

Appendix D – Planning Conditions

General

1. Application for approval of all reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission. The development hereby permitted shall be begun before the expiration of 2 years from the date of approval of the last of the reserved matters to be agreed.

Reason: In order to comply with the requirements of the Town and Country Planning Act 1990.

2. The development shall be carried out in substantially in accordance with Illustrative Masterplan (205105-AFL-00-ZZ-DR-A-90100 Revision P4) and the Parameter Plan (205105-AFL-00-ZZ-DR-A-90120 Revision P3) accompanying the outline planning application and be consistent with the Design and Access Statement (June 2021).

Reason: To secure the satisfactory development of this important site in accordance with the agreed principles and objectives and to ensure high quality design is achieved.

3. The development shall be carried out broadly in accordance with the Illustrative Landscape Masterplan (LP2226-FIRA-MP-ST-P-LA-WS-001 Revision 05) accompanying the outline planning application and be consistent with the Design and Access Statement (June 2021). The quantum of landscaping to be provided, including existing areas for retention, new areas of planting, and any associated green infrastructure shall be in general accordance with the Illustrative Landscape Masterplan (LP2226-FIRA-MP-ST-P-LA-WS-001 Revision 05).

Reason: To secure the satisfactory development of this important site in accordance with the agreed principles and objectives and to ensure high quality design is achieved.

4. Approval of the following details (hereinafter referred to as the reserved matters) shall be obtained from the Local Planning Authority, in writing before the development is commenced.

- Layout
- Access
- Scale
- Appearance
- Landscaping

Reason: Because the application is in outline (with all matters reserved) and as no details have been submitted of the reserved matters, they are reserved for subsequent approval by the Local Planning Authority.

5. No development shall commence until a Construction Phasing Plan has been submitted to and approved in writing by the Local Planning Authority. The Phasing Plan shall indicate the location of the phases, the sequence and approximate timescales of the development phases and the provision of highway and drainage infrastructure. The development shall proceed in accordance with the Phasing Plan. For the purposes of this permission all references to a "phase" shall be interpreted as being a reference to a phase as defined on the phasing plan approved pursuant to this condition.

Reason: Because the application is in outline (with all matters reserved except access) and as no phasing details of the development have been submitted.

6. No works shall take place on any phase of development until details of the proposed finished slab and floor levels of the development and finished ground levels (for all hard surfaced and landscaped areas), relative to the existing ground levels have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented related to that phase and retained in accordance with these approved details.

Reason: This pre commencement condition is required to ensure that construction is carried out at suitable levels and in the interests of visual amenity and in accordance with the adopted Local Plan saved Policy EP3 and Core Strategy Policy CP8.

Land & Water Contamination

7. Prior to the commencement of development approved by this planning permission the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

(i) A site investigation, based on the preliminary assessment of existing ground conditions and contamination risks set out within chapter 11 of the Environmental Statement, Volume 1: Main Report dated July 2021, to provide information for a detailed assessment of the risk to all receptors that may be affected including those off site. This shall include an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, pests, woodland and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments.

(ii) The site investigation results and the detailed risk assessment (i) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

(iii) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (ii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. The scheme shall be implemented as approved.

Reason: This pre commencement condition is required to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Also to accord with paragraph 174 of the National Planning Policy Framework and Core Strategy Policy CP13

8. Following completion of measures identified in the remediation strategy, if such a strategy is required arising from condition 7, prior to the occupation of the development, a verification report demonstrating the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme. Copies of any waste transfer notes relating to exported soils shall be submitted to the Local Planning. The verification report must be undertaken in accordance with the Environment Agency's 'Land contamination risk management' guidance published 8th October 2020. The approved monitoring and maintenance programme shall be implemented.

Reason: This pre commencement condition is required to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. Also to accord with policy 16 of the Buckinghamshire Minerals and Waste Local Plan and paragraph 174 of the National Planning Policy Framework.

9. 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 in accordance with the requirements of condition 7, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 7, which is subject to 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 in accordance with condition 7.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. Also to accord with policy 16 of the Buckinghamshire Minerals and Waste Local Plan and paragraph 174 of the National Planning Policy Framework.

10. Once the development hereby approved is operational, no infiltration of surface water drainage into the ground shall be permitted unless otherwise approved in writing by the Local Planning Authority. The development shall be carried out in accordance with any surface water drainage scheme approved.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. Also to accord with policy 16 of the Buckinghamshire Minerals and Waste Local Plan and paragraph 174 of the National Planning Policy Framework

Flooding & Surface Water

11. No works shall begin until a 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 shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index; priority should be given to above ground SuDS components
- Discharge rates will be limited to 24.9l/s for the total area, to be split into west and east catchments, 14.1l/s and 10.8l/s respectively
- Ground investigations including: Infiltration rate testing in accordance with BRE Digest 365
- Groundwater level monitoring in accordance with Hydrogeology Technical Note (ref. B/AXS/CVSMSA/TA001/21, June 2021, BCL Hydro)
- Floation calculations based on groundwater levels encountered during long term groundwater monitoring
- Full construction details of all SuDS and drainage components
- Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.

Reason: This pre commencement condition is required to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 167 and 169 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

12. No surface water shall be permitted to run off from the development hereby permitted on to the Strategic Road Network or into any drainage system connected to the Strategic Road Network. No new connections from any part of development hereby permitted may be made to any Strategic Road Network drainage systems. Prior to the installation, full details of any new drainage system, its specification and its location shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be undertaken in strict accordance with the approved details prior to the first occupation of the development hereby permitted and retained in accordance with the agreed specification unless approved in writing by the local planning authority.

Reason: To ensure that the M25 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety. For the avoidance of doubt National Highways will be consulted on any submitted details.

Archaeology

13. No phase of development shall take place, unless authorised by the Local Planning Authority, until the developer has undertaken an archaeological evaluation related to the approved phase in form of geophysical survey and trial trenching in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. Where significant archaeological remains are confirmed these will be preserved in situ.

- Following the completion of the evaluation, where significant archaeological remains are confirmed within a phase(s), no development shall take place until an appropriate methodology for their preservation in situ has been submitted by the applicant and approved by the Local Planning Authority.

- Where archaeological remains are recorded by evaluation and are not of sufficient significance to warrant preservation in situ but are worthy of recording no development shall take place until a programme of archaeological work has been secured and implemented in accordance with a written scheme of investigation which has been first submitted to and approved in writing by the Local Planning Authority.

Reason: To preserve archaeological remains and to conserve the historic environment in conformity with NPPF paragraph 205.

Ecology

14. No development hereby permitted shall take place except in accordance with the terms and conditions of the Council's organisational licence (WML-OR112) and with the proposals detailed on plan "Proposed Colne Valley Services (CVS) Site: Impact Plan for great crested newt District Licensing (Version 1)", dated 12th September 2022.

Reason: In order to ensure that adverse impacts on great crested newts are adequately mitigated and to ensure that site works are delivered in full compliance with the organisational licence WML-OR112.

15. No development hereby permitted shall take place unless and until a certificate from the Delivery Partner (as set out in the District Licence WML-OR112), confirming that all necessary measures in regard to great crested newt compensation have been appropriately dealt with, has been submitted to and approved by the local planning authority and the local authority has provided

authorisation for the development to proceed under the district newt licence. The Delivery Partner certificate must be submitted to this planning authority for approval prior to the commencement of the development hereby approved.

Reason: In order to adequately compensate for negative impacts to great crested newts.

16. No phase of development shall take place (including ground works, site and vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) for that phase has been submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include, but not be limited to, the following:

- a) Risk assessment of potentially damaging construction activities;
- b) Identification of “biodiversity protection zones”, including specific reference to badger, great crested newt, breeding birds and ancient woodland;
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts on biodiversity during construction (may be provided as a set of method statements) and biosecurity protocols;
- d) The location and timing of sensitive works to avoid harm to biodiversity features;
- e) Contingency/emergence measures for accidents and unexpected events, along with remedial measures;
- f) Responsible persons and lines of communication;
- g) The role and responsibilities on site of a qualified ecological clerk of works (ECoW) or similarly competent person, and times and activities during construction when they need to be present to oversee works;
- h) Measures for removal of invasive species within the site; and
- i) Use of protective fences, exclusion barriers and warning signs;

Thereafter the development shall be adhered to and implemented in full throughout the construction period strictly in accordance with the approved details.

Reason: This condition is required to be pre-commencement in the interests of improving biodiversity and to ensure the survival of protected and notable species during construction of the proposed development. Relevant Policy: Core Strategy CS24. For the avoidance of doubt National Highways will be consulted on any submitted details.

17. A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.

- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.
- i) An updated Biodiversity Net Gain Calculation

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The development will be implemented in accordance with the approved details and shall be based upon the mitigation, compensation and enhancement measures, as described in Chapter 6; Ecology and Nature Conservation, of the Environmental Statement Regulation 25 Update – Volume 5 (May 2022).

Reason; To ensure ecology impacts are minimised and managed and to provide net gains in accordance with the NPPF.

18. Prior to occupation, a “lighting design strategy for biodiversity” shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for nocturnal species using the site, specifically bats, and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To minimise any lighting impacts on biodiversity. Relevant Policy: Core Strategy CS24

River Alderbourne Works

19. No development shall take place until detailed designs for the structures impacting the River Alderbourne and its riparian zone have been submitted to, and approved in writing by, the local planning authority. Thereafter, the development shall be carried out with the approved scheme. Any subsequent variations shall be agreed in writing by the local planning authority, in which case the development shall be carried out in accordance with the amended scheme. The scheme shall include:

- Detailed cross sections and planform drawings of the River Alderbourne through the newly created underbridges.
- Detailed cross sections and planform drawings of the newly deculverted section of the River Alderbourne and watercourse enhancements.
- Detailed designs of the riparian zone and wetland areas including the newly created Aquatic Habitat Creation Area and Flood Compensation Area
- Details of embedded mitigation in line with CIRIA best practice; such as lowered invert levels to provide a minimum 200mm depth naturalised river substrate, mammal ledges, and inclusion of habitat niches.
- Details of how newly created underbridges will tie-in with the proposed open sections of watercourse.
- Details of how the underbridges will be managed and maintained for the lifetime of the development.
- Assessment of the lighting availability to the river as a result of the new structures (considering both increased lighting and increased shading) and consideration of how this will impact on habitat connectivity and establishment, sediment transport and species migration.

Reason: In accordance with paragraphs 174 and 180 of the National Planning Policy Framework (NPPF) which recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity.

20. No development shall take place until detailed designs of the de-culverted and enhanced sections of the River Alderbourne has been submitted to, and approved in writing by, the local planning authority. Thereafter, the development shall be carried out with the approved scheme. The scheme shall include:

- Detailed cross sections and planform drawings of the opened sections of the River Alderbourne.
- Details of biodiversity enhancement; such as a minimum 200mm depth naturalised river gravel substrate, in-channel enhancement to improve the hydromorphology, and inclusion of habitat niches.
- Details of the naturalised banks and riparian buffer zone, to include; 'soft' engineering options, details of any new habitat created on site including planting schemes for native species and details of treatment of site boundaries and/or buffers around water bodies.

- Details of maintenance regimes and management plans.
- Details of how the deculverted sections will tie-in with the newly created underbridge sections of the River Alderbourne through the development.
- Details of surface water drainage and SUDs schemes impacting the river, including detailed designs of any proposed outfalls.

Reason: In accordance with paragraphs 174 and 180 of the National Planning Policy Framework (NPPF) which recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity.

Trees

21. Prior to the commencement of the development, a site specific Arboriculture Method Statement (AMS) taking into account guidance within drafted in accordance with British Standard 5837 :2012 to cover all aspects of tree protection/retention and proposed tree works and including details of all tree protection measures (including root protection areas and fencing), tree works specifications and a detailed tree protection plan shall be submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall thereafter be carried out in accordance with the approved Arboriculture Method Statement.

Reason: To ensure that the crowns, boles and root systems of the shrubs, trees and hedgerows are not damaged during the period of construction and in the long term interests of local amenities. (Policies EP3 and EP4 of the South Bucks District Local Plan (adopted March 1999) refer.)

22. a) No retained tree/hedge/bush shall be cut down, uprooted or destroyed nor any tree be pruned, topped or lopped or suffer root severance other than in without the prior written approval of the Local Planning Authority. Any approved pruning, topping or lopping shall be carried out in accordance with current British Standards and any tree survey approved by the Local Planning Authority.

b) If within a period of five years from the date of the planting of any tree/hedge/shrub that tree/hedge/shrub, or any replacement, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree/hedge/shrub of the same species and size as that originally planted shall be planted in the same location as soon as reasonably possible and no later than the first available planting season

Reason: To ensure trees and hedgerows are not damaged during the period of construction or post construction, and in the long term interests of local amenities.

Highways

23. Details to be submitted pursuant to condition 3 (access) shall include a detailed scheme for the Slough Road access route which shall include:

- details showing the alterations to the existing field access onto Slough Road for temporary construction purposes.
- details including how the Slough Road access will be laid out to ensure that it is solely used for non-motorised staff access and a staff drop-off/pick-up point following the temporary construction period, and demonstrating minimum vehicular visibility splays of 120m from 2.4m back from the edge of the carriageway from both sides of the existing access onto Slough Road.

The Approved works to create the route are to be carried out in accordance with approved details, and within 1 month of the construction access being made available from the M25 the temporary construction access off Slough Road shall be amended to facilitate the staff drop-off access only and shall be constructed in accordance with details to be submitted to and approved by the Local Planning Authority.

Reason: In order to provide a safe and suitable route for all users of the proposed access.

24. Prior to commencement of the development, a scheme of off-site works shall be submitted to and approved in writing by the Local Planning Authority in general accordance with plan JNY10850-20 Rev C, subject to the submission and approval of detailed design, technical approval and the submission of Stage 2 and 3 safety audits. The scheme shall include:

- Proposed footway on northern side of Slough Road
- Toucan crossing on Slough Road
- Realignment of Slough Road and inclusion of footway/cycleway
- Right-hand turn lane on Slough Road

No part of the development shall be occupied until the offsite works have been laid out and constructed in accordance with the approved details. For the avoidance of doubt, commuted sums are collected when new crossings are put in and this will be progressed under a s278 agreement with the Highway Authority.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

25. No part of the development shall commence until an updated framework Travel Plan for the site has been submitted to and approved by the Local Planning Authority. No part of the development shall then be occupied until the approved Travel Plan has been implemented and subject to annual review thereafter.

Reason: In order to influence modal choice and to reduce single occupancy private car journeys and comply with national and local transport policy.

26. No part of the development shall commence until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP shall include details of (but not limited to):

- A construction programme for the MSA
- Construction worker travel arrangements
- The routing of construction vehicles
- Details of vehicles accessing the site and a schedule identifying when they would need access
- Swept path drawings for vehicle routes for all vehicle sizes
- Maximum number of site operative LGV movements
- Pre-condition surveys of the agreed route for construction vehicles
- Measures/systems to manage HGV construction traffic
- The parking of vehicles of site operatives and visitors
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- Details of how the spread of dirt or dust onto the public highway would be prevented (e.g. Wheel washing facilities).

The approved plan shall be adhered to throughout the construction period.

Reason: In the interests of highway safety, convenience of highway users and to protect the amenities of residents.

27. No staff shift changes shall take place within the network peak hours of 8-9am and 5- 6pm, apart from the normal working hours of ancillary office-based staff.

Reason: To ensure that the local highway network is protected from impacts arising from large numbers of vehicle movements in the peak hours.

28. Prior to the commencement of the construction, a scheme for the resurfacing and provision of the alternative route for Bridleway IVE/32/1, shown indicatively on the Illustrative Masterplan passing from the M25's western boundary, through the 30m-wide green infrastructure and landscape buffer to the A4007 Slough Road, shall be first submitted to and approved in writing by the Local Planning Authority. The bridleway shall subsequently be resurfaced and upgraded with Breedon gravel, to manufacturer's recommendations appropriate for bridleway and/or agricultural use, in accordance with the approved details, prior to the first occupation of the Motorway service area hereby approved.

Reason: To ensure the bridleway is provided in a suitable condition to replicate the existing recreational amenity lost within the development and to encourage and promote sustainable access to and enjoyment of the greenbelt from surrounding communities; and to comply with guidance in the National Planning Policy Framework and Core Strategy Plan Policy CP7

29. Prior to the commencement of the development hereby approved, a management strategy for the use, management and monitoring of the staff drop-off and pick-up facility served off the A4007 Slough Road (as illustrated on plan number 205105-AFL-00-ZZ-DR-A-90100 Rev P4) and the associated pedestrian and cyclist staff access point into the development shall be submitted to, and approved in writing by, the Local Planning Authority.

The strategy shall:

1. include full details of gate(s) or other barrier(s) or means of control to prevent any motorised vehicles or members of the public accessing or egressing the development from this access point;
2. include monitoring and security details to prevent public access into the staff drop-off area and prevent any anti-social behaviour in this area;
3. ensure that save as a drop-off and pick-up point this access point to / from the development is not accessed by staff other than as pedestrians or cyclists;
4. include maintenance requirements to ensure the above systems and measures remain effective throughout the life of the development; and
5. require that in the event of any known / established misuse of the drop-off and pick-up facility / staff access the operator of the development shall, at the written request of the Local Planning Authority, ~~to~~ submit a remediation/ improvement plan to the Local Planning Authority for its approval in writing. Thereafter any approved remediation/ improvement plan will be implemented in full within two months.

The staff drop-off and pick-up facility and the associated pedestrian and cyclist staff access point shall not be operated other than in accordance with the approved management strategy for the life of the development.

Reason:

30. Prior to the commencement of development, detailed plans illustrating provision of a clear, unplanted diverted bridleway corridor of 8m between scrub and/or tree planting through southern and central sections shall be submitted to and approved by the Local Planning Authority, together with plans illustrating at least a 4m width through the north-western bridleway corridor. This should be accompanied by an annual vegetation maintenance plan to ensure these corridors are kept clear from natural seeding and undergrowth. The plans and maintenance scheme shall thereafter be carried out in accordance with the approved details prior to commencement and during the lifetime of the MSA.

Reason: In order ensure safe and convenient use of the diverted bridleway network through the site, comparable with the existing unenclosed situation which facilitates surface drying, and to ensure the public amenity is protected in accordance with Cores Strategy Plan Policy CP7 and para 100 NPPF 2021.

31. No part of the development shall commence until details of the preliminary design for a new means of access to/from the M25 motorway, and the realigned A4007 Slough Road, has been submitted to and agreed in writing by the Local Planning Authority. The preliminary design shall be designed fully in accordance with the standards set out in the Design Manual for Roads and Bridges (DMRB). The scheme shall be implemented fully in accordance with the approved details and shall be fully opened to traffic prior to the opening of the site.

Reason: In the interests of highway safety, convenience of highway users and to ensure that the M25 and M40 Trunk Roads continue to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety. For the avoidance of doubt National Highways will be consulted on any submitted details.

32. The details to be submitted for approval in writing by the Local Planning Authority shall include details of:

- (i) all parking spaces for cars, HGVs, abnormal loads, coaches, coach interchange, caravan/motorhome/vehicles, and trailers
- (ii) disabled user parking including caravan/motorhome/vehicles and trailer parking
- (iii) internal access roads,
- (iv) turning and manoeuvring areas, and
- (v) footpaths

in accordance with the minimum requirements for roadside facilities to be eligible for signing from the SRN as set out in Annex A of DfT Circular 1/22 "Strategic Road Network and Delivery of Sustainable Development". The development shall be constructed and laid out in accordance with the approved plans and made available for use before the buildings or structures to which it relates is first used. The approved parking areas shall not be used for any other purpose thereafter.

Reason: In the interests of highway safety, convenience of highway users and to ensure that the M25 and M40 Trunk Roads continue to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety. For the avoidance of doubt National Highways will be consulted on any submitted details.

33. No permanent buildings forming a part of the development hereby approved shall be commenced until such time as planning application reference CM/0036/21 has been granted and the minerals extraction works set out within the permission have been completed.

Reason: To ensure that the M25 trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety. For the avoidance of doubt National Highways will be consulted on any submitted details.

MSA Building

34. Prior to the commencement of development, a detailed specification for the provision of a green roof for the Facilities Building shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of its installation, including substrate base, planting, drainage and a Management Plan setting out a regime for future maintenance. The green roof shall be carried out in accordance with the approved details and be maintained in perpetuity thereafter.

Reason: To ensure a sustainable development.

Landscaping

35. The details of landscaping to be submitted under condition 3 above shall be: Hard landscape works which shall include (but is not limited to the following):

- a) Excavations;
- b) Ground modelling (including existing and proposed contours);
- c) Proposed finished levels and/or contours;
- d) Boundary details and means of enclosure;
- e) Noise barriers (a fence and/or earth bund) as may be required;
- f) Parking layouts;
- g) Other vehicle and pedestrian access and circulation areas;
- h) Hard surfacing areas (e.g. surfacing materials) and their permeable qualities;
- i) Minor artefacts and structures (e.g. furniture, seating, play equipment, refuse or other storage units, signs, lighting etc.);
- j) Proposed and existing functional services above and below ground (e.g. drainage, power cables, communication cables, pipelines etc., indicating lines, manholes, supports etc.);
- k) Soft landscape works which shall include (but is not limited to the following):
 - l) The extent of the existing trees and hedgerows on the land and details of those to be retained;
 - m) Planting (including trees, shrubs, seeding, other plants and grass) plans;
 - n) Written specifications (including soil depths, mulching, cultivation, watering/irrigation, staking and other operations associated with tree, plant and grass establishment);
 - o) Schedules or plants noting species, planting sizes and proposed numbers/densities;
 - p) For sustainable tree planting, the soft landscape works shall incorporate underground systems and provide a sufficient area of growth medium for long term tree growth where tree development is compromised by hard landscaping such as pavements, highways, car park areas and structures (if there is hardstanding on more than one side of proposed tree planting then underground systems must be implemented); and,
 - q) a programme of planting.

All hard and soft landscaping works shall be carried out in accordance with the approved details, approved implementation programme and British Standard BS4428:1989 Code of Practice for General Landscape Operations. Where possible, the implementation programme for all planting, seeding and turfing shall be carried out no later than first planting and seeding seasons; where planting takes place outside of planting and seeding seasons, an enhanced watering regime will be required and this shall be specified in the soft landscape works. The developer shall complete the

approved landscaping works and confirm this in writing to the Local Planning Authority prior to the date agreed in the implementation programme.

Reason: To ensure satisfactory landscaping of the site in the interests of visual amenity.

36. Prior to the commencement of the development hereby permitted a landscape Management Plan and Planting Schedule shall be submitted to and approved in writing by the Local Planning Authority. Planting shall be undertaken in accordance with the agreed plan and maintained as such thereafter.

Reason: To ensure that the M25 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety. For the avoidance of doubt National Highways will be consulted on any submitted details.

Electric Car Charging

37. The details to be submitted under condition 3 (layout and appearance) should include details of Electric Vehicle Charging provision to include up to a minimum 100 spaces to meet future demand, and/or, any details for the provision for any alternative (non-fossil) fuels for vehicles (including hydrogen fuelling), shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include a plan providing the location of all active and passive spaces and/or alternative fuels provision on site along with the specification of charging provision and/or alternative fuels provision. The works shall be carried out in accordance with the approved details and prior to first occupation of the development and confirmation that the active charging points and/or provision for alternative fuels are operational shall be submitted to the Local Planning Authority and thereafter retained in perpetuity in accordance with the approved details.

Reason: In the interests of promoting sustainable travel opportunities.

Energy and Sustainable Construction

38. The details to be submitted under Condition 3 (layout and appearance) shall include a detailed Energy and Sustainability Strategy for the development. The Strategy for the development, shall include (but is not limited to) measures to reduce carbon emissions through use of low carbon and/or renewable technologies and other measures to ensure a sustainable design and construction. The development shall be carried out fully in accordance with the approved details and retained thereafter.

Reason: In the interests of sustainable development, energy consumption and carbon emissions. Relevant policy: Core Strategy CP12 and Ivers Neighbourhood Plan policy IV7 and IV14.

39. No development of buildings shall take place until a Design Stage Certificate issued by BRE has been submitted to and approved in writing by the Local Planning Authority. The development shall meet BREEAM 'Very Good' or higher rating under the BREEAM (Building Research Establishment Environmental Assessment Method) rating. Thereafter the development shall be carried out in accordance with the approved details.

Reason: In the interests of sustainable development , energy consumption and carbon emissions.
Relevant Policy: Core Strategy CP12 and Ivers Neighbourhood Plan policy IV14.

40. A Post Construction Stage Certificate issued by BRE for the development shall be submitted for the approval in writing of the Local Planning Authority within 3 months of the first occupation of the development.

Reason: In the interests of sustainable development, energy consumption and carbon emissions.
Relevant Policy: Core Strategy CP12 and Ivers Neighbourhood Plan policy IV14.

Noise

41. A further BS:4142:2104 assessment shall be undertaken prior to the installation of any fixed plant. All fixed plant items associated with the mechanical and electrical services systems shall be designed and implemented so that, as far as reasonably practicable, cumulative plant noise emissions from the development are at least 5dBA below the typical background sound level at noise sensitive receptors during the operational period (using the impact assessment method contained in standard BS4142:2104). The fixed plant details shall be carried out as approved and retained thereafter in a good working order.

Reason: In the interests of residential and other amenity. Relevant Policy: Core Strategy CP13.

Fires Strategy

42. The details to be submitted under condition 3 above shall be informed by a Fire Strategy that considers the risk of delayed response times by this emergency service and this Fire Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Fire Strategy should include a form of automatic suppression to the Amenity Building of the motorway service area if this is deemed necessary to address the risk of delayed response times. The approved Fire Strategy must be operated at all times in perpetuity of the development.

Reason: To minimise the risk from fire to the development.

Waste

43. No development shall take place until a Site Waste Management Plan for the construction and operational phases of development has been submitted to and approved in writing by the Local Planning Authority. Thereafter the scheme shall be implemented fully in accordance with the approved Plan.

Reason: In the interests of sustainable development. Relevant Policy: Core Strategy CP6

44. Any individual unit within the facilities buildings shall contain no more than 750m² of retail floorspace as defined by Class E(a) of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any Order revoking or re-enacting that Order) and not more than 100m² of adult amusement arcade floorspace shall be made available to the public.

Reason: To define the content and scale facilities within the main amenity building. Relevant Policy: Core Strategy CP6

Construction Environmental Management Plan (CEMP)

45. The construction of any part of the development shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. This shall set out but not be limited to the following:

- Construction programme for the Motorway Service Area
- The proposed construction traffic routes to the site, to be identified on a plan; Construction Traffic Management Plan (to include the co-ordination of deliveries and plant and materials and the disposing of waste resulting from by vegetation clearance, ground works, demolition and/or construction to avoid undue interference with the operation of the public highway, particularly during the Monday-Friday AM Peak (0800-0930) and PM Peak (1630-1800) periods);
- an estimate of the daily movement of the construction traffic, profiled for each construction phase, identifying the peak level of vehicle movements for each day;
- details of local road temporary traffic management measures.
- confirmation that a formal agreement from National Highways for temporary access/egress has been obtained (if required) for the M25. Motorway.
- details of any proposed strategic road temporary traffic management measures on the M25 motorway;
- Management and hours of construction work and deliveries;
- area(s) for the parking of vehicles of site operatives and visitors;
- area(s) for the loading and unloading of plant and materials;
- area(s) for the storage of plant and materials used in constructing the development;
- details of wheel washing facilities;

- the mitigation measures in respect of noise and disturbance during the construction phase including vibration and noise limits, monitoring methodology, screening, a detailed specification of plant and equipment to be used and construction traffic routes;
- a scheme to minimise dust emissions arising from construction activities on the site. The scheme shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development;
- details of waste management arrangements;
- the storage of materials and construction waste, including waste recycling where possible; - the storage and dispensing of fuels, chemicals, oils and any hazardous materials (including hazardous soils);
- measures to avoid impacts on the non-statutory designated sites and retained habitats; - details of drainage arrangements during the construction phase identifying how surface water run-off will be dealt with so as not to increase the risk of flooding to downstream areas because of the construction programme;
- protection measures for hedgerows and grasslands;
- contact details of personnel responsible for the construction works; and
- soil movement, methods of tracking soil movement and details for demonstrating soil will be suitable for use.

Reason: In the interests of highway safety, convenience of highway users and to ensure that the M25 and M40 Trunk Roads continue to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety. For the avoidance of doubt National Highways will be consulted on any submitted details.

Lighting

46. Prior to the installation of any external lighting full details of a lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The lighting strategy shall include the following details and shall be prepared by a suitably qualified lighting engineer/specialist in accordance with The Institution of Lighting Engineers Guidance Notes For The Reduction of Obtrusive Light:

- identify areas/features on site that are particularly sensitive for bats and their breeding and resting places, or along important routes used to access key areas of their territory; - levels of luminance;
- timing of its provision; and
- location for installation including appropriate lighting contour plans The development shall thereafter be undertaken in strict accordance with the approved details prior to the first use of the development hereby permitted and retained in accordance with the agreed specification.

Reason: To minimise any lighting impacts and ensure that the M25 trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of

the Highways Act 1980 and to satisfy the reasonable requirements of road safety. For the avoidance of doubt National Highways will be consulted on any submitted details

Geotechnical

47. Prior to the commencement of any excavation works and landscaping works, a geotechnical report, in accordance with Design Manual for Roads and Bridges Standard CD622, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the M25 trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety. For the avoidance of doubt National Highways will be consulted on any submitted details.

Means of Enclosure

48. Details of a scheme to provide a secure boundary fence in proximity to the M25 and any other means of enclosure shall be submitted and approved in writing by the Local Planning Authority and shall be erected in accordance with that approval by the Local Planning Authority. The development shall thereafter only be carried out in accordance with the approved scheme details and the motorway service area hereby approved shall not be occupied until the approved secure fencing and other means of enclosure have been fully implemented. The approved secure fencing and means of enclosure shall thereafter be retained as approved.

Reason: To ensure that the M25 trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety. For the avoidance of doubt National Highways will be consulted on any submitted details.

Signage Strategy

49. No part of the development hereby approved shall be open for public use at any time until a Signage Agreement has been entered into and fully implemented related to Local Signing for the use of the MSA and no part of the development will be used in breach of the terms of such an agreement, unless otherwise agreed in writing by the Local Planning Authority. An approved wider network services signing strategy shall be submitted for approval by the relevant highway authorities. Signage shall be implemented in full accordance with the approved detailed wider network services strategy.

Reason: To ensure that the M25 trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety and informed travellers. For the avoidance of doubt National Highways will be consulted on any submitted details.

Airport Safeguarding

50. No building or structure of the development hereby permitted shall exceed 138m above ordnance datum (AOD).

Reason: Development over this height could have the potential to impact Instrument Flight Procedures (IFP's) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome.

51. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building.

Reason: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Utilities – Thames Water

52. The development shall not be occupied until confirmation has been provided that either:-

- a. All foul water network upgrades required to accommodate the additional flows from the development have been completed; or-
- b. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation 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.

Above follows Thames Water wording. Below similar wording as proposed condition 14 on previous draft conditions.

The development hereby approved shall not be occupied until a foul water drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a foul water drainage scheme for the site. The scheme shall include a waste water treatment capacity assessment to identify the need for any infrastructure upgrades and a programme for carrying out the works to inform site delivery. No part of the development shall be occupied until confirmation has been provided to the Local Planning Authority that the scheme and programming of any waste water upgrades required to accommodate the additional flows from the development have been agreed with Thames Water, and all waste water upgrades required to accommodate the additional flows have been completed. The development shall be carried in accordance with the approved details.

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 in accordance with Core Policy 13 of the Core Strategy and the NPPF

Other - Legal Agreement Required

53. No development (including demolition, ground works, and site clearance) shall commence on the land to the north of A4007 Slough Road (between Junctions 15 and 16 of the M25) Iver Heath Buckinghamshire as shown edged in red on 205105-AFL-00-ZZ-DR-A-00 101 Rev P1 and shown edged in blue on LP2226-FIRA-MP-ST-P-LA-WS-002 Revision 02 unless and until an Agreement under section 106 of the Town and Country Planning Act 1990 has first been entered into to secure the planning obligations required to make the development acceptable to the local planning authority, and the title to such land has been properly deduced to the local planning authority.

Reason: This is a pre-commencement condition because the local planning authority would have refused the planning application in the absence of the Section 106 Agreement, however the development hereby permitted is a particularly complex development scheme and at the time of this permission being issued, Buckinghamshire Council is the sole freehold land owner of the majority of the land shown edged in red on 205105-AFL-00-ZZ-DR-A-00 101 Rev P1 and edged in blue on LP2226-FIRA-MP-ST-P-LA-WS-002 Revision 02 and it is not possible for Buckinghamshire Council to enter into the Section 106 Agreement as both the land owner and the local planning authority.

Informatives

Highways

1. To comply with the requirements of condition 46 the applicant is advised that Information to be included within the reserved matters applications to inform the preliminary design shall include, but not be limited to:

- General Arrangement Drawings (both temporary and permanent as well as vertical and horizontal geometry) to demonstrate compliance with the highway design standards set out in the Design Manual for Roads and Bridges.
- All necessary details relating to the removal of the A4007 Slough Road overbridge, the replacement structure including consideration of suicide prevention measures and any other structures.
- A Walking, Cycling and Horse Riding Assessment and Review
- Identification on the general arrangement plans departures from standard and confirmation that all departures have been agreed in principle with National Highways
- Full details of changes to technology installations.
- A Stage 1 Road Safety Audit in full compliance with GG119 (once a compliant preliminary design has been agreed with National Highways)#

Further to detailed design and completion of an RSA 2, this development involves work to the public highway (strategic road network and local road network) that can only be undertaken within the scope of a legal Agreement or Agreements between the applicant and National Highways (as the strategic highway company appointed by the Secretary of State for Transport) and, as necessary and appropriate, the Local Highway Authority. Planning permission in itself does not permit these works. It is the applicant's responsibility to ensure that before commencement of any works to the public highway, any necessary Agreements under the Highways Act 1980 are also obtained (and at no cost to National Highways). Works to the highway will normally require an agreement or agreements, under Section 278 of the Highways Act, with National Highways and the Local Highway Authority.

2. The applicant is advised that the offsite works and alterations to the access onto Slough Road will need to be constructed under a section 278 of the Highways Act legal agreement. This agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A minimum period of 8 weeks is required to draw up the agreement following the receipt by the Highway Authority of a completed Section 278 application form. Please contact Highways Development Management at the following address for information:

- Highways Development Management 6th Floor, County Hall
Walton Street,
Aylesbury, Buckinghamshire
HP20 1UY
Telephone 01296 395000

3. Signs in the Highway: It is not the policy of the Highway Authority to approve the erection of signs or other devices of Non statutory nature within the limits of the highway. If such signs are erected the Highway Authority will remove them.

4. Mud on the Highway: It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.

5. Obstruction on the Highway: No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.

6. Works on the Highway: The applicant is advised that as part of the detailed design of the highway works required by the above condition, the Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street/furniture equipment.

7. Pre-condition Surveys – Construction Management: The applicant is advised to contact the Highways Development Management delivery team to determine the extent of pre-condition surveys.

8. Traffic Signals:

- Traffic signals installations within Buckinghamshire must as a minimum have fault monitoring enabled and installed to link to the Council's monitoring systems including the developer providing an approved communications link.
- For traffic signals junctions CCTV cameras are required (unless the authority notifies the developer of an exception), these must be compatible with our existing systems. Early engagement with the Council's ITS team is recommended.
- All signals equipment must be capable of being monitored through the council's existing remote monitoring systems, any equipment that is outside the current contracted maintenance schedule may incur a requirement for an increased commuted sum for maintenance.
- All traffic signals installations require ducting throughout the extents of the works to incorporate two spare orange ducts and one purple communications duct, where reasonably possible these should also connect into the authorities existing duct network.
- Design checks require a copy of the model as well as a copy of the output reports to be provided to the authority.
- Designers of traffic signals installations should request a copy of the authorities guidance notes on the design of traffic signals installations at the commencement of any design process, this sets out the general requirements of the design and complements the appendix 12/5 which is also provided.
- At the point of commissioning the following documents must be provided: A current as built drawing (any updates subsequently will require these to be updated and provided) in both Auto CAD and PDF formats, and a full set of electrical test certificates.
- Traffic signals installations are subject to commuted sums.

Ecology

9. The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act. Buildings, trees and other vegetation are likely to contain nesting birds between 1st March and 31st August inclusive.

10. The applicant is reminded that, under the Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended), it is an offence to:

deliberately capture, injure or kill a bat; intentionally, recklessly or deliberately disturb a roosting or hibernating bat; intentionally or recklessly obstruct access to a roost. Planning consent for a development does not provide a defence against prosecution under these acts. Buildings, other structures and trees may support bats and their roosts. Where proposed activities might result in one or more of the above offences, it is possible to apply for a derogation licence from Natural England. If a bat or bat roost is encountered during works, all works must cease until advice has been sought from Natural England, as failure to do so could result in prosecutable offences being committed.

11. The applicant is reminded that, the widespread reptiles (adder, grass snake, common lizard and slow worm) are protected via part of Section 9(1) of the Wildlife & Countryside Act 1981 (as amended) against; intentional killing and injuring. Measures are therefore required where proposed activities might result in one or more of the above offences to occur.

12. The applicant is reminded that, under the Protection of Badgers Act 1992 it is an offense to; wilfully kill, injure or take a badger (or attempt to do so); cruelly ill-treat a badger; dig for a badger; intentionally or recklessly damage, destroy or obstruct access to a badger sett; Cause a dog to enter a badger sett; and, disturb a badger when it is occupying a sett. Where proposed activities might result in one or more of the above offences, it is possible to apply for a licence from Natural England. If a badger or a badger sett is encountered during works, all works must cease until advice has been sought from Natural England, as failure to do so could result in prosecutable offences being committed.

13. The proposed development includes a plan to de culvert at least 69 linear metres of the Alderbourne to the South of A4007 Slough Road. Detailed designs of the proposed 'daylighted' watercourse are required to ensure that the development is compliant with the Water Framework Directive and the Thames River Basin Managements plan, and maximises opportunities for biodiversity gain.

Flood Risk

14. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03702 422 549 or by emailing enquiries@environment-agency.gov.uk. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

15. Under the terms of the Land Drainage Act 1991 and the Floods and Water Management Act 2010, the prior consent of the Lead Local Flood Authority is required for any proposed works or structures in the watercourse. After planning permission has been granted by the LPA, the applicant must apply for Land Drainage Consent from the LLFA, information and the application form can be found on our website. Please be aware that this process can take up to two months.

Contaminated Land

16. Whilst we appreciate that this application is outline and there is no detailed designs for the fuel area and Groundwater monitoring is still ongoing the applicant should be aware that in line with Groundwater protection position statements We will not agree to subwater table storage of fuel in line with position D3 (Sub water table) and above ground storage may need to be considered in the final design. <https://www.gov.uk/government/publications/groundwater-protection-position-statements>

The applicant should refer to the following sources of information and advice (Non exhaustive list) in dealing with land affected by contamination, especially with respect to protection of the groundwater beneath the site:

Follow the risk management framework provided in the updated guide is called Land contamination: risk management (LCRM), when dealing with land affected by contamination.

Refer to the Environment Agency Guiding principles for land contamination for the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.

Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed. <https://www.claire.co.uk/projects-and-initiatives/nqms-sqp-register>

The Planning Practice Guidance defines a "Competent Person (to prepare site investigation information): A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation." (<http://planningguidance.planningportal.gov.uk/blog/policy/achieving-sustainable-development/annex-2-glossary/>)"

Refer to the contaminated land pages on GOV.UK for more information.

We expect the site investigations to be carried out in accordance with best practice guidance for site investigations on land affected by land contamination.

E.g. British Standards when investigating potentially contaminated sites and groundwater, and references with these documents and their subsequent updates:

- BS5930:2015 Code of practice for site investigations;
- BS 10175:2011 A2:2017 Code of practice for investigation of potentially contaminated sites;
- BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points;
- BS ISO 5667-11:2009, BS 6068- 6.11: 2009 Water quality. Sampling. Guidance on sampling of groundwaters (A minimum of 3 groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns but more may be required to establish the conceptual site model and groundwater quality. See RTM 2006 and MNA guidance for further details).
- BS ISO 18512:2007 Soil Quality. Guidance on long-term and short-term storage of soil samples
- BS EN ISO 5667:3- 2018. Water quality. Sampling. Preservation and handling of water samples
- Use MCERTS accredited methods for testing contaminated soils at the site.
- Guidance on the design and installation of groundwater quality monitoring points Environment Agency 2006 Science Report SC020093 NB. The screen should be located such that at least part of the screen remains within the saturated zone during the period of monitoring, given the likely annual fluctuation in the water table. In layered aquifer systems, the response zone should be of an appropriate length to prevent connection between different aquifer layers within the system.

A Detailed Quantitative Risk Assessment (DQRA) for controlled waters using the results of the site investigations with consideration of the hydrogeology of the site and the degree of any existing

groundwater and surface water pollution should be carried out. This increased provision of information by the applicant reflects the potentially greater risk to the water environment. The DQRA report should be prepared by a "Competent person" E.g. a suitably qualified hydrogeologist.

<https://sobra.org.uk/accreditation/register-of-sobra-risk-assesors/>

In the absence of any applicable on-site data, a range of values should be used to calculate the sensitivity of the input parameter on the outcome of the risk assessment.

- GP3 version 1.1 August 2013 provided further guidance on setting compliance points in DQRAs.

This is now available as online guidance: <https://www.gov.uk/guidance/land-contamination-groundwater-compliance-points-quantitative-risk-assessments>

- Where groundwater has been impacted by contamination on site, the default compliance point for both Principal and Secondary aquifers is 50m.

- For the purposes of our Approach to Groundwater Protection, the following default position applies, unless there is site specific information to the contrary: we will use the more sensitive of the two designations E.g. if secondary drift overlies principal bedrock, we will adopt an overall designation of principal.

Where leaching tests are used it is strongly recommended that BS ISO 18772:2008 is followed as a logical process to aid the selection and justification of appropriate tests based on a conceptual understanding of soil and contaminant properties, likely and worst-case exposure conditions, leaching mechanisms, and study objectives. During risk assessment one should characterise the leaching behaviour of contaminated soils using an appropriate suite of tests. As a minimum these tests should be:

- upflow percolation column test, run to LS 2 – to derive kappa values;

- pH dependence test if pH shifts are realistically predicted with regard to soil properties and exposure scenario; and

- LS 2 batch test – to benchmark results of a simple compliance test against the final step of the column test.

Following the DQRA, a Remediation Options Appraisal to determine the Remediation Strategy in accordance updated guide is called Land contamination: risk management (LCRM).

The verification plan should include proposals for a groundwater-monitoring programme to encompass regular monitoring for a period before, during and after ground works. E.g. monthly monitoring before, during and for at least the first quarter after completion of ground works, and then quarterly for the remaining 9- month period.) The verification report should be undertaken in accordance with in our guidance Verification of Remediation of Land Contamination

<http://publications.environment-agency.gov.uk/pdf/SCHO0210BRXF-e-e.pdf>

Bird Hazzard

17. To comply with the requirements of condition 55 the applicant is advised that the Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when