

Appendix 3 – Late List Amended Conditions

Conditions

1. Approval of the details of layout, access, scale, strategic and individual plots landscaping and appearance (hereafter called "the Reserved Matters") must be obtained from the Local Planning Authority in writing before development commences and the development must be carried out as approved.

Reason:

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

2. Application for approval of the Reserved Matters must be made to the Local Planning Authority not later than the expiration of ~~three~~ five years from the date of this permission.

Reason:

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

3. The development hereby permitted must be begun no later than the expiration of two years from the date of approval of the last of the Reserved Matters to be approved.

Reason:

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

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

Reason:

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

5. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the local planning authority before occupation of the development or any

phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason:

In the interests of the appearance of the site and area in accordance with Policies GEN2 and GEN7 of the Uttlesford Local Plan (adopted 2005).

6. All hard and soft landscape works shall be carried out in accordance with the approved details. All planting, seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the local planning authority.

Reason:

To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with policy GEN2 of the Uttlesford Local Plan (adopted 2005).

7. Prior to the [above ground level](#) construction of any phase the materials to be used in the construction of the external surfaces of that phase/plot shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In the interests of the appearance of the development in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

8. The development shall accord with parameters land use, heights and landscaping set out in the Design Code submitted as part of the planning application.

Reason:

In the interest of the design of the development in accordance with Local Plan Policy GEN2 (adopted 2005)

9. Prior to the commencement of development a long term plan for Bury Lodge as a listed building [such a details of lease, long term use in relation to the development and whether it can be sensitively integrated into the scheme,](#) shall be submitted to and approved by the Local

Planning Authority which sets out its longer-term protection and preservation.

Reason:

In the interest of protecting and preserving the long-term protection of the adjacent Listed Building in accordance with Local Plan Policy ENV2 and the NPPF.

10. The buildings shall be designed to meet at least BREEAM rating 'very good' and to aim for 'Excellent' wherever possible. The details shall be submitted to and approved in writing by the Local Planning Authority on each building reserved matters stage. Thereafter the development shall be implemented in accordance with the approved details.

Reason:

In the interest of the design of the development and securing a sustainable development in accordance with Local Plan Policy GEN2 (adopted 2005) and the Interim Climate Change Policy (2021)

11. Details of designing out crime and any required security measures to protect the operation of the airport and users of the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of above ground level works.~~of any development.~~ Thereafter the development shall be implemented in accordance with the approved details.

Reason:

In the interest of safety and security of the design of the scheme and the wider area, in accordance with Local Plan Policy GEN2 (adopted 2005)

12. Prior to the commencement of above ground level works development details of a site wide waste management strategy and waste collection points for each phase shall be submitted to and approved in writing by the Local Planning Authority.

A SWMP would be expected to:

- present a site wide approach to address the key issues associated with sustainable management of waste, throughout the stages of site clearance, design, construction and operation,
- establish strategic forecasts in relation to expected waste arisings for construction,
- include waste reduction/recycling/diversion targets, and monitor against these,
- advise on how materials are to be managed efficiently and disposed of legally during the construction phase of development, including their segregation and the identification of available capacity across an appropriate study area.

The operational site waste management strategy shall be in accordance with the Essex County Council and Southend-on-Sea Borough Council Waste Management Plan including mitigation methods to control noise and odour from the waste storage and collection arrangements and pest control measures.

Thereafter the development shall be implemented in accordance with the approved details.

Reason:

To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

- 13.** Parking details for each plot shall be in accordance with the Essex parking standards.

Reason:

In the interest of the development and highway and pedestrian safety, in accordance with Local Plan Policy GEN2, GEN8 and the Essex Parking Standards (2009), also the NPPF.

- 14.** Prior to the commencement of development, a phasing plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details unless otherwise agreed in writing.

Reason:

In the interest of the design and implementation of the development and relevant infrastructure in accordance with Local Plan Policy (adopted 2005) as a whole and the NPPF.

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

Reason:

The use of such pre commencement condition is required to ensure the protection of the existing trees that bound the site during the construction of the development in accordance with Local Plan Policies GEN2, GEN7 and ENV3 of the Uttlesford Local Plan (adopted 2005)

- 16.** The development hereby permitted shall provide a minimum floorspace of 9,715 sqm of non Use Class B8 uses relating to Use Class B2, E (g) (i), (ii) and (iii).

Reason:

In order to provide a diversification and to mitigate socio-economic impacts in accordance with the NPPF.

Highways

National Highways

17. Before the beneficial occupation of phase one on the permission. The developer shall submit and have approved in writing by the local planning authority in consultation with National Highways the following design details relating to the required improvements to the M11/A120 Priory Wood Roundabout Junction Preliminary Layout shown in outline on Vectos drawing 215864/A/04 G dated 24 November 22 and M11 J8 Junction 8 Brirchanger Junction Preliminary Layout shown in outline on Vectos drawing 215864/A/04 E dated 22 November 22

Scheme details shall include drawings and Documents showing:

- i. How the improvement interfaces with the existing highway alignment and carriageway markings including lane destinations
- ii. Full construction details relating to the highway improvement. This should include any modifications to existing structures or proposed structures with supporting analysis.
- iii. Full Signing and Lighting details
- iv. Confirmation of compliance with Departmental standards (DMRB) and policies (or approved relaxations/departures from standards)
- v. Evidence that the scheme is fully deliverable within land in the control of either the applicant or the Highway Authority.
- vi. An independent Stage 2 Road Safety Audit (taking account of and stage 1 Road Safety Audit recommendations carried out in accordance with Departmental Standards (DMRB) and Advice Notes.
- vii. A construction Management plan detailing how construction traffic will be managed

Reason:

To ensure the efficiency and safe functioning of the highways network This is in accordance with Policy GEN1 and GEN2 of the Uttlesford Local Plan and the NPPF.

18. The above scheme approved by the Local Planning Authority shall be implemented and completed to the satisfaction of the Local Planning Authority in consultation with the Highways Authorities and NO beneficial of further phases occupation (ie beyond phase 1) shall take place unless and until the junction improvements shown in outline on M11/A120 Priory Wood Roundabout Junction Preliminary Layout shown in outline on Vectos drawing 15864/A/04 G dated 24 November 22 and M11 J8 Junction 8 Brirchanger Junction Preliminary Layout shown in outline on Vectos drawing 215864/A/04 E dated 24 November 22 and referred to above have been delivered and are fully operational.

Reason:

To ensure the efficiency and safe functioning of the highways network
This is in accordance with Policy GEN1 and GEN2 of the Uttlesford
Local Plan and the NPPF.

STAL

- 19.** The emergency services routes, as indicated on plan 31519-FE-057 A (contained Aviation Safeguarding Matters Montegue Evans January 2022) and dated Nov 2021, shall be constructed in accordance with final details to be first submitted to, and approved in writing by the Local Authority in conjunction with the Airport Highway Authority, and be retained thereafter. For the avoidance of doubt, the routes shall be capable of accommodating the weight and width of special appliances that require access to the airport infrastructure.

Reason:

To ensure safe and efficient emergency service access to an operational airfield and its supporting infrastructure. This is in accordance with Paragraphs 97 (a) and 110(b) of the NPPF (2021).

- 20.** Works to Round Coppice Road / First Avenue Roundabout and upgrade of First Avenue Both should be completed before any occupation of the building and with final details to be submitted to and approved in writing by the Local Planning Authority in consultation with STAL as the Highway Authority.

Reason:

To ensure the efficiency and safe functioning of the highways network
This is in accordance with Policy GEN1 and GEN2 of the Uttlesford
Local Plan and Paragraph 110(b) of the NPPF (2021).

- 21.** The details of the widening of Round Coppice Road and Cycle Access to the Development Site shall be with details to be submitted to and approved in writing by the Local Planning Authority in consultation with STAL as the Highway Authority. The works shall be completed before first occupation of any part of the proposed development.

Reason:

To ensure the efficiency and safe functioning of the highways network
This is in accordance with Policy GEN1 and GEN2 of the Uttlesford
Local Plan and Paragraph 110(b) of the NPPF (2021).

- 22.** Prior to the first occupation of any part of the development hereby approved, a scheme for the prohibition of cycling along Round Coppice Road between the roundabouts accessing the Long Stay Car Park and First Avenue shall be brought into effect. This should ensure that the final design is compliant with the DfT's Local Transport Note 1/20 (July 2020) as a minimum with details to be submitted to and approved in writing by the Local Planning Authority in consultation with STAL as the Highway Authority. The works shall be implemented in accordance with the approved details.

Reason:

To ensure the efficiency and safe functioning of the highways network
This is in accordance with Policy GEN1 and GEN2 of the Uttlesford
Local Plan and Paragraphs 97 (a) and 110(b) of the NPPF (2021).

ECC Highways

23. ~~No development shall take place~~ Prior to commencement of development, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to throughout the construction period, including the substation and the pedestrian cycle route on PROW 45/60. The Plan shall provide for;

- I. The parking of vehicles of site operatives and visitors,
- II. Loading and unloading of plant and materials,
- III. Storage of plant and materials used in constructing the development,
- IV. Wheel and underbody washing facilities.
- V. Routing strategy for construction vehicles, including protection of local villages and information on the enforcement strategy using CCTV
- VI. Protection of any public rights of way within or adjacent to the site
- VII. Time of operation including hours and time of year being sensitive to the operation of the airport and the impact on local residents
- VIII. how the construction works will not impede on emergency service operations

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management Policies February 2011 and in accordance with Local Plan Policy GEN1 and GEN2 (adopted 2005)

24. Prior to ~~commencement~~ occupation details of a routing agreement to be submitted to the planning authority for approval. The routing agreement to include, but not be limited to,

1. prohibition of HGVs from going north on to Bury Lodge Lane either via access or other adjacent roundabout on roundabout on Round Coppice Road
2. Signing of routes to and from the strategic network
3. Camera enforcement of route
4. Details of information to be provided to employees and contractors in advising route to take
5. Details of how Sat Nav providers will be informed of preferred route
6. Details of reporting mechanism and penalties to be applied if routing agreement is not adhered to.

The approved agreement to be implemented in full from commencement.

Reason:

To protect the local highway network in villages from unnecessary impact by HGVs from the scheme. This is in accordance with Policy GEN1 of the Uttlesford Local Plan and the NPPF.

- 25.** Prior to construction of the substation an access shall be provided as shown in principle in drawing number 215864/PD07, including clear to ground visibility splays with dimensions of 2.4 metres by 160 metres in both directions, as measured from and along the nearside edge of the carriageway. Turning and parking shall be provided at the substation to accommodate service vehicles and ensure they can leave the site in a forward gear. Vegetation shall be removed from the visibility splay and shall be subject to a maintenance regime to ensure they are retained free of any obstruction at all times thereafter.

Reason:

To ensure that vehicles can enter and leave the highway in a controlled manner in forward gear with adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011. This is in accordance with Policy GEN1 of the Uttlesford Local Plan and the NPPF.

- 26.** Prior the implementation of any Traffic Regulation Order banning cycling on airport network or first occupation of the development, whichever is sooner, a cycle link from the site to the junction with PROW 45/62 as shown in principle on drawing number shall be provided.

It shall consist of the following:

1. A signalised Toucan crossing on Bury Lodge Lane as shown in principle in drawing number 215864/PD05 rev B, including a maintenance bay, anti-friction surfacing, crossing warning signs and the cutting back of vegetation to provide visibility splays conforming to the speed of the road. The visibility splays shall be maintained thereafter.
2. Cycleways and footways within the development site designed to the standards in LTN1/20 linking to key employment areas and facilities.
3. A shared use cycleway/footway between the toucan crossing and PROW 45/60 to be designed in accordance with LTN1/20, minimum effective width 3.5m and appropriately surfaced and lit.
4. Bridleway 45/60 to be surfaced for its full effective width with an appropriate semipermeable material suitable for equestrians and cyclists and appropriate lighting

Reason:

To ensure the efficiency, sustainability and safe functioning of the highways network. This is in accordance with Policy GEN1 and GEN2 of the Uttlesford Local Plan and the NPPF.

27. Prior to first occupation a signing strategy for walking and cycling to from and around the site shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall thereafter be implemented prior to occupation and at the appropriate phases of the development.

Reason;

To ensure the efficiency, sustainability and safe functioning of the highways network. This is in accordance with Policy GEN1 and GEN2 of the Uttlesford Local Plan and the NPPF.

28. Prior to first occupation two bus stops shall be provided on either side of Round Coppice Road with associated connecting footways. The bus stops shall comprise (but not be limited to) the following facilities: shelters; seating; raised kerbs; bus stop markings; poles and flag type signs, timetable casings and real time information. Prior to commencement of development a plan showing the above shall be submitted to and approved in writing by the Local Planning Authority in consultation with ECC Highways Authority. Thereafter the details shall be implemented as approved.

Reason:

To ensure the efficiency, sustainability and safe functioning of the highways network. This is in accordance with Policy GEN1 and GEN2 of the Uttlesford Local Plan and the NPPF.

29. The development hereby permitted shall not restrict access to the COMAH facility in any way at anytime for emergency response arrangements.

Reason:

In the interest of Health and Safety of the hazardous facility in accordance with Local Plan Policy GEN2 and the NPPF.

Archaeology

30. Prior to commencement of development ~~No development~~ or preliminary groundworks of any kind shall take place until a programme of archaeological investigation has been secured in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.

Reason:

An assessment of the archaeological impact is provided as Chapter 12 within the Environmental Statement has been submitted with the proposed application. The Essex Historic Environment Record shows the proposed development area has the potential to contain significant

archaeological remains. A number of phases of archaeological investigations have occurred at Stansted Airport as it developed as London's third international airport. In 1986-191 the Essex County Council field Unit undertook a major fieldwalking programme identifying a wide range of archaeological sites dating from the late Bronze Age through to the post medieval period. This was followed by expansion in the late 1990's and early 200 undertaken by Framework Archaeology, and then again major evaluation work was undertaken by Framework Archaeology in advance of Stansted G2.

The submitted Environmental Statement suffers from assessing only a limited area and many of the major discoveries at Stansted have not been identified. The submitted ES has omitted all of the extensive excavations to the east of the present runway which is disappointing as this would have provided a better understanding of the extent of the likely archaeological deposits. Under 12.47 of the ES it states that the archaeological remains would have been impacted by the World War II construction, however, a number of the archaeological sites already excavated have shown a high level of preservation beneath elements of the WWII airfield.

This office would largely agree with the Receptors and Receptor sensitivity identified in 12.48, however, considering the extent of Roman burials and other occupation in the adjacent long term car parks we would recommend that the Roman remains are also identified as of high potential.

Within the mitigation section (12.60-12.66) this office would support the proposal for evaluation trenches on all areas of development, to include those within the present built up area, and the 2 high voltage underground cables and the new buildings on the present fields to the north, followed by open area excavation, with a programme of building recording on those structures which warrant recording prior to demolition. We would not recommend a programme of watching brief on any part of the development as this should be avoided through appropriate evaluation, or strip map and assess programmes.

The Written Scheme of Investigation for archaeological trial trenching on one plot of land has been agreed, however, the remaining areas of the site will all need a similar programme to be agreed.

All archaeological work should be conducted by a professional recognised archaeological contractor in accordance with a brief issued by ECC Archaeology or signed off by ECC Archaeology.

In the interests of archaeological protection in accordance with Policy ENV4 of the Uttlesford Local Plan (adopted 2005) and the NPPF

31.

Prior to commencement of development ~~No development~~ or preliminary groundworks of any kind shall take place until the completion of the

programme of archaeological evaluation identified in the WSI defined in Part 1 and confirmed by the Local Authority archaeological advisors.

Reason:

An assessment of the archaeological impact is provided as Chapter 12 within the Environmental Statement has been submitted with the proposed application. The Essex Historic Environment Record shows the proposed development area has the potential to contain significant archaeological remains. A number of phases of archaeological investigations have occurred at Stansted Airport as it developed as London's third international airport. In 1986-1991 the Essex County Council field Unit undertook a major fieldwalking programme identifying a wide range of archaeological sites dating from the late Bronze Age through to the post medieval period. This was followed by expansion in the late 1990's and early 2000 undertaken by Framework Archaeology, and then again major evaluation work was undertaken by Framework Archaeology in advance of Stansted G2.

The submitted Environmental Statement suffers from assessing only a limited area and many of the major discoveries at Stansted have not been identified. The submitted ES has omitted all of the extensive excavations to the east of the present runway which is disappointing as this would have provided a better understanding of the extent of the likely archaeological deposits. Under 12.47 of the ES it states that the archaeological remains would have been impacted by the World War II construction, however, a number of the archaeological sites already excavated have shown a high level of preservation beneath elements of the WWII airfield.

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The Written Scheme of Investigation for archaeological trial trenching on one plot of land has been agreed, however, the remaining areas of the site will all need a similar programme to be agreed.

All archaeological work should be conducted by a professional recognised archaeological contractor in accordance with a brief issued by ECC Archaeology or signed off by ECC Archaeology.

In the interests of archaeological protection in accordance with Policy ENV4 of the Uttlesford Local Plan (adopted 2005) and the NPPF.

- 32.** A mitigation strategy detailing the excavation / preservation strategy shall be submitted to the Local Planning Authority following the completion of the archaeological evaluation.

Reason:

An assessment of the archaeological impact is provided as Chapter 12 within the Environmental Statement has been submitted with the proposed application. The Essex Historic Environment Record shows the proposed development area has the potential to contain significant archaeological remains. A number of phases of archaeological investigations have occurred at Stansted Airport as it developed as London's third international airport. In 1986-1991 the Essex County Council field Unit undertook a major fieldwalking programme identifying a wide range of archaeological sites dating from the late Bronze Age through to the post medieval period. This was followed by expansion in the late 1990's and early 2000 undertaken by Framework Archaeology, and then again major evaluation work was undertaken by Framework Archaeology in advance of Stansted G2.

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This office would largely agree with the Receptors and Receptor sensitivity identified in 12.48, however, considering the extent of Roman burials and other occupation in the adjacent long term car parks we would recommend that the Roman remains are also identified as of high potential.

Within the mitigation section (12.60-12.66) this office would support the proposal for evaluation trenches on all areas of development, to include those within the present built up area, and the 2 high voltage underground cables and the new buildings on the present fields to the north, followed by open area excavation, with a programme of building recording on those structures which warrant recording prior to demolition. We would not recommend a programme of watching brief on

any part of the development as this should be avoided through appropriate evaluation, or strip map and assess programmes.

The Written Scheme of Investigation for archaeological trial trenching on one plot of land has been agreed, however, the remaining areas of the site will all need a similar programme to be agreed.

All archaeological work should be conducted by a professional recognised archaeological contractor in accordance with a brief issued by ECC Archaeology or signed off by ECC Archaeology.

In the interests of archaeological protection in accordance with Policy ENV4 of the Uttlesford Local Plan (adopted 2005) and the NPPF.

33.

Prior to commencement of development ~~No development~~ or preliminary groundworks can commence on those areas containing archaeological deposits until the satisfactory completion of fieldwork, as detailed in the mitigation strategy, and which has been approved in writing by the Local Planning Authority.

Reason:

An assessment of the archaeological impact is provided as Chapter 12 within the Environmental Statement has been submitted with the proposed application. The Essex Historic Environment Record shows the proposed development area has the potential to contain significant archaeological remains. A number of phases of archaeological investigations have occurred at Stansted Airport as it developed as London's third international airport. In 1986-1991 the Essex County Council field Unit undertook a major fieldwalking programme identifying a wide range of archaeological sites dating from the late Bronze Age through to the post medieval period. This was followed by expansion in the late 1990's and early 2000 undertaken by Framework Archaeology, and then again major evaluation work was undertaken by Framework Archaeology in advance of Stansted G2.

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The Written Scheme of Investigation for archaeological trial trenching on one plot of land has been agreed, however, the remaining areas of the site will all need a similar programme to be agreed.

All archaeological work should be conducted by a professional recognised archaeological contractor in accordance with a brief issued by ECC Archaeology or signed off by ECC Archaeology.

In the interests of archaeological protection in accordance with Policy ENV4 of the Uttlesford Local Plan (adopted 2005) and the NPPF.

- 34.** The applicant shall submit to the Local Planning Authority a post excavation assessment (to be submitted within six months of the completion of the fieldwork, unless otherwise agreed in advance with the Planning Authority). This will result in the completion of post excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

Reason:

An assessment of the archaeological impact is provided as Chapter 12 within the Environmental Statement has been submitted with the proposed application. The Essex Historic Environment Record shows the proposed development area has the potential to contain significant archaeological remains. A number of phases of archaeological investigations have occurred at Stansted Airport as it developed as London's third international airport. In 1986-1991 the Essex County Council field Unit undertook a major fieldwalking programme identifying a wide range of archaeological sites dating from the late Bronze Age through to the post medieval period. This was followed by expansion in the late 1990's and early 2000 undertaken by Framework Archaeology, and then again major evaluation work was undertaken by Framework Archaeology in advance of Stansted G2.

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The Written Scheme of Investigation for archaeological trial trenching on one plot of land has been agreed, however, the remaining areas of the site will all need a similar programme to be agreed.

All archaeological work should be conducted by a professional recognised archaeological contractor in accordance with a brief issued by ECC Archaeology or signed off by ECC Archaeology.

In the interests of archaeological protection in accordance with Policy ENV4 of the Uttlesford Local Plan (adopted 2005) and the NPPF.

- 35.** No demolition, conversion or alterations shall commence until a programme of historic building recording has been secured in accordance with a written scheme of investigation (WSI) to be submitted to and approved in writing by the Local Planning Authority.

Reason:

An assessment of the archaeological impact is provided as Chapter 12 within the Environmental Statement has been submitted with the proposed application. The Essex Historic Environment Record shows the proposed development area has the potential to contain significant archaeological remains. A number of phases of archaeological investigations have occurred at Stansted Airport as it developed as London's third international airport. In 1986-1991 the Essex County Council field Unit undertook a major fieldwalking programme identifying a wide range of archaeological sites dating from the late Bronze Age through to the post medieval period. This was followed by expansion in

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The Written Scheme of Investigation for archaeological trial trenching on one plot of land has been agreed, however, the remaining areas of the site will all need a similar programme to be agreed.

All archaeological work should be conducted by a professional recognised archaeological contractor in accordance with a brief issued by ECC Archaeology or signed off by ECC Archaeology.

In the interests of archaeological protection in accordance with Policy ENV4 of the Uttlesford Local Plan (adopted 2005) and the NPPF.

- 36.** No demolition, conversion or alterations shall take place until the satisfactory completion of the recording in accordance with the WSI has been submitted to the Local Planning Authority.

Reason:

An assessment of the archaeological impact is provided as Chapter 12 within the Environmental Statement has been submitted with the proposed application. The Essex Historic Environment Record shows

the proposed development area has the potential to contain significant archaeological remains. A number of phases of archaeological investigations have occurred at Stansted Airport as it developed as London's third international airport. In 1986-1991 the Essex County Council field Unit undertook a major fieldwalking programme identifying a wide range of archaeological sites dating from the late Bronze Age through to the post medieval period. This was followed by expansion in the late 1990's and early 2000 undertaken by Framework Archaeology, and then again major evaluation work was undertaken by Framework Archaeology in advance of Stansted G2.

The submitted Environmental Statement suffers from assessing only a limited area and many of the major discoveries at Stansted have not been identified. The submitted ES has omitted all of the extensive excavations to the east of the present runway which is disappointing as this would have provided a better understanding of the extent of the likely archaeological deposits. Under 12.47 of the ES it states that the archaeological remains would have been impacted by the World War II construction, however, a number of the archaeological sites already excavated have shown a high level of preservation beneath elements of the WWII airfield.

This office would largely agree with the Receptors and Receptor sensitivity identified in 12.48, however, considering the extent of Roman burials and other occupation in the adjacent long term car parks we would recommend that the Roman remains are also identified as of high potential.

Within the mitigation section (12.60-12.66) this office would support the proposal for evaluation trenches on all areas of development, to include those within the present built up area, and the 2 high voltage underground cables and the new buildings on the present fields to the north, followed by open area excavation, with a programme of building recording on those structures which warrant recording prior to demolition. We would not recommend a programme of watching brief on any part of the development as this should be avoided through appropriate evaluation, or strip map and assess programmes.

The Written Scheme of Investigation for archaeological trial trenching on one plot of land has been agreed, however, the remaining areas of the site will all need a similar programme to be agreed.

All archaeological work should be conducted by a professional recognised archaeological contractor in accordance with a brief issued by ECC Archaeology or signed off by ECC Archaeology.

In the interests of archaeological protection in accordance with Policy ENV4 of the Uttlesford Local Plan (adopted 2005) and the NPPF.

37. Thereafter a report detailing the results of the recording programme and confirm the deposition of the archive to an appropriate depository as identified and agreed in the WSI shall be submit to the Local Planning Authority.

Reason:

An assessment of the archaeological impact is provided as Chapter 12 within the Environmental Statement has been submitted with the proposed application. The Essex Historic Environment Record shows the proposed development area has the potential to contain significant archaeological remains. A number of phases of archaeological investigations have occurred at Stansted Airport as it developed as London's third international airport. In 1986-1991 the Essex County Council field Unit undertook a major fieldwalking programme identifying a wide range of archaeological sites dating from the late Bronze Age through to the post medieval period. This was followed by expansion in the late 1990's and early 2000 undertaken by Framework Archaeology, and then again major evaluation work was undertaken by Framework Archaeology in advance of Stansted G2.

The submitted Environmental Statement suffers from assessing only a limited area and many of the major discoveries at Stansted have not been identified. The submitted ES has omitted all of the extensive excavations to the east of the present runway which is disappointing as this would have provided a better understanding of the extent of the likely archaeological deposits. Under 12.47 of the ES it states that the archaeological remains would have been impacted by the World War II construction, however, a number of the archaeological sites already excavated have shown a high level of preservation beneath elements of the WWII airfield.

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The Written Scheme of Investigation for archaeological trial trenching on one plot of land has been agreed, however, the remaining areas of the site will all need a similar programme to be agreed.

All archaeological work should be conducted by a professional recognised archaeological contractor in accordance with a brief issued by ECC Archaeology or signed off by ECC Archaeology.

In the interests of archaeological protection in accordance with Policy ENV4 of the Uttlesford Local Plan (adopted 2005) and the NPPF.

SUDs

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

- Verification of the suitability of infiltration of surface water for the development. This should be based on infiltration tests that have been undertaken in accordance with BRE 365 testing procedure and the infiltration testing methods found in chapter 25.3 of The CIRIA SuDS Manual C753.
- Limiting discharge rates to 105l/s for all storm events up to and including the 1 in 100 year plus 40% allowance for climate change storm event subject to agreement with the relevant third party. All relevant permissions to discharge from the site into any outfall should be demonstrated.
- Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
- Demonstrate that all storage features can EITHER half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event, OR are able to accommodate a 1 in 10 year storm event within 24 hours of a 1 in 30 year event plus climate change.
- Final modelling and calculations for all areas of the drainage system.
- The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- An updated drainage strategy incorporating all of the above bullet points including matters already approved and highlighting any changes to the previously approved strategy.
- Demonstration of the range of SuDS features considered and the basis for adopting the proposed features.
- Substantiation of the EA requirement to maintain existing flows in the receiving watercourse.

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

Reason:

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

- 39.** Prior to occupation of any part/phase of the development hereby permitted a maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority. Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.

Reason:

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

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

This is in accordance with Policy GEN3 of the Uttlesford Local Plan and the NPPF.

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

Reason:

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

Thames Water

- 41.** There shall be no occupation until confirmation has been provided that either:-
1. All foul water network upgrades required to accommodate the additional flows from the development have been completed; or-
 2. A development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation of those additional buildings shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason:

Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. This is in accordance with Policy GEN6 of the Uttlesford Local Plan and the NPPF.

Ecology

- 42.** All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Chapter 11: Ecology and Biodiversity of the Environmental Statement: Volume 1, subsequent Volume 2 Annexes (RSK) and Bat Survey Report (RSK Biocensus, June 2022) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination. This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.

Reason:

To conserve and enhance protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006. Also, in accordance with Local Plan Policies GEN2, and GEN7 (adopted 2005) and the NPPF.

- 43.** No development shall not in in any circumstances commence unless the local planning authority has been provided with either:
- a) a licence issued by Natural England pursuant authorizing the specified activity/development to go ahead; or
 - b) a statement in writing from the Natural England to the effect that it does not consider that the specified activity/development will require a licence.

Reason:

To conserve protected species and allow the LPA to discharge its duties under and Badger Protection Act 1992 and s17 Crime & Disorder Act

1998. Also, in accordance with Local Plan Policies GEN2 and GEN7 (adopted 2005) and the NPPF.

44. Any works which will impact the resting place of bats, shall not in in any circumstances commence unless the local planning authority has been provided with either:

- a) a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 (as amended) authorizing the specified activity/development to go ahead; or
- b) a method statement relating to a registered site supplied by an individual registered to use a Bat Mitigation Class Licence; or
- c) a statement in writing from the Natural England to the effect that it does not consider that the specified activity/development will require a licence.

Reason:

To conserve protected species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s17 Crime & Disorder Act 1998. Also, in accordance with Local Plan Policies GEN2 and GEN7 (adopted 2005) and the NPPF.

Aerodrome Safeguarding

45. No development shall commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority, in conjunction with the Aerodrome Safeguarding Authority, covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- Details of the area(s) subject to construction activity and the storage of materials and equipment;
- Details of cranes and other tall construction equipment (including the details of obstacle lighting);
- Control of activities likely to produce dust and smoke etc.
- Details of temporary lighting;
- Height of storage areas for materials or equipment;
- Control and disposal of putrescible waste to prevent attraction of birds;
- Site restoration;

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason:

To ensure that construction work and construction equipment on the site and adjoining land is in compliance with CAP 1096 'Guidance to crane users on aviation lighting & Notification'; does not breach the aerodrome

safeguarded surfaces surrounding Stansted Airport and thereby endanger aircraft movements and the safe operation of the aerodrome; and, to ensure the development does not endanger the safe movement of aircraft or the operation of Stansted Airport through interference with communication, navigational aids and surveillance equipment. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002

- 46.** No development shall take place until the construction phase Bird Hazard Management Plan (BHMP) for the construction period is amended to specify the monitoring frequency; the plan should include details of the earthworks phase with an option to remove, compact or cover (e.g. with tar spray) areas of bare earth so as not rely solely on plastic safety fencing; and the management and removal of any Rookery or pigeon, corvid or Starling roost in this area, including in existing woodland. The amended construction BHMP should be submitted to and approved in writing by the LPA, in conjunction with the Aerodrome Safeguarding Authority. Thereafter the amended BHMP shall be implemented in accordance with the approved details.

Reason:

Flight safety – Birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Stansted Airport (STN) that would increase the risk of a Birdstrike to aircraft using STN. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002

- 47.** No development shall take place until an operational phase robust BHMP is submitted to and approved in writing by the LPA, in conjunction with the Aerodrome Safeguarding Authority, for the life of the site in perpetuity. For the avoidance of doubt the BHMP should include, but not be limited to, details of:

- a) regular monitoring to prevent the use of the roofs by breeding, loafing or roosting large gulls, potentially with a commitment to net if necessary;
- b) measures to ensure buildings are designed with no ledges or other access points of exploitable areas for birds such as Feral Pigeons.
- c) food outlets and recreation areas, which should avoid having outdoor seating, or where it is present, it should be designed in such a way to reduce access to hazardous birds, for example by being under a canopy.
- d) a site wide waste management policy which should be in place to ensure adequate lidded bins are provided and emptied routinely.
- e) staff and visitors training to understand why it is imperative to not drop litter in this area i.e., that food detritus is a bird attractant; litter is a bird attractant; litter is a Foreign Object Debris (FOD) risk to aircraft engines.

Reason:

Flight safety – Birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Stansted Airport (STN) that would increase the risk of a Birdstrike to aircraft using STN. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002

48. No development phase including site clearance to take place until the detail of landscaping and management plan are submitted to and approved in writing by the LPA, in conjunction with the Aerodrome Safeguarding Authority. The landscaping plan should be developed to ensure the use of berry and fruit bearing plants (including orchard trees) should be heavily restricted to avoid the formation of an exploitable food resource for hazardous flocking birds. The use of large, dense canopied tree species such as Oak and Scots Pine should be limited, as should the use of large evergreen species to avoid attractive habitat for a range of bird species. The management plan for the landscaping should specify appropriate measures to ensure restriction of heights in proximity to an active aerodrome.

Reason:

Flight safety – Birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Stansted Airport (STN) that would increase the risk of a Birdstrike to aircraft using STN. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002

49. Prior to the commencement of any phase of the development, including any highway works, a detailed lighting scheme [showing all lighting to be installed on site](#) shall be submitted to and approved in writing by the LPA, in conjunction with the Aerodrome Safeguarding Authority, showing full specification of lighting, including polar throw diagrams, [the design of the lighting unit, any supporting structure, and the extent of the area to be illuminated](#). All exterior lighting to be capped at the horizontal with no upward light spill. No lighting directly beneath any roof lights that will emit light upwards – only downward facing ambient lighting to spill from any roof lights upwards – ideally, automatic blinds to be fitted that close at dusk. Prior to the energising of the site and use of any exterior lights, a lighting check will need to be carried out with the aerodrome safeguarding team at STN.

[At all times the lighting scheme shall conform to The Institution of Lighting Engineers Guidance Note 01/21 for The Reduction of Obtrusive Light.](#)

Reason:

Flight safety - to prevent distraction or confusion to pilots using STN. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives

storage areas) Direction 2002 [also to protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan \(adopted 2005\).](#)

- 50.** No phase of the development shall take place until an aviation perspective glint and glare assessment for the building materials is submitted to and approved by the LPA, in conjunction with the Aerodrome Safeguarding Authority.

Reason:

Flight safety - to prevent ocular hazard and distraction to pilots using STN. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002

- 51.** No solar PV panel development to take place until an aviation perspective glint and glare assessment is submitted to and approved by the LPA, in conjunction with the Aerodrome Safeguarding Authority.

Reason:

Flight safety - to prevent ocular hazard and distraction to pilots using STN. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002

- 52.** Buildings and structures on this site must not exceed the following heights:

- ZONE 1 MAX BUILDING HEIGHT 124.100 AOD
- ZONE 2 MAX BUILDING HEIGHT 123.500 AOD
- ZONE 3 MAX BUILDING HEIGHT 120.250 AOD
- ZONE 4 MAX BUILDING HEIGHT 113.125 AOD
- ZONE 5 MAX BUILDING HEIGHT 116.050 AOD

These heights will be subject to further assessment including an Obstacle Limitation Surfaces assessment; Instrument Flight Procedures (IFP) assessment; communications, navigational aids and surveillance (CNS) impact assessment.

Reason:

Development exceeding this height would penetrate the safeguarded surfaces surrounding Stansted Airport and development up to and exceeding this height could endanger the safe operation of the airport. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002

53. No development to take place until the developer has engaged with NATS to undertake any necessary radar mitigation works. Any mitigation works must be carried out in accordance with an agreed timetable.

Reason:

Flight Safety – to protect the integrity of radar equipment. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002

54. No phase of development shall commence until building specific aviation perspective Wind Shear studies, have been submitted to and approved by the LPA, in conjunction with the Aerodrome Safeguarding Authority.

Reason:

Flight Safety – to ensure that development does not create an increase to the risk of a wind shear hazard at STN. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002

55. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development Order 2015 (or any Order revoking or re-enacting it, with or without modification/s), no development within Part 4 – Temporary Buildings and Uses, Class A: The provision on land or buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations, being or to be carried out on, in, under or over land or on land adjoining that land shall be carried out without a construction management plan and / or a Crane and Tall Equipment Plan first being submitted to and approved in writing by the LPA, in consultation with the Airport Safeguarding Authority.

Reason:

To ensure that site construction and site maintenance operations and equipment on site or on any adjoining land do not breach the protected surfaces surrounding Stansted Airport, or create any interference with communication, navigational aids and surveillance equipment, both of which could endanger the safe movement of aircraft at, and the safe operation of, the aerodrome. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002

Crime Prevention

56. Prior to the commencement of any part of the development hereby permitted discussions shall be entered into with Essex Police relating to detailed layout and implications on Operational Policing, road infrastructure, CCTV/ANPR and security and management plan, details of design to be to Secure By Design Principles and ensure airwaves are unaffected. Details of which shall be submitted to and approved in writing by the Local Planning Authority in consultation with Essex Police.

Thereafter the development shall be implemented in accordance with the approved details.

Reason:

In the interest of safety and security of the design of the scheme and the wider area, in accordance with Local Plan Policy GEN2 (adopted 2005)

Environmental Health

57. Land Contamination

The following works shall be conducted by competent persons and in accordance with the Essex Contaminated Land Consortium's 'Land Affected by Contamination: Technical Guidance for Applicants and Developers' and The Environment Agency Land Contamination Risk Management (LCRM) and other current guidance deemed authoritative for the purposes. The development hereby permitted shall not commence until the measures set out in the approved report have been implemented.

A. Site Characterisation

Notwithstanding the details submitted with this application, no development shall commence other than that required to carry out additional necessary investigation which in this case includes demolition, site clearance, removal of underground tanks and old structures until an investigation and risk assessment has been submitted to and approved in writing by the local planning authority. The risk assessment shall assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The report of the findings must include:

- (i) a survey of extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - Human health,
 - Properly (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - Adjoining land,
 - Groundwaters and surface waters,
 - Ecological systems
 - Archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

B. Site Remediation Scheme

The development hereby permitted shall not commence until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been

submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

C. Remediation Implementation and Verification

The development hereby permitted shall not commence other than that required to carry out the agreed remediation until the measures set out in the approved Remediation scheme have been implemented, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.

D. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared submitted for the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

E. Long Term Monitoring and Maintenance

If found to be necessary from the Phase 2 investigation and remediation scheme, a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of time to be agreed with the Local Planning Authority, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced and submitted to the Local Planning Authority.

Reason

To ensure that the proposed development does not cause harm to human health, the water environment and other receptors in accordance with Policy GEN2, ENV12 and ENV14 of the Uttlesford Local Plan (adopted 2005).

58. Unexploded Ordnance (UXO)

A detailed assessment of the potential for unexploded ordnance (UXO) at the site and a UXO risk assessment shall be undertaken by a competent person further to the recommendations of the submitted Environmental Statement, Volume 1 chapter 16 Ground Conditions, section 16.61. Any recommendations for further investigation and/or mitigation in the UXO assessment shall be fully implemented. A copy of the assessment shall be submitted to the Local Planning Authority.

Reason:

To ensure that the proposed development does not cause harm to human health, the water environment and other receptors in accordance with Policy GEN2, ENV12 and ENV14 of the Uttlesford Local Plan (adopted 2005).

CEMP

59. Prior to the commencement of the development, a detailed Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority, and the plan shall include the following:

- a) The construction programme and phasing
- b) Hours of operation, delivery and storage of materials
- c) Details of any highway works necessary to enable construction to take place
- d) Parking and loading arrangements
- e) Details of hoarding
- f) Management of traffic to reduce congestion
- g) Control of dust and dirt on the public highway
- h) Details of consultation and complaint management with local businesses and neighbours
- i) Waste management proposals
- j) Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, light and odour.
- k) Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures.

The CEMP shall be consistent with the best practicable means as set out in the Uttlesford Code of Development Practice.

All works shall be carried out in accordance with the approved CEMP thereafter.

Reason:

In the interests of the amenity of surrounding locality residential/business premises in accordance with Policies GEN1, GEN2, and GEN4 of the Uttlesford Local Plan (adopted 2005).

External Lighting

- ~~60. Prior to the installation of any external lighting, details of all proposed external lighting to be installed on the site, including the design of the lighting unit, any supporting structure, and the extent of the area to be illuminated, shall be submitted to and approved in writing by the Local Planning Authority. Only the details thereby approved shall be implemented.~~

~~At all times the lighting scheme shall conform to The Institution of Lighting Engineers Guidance Note 01/21 for The Reduction of Obtrusive Light.~~

~~Reason:~~

~~To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).~~

Illuminated signs

61. Details of any illuminated signs to be installed on the site, including the design and illuminance levels shall be submitted to and approved in writing by the Local Planning Authority prior to the signs being brought into use. The signs shall be installed in accordance with the approved details.

The illuminated signs shall comply with the Institution of Lighting Engineers Professional Lighting Guide 05, The brightness of Illuminated Advertisements.

Reason:

To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

Air Quality

62. Prior to the commencement of development on each plot or phase, details of the proposed use and operation for each commercial unit/plot together with an updated associated Highway Assessment and Air Quality Assessment shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details.

Reason:

In the interest of protecting the residential amenity, highways and pedestrian safety and air quality from unacceptable levels of increased vehicle movements in accordance with Policy GEN1, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

63. No development shall take place until a scheme, informed by an appropriate air quality assessment, for protecting local air quality and the Bishops Stortford Air Quality Management Area from adverse impacts associated with the commercial and industrial uses hereby approved has been submitted to and approved in writing by the local planning authority. No occupation of the units hereby consented shall take place until such a scheme has been implemented in accordance with the approved details and it shall be retained in accordance with those details thereafter.

Reason:

To protect human health and the amenity of local residents, and prevent any adverse impacts on the Bishops Stortford Air Quality Management Area, in accordance with Local Plan Policies ENV14 of the Uttlesford Local Plan and in accordance with policy EQ4 Air Quality of the adopted East Herts District Plan 2018 and in line with the East Herts Sustainability SPD and IAQM Guidance 2017

64. Electric vehicle charging points (EVCP) shall be provided for 20% of the car parking spaces and passive provision shall be made available for ~~the remaining 80~~ at least 25% of the spaces in the development, so that the spaces are capable of being readily converted to electric vehicle charging points. Further provision is required subject to the availability of power supply and the consideration of new technologies.

The location of the EVCP spaces and charging points, and a specification for passive provision shall be submitted to and approved in writing by the local planning authority before any of the commercial units are first brought into use. The EVCP shall thereafter be constructed and marked out and the charging points installed prior to any of the residential units being brought into use and thereafter retained permanently to serve the vehicles of occupiers.

Reason:

To protect local air quality and amenity of existing neighbouring and future occupiers of the development. This will facilitate sustainable modes of transport in a development that will impact on an Air Quality Management Area and in accordance with the National Planning Policy Framework (para35) that 'Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to [...] incorporate facilities for charging plug-in and other ultra-low emission vehicles'. This is in accordance with Policies GEN1 and ENV13 of the Uttlesford Local Plan (adopted 2005).

65. ~~Development shall not commence~~ Prior to the commencement of development ~~until~~ details of an air quality barrier scheme to provide mitigating effects to pollutants on the ancient woodland sites (Stocking Wood and Round Coppice), as indicated on drawings Illustrative

Landscape Masterplan drawing 32636-RSK-XX-XX-DR-LA-1000 Revision 05 and VD21521-DR-0101 Revision D, as well as restorative management, is submitted for approval in writing by the local planning authority. The approved scheme shall be implemented in full and maintained thereafter.

Reason:

To protect the ancient woodland sites from adverse air pollution effects from the development. in accordance with Local Plan Policy GEN2, GEN7 and the NPPF

Primary Electricity Sub Station

66. Prior to development commencing for the Electricity Sub Station hereby approved a noise impact assessment must be conducted by a competent person to assess the potential noise impact of the substation on noise sensitive receptors (e.g. hotel, residential, nursery). Noise from the substation shall be in assessed in accordance with BS4142:2014+A1 2019 and any other relevant published procedure or assessment method (subject to local authority approval). Particular attention shall be given to directional and low frequency impact at times of low background levels.

If required, a mitigation scheme to control noise from the substation shall be submitted for written approval. The works shall be carried out in accordance with the approved report shall be retained as such thereafter.

Reason:

To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

Nursery and other noise sensitive premises

67. ~~The development hereby approved shall not commence~~ Prior to the commencement of development until a report identifying those noise sensitive premises within the development that require mitigation of external noise levels and detailing the mitigation required to achieve satisfactory noise levels within those premises (and to their external amenity areas, where relevant) ~~has~~ shall first ~~been~~ submitted to and agreed in writing by the Local Planning Authority. ~~in writing to be agreed.~~ The report shall also detail the arrangements for ventilating the premises so identified. The development shall thereafter be carried out in accordance with the report so agreed and shall be retained as such thereafter.

Reason:

To ensure that potential adverse noise impacts to noise sensitive premises within the development are mitigated and to ensure a high standard of amenity for future occupiers in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

Industrial/commercial Noise Impacts

Plant noise

- 68.** For each of the permitted commercial and industrial units hereby approved, prior to the installation of any plant, machinery or equipment the details of such shall be submitted to and approved in writing by the Local Planning Authority.

A noise impact assessment must also accompany the submission and include noise emissions from the equipment and mitigation measures to be incorporated. The sound levels shall be assessed in accordance with BS4142:2014+A1 2019 (Or latest equivalent version). The sound emitted must be measured (or calculated if measurement is not possible) at 1.0m from the facade of all residential premises to demonstrate that the sound emitted by the cumulative operation of all external building services plant and equipment hereby permitted does not exceed 5db below the background noise level at any time when the plant is operating. The noise survey must include reference to measured background noise level at monitoring locations and times agreed by the Local Planning Authority. Measurement parameters must include the LA90, LAeq, LA Max and frequency analysis.

Any scheme of mitigation shall be implemented in accordance with the approved details and it shall be retained in accordance with those details thereafter.

Should the plant and equipment fail to comply with this condition at any time, it shall be switched off and not used again until it is able to comply. The use of the equipment must not commence or re-commence until a fully detailed noise survey and report has been submitted to and approved in writing by the Local Planning Authority and approved mitigation measures have been implemented. The plant and equipment shall be serviced regularly in accordance with manufacturer's instructions and as necessary to ensure that the requirements of the condition are maintained at all times.

Reason:

To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

- 69.** Within 3 months from the hereby approved permission, to establish background noise levels in vicinity of the development a representative survey shall be undertaken in accordance with BS 4142:2014+A1:2019 and/or the most suitable method to fully represent any noise source and impact at the boundary of the nearest noise sensitive properties. This shall be undertaken by a suitably competent person. The noise sensitive property locations shall be submitted for written approval by the Local Planning Authority. The noise survey results shall be submitted for written approval of the representative background noise levels for each

of the noise sensitive receptors at the reserved matters application stage.

Background noise levels shall be established for the following periods:

- Daytime 0700 to 1900
- Evening 1900 to 2300
- Night 2300 to 0700

Reason:

To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

- 70.** Prior to operation a post completion noise survey must be undertaken by a suitably qualified acoustic consultant, and a report submitted to and approved in writing by the Local Planning Authority. Where the proposed or actual plant and equipment rated noise levels are predicted to be in excess of 5 dB(A) above background noise levels a noise mitigation scheme shall be implemented.

Reason:

To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

Hours of Operation

- 71.** Prior to the first occupation any of the individual non-residential units hereby permitted, details of the hours of operation shall be submitted to and approved in writing by the Local Planning Authority. The non-residential units shall thereafter be occupied solely in accordance with the approved details.

Reason:

To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

Road traffic noise impacts

- 72.** No development shall take place until a scheme for protecting the existing noise sensitive premises from noise from road traffic changes resulting from the development, including increases in road traffic, changes to road layouts, roundabouts and new road crossings has been submitted to and approved in writing by the local planning authority.

The approved development shall not be brought into use until the scheme has been implemented in accordance with the approved details, and shown to be effective, and it shall be retained in accordance with those details thereafter.

Reason:

To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

Industrial/commercial operational noise impacts (excluding fixed plant noise)

73. No development shall take place before a noise impact assessment and noise mitigation scheme for noise from all non-residential uses hereby approved (including industrial, commercial, retail, leisure and manufacturing processes, mobile plant and equipment, loading and unloading of goods and materials and any other noise source associated with the use hereby permitted) has been submitted to, and approved in writing by the Local Planning Authority.

The approved scheme shall be implemented before the use/operation commences and be thereafter operated in accordance with the approved details.

Reason:

To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

Service yard management

74. ~~No development shall commence~~ Prior to the commencement of development until a Service Yard Management Plan ~~has~~ shall been submitted to and approved in writing by the Local Planning Authority. Such a management plan shall identify measures to control noise emanating from the service yards. The reafter the approved plan shall be implemented at all times.

Reason:

To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

Odour/fumes industrial/commercial

75. Prior to first occupation a scheme detailing all plant, machinery, chimneys, ducting, filters or extraction vents to be used in connection with that uses/plot hereby approved shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall be implemented prior to the use commencing and retained thereafter.

Reason:

To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

Odour/noise food businesses

- 76.** Prior to first occupation of units relating to food businesses details of any proposed odour extraction systems shall be submitted to the local planning authority for written approval.

The details provided shall include an odour risk assessment and information on ventilation, odour control and noise control in accordance with the Guidance on the Control of Odour and Noise from commercial Kitchen Exhaust Systems.

Reason:

To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).