, R22, E12, and E13 to provide a Heritage Statements as required by the site specific policy requirements.</u></b></p> <p><b><u>Reduction in the number of heritage assets on the Historic England's 'At Risk' register. Reduction in the number of heritage assets considered to be 'at risk' on the local list of heritage assets once established.</u></b></p>	<p><b><u>Heritage Statements are not provided for all development sites required to do so as stated within the individual site policies.</u></b></p> <p><b><u>Identification of a heritage asset newly listed on the 'at risk' register. Periodic increase in the number of heritage assets on the 'at risk' register in the borough. Identification of a locally listed heritage asset that could be at risk through periodic review.</u></b></p>	<b><u>Consider how the Council can contribute to measures to improve the condition of the 'at risk' heritage assets. Consider whether the policy is contributing to the neglect of the heritage assets, and if so, consider whether the policy should be reviewed.</u></b>
Chapter 6: Housing Provision						
HP01	Housing Mix	<b><u>Proposals of 10 or more to meet M4(2) or M4(3) Building Regulations</u></b>	Planning permission	<b><u>All developments of 10 or more dwellings meet the minimum requirement of M4(2) Building Regulation standards</u></b>	<b><u>5% of M4(3) Building Regulation standards for 80% of developments of 60 or more are not met.</u></b>	<b><u>Assess reasons why M4(3) Building Regulations are not being met. If this requirement is not being met due to viability reassess viability. Consider whether the policy requirements need to</u></b>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<u>Developments of 60 or more to meet 5% M4(3) Building Regulation</u>				<u>be reviewed as part of a full or focused review.</u>
		<u>Developments of 100 or more to provide 5% Self and Custom Build</u>		<u>All developments of 100 or more provide 5% Self and Custom Build homes.</u>	<u>5% Self and Custom Build dwelling are not met for 80% of development of 100 or more are not met</u>	<u>Assess reasons why 5% Self and Custom Build requirement is not being met. Consider whether the policy requirements need to be reviewed as part of a full or focused review.</u>
HP04	Specialist Accommodation	<u>Appropriate level of Specialist Accommodation is provided as indicated in the Council's 'Specialist Accommodation Report'</u>	Planning Permission	<u>Appropriate level and type of Specialist Accommodation is provided as indicated in the Council's most up to date Specialist Accommodation Report and other relevant evidence base.</u>	<u>80% of the required Specialist Accommodation is provided over the plan period.</u>	<u>Assess why the Specialist Accommodation requirements are not being met. If there are viability concerns, update the Viability Assessment and review the policy requirements.</u>
HP05	Affordable Housing	<u>All developments of 10 or more to provide 35% affordable housing</u>	Planning Permission	<u>All developments of 10 or more to provide 35% affordable housing as required by the policy</u>	<u>80% of all developments of 10 or more dwellings to provide 35% affordable housing</u>	<u>Assess why the affordable housing requirements are not being met. If concerns around viability, update the Viability Assessment and review the policy requirements.</u>



Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<u>Tenure split to be 86% Affordable / Social Rent and 14% of other forms of affordable housing.</u>		<u>Appropriate tenure split as required by the policy.</u>	<u>80% of all developments 10 or more to provide 86% affordable / social rent and 14% of other forms of affordable housing</u>	<u>Assess why the tenure split is not being achieved. If concerns around viability, update the viability assessment. If the needs of the borough have changed, then consider updating the housing evidence and updating the policy to reflect the new housing tenure split.</u>
<b>HP08</b>	Safeguarding Permitted Sites	<u>Gypsy and Traveller pitches listed in criteria B of the policy are granted permanent planning permission</u>	Planning Permission	<u>All Gypsy and Traveller sites and associated pitches are granted planning permission over the plan period.</u>	<u>80% or less of the Gypsy and Traveller sites identified in the policy are granted planning permission</u>	<u>Consider undertaking a Gypsy and Traveller Accommodation Needs Assessment to determine if the needs within the borough have changed. Consider reviewing the policy.</u>
<b>HP10</b>	Proposals for Gypsies, Travellers, and Travelling Showpeople on Windfall Sites	<u>New Gypsy and Traveller sites come forward during the plan period on windfall site.</u>	Planning Permission	<u>All gypsy and traveller windfall sites come forward in line with the policy requirements. Those that are granted permission on greenbelt sites have clearly demonstrated very special circumstances.</u>	<u>Gypsy and Traveller sites are granted permission on appeal.</u>	<u>Assess the justifications for gypsy and traveller sites being granted on appeal. Consider updating the Gypsy and Traveller Accommodation Needs Assessment and reviewing policies HP07: Provision for Gypsy and Traveller through to HP10: Proposals for Gypsies, Travellers, and Travelling Showpeople on Windfall Sites. Amend these policies where needed.</u>
Chapter 7: Prosperous Communities						

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
<b>PC03</b>	Retail and Commercial Growth	<p><b><u>Retail floorspace requirements met in line with policy MG01.</u></b></p> <p><b><u>Retail floorspace to be provided as part of the following mix-use developments</u></b></p> <p><b><u>Dunton Hills Gadren Village (R01)</u></b></p> <p><b><u>Land at West Horndon Industrial Estate (R02)</u></b></p> <p><b><u>William Hunter Way Car Park (R14)</u></b></p> <p><b><u>Wates Way Industrial Estate (R15)</u></b></p>	Planning Permission	<b><u>Appropriate level of retail floorspace provided as indicated within policy MG01 and site policies R01, R02, R14, and R15</u></b>	<b><u>80% or less of the policy required retail floorspace is achieved in accordance with the site specific policies.</u></b>	<p><b><u>Assess the reasons why retail floorspace is not being achieved.</u></b></p> <p><b><u>Consider a refresh of the Retail Needs Assessment.</u></b></p> <p><b><u>Consider whether the policy requirements need to be reviewed as part of a full or focused review.</u></b></p>
<b>PC10</b>	Protecting and Enhancing Community <b>Facilities</b> Assets	<b><u>Maintaining the existing level of Community Facilities.</u></b>	Planning Permission	<b><u>No net loss of existing community facilities, include those registered as Assets of Community Value (ACV).</u></b>	<b><u>The loss of a community facility to an alternative use.</u></b>	<b><u>Assess why the community facility was loss (i.e. there was no longer a need for the facility). Consider updating the Council's Built Facilities Strategy. Consider reviewing the policy.</u></b>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
Chapter 8: Natural Environment						
NE01	Protecting and Enhancing the Natural Environment Heritage	<b><u>Biodiversity net gains</u></b>	Planning permission	<b><u>Achieve biodiversity net gains</u></b>	<b><u>New developments are unable to achieve biodiversity net gains.</u></b>	<b><u>Assess why biodiversity net gains are not able to be achieved on site(s). Consider a review of how the policy has been applied, and whether the policy should be reviewed.</u></b>
		<b><u>Sites within the RAMS Zone of Influence make appropriate contribution toward mitigation.</u></b>		<b><u>Sites within the RAMS Zone of Influence make appropriate contribution towards mitigation as required by the policy and the most up to date evidence.</u></b>	<b><u>New developments not making appropriate contributions towards mitigations as required by the RAMS Strategy</u></b>	<b><u>Assess reasons why RAMS contributions were not made as required by the RAMS Strategy and the policy. Consider if changes to the policy wording are required.</u></b>
		<b><u>No impacts on SSSI's or Sites of Local Importance</u></b>		<b><u>No impacts from developments, either individually or in combination, on SSSI's or Sites of Local Importance</u></b>	<b><u>Unacceptable environmental impacts on SSSI's and/or Sites of Local Importance as a result of an individual development or a combination of developments.</u></b>	<b><u>Assess reasons why unacceptable environmental impacts on SSSI's and/or Sites of Local Importance have occurred. Consider reviewing the policy wording.</u></b>
<b><u>NE02</u></b>	Green and Blue Infrastructure	<b><u>Maximise opportunities for improving Green and Blue Infrastructure (GBI)</u></b>	Planning Permission	<b><u>Existing Green and Blue Infrastructure are protected and enhanced where possible</u></b>	<b><u>Adverse impact to green and blue infrastructure as a result of development.</u></b> <b><u>Lack of appropriate specification and maintenance plans for the</u></b>	<b><u>Assess the reasons why appropriate protect and/or enhancement to Green and Blue Infrastructure was not achieved. Consider reviewing the policy wording.</u></b>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
					<u>proposed green and blue Infrastructure through the life of the development.</u>	
		<u>Development adjacent to water course or water body, do not have any adverse on the function or quality of the Blue Infrastructure.</u>		<u>No adverse impacts on water quality as a result of those developments located near water courses and/or water bodies.</u>	<u>Adverse impact on water courses and/or water bodies as a result of development.</u>	<u>Assess reasons why adverse impacts to water courses and water bodies. Consider reviewing the policy wording.</u>
<b>NE08</b>	Air Quality	<u>Developments do not create an unacceptable risk to Air Quality.</u> <u>All development types listed within the policy, criteria C are required to submit an Air Quality Assessment as part of the planning application process.</u>	Planning Permission	<u>All developments required by the policy submit an Air Quality Assessment which clearly demonstrates no risk to air quality.</u>	<u>Planning permission is granted to developments where:</u> <ul style="list-style-type: none"> <li><u>An Air Quality Assessment has not submitted; and/or</u></li> <li><u>An unacceptable impact on air quality is identify</u></li> </ul>	<u>Assess reason why planning permission was granted to a development which did not meet the requirements of the policy. Consider whether a review of the policy wording is required.</u>
Chapter 9: Site Allocations						

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
*Not all aspects of the site allocations will be monitored. Focus is solely on housing, employment, infrastructure and environment and heritage as it related to the policies listed above.						
R01	Dunton Hills Garden Village	<p><b><u>Housing:</u></b></p> <ul style="list-style-type: none"> <li><b><u>Delivery of 1,650 new homes, providing 35% affordable housing</u></b></li> <li><b><u>5% self and Custom build homes</u></b></li> <li><b><u>Delivery of three care homes of around 80 bed spaces each</u></b></li> <li><b><u>Minimum of 5 new Gypsy and Traveller pitches</u></b></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li><b><u>1,950 new dwellings</u></b></li> <li><b><u>577 affordable housing</u></b></li> <li><b><u>Approximately 82 self and custom build homes</u></b></li> <li><b><u>Three, 80-bed care homes</u></b></li> <li><b><u>Five gypsy and traveller pitches</u></b></li> </ul>	<ul style="list-style-type: none"> <li><b><u>Deliver the full identified housing of 1,650 new dwelling over the plan period</u></b></li> <li><b><u>Deliver the full 35% affordable housing requirement (approximately 577)</u></b></li> <li><b><u>Deliver 5% Self and Custom Build homes (approximately 82 dwellings)</u></b></li> <li><b><u>Three, 80 bed care homes</u></b></li> <li><b><u>5 Gypsy and Traveller pitches to be provided within the first five years of development coming forward</u></b></li> </ul>	<p><b><u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u></b></p> <p><b><u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs.</u></b></p>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<u>Employment:</u> <u>5.5 ha of employment land of E use class</u>		<u>A minimum of 5.5 ha employment land provision over the remaining Plan period 2021-2033</u>	<u>Less than 90% of employment land is provided as identified within the policy.</u>	<u>Assess the reasons why employment land provision is not being achieved.</u>  <u>Consider a refresh the HELAA to identify additional employment sites to meet job growth.</u>
		<u>Infrastructure:</u> <u>Delivery of at least one secondary school with sufficient capacity to co-locate early years and childcare nursery facilities</u>		<u>At least one secondary school and co-located early years and childcare nursery facilities</u>	<u>Secondary school and early years and childcare nursery not provided</u>	<u>Assess why the Secondary school, early years, and/or childcare facilities have not been provided.</u>  <u>Consider whether a review of the viability assessment is needed.</u>  <u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u>
		<u>Environment and Heritage:</u> <ul style="list-style-type: none"> <li><u>Minimum of 50% of the site is green and blue infrastructure</u></li> </ul>		<ul style="list-style-type: none"> <li><u>50% of the site is green and blue infrastructure</u></li> <li><u>Heritage Statement included with application</u></li> </ul>	<ul style="list-style-type: none"> <li><u>A minimum of 50% of the site is not green and blue infrastructure as required by the policy</u></li> <li><u>Heritage Statement not included in application</u></li> </ul>	<ul style="list-style-type: none"> <li><u>Assess why 50% of the site was not green and blue infrastructure as required by the policy.</u></li> <li><u>Consider how the Council can contribute to measures to improve the condition of the 'at risk' heritage assets. Consider whether policy BE16 Conservation and Enhancement of Historic</u></li> </ul>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<ul style="list-style-type: none"> <li><u>National Heritage Risk Register</u></li> </ul>				<u>Environment is contributing to the neglect of the heritage assets, and if so, consider whether the policy should be reviewed.</u>
R02	Land at West Horndon Industrial Estate	<p><b>Housing:</b></p> <ul style="list-style-type: none"> <li><u>Deliver 580 new dwelling</u></li> <li><u>35% affordable housing</u></li> <li><u>5% Self and Custom Build homes</u></li> <li><u>60-bed residential care home or appropriate specialist accommodation</u></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li><u>Provide the full 580 new dwelling</u></li> <li><u>Provide 35% affordable housing (approximately 203 dwellings)</u></li> <li><u>Provide 5% Self and Custom Build homes (approximately 29 new dwellings)</u></li> <li><u>One 60-bed care home or other appropriate specialist accommodation to meet the needs of the borough</u></li> </ul>	<ul style="list-style-type: none"> <li><u>Less than 90% of the full identified housing requirement is met</u></li> <li><u>Less than 90% of the affordable housing requirement is met</u></li> <li><u>Less than 90% of the Self and Custom Build requirement is met</u></li> <li><u>60-bed care home or other appropriate specialist accommodation is not met.</u></li> </ul>	<p><u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u></p> <p><u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs.</u></p>
		<p><b>Employment:</b></p> <p><u>Around 2 ha of employment land with an appropriate mix</u></p>		<u>A minimum of 2 ha employment land provision over the remaining Plan period 2021-2033</u>	<u>Less than 90% of employment needs are provided</u>	<u>Assess the reasons why employment land provision is not being achieved.</u>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<u>of retail, commercial, and leisure floorspace</u>				<u>Consider a refresh the HELAA to identify additional employment sites to meet job growth.</u>
		<u>Environment and Heritage:</u> <u>Preparation of a Heritage Statement</u>		<u>Heritage Statement including in application</u>	<u>No Heritage Statement included in application</u>	<u>Consider how the Council can contribute to measures to improve the condition of the 'at risk' heritage assets. Consider whether policy BE16 Conservation and Enhancement of Historic Environment is contributing to the neglect of the heritage assets, and if so, consider whether the policy should be reviewed.</u>
R03	Land North of Shenfield	<u>Housing:</u> <ul style="list-style-type: none"> <li><u>Provide 825 new homes</u></li> <li><u>35% affordable housing</u></li> <li><u>5% self and custom builds</u></li> <li><u>60 bed residential care home</u></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li><u>825 new dwelling</u></li> <li><u>288 affordable dwellings</u></li> <li><u>41 self and custom build dwellings</u></li> <li><u>60 bed residential care home</u></li> </ul>	<ul style="list-style-type: none"> <li><u>Less than 825 new dwelling are provided</u></li> <li><u>90% of less of the affordable housing is provided</u></li> <li><u>Less than 90% self and custom build homes are provided</u></li> <li><u>Care home or appropriate mix of specialist accommodation to be meets not provided.</u></li> </ul>	<p><u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u></p> <p><u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs.</u></p>



Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<p><u>Employment:</u></p> <p><u>2ha of employment land</u></p>		<p><u>2ha of employment land</u></p>	<p><u>Less than 90% of the required employment land is provided</u></p>	<p><u>Assess the reasons why employment land provision is not being achieved.</u></p> <p><u>Consider a refresh the HELAA to identify additional employment sites to meet job growth.</u></p>
		<p><u>Infrastructure:</u></p> <ul style="list-style-type: none"> <li>• <u>Provide vehicle access off Chelmsford Road and Alexander Lane</u></li> <li>• <u>Provide multi-function green infrastructure, including maintaining the provision of the existing playing</u></li> </ul>		<ul style="list-style-type: none"> <li>• <u>Vehicle access off Chelmsford Road and Alexander Lane</u></li> <li>• <u>Existing Green and Blue Infrastructure are protected and enhanced where possible. No loss of the existing playing field currently on site</u></li> <li>• <u>Provide primary school, early years and childcare nursey</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>A minimum of two vehicle access points into the site are provided agreed with ECC</u></li> <li>• <u>Adverse impact to green and blue infrastructure as a result of development. Lack of appropriate specification and maintenance plans for the proposed green and blue Infrastructure through the life of the development.</u></li> <li>• <u>Required educational facilities not provided.</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u></li> <li>• <u>Assess the reasons why appropriate protect and/or enhancement to Green and Blue Infrastructure was not achieved. Consider reviewing the policy wording for policy BE16 Green and Blue Infrastructure.</u></li> <li>• <u>Assess the reasons why the policy required educational facilities were not provided.</u></li> </ul>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<p><u>field on site.</u></p> <ul style="list-style-type: none"> <li>• <u>2.1 ha of land for primary school and early years and childcare nursey.</u></li> </ul>				
R04	Ford Headquarters and Council Depot	<p><b><u>Housing:</u></b></p> <ul style="list-style-type: none"> <li>• <u>Provide 133 new homes</u></li> <li>• <u>35% affordable housing</u></li> <li>• <u>5% Self and Custom Build</u></li> <li>• <u>60-bed residential care home or appropriate mix of specialist accommodation</u></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li>• <u>133 new dwelling</u></li> <li>• <u>46 affordable dwellings</u></li> <li>• <u>6 self and custom build dwellings</u></li> <li>• <u>60-bed residential care home or other appropriate specialist accommodation</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Less than 133 new dwelling are provided</u></li> <li>• <u>90% of less of the affordable housing is provided</u></li> <li>• <u>Less than 90% self and custom build homes are provided</u></li> <li>• <u>Care home or other appropriate specialist accommodation is not provided.</u></li> </ul>	<p><b><u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u></b></p> <p><b><u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs.</u></b></p>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<p><u>Employment:</u></p> <p><u>2ha of employment land</u></p>		<p><u>2ha of employment land</u></p>	<p><u>Less than 90% of the employment land is provided</u></p>	<p><u>Assess the reasons why employment land provision is not being achieved.</u></p> <p><u>Consider a refresh the HELAA to identify additional employment sites to meet job growth.</u></p>
		<p><u>Infrastructure:</u></p> <ul style="list-style-type: none"> <li>• <u>Provide Vehicle access off Eagle Way and The Drive</u></li> <li>• <u>Provide multi-functional green infrastructure</u></li> <li>• <u>Provide appropriate financial contribution towards infrastructure improvements as set out in the</u></li> </ul>		<ul style="list-style-type: none"> <li>• <u>Vehicle access off Eagle Way and The Drive</u></li> <li>• <u>multi-functional green infrastructure</u></li> <li>• <u>Appropriate financial contribution towards other infrastructure improvements</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>A minimum of two vehicle access points into the site are provided agreed with ECC</u></li> <li>• <u>Adverse impact to green and blue infrastructure as a result of development. Lack of appropriate specification and maintenance plans for the proposed green and blue Infrastructure through the life of the development.</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u></li> <li>• <u>Assess the reasons why appropriate protect and/or enhancement to Green and Blue Infrastructure was not achieved. Consider reviewing the policy wording for policy NE02: Green and Blue Infrastructure</u></li> </ul>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<u>Council's IDP</u>				
		<u>Heritage:</u> <u>Grade II listed Blenheim House and the Chapel of Royal Anglian and Essex Regiments</u>		<u>No negative impact on the Grade II listed Blenheim House and the Chapel of Royal Anglian and Essex Regiments</u>	<u>Negative impacts occur on the listed building within the area as a direct result of development.</u>	<u>Consider how the Council can contribute to measures to improve the condition of the 'at risk' heritage assets. Consider whether policy BE16 Conservation and Enhancement of Historic Environment is contributing to the neglect of the heritage assets, and if so, consider whether the policy should be reviewed.</u>
R06	Land off Nags Head Lane	<u>Housing:</u> <ul style="list-style-type: none"> <li><u>125 new dwelling</u></li> <li><u>35% affordable housing</u></li> <li><u>5% Self and Custom Build</u></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li><u>125 new dwellings</u></li> <li><u>43 affordable dwellings</u></li> <li><u>6 Self and Custom Build dwellings</u></li> </ul>	<ul style="list-style-type: none"> <li><u>Less than 125 new dwelling are provided</u></li> <li><u>90% of less of the affordable housing is provided</u></li> <li><u>Less than 90% self and custom build homes are provided</u></li> </ul>	<p><u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u></p> <p><u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs.</u></p>
		<u>Infrastructure:</u> <u>Provision for public open space</u>		<u>Provide multi-functional green infrastructure</u>	<u>Adverse impact to green and blue infrastructure as a result of development. Lack of appropriate specification and maintenance plans for the</u>	<u>Assess the reasons why appropriate protect and/or enhancement to Green and Blue Infrastructure was not achieved. Consider reviewing the policy wording for policy NE02 Green and Blue Infrastructure</u>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
					<u>proposed green and blue Infrastructure through the life of the development.</u>	
		<u>Environment and Heritage:</u>  <u>National Risk Register</u>		<u>Heritage Statement submitted with application</u>	<u>No Heritage Statement is submitted with the application</u>	<u>Consider how the Council can contribute to measures to improve the condition of the 'at risk' heritage assets. Consider whether policy BE16 Conservation and Enhancement of Historic Environment is contributing to the neglect of the heritage assets, and if so, consider whether the policy should be reviewed.</u>
R07	Sow and Grow Nursery	<u>Housing:</u> <ul style="list-style-type: none"> <li>• <u>38 new homes</u></li> <li>• <u>35% affordable housing</u></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li>• <u>38 new dwellings</u></li> <li>• <u>13 affordable dwellings</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Less than 38 new dwellings</u></li> <li>• <u>90% or less affordable housing</u></li> </ul>	<u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u>  <u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs.</u>
		<u>Infrastructure:</u> <u>Appropriate developers contribution as set out in the Council's IDP towards highway infrastructure</u>		<u>Appropriate developers contribution as set out in the Council's IDP towards highway infrastructure</u>	<u>Insufficient developers contribution made as required by policy</u>	<u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<u>Environment and Heritage:</u> <u>National Risk Register</u>		<u>No adverse impacts of Grade II listed Park and Garden of South Weald Park</u>	<u>Adverse impacts on the Grade II listed Park and Garden of South Weald as a result of the development.</u>	<u>Consider how the Council can contribute to measures to improve the condition of the 'at risk' heritage assets. Consider whether policy BE16: Conservation and Enhancement of Historic Environment is contributing to the neglect of the heritage assets, and if so, consider whether the policy should be reviewed.</u>
R08	Land at Mascalls Lane	<u>Housing:</u> <u>9 new dwellings</u>	Planning Permission	<u>9 new dwellings</u>	<u>Less than 9 new dwelling</u>	<u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u>
		<u>Infrastructure:</u> <u>Appropriate financial contribution as determined by the Council's IDP</u>		<u>Appropriate financial contribution</u>	<u>No financial contribution</u>	<u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u>
R09	Land of Warley Hill	<u>Housing:</u> <ul style="list-style-type: none"> <li><u>43 new dwellings</u></li> <li><u>35% affordable housing</u></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li><u>43 new dwellings</u></li> <li><u>15 affordable dwelling</u></li> </ul>	<ul style="list-style-type: none"> <li><u>Less than 43 new dwellings</u></li> <li><u>Less than 90% affordable housing</u></li> </ul>	<u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u>  <u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs.</u>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<u>Environment and Heritage:</u> <u>National Risk Register</u>		<u>No negative impacts of the Grade II listed Warley Hospital, Tower at Warley Hospital and Lodge to Warley Hospital</u>	<u>Adverse impacts on the Grade II listed buildings as a result of the development.</u>	<u>Consider how the Council can contribute to measures to improve the condition of the 'at risk' heritage assets. Consider whether policy BE16: Conservation and Enhancement of Historic Environment is contributing to the neglect of the heritage assets, and if so, consider whether the policy should be reviewed.</u>
R10	Brentwood Railway Station	<u>Housing:</u> <ul style="list-style-type: none"> <li>• <u>200 new dwellings</u></li> <li>• <u>35% affordable housing</u></li> <li>• <u>5% Self and Custom Build dwellings</u></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li>• <u>200 new dwellings</u></li> <li>• <u>70 affordable dwelling</u></li> <li>• <u>10 self and custom build dwellings</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Less than 200 new dwellings</u></li> <li>• <u>90% or less affordable housing</u></li> <li>• <u>90% or less self and custom builds</u></li> </ul>	<p><u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u></p> <p><u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs.</u></p>
		<u>Infrastructure:</u> <ul style="list-style-type: none"> <li>• <u>Adequate parking for future rail traveler needs</u></li> <li>• <u>Developers contribution as</u></li> </ul>		<ul style="list-style-type: none"> <li>• <u>Adequate parking for future rail traveller needs</u></li> <li>• <u>Appropriate developers contribution</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Insufficient parking provided</u></li> <li>• <u>Insufficient developers contribution made as required by policy</u></li> </ul>	<u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<u>required by the Council's IDP</u>				
R11	Westbury Road Car Park	<p><b>Housing:</b></p> <ul style="list-style-type: none"> <li>• <u>45 new dwelling</u></li> <li>• <u>35% affordable housing</u></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li>• <u>45 new dwellings</u></li> <li>• <u>15 affordable dwellings</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Less than 45 dwellings</u></li> <li>• <u>90% or less affordable housing</u></li> </ul>	<p><u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u></p> <p><u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs.</u></p>
		<p><b>Infrastructure:</b></p> <ul style="list-style-type: none"> <li>• <u>Developers contribution to Highway improvements as required by the IDP</u></li> <li>• <u>No net loss of Town Centre parking – 638 parking spots</u></li> </ul>		<ul style="list-style-type: none"> <li>• <u>Sufficient developers contribution</u></li> <li>• <u>638 car parking places for the Town Centre allocate sites</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Insufficient developers contribution</u></li> <li>• <u>Loss of Town Centre parking as a result of development</u></li> </ul>	<p><u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u></p>



Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<u>Environment and Heritage:</u> <u>National Risk Register</u>		<u>Heritage Statement</u>	<u>No Heritage Statement</u>	<u>Consider how the Council can contribute to measures to improve the condition of the 'at risk' heritage assets. Consider whether policy BE16 Conservation and Enhancement of Historic Environment is contributing to the neglect of the heritage assets, and if so, consider whether the policy should be reviewed.</u>
R12	Land at Hunter House	<u>Housing:</u> <ul style="list-style-type: none"> <li>• <u>48 new dwelling</u></li> <li>• <u>35% affordable dwellings</u></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li>• <u>48 new dwellings</u></li> <li>• <u>16 affordable dwellings</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Less than 48 dwellings</u></li> <li>• <u>90% or less affordable housing</u></li> </ul>	<p><u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u></p> <p><u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs</u></p>
		<u>Infrastructure:</u> <ul style="list-style-type: none"> <li>• <u>Developers contribution to Highway improvements as required by the IDP</u></li> <li>• <u>No net loss of Town Centre parking –</u></li> </ul>		<ul style="list-style-type: none"> <li>• <u>Sufficient developers contribution</u></li> <li>• <u>638 car parking places for the Town Centre allocate sites</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Insufficient developers contribution</u></li> <li>• <u>Loss of Town Centre parking as a result of development</u></li> </ul>	<u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<b><u>638 parking spots</u></b>				
		<b><u>Environment and Heritage:</u></b> <b><u>National Risk Register</u></b>		<b><u>Heritage Statement</u></b>	<b><u>No Heritage Statement</u></b>	<b><u>Consider how the Council can contribute to measures to improve the condition of the ‘at risk’ heritage assets. Consider whether policy BE16 Conservation and Enhancement of Historic Environment is contributing to the neglect of the heritage assets, and if so, consider whether the policy should be reviewed.</u></b>
R13	Chatham Way Car Park	<b><u>Housing:</u></b> <ul style="list-style-type: none"> <li>• <b><u>31 new dwellings</u></b></li> <li>• <b><u>35% affordable housing</u></b></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li>• <b><u>31 new dwellings</u></b></li> <li>• <b><u>10 affordable housing</u></b></li> </ul>	<ul style="list-style-type: none"> <li>• <b><u>Less than 31 dwellings</u></b></li> <li>• <b><u>90% or less affordable housing</u></b></li> </ul>	<p><b><u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u></b></p> <p><b><u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs</u></b></p>
		<b><u>Infrastructure:</u></b> <ul style="list-style-type: none"> <li>• <b><u>Developers contribution to Highway improvements as required by the IDP</u></b></li> </ul>		<ul style="list-style-type: none"> <li>• <b><u>Sufficient developers contribution</u></b></li> <li>• <b><u>638 car parking places for the Town Centre allocate sites</u></b></li> </ul>	<ul style="list-style-type: none"> <li>• <b><u>Insufficient developers contribution</u></b></li> <li>• <b><u>Loss of Town Centre parking as a result of development</u></b></li> </ul>	<b><u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u></b>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<ul style="list-style-type: none"> <li><u>No net loss of Town Centre parking – 638 parking spots</u></li> </ul>				
		<u>Environment and Heritage:</u> <u>National Risk Register</u>		<u>Heritage Statement</u>	<u>No Heritage Statement</u>	<u>Consider how the Council can contribute to measures to improve the condition of the ‘at risk’ heritage assets. Consider whether policy BE16: Conservation and Enhancement of Historic Environment is contributing to the neglect of the heritage assets, and if so, consider whether the policy should be reviewed.</u>
R14	William Hunter Way Car Park	<u>Housing:</u> <ul style="list-style-type: none"> <li><u>300 new dwellings</u></li> <li><u>35% affordable housing</u></li> <li><u>5% Self and Custom Build dwelling</u></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li><u>300 new dwellings</u></li> <li><u>105 affordable housing</u></li> <li><u>15 self and custom build</u></li> </ul>	<ul style="list-style-type: none"> <li><u>Less than 300 dwellings</u></li> <li><u>90% or less affordable housing</u></li> <li><u>90% or less self and custom build</u></li> </ul>	<u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u>  <u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs</u>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<p><b><u>Infrastructure:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Developers contribution to Highway improvements as required by the IDP</u></b></li> <li>• <b><u>No net loss of Town Centre parking – 638 parking spots</u></b></li> </ul>		<ul style="list-style-type: none"> <li>• <b><u>Sufficient developers contribution</u></b></li> <li>• <b><u>638 car parking places for the Town Centre allocate sites</u></b></li> </ul>	<ul style="list-style-type: none"> <li>• <b><u>Insufficient developers contribution</u></b></li> <li>• <b><u>Loss of Town Centre parking as a result of development</u></b></li> </ul>	<p><b><u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u></b></p>
		<p><b><u>Environment and Heritage:</u></b></p> <p><b><u>National Risk Register</u></b></p>		<p><b><u>Heritage Statement</u></b></p>	<p><b><u>No Heritage Statement</u></b></p>	<p><b><u>Consider how the Council can contribute to measures to improve the condition of the ‘at risk’ heritage assets. Consider whether policy BE16: Conservation and Enhancement of Historic Environment is contributing to the neglect of the heritage assets, and if so, consider whether the policy should be reviewed.</u></b></p>
R15	Wates Way Industrial Estate	<p><b><u>Housing:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>46 new dwellings</u></b></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li>• <b><u>46 new dwellings</u></b></li> </ul>	<ul style="list-style-type: none"> <li>• <b><u>Less than 80 dwellings</u></b></li> </ul>	<p><b><u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u></b></p>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
						<u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs</u>
		<u>Infrastructure:</u> <u>Developers contribution to Highway improvements as required by the IDP</u>		<u>Sufficient developers contribution</u>	<u>Insufficient developers contribution</u>	<u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u>
R16	Land off Doddinghurst Road	<u>Housing:</u> <ul style="list-style-type: none"> <li>• <u>200 new dwellings</u></li> <li>• <u>35% affordable</u></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li>• <u>200 new dwellings</u></li> <li>• <u>70 affordable</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Less than 200 dwellings</u></li> <li>• <u>90% or less affordable housing</u></li> </ul>	<u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u>  <u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs</u>
		<u>Infrastructure:</u> <u>Developers contribution to Highway improvements as required by the IDP</u>		<u>Sufficient developers contribution</u>	<u>Insufficient developers contribution</u>	<u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
R19	Land at Priests Lane	<p><b><u>Housing:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>75 new dwellings</u></b></li> <li>• <b><u>35% affordable</u></b></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li>• <b><u>75 new dwellings</u></b></li> <li>• <b><u>26 affordable</u></b></li> </ul>	<ul style="list-style-type: none"> <li>• <b><u>Less than 75 dwellings</u></b></li> <li>• <b><u>90% or less affordable</u></b></li> </ul>	<p><b><u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u></b></p> <p><b><u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs</u></b></p>
		<p><b><u>Infrastructure:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Replacement playing field</u></b></li> <li>• <b><u>Developers contribution to Highway improvements as required by the IDP</u></b></li> </ul>		<ul style="list-style-type: none"> <li>• <b><u>Replacement playing field</u></b></li> <li>• <b><u>Sufficient developers contribution</u></b></li> </ul>	<b><u>Insufficient developers contribution</u></b>	<b><u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u></b>
R21	Land South of Ingatestone	<p><b><u>Housing:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>161 new dwellings</u></b></li> <li>• <b><u>35% affordable</u></b></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li>• <b><u>161 new dwellings</u></b></li> <li>• <b><u>56 affordable dwellings</u></b></li> </ul>	<ul style="list-style-type: none"> <li>• <b><u>Less than 161 dwellings</u></b></li> <li>• <b><u>90% or less affordable</u></b></li> </ul>	<p><b><u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u></b></p> <p><b><u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs</u></b></p>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<u>Infrastructure:</u> <u>Developers contribution to Highway improvements as required by the IDP</u>		<u>Sufficient developers contribution</u>	<u>Insufficient developers contribution</u>	<u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u>
		<u>Environment and Heritage:</u> <u>National Rik Register</u>		<u>Heritage Statement submitted with application</u>	<u>No Heritage Statement submitted with application</u>	<u>Consider how the Council can contribute to measures to improve the condition of the 'at risk' heritage assets. Consider whether policy BE16 Conservation and Enhancement of Historic Environment is contributing to the neglect of the heritage assets, and if so, consider whether the policy should be reviewed.</u>
R22	Land adjacent to the A12, Ingatestone	<u>Housing:</u> <ul style="list-style-type: none"> <li>• <u>57 new dwellings</u></li> <li>• <u>35% affordable dwellings</u></li> </ul>		<ul style="list-style-type: none"> <li>• <u>57 new dwellings</u></li> <li>• <u>20 affordable</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Less than 57 dwellings</u></li> <li>• <u>90% or less affordable</u></li> </ul>	<u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u>  <u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs</u>
		<u>Infrastructure:</u> <u>Developers contribution to Highway</u>		<u>Sufficient developers contribution</u>	<u>Insufficient developers contribution</u>	<u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary</u>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<u>improvements as required by the IDP</u>				<u>review alternative ways of meeting the infrastructure needs.</u>
		<u>Environment and Heritage:</u> <u>National Rik Register</u>		<u>Heritage Statement submitted with application</u>	<u>No Heritage Statement submitted with application</u>	<u>Consider how the Council can contribute to measures to improve the condition of the 'at risk' heritage assets. Consider whether policy BE16 Conservation and Enhancement of Historic Environment is contributing to the neglect of the heritage assets, and if so, consider whether the policy should be reviewed.</u>
R23	Brizes Corner Field	<u>Housing:</u> <ul style="list-style-type: none"> <li>• <u>23 new dwellings</u></li> <li>• <u>35% affordable</u></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li>• <u>23 new dwellings</u></li> <li>• <u>8 affordable</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Less than 23 new dwellings</u></li> <li>• <u>90% or less affordable</u></li> </ul>	<u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u>  <u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs</u>
		<u>Infrastructure:</u> <u>Developers contribution to Highway improvements as required by the IDP</u>		<u>Sufficient developers contribution</u>	<u>Insufficient developers contribution</u>	<u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u>



Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
R24	Land off Stocks Lane	<b><u>Housing:</u></b> <ul style="list-style-type: none"> <li>• <b><u>40 new dwellings</u></b></li> <li>• <b><u>35% affordable</u></b></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li>• <b><u>40 new dwellings</u></b></li> <li>• <b><u>14 affordable</u></b></li> </ul>	<ul style="list-style-type: none"> <li>• <b><u>Less than 40 dwellings</u></b></li> <li>• <b><u>90% or less affordable</u></b></li> </ul>	<b><u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u></b>  <b><u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs</u></b>
		<b><u>Infrastructure:</u></b> <b><u>Developers contribution to Highway improvements as required by the IDP</u></b>		<b><u>Sufficient developers contribution</u></b>	<b><u>Insufficient developers contribution</u></b>	<b><u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u></b>
R25	Land North of Wollard Way	<b><u>Housing:</u></b> <ul style="list-style-type: none"> <li>• <b><u>40 new dwellings</u></b></li> <li>• <b><u>35% affordable</u></b></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li>• <b><u>40 new dwellings</u></b></li> <li>• <b><u>14 affordable</u></b></li> </ul>	<ul style="list-style-type: none"> <li>• <b><u>Less than 40 dwellings</u></b></li> <li>• <b><u>90% or less affordable</u></b></li> </ul>	<b><u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u></b>  <b><u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs</u></b>
		<b><u>Infrastructure:</u></b> <b><u>Developers contribution to Highway</u></b>		<b><u>Sufficient developers contribution</u></b>	<b><u>Insufficient developers contribution</u></b>	<b><u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary</u></b>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<u>improvements as required by the IDP</u>				<u>review alternative ways of meeting the infrastructure needs.</u>
R26	Land North of Ochard Piece	<b>Housing:</b> <ul style="list-style-type: none"> <li>• <u>30 new dwellings</u></li> <li>• <u>35% affordable</u></li> </ul>	Planning Permission	<ul style="list-style-type: none"> <li>• <u>30 new dwellings</u></li> <li>• <u>10 affordable</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Less than 30 dwellings</u></li> <li>• <u>90% or less affordable</u></li> </ul>	<u>Assess why the housing requirements are not being met. If there are viability concerns, update the Viability Assessment.</u>  <u>Consider whether a call for site should be undertaken and additional sites allocated to ensure the borough can meet its identified housing needs</u>
		<b>Infrastructure:</b> <u>Developers contribution to Highway improvements as required by the IDP</u>		<u>Sufficient developers contribution</u>	<u>Insufficient developers contribution</u>	<u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u>
E11	Brentwood Enterprise Park	<b>Employment:</b> <u>25.85 ha of employment</u>	Planning Permission	<u>25.85 employment – B2, B8, and sui generis</u>	<u>90% or less employment</u>	<u>Assess the reasons why employment land provision is not being achieved.</u>  <u>Consider a refresh the HELAA to identify additional employment sites to meet job growth.</u>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<u>Infrastructure: Developers contribution to Highway improvements and early years child care as required by the IDP</u>		<u>Sufficient developers contribution</u>	<u>Insufficient developers contribution</u>	<u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u>
E12	Childerditch Industrial Estate	<u>Employment: 20.64 ha of employment land</u>	Planning Permission	<u>24.64 employment – Class E, B2, B8, and sui generis</u>	<u>90% or less employment</u>	<u>Assess the reasons why employment land provision is not being achieved.</u>  <u>Consider a refresh the HELAA to identify additional employment sites to meet job growth.</u>
		<u>Infrastructure: Developers contribution to Highway improvements and early years child care as required by the IDP</u>		<u>Sufficient developers contribution</u>	<u>Insufficient developers contribution</u>	<u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<u>Environment and Heritage:</u> <u>National Risk Register</u>		<u>Heritage Statement submitted with application</u>	<u>No Heritage Statement is submitted with application</u>	<u>Consider how the Council can contribute to measures to improve the condition of the 'at risk' heritage assets. Consider whether policy BE16: Conservation and Enhancement of Historic Environment is contributing to the neglect of the heritage assets, and if so, consider whether the policy should be reviewed.</u>
E10	Codham Hall Farm	<u>Employment:</u> <u>9.6 ha of employment</u>	Planning Permission	<u>9.6 ha employment – Class E, B2, B8 or sui generis uses</u>	<u>90% or less employment</u>	<u>Assess the reasons why employment land provision is not being achieved.</u>  <u>Consider a refresh the HELAA to identify additional employment sites to meet job growth.</u>
		<u>Infrastructure:</u> <u>Developers contribution to Highway improvements and early years child care as required by the IDP</u>		<u>Sufficient developers contribution</u>	<u>Insufficient developers contribution</u>	<u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u>
E13	East Hordon Hall	<u>Employment:</u> <u>9.6 ha employment</u>	Planning Permission	<u>9.6 ha employment – Class E, B2, B8, or sui generis</u>	<u>90% or less employment</u>	<u>Assess the reasons why employment land provision is not being achieved.</u>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
						<u>Consider a refresh the HELAA to identify additional employment sites to meet job growth.</u>
		<u>Infrastructure: Developers contribution to Highway improvements and early years child care as required by the IDP</u>		<u>Sufficient developers contribution</u>	<u>Insufficient developers contribution</u>	<u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u>
		<u>Environment and Heritage: National Risk Register</u>		<u>Heritage Statement submitted with application</u>	<u>No Heritage Statement submitted with application</u>	<u>Consider how the Council can contribute to measures to improve the condition of the 'at risk' heritage assets. Consider whether policy BE16: Conservation and Enhancement of Historic Environment is contributing to the neglect of the heritage assets, and if so, consider whether the policy should be reviewed.</u>
E08	Land Adjacent to A12 and Slip Road, Ingatestone	<u>Employment: 2.06 ha employment</u>	Planning Permission	<u>2.06 ha employment – Class E, B2, B8, or sui generis</u>	<u>90% or less employment</u>	<u>Assess the reasons why employment land provision is not being achieved.</u>  <u>Consider a refresh the HELAA to identify additional employment sites to meet job growth.</u>

Plan Policy	Policy Name	Indicator	Delivery Mechanism	Target	Trigger for action	Action
		<b><u>Infrastructure: Developers contribution to Highway improvements and early years child care as required by the IDP</u></b>		<b><u>Sufficient developers contribution</u></b>	<b><u>Insufficient developers contribution</u></b>	<b><u>Work with lead organisations and developers to unblock delivery of infrastructure projects. If necessary review alternative ways of meeting the infrastructure needs.</u></b>

## Annexe 4 – MM119 Appendix 2 Schedule of Plans and Policies which will be superseded by the new Plan

In accordance with Regulation 8 (5) of the Town and Country Planning (Local Planning) (England) Regulations 2012, the following Development Plan Documents and Policies will be superseded by the Local Plan:

**Table 1: Schedule of Superseded Documents**

Superseded Development Plan Document	Date Adopted
Brentwood Replacement Local Plan 2005	August 2005

**Table 2: Schedule of Superseded Policies**

Superseded Replacement Local Plan 2005 Policies
CP1 General Development Criteria
CP2 New Development and Sustainable Development Choices
CP3 Transport Assessments
CP4 The Provision of Infrastructure and Community Facilities
H3 Community Uses in Residential Development
H4 Mixed Use Development
H5 Changes of Use of Upper Floors
H6 Small Unit Accommodation
H7 Single Storey Dwellings
H8 Conversions
H9 Affordable Housing on Larger Sites

## Superseded Replacement Local Plan 2005 Policies

H10 Affordable Rural Housing

H11 Supported Accommodation

H12 Residential Homes

H14 Housing Density

H15 Hutton Mount

H16 Lifetime Homes

H17 Dormer Windows

E1 Areas Allocated for General Employment

E2 Areas Allocated for Office Purposes

E4 Sites for Additional Employment Land

E5 Land Adjacent to Council Depot, Warley

E6 Childerditch Industrial Park, Warley

E8 Employment Development Criteria

S1 New Major Retail Developments

S3 Petrol Filling Retail Developments

S4 Non-Retail Uses within Local Shopping Centres and Parades

T1 Travel Plans

T2 New Development and Highway Considerations

T3 Traffic Management

T5 Parking - General



**Superseded Replacement Local Plan 2005 Policies**

T6 Public Car Parking Strategy

T7 Off Street Public Car Parking

T8 On-Street Parking

T9 Commuter Car Parking

T10 Access for Persons with Disabilities

T11 Bus Services

T12 Rail Services

T13 Taxis

T14 Cycling

T15 Pedestrian Facilities

GB1 New Development

GB2 Development Criteria

GB3 Settlements Excluded from the Green Belt

GB4 Established Areas of Development

GB5 Extensions to Dwellings

GB6 Replacement Dwellings

GB7 Garages, Swimming Pools/Enclosures and Outbuildings

GB8 Extensions to Gardens

GB9 Havering Grove

GB10 Subdivision of Dwellings

## Superseded Replacement Local Plan 2005 Policies

GB11 Temporary Siting of Mobile Homes

GB12 Permanent Dwellings for Agricultural Dwellings

GB13 Removal of Agricultural Occupancy Conditions

GB14 Agricultural Buildings

GB15 Re-Use and Adaptation of Rural Buildings for Small-Scale Employment, Tourism, Leisure, and Community Uses

GB16 Residential Conversions

GB17 Conversion or Change of Use of Listed Buildings

GB18 Existing Inappropriate Development Sites

GB19 Farm Shops and Retailing

GB22 Outdoor Facilities

GB23 Ancillary Buildings

GB25 Riding Schools and Livery Stables

GB26 Other Stables

GB27 Access to Countryside

LT1 Strategic Public Open Spaces

LT2 Development of Existing Urban Open Spaces

LT3 Areas Deficient in Open Space

LT4 Provision of Open Space in New Development

LT5 Displacement of Open Land Uses

<b>Superseded Replacement Local Plan 2005 Policies</b>
LT6 The Brentwood Centre
LT8 Use of Redundant Institutional, Recreational and Community Buildings
LT9 Highwood Hospital Site
LT10 Changes of Use or New Buildings for Institutional Purposes
LT11 Retention of Existing Local Community Facilities
LT15 Hotel Accommodation in the Urban Area
LT16 Bed & Breakfast and Self-catering Accommodation
LT19 Accessibility to Premises to which the Public are Admitted and to Employment Generating Developments
C3 County Wildlife Sites, Local Nature Reserves and Other Habitats and Natural Features of Local Value
C4 Management of Woodlands
C5 Retention and Provision of Landscaping and Natural Features in Development
C6 Tree Preservation Orders and Works to Preserved Trees
C7 Development Affecting Preserved Trees, Ancient Woodland and Trees in Conservation Areas
C8 Special Landscape Areas
C9 Ancient Landscapes and Historic Parks and Gardens
C10 Protected Lanes
C11 Thames Chase Community Forest
C12 Landscape Improvements
C14 Development Affecting Conservation Areas

## Superseded Replacement Local Plan 2005 Policies

C15 Listed Buildings – Demolitions, Alterations or Extensions

C16 Development within the Vicinity of a Listed Building

C17 Change of use of a Listed Building

C18 Ancient Monuments

C19 Secured by Design

C20 Shop Fronts

C21 Illuminated Advertisements

C22 Signs within Conservation Areas or on Listed Buildings

C23 Externally Illuminated Hanging Signs

C24 Non-Illuminated Advertisements

C25 Floodlighting and Other Forms of Illumination

IR2 Telecommunications

IR3 Protecting the Best and Most Versatile Agricultural Land

IR4 Recycling Facilities

IR5 Energy and Water Conservation and the Use of Renewable Sources of Energy in New Development

IR6 Renewable Energy Schemes

PC1 Land Contaminated by " Hazardous Substances

PC4 Noise

PC5 Traffic Noise

## Superseded Replacement Local Plan 2005 Policies

PC6 Transport Pollution

PC7 Areas of Poor Air Quality

TC1 Vacant and Redevelopment Sites within Residentially Allocated Areas

TC2 Residential Replacement

TC3 Mixed Use Development

TC4 Use of Upper Floors

TC5 Type of Accommodation

TC6 Small Scale Shops

TC7 Non-Retail uses

TC8 Professional/Financial Services

TC9 The Telephone Exchange

TC10 Site of the William Hunter Way Car Park

TC11 Traffic in the High Street

TC12 Landscaping in the Town Centre

TC13 Pedestrian Areas

TC14 Advertisements and Shop Fronts

TC15 Shop Fronts Facing William Hunter Way

TC16 Non-Illuminated Advertisements Fronting William Hunter Way

TC19 Medical/Health Uses

APP1 Extracts from the adopted Essex Design Guide for Residential and Mixed Use Areas

## Superseded Replacement Local Plan 2005 Policies

APP2 Vehicle Parking Standards

APP3 Advertisements and Shop Front Guidance: Additional Advice to Applicants

APP4 Access for Disabled Persons

APP5 Miscellaneous Residential Design Guidance