

Appendix G – Draft List of Conditions (without prejudice)

Reserved Matters Timeframe

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.

Reserved Matters

2. 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
- ☐ Scale
- ☐ Appearance
- ☐ Landscaping

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

Reserved Matters Detailed Accordance

3. The details of the reserved matters submitted pursuant to this permission shall be carried out in substantial accordance with the Parameter Plan – 1740.1/P(--) 100 Rev P1, Design Principles April 2022 accompanying the outline planning application and be consistent with the Design and Access Statement April 2022, and the ground levels and heights and internal floorspaces of the proposed buildings shall not exceed those specified. The quantum of landscaping to be provided, including existing areas for retention, new area of planting, central landscape spine and any associated green infrastructure shall be in general accordance with the Illustrative Landscape Masterplan BIR.5351_09 Rev EE and Landscape and Visual Mitigation Strategy BIR5351_054.

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 in accordance with Core Strategy Policies CS20 and CS21 and Local Plan Policy GC1.

Approved Access Plan

4. The development shall be carried out in accordance with the 'Proposed Access Junction – General Arrangement shown on Offsite Highway Works General Arrangement Drawing Ref: 255375-ARP-ZZ-ZZ-DR-CH-1001, or such other scheme of works or variation substantially to the same effect, to be approved in writing by the Local Planning Authority.

The approved scheme shall be fully completed prior to first use of the development hereby permitted.

Reason: To ensure that the M25 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with Section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

Informative

Subject to detailed design, this development involves work to the public highway (strategic 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). 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 Highway.

Phasing Plan

5. At the same time as submitting the first Reserved Matters application, a Phasing Plan shall be submitted to and approved in writing by the Local Planning Authority. The Phasing Plan shall indicate 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: In order to understanding the phased delivery of the scheme in-line with required infrastructure provision, for the avoidance of doubt in accordance with good planning in accordance with Policy CS31 of the Chilterns Core Strategy.

Finish Levels

6. Each Reserved Matters application for the approval of appearance for that relevant phase of the development shall include details of the finished floor levels of the

buildings and finished site levels in relation to existing ground levels within that phase of the development. Thereafter the development shall be implemented and retained in accordance with these approved details.

Reason: To ensure that construction is carried out at suitable levels in the interests of the character and appearance of the area. Relevant Policies: Core Strategy CS20 and Local Plan GC1.

Landscaping Details

7. Each Reserved Matters application for the approval of landscaping for that relevant phase of the development shall include details of both hard and soft landscaping works, ecology works and an implementation programme.

The details shall include (but not be limited to the following):

- Excavations
- Number, location and type of parking spaces to be provided in accordance with the parking requirement outlined in Annex A, Table 2 of the Circular 01/2022;
- noise barriers (a fence and/or earth bund) as may be required;
- hard surfacing areas (e.g. surfacing materials) and their permeable qualities;
- planting plans including details of schedules or plants noting species, planting sizes and proposed numbers/densities;
- ecological assets/features to be retained and enhanced;
- new habitat to be created, in particular, detailed designs of any wetland features or ponds that will be created;
- ground levels: existing and future levels for all hard surfaced and landscaped areas;
- position, design, materials, height and type of all walls and/or fences or permanent boundary/screening treatment to be erected;
- infrastructure such as footpaths, lighting, car parking; and
- written specifications (including soil depths, cultivation and other operations associated with plant and grass establishment).

All hard and soft landscaping works shall be carried out in accordance with the approved details, implementation programme and British Standard BS4428:1989 Code of Practice for General Landscape Operations and thereafter retained. 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 detail of the landscaping works.

Reason: To ensure satisfactory landscaping of the site in the interests of visual amenity in accordance with adopted Local Plan saved Policies GC1, GB4, TR15 and GB30 and Core Strategy Policy CS20 and in consultation with National Highways. 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 on the local road network.

Landscape Replacement

8. 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.

Any planting which forms part of the approved landscaping scheme outlined in condition 7, which within a period of five years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity to be approved in writing by the Local Planning Authority.

Reason: To ensure satisfactory landscaping of the site in the interests of visual amenity in accordance with adopted Local Plan saved Policies GC1, GC4, and GB30 and Core Strategy Policy CS20.

Landscape Management Plan

9. At the same time as the first Reserved Matters application a Landscape Management and Maintenance Plan, including long-term design objectives, management responsibilities and maintenance schedules relating to the hard and soft landscaped areas, internal roads, parking areas and verges as detailed in Condition 8, shall be submitted to and approved in writing by the Local Planning Authority.

The Landscape Management and Maintenance Plan shall be carried out as approved thereafter for the lifetime of the development.

Reason: To ensure successful aftercare of landscaping in the interests of visual amenity in accordance with Core Strategy Policy CS20 and Local Plan Policies GC1, GC4, TR15 and GB30.

Electric Vehicle Charging

10. At the same time as submitting the Reserved Matters application for approval of layout for that relevant phase of the development a scheme for maximising Electric Vehicle Charging (EVC) provision that will update the original provision of EVC shall be submitted to and approved in writing by the Local Planning Authority.

The scheme of EVC must deliver a minimum 20 active spaces and up to a minimum 100 passive spaces to meet future demand, and/or, depending on changing future demands and advances in technology, any details for the provision for any alternative fuels for vehicles (including hydrogen fuelling).

Such details shall include a Management 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 implemented prior to first use of the development with confirmation that the active charging points and/or provision for alternative fuels are operational shall be submitted to the Local Planning Authority. The EVC apparatus shall thereafter be retained and maintained in an operative state in perpetuity in accordance with the approved details.

Reason: In the interests of promoting sustainable travel opportunities. Relevant Policy: Core Strategy CS4.

Energy and Sustainability Statement

11. Each Reserved Matters application for approval of appearance for that relevant phase of the development shall include an Energy and Sustainability Statement.

The Energy and Sustainability Statement shall include full details of the decentralised, renewable or low-carbon technologies that are to be integrated into the development and shall demonstrate how they will meet at least 10% of the energy demand on site. It shall include details of:

- The baseline CO₂ emissions;
- The reduction in CO₂ emissions achieved from low carbon or renewable sources;
- U-values, thermal bridging, g-values and air tightness specifications of the development; and
- Measures to increase water efficiency and maximise savings.

The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: To ensure the development is sustainable and to comply with the requirements Policies CS4 and CS5 of the Core Strategy.

Fire Safety Strategy

12. At the same time as submitting the first Reserved Matters Application a Fire Safety Strategy that considers the risk of delayed response times by the Emergency Services shall be submitted to and approved in writing by the Local Planning Authority.

The Fire Safety Strategy should include a form of automatic suppression to the facilities and fuel fuelling station buildings 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 and ensure necessary infrastructure is in place in accordance with Policy CS26 of the Core Strategy.

Green Roof Detail

13. No development shall commence a detailed specification for the green roof on the Facilities Building broadly consistent with the Design & Access Statement has been 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 and Maintenance Plan setting out a regime for future maintenance including the details of the responsible party for carrying out this Plan.

The green roof shall be carried out in accordance with the approved details, retained and be maintained in perpetuity thereafter.

Reason: This condition is required to be pre-commencement to ensure the Green Roof is practically design and delivered to ensure a sustainable development. Relevant Policies: Core Strategy CS20 and Local Plan GC1.

Archaeological Evaluation

14. No development shall commence until an archaeological evaluation in form of trial trenching in accordance with a written scheme of investigation has been submitted to and approved in writing by the Local Planning Authority.

Reason: This is required to be pre-commencement as it seeks to secure appropriate investigation before development begins in the interests of preserving archaeological remains. Relevant Policy: Local Plan AS1, AS2

Archaeological Programme of work

15. Where archaeological remains are recorded by the evaluation required in condition 14 and are worthy of recording, no development shall commence, until the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: This is required to be pre-commencement as it seeks to secure appropriate investigation, recording, publication and archiving of archaeological results before development begins. In the interests of preserving archaeological remains. Relevant Policies: Local Plan AS1, AS2.

Contamination Preliminary risk assessment

16. No development (including for the avoidance of doubt any works of demolition) shall commence until a preliminary risk assessment which identifies all previous uses,

potential contaminants associated with those uses, a conceptual model of that part of the site indicating sources, pathways and receptors and potentially unacceptable risks arising from contamination of that part of the site has been submitted to and approved in writing by the Local Planning Authority.

Reason: This conditions is required to be pre-commencement to ensure that risks from potential 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; in accordance with Policy GC9 of the Local Plan and Policy CS4 of the Core Strategy.

Contamination Scheme of Investigation

17. If the assessment at Condition 16 shows a material risk, an investigation scheme based on Phase 1 Geoenvironmental Desk Study prepared by Wardell Armstrong (Report ref. LD10372 dated 12th April 2022), to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site shall be submitted to and approved in writing by the Local Planning Authority.

This should 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.

Reason: To ensure that risks from potential 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; in accordance with Policy GC9 of the Local Plan and Policy CS4 of the Core Strategy.

Contamination Options Appraisal and Remediation Plan

18. If the investigation carried out under Condition 16 shows a material risk, an options appraisal and remediation plan giving full details of the remediation measures required and how they are to be undertaken shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from potential 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; in accordance with Policy GC9 of the Local Plan and Policy CS4 of the Core Strategy.

Contamination Verification Plan

19. If a remediation scheme is required under Condition 16 a verification plan providing details of the data that will be collected in order to demonstrate that the works set

out in Condition 18 are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that risks from potential 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; in accordance with Policy GC9 of the Local Plan and Policy CS4 of the Core Strategy.

Verification Report

20. Prior to the first use of the any part of the development hereby permitted a verification report that demonstrates the effectiveness of the remediation carried out in respect of that part pursuant to condition 19 shall be prepared together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils and submitted to the Local Planning Authority for approval in writing. The monitoring and maintenance programme shall be implemented in accordance with these details.

The verification report shall be undertaken in accordance with the Environment Agency's 'Land contamination risk management (LCRM)' guidance, available online at <https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>.

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; in accordance with Policy GC9 of the Local Plan and Policy CS4 of the Core Strategy.

Unexpected Contamination

21. 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 16 and 17 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 18 and 19, which is subject to the approval in writing of the Local Planning Authority.

The remediation strategy shall be implemented as approved with a robust pre and post monitoring plan to determine its effectiveness.

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; in accordance with Policy GC9 of the Local Plan and Policy CS4 of the Core Strategy.

Long-term monitoring of Contamination

22. No development shall commence until a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the local planning authority, has been submitted to, and approved in writing by, the Local Planning Authority.

Reports as specified in the approved monitoring and maintenance plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority.

The Development shall be carried out in accordance with these approved details.

Reason: This condition is required to be pre-commencement to ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. To prevent further deterioration of a water quality element to a lower status class and prevent the recovery of a drinking water protected area. Relevant Policies: Core Strategy CS4 and Local Plan GC9.

Underground tanks/substance containers

23. No development shall commence until a scheme to install any underground tanks/substance containers for drainage has been submitted to, and approved in writing by, the Local Planning Authority.

The scheme shall include the full structural details of the installation, including details of:

- excavation, the tanks, tank surround including bunding of 110% capacity, associated pipework; and
- monitoring system including a leak detection system and methodology that provides immediate notification to Affinity Water.

The scheme shall be fully implemented and subsequently retained and maintained for that relevant phase.

Reason: This is required to be pre-commencement in order to ensure that the underground storage tanks do not harm the water environment. Relevant Policies: Core Strategy CS4 and Local Plan GC9.

Affinity Water Excavations

24. No development involving deep excavations (e.g. piling or the implementation of a geothermal open/closed loop system) shall commence until the following detail has been submitted to and approved in writing by the Local Planning Authority:

i) An Intrusive Ground Investigation to identify the current state of the site and appropriate techniques to avoid displacing any shallow contamination to a greater depth;

ii) A Risk Assessment identifying both the aquifer and the abstraction point(s) as potential receptor(s) of contamination including turbidity; and

iii) A Method Statement detailing the depth and type of excavations (e.g. piling) to be undertaken including mitigation measures (e.g. turbidity monitoring, appropriate piling design, off site monitoring boreholes etc.) to prevent and/or minimise any potential migration of pollutants including turbidity or existing contaminants such as hydrocarbons to public water supply. Any excavations must be undertaken in accordance with the terms of the approved method statement.

Reason: This is required to be pre-commencement in order to prevent contamination of water supply during construction of the proposed development, in accordance with Policies: Core Strategy CS4 and Local Plan GC9.

Informative: The developer shall notify Affinity Water of excavation works 15 days before commencement in order to implement enhanced monitoring at the public water supply abstraction and to plan for potential interruption of service with regards to water supply.

Decommission of investigative boreholes

25. No development shall commence until a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected.

The scheme as approved shall be implemented prior to the occupation of each phase of development.

Reason This condition is required to be pre-commencement to ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies during construction of the development. Relevant Policies: Core Strategy CS4 and Local Plan GC9.

Drainage Scheme

26. No development shall commence until details of the Drainage Scheme confirming the use of an oil/water interceptor has been submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the approved details.

Reason: This condition is required to be pre-commencement in order to provide confirmation that an oil/water interceptor will be used to prevent oil and hydrocarbons from particular areas of the development being discharged into surface water and/or groundwater to satisfy Affinity Water. Relevant Policies: Core Strategy CS4 and Local Plan GC9.

Surface Water Drainage Scheme

27. No development shall commence until a surface water drainage scheme for the site, based on the approved Flood Risk Assessment Flood Risk Assessment (ref. 0010 Rev.V1.2, November 2022, Wardell Armstrong) has been submitted to and approved in writing by the Local Planning Authority

The surface water drainage scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include the following details:

- Demonstration that water quality, ecological and amenity benefits have been considered;
- Ground investigations including: 1. Infiltration in accordance with BRE365 in the locations of the proposed infiltration devices and 2. Groundwater level monitoring over the winter period;
- SuDS components as shown on drawing no. RAM-XX-XX-SK-C-0013 (Rev. P04, Ramboll) and in line with the design parameters set within 2.1 of the Drainage Strategy (ref. 1620005217 Rev. 2.0, 14.04.2022, Wardell Armstrong);
- Assessment of the feasibility for including permeable paving within the parking areas and reasonable justification provided for any exclusion;
- Full construction details of all SuDS 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; and
- 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: The reason for this pre-commencement condition is to ensure that a sustainable drainage strategy has been agreed prior to construction to ensure that there is a

satisfactory solution to managing flood risk; in accordance with Policies CS4 and CS26 of the Core Strategy and Policy GC10 of the Local Plan.

Surface Water Run-Off

28. No surface water shall be permitted to run off from the development on to the Strategic Road Network, or in to any drainage system connected to the Strategic Road Network. No new connections from any part of development may be made to any Strategic Road Network drainage systems.

Prior to the installation of any drainage, full details of any new drainage system including, its specification and location, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways).

The development shall thereafter be undertaken in strict accordance with the approved details prior to the first use of the development hereby permitted and retained in accordance with the agreed specification.

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.

Relevant Policies: Core Strategy CS25, CS26 and Local Plan TR2.

Remedial Strategy and Remediation Management Plan

29. No development shall commence until a Remedial Strategy and Remediation Management Plan has been submitted to and approved in writing by the Local Planning Authority.

The Remedial Strategy and Remediation Management Plan shall include details to ensure HS2 mineral deposits and site excavations are not re-used in the build of the proposed MSA development hereby permitted.

The construction of the proposed development shall be carried out in accordance with these approved details.

Reason: This condition is required to be pre-commencement in order to ensure that contamination of site waste does not result during the construction of the proposed development in line with Policies: Core Strategy CS4 and Local Plan GC9.

Concurrent construction with HS2

30. No development shall commence until a detailed Design and Construction Method Statement(s) has been submitted to and approved in writing by the Local Planning Authority.

The Design and Construction Method Statement(s) shall include arrangements to secure that, during any period when concurrent construction is taking place both on the

development hereby permitted and on HS2, the construction of the HS2 works are not impeded.

Construction work shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: This condition is required to be pre-commencement to ensure the traffic and movement impacts are managed and monitored to ensure the works do not prejudice the construction of HS2, and vice versa. Relevant Policies: CS25 and CS26 of the Core Strategy and TR2 of the Local Plan.

Construction Environmental Management Plan (Strategic Road Network)

31. No development shall commence until a Construction Environment Management Plan (CEMP) (Strategic Road Network) has been submitted to and approved in writing by the Local Planning Authority.

The CEMP shall include, but not be limited to, the following detail:

- Construction programme for the MSA;
- 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 construction vehicles, number and type profiled for each construction phase, identifying the peak level of vehicle movements for each day
- Cleaning of site entrances, site tracks and the adjacent public highway;
- confirmation that a formal agreement from National Highways for temporary access/egress has been obtained (if required) for the M25. Motorway;
- details of any proposed strategic road temporary traffic management measures on the M25 motorway, between Junctions 16 and 17;
- management and hours of construction work and deliveries;
- area(s) for the parking of vehicles of site operatives and visitors;
- area(s) for the loading and unloading of plant and materials;
- area(s) for the storage of plant and materials used in constructing the development ;

- siting and details of wheel washing facilities;
- the mitigation measures in respect of noise and disturbance during the construction phase including vibration and noise limits, monitoring methodology, screening, a detailed specification of plant and equipment to be used and construction traffic routes;
- a scheme to minimise dust emissions arising from construction activities on the site. The scheme shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development;
- details of waste management arrangements;
- the storage of materials and construction waste, including waste recycling where possible;
- Details of any proposed strategic road temporary traffic management measures on the M25 motorway, between Junctions 16 and 17;
- 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.

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

Reason: This is required to be pre-commencement condition in order 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. Relevant Policies: Core Strategy CS25, CS26 and Local Plan TR2 in consultation with National Highways.

Geotechnical Report

32. No development (for avoidance of doubt this includes excavation works, and/ or landscaping works), shall commence until a geotechnical report (in accordance with Design Manual for Roads and Bridges Standard CD622) has been submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the approved details and retained 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.

Relevant Policies: Core Strategy CS25, CS26 and Local Plan TR2; in consultation with National Highways.

Signage Strategy

33. Prior to first use of the development a Traffic Signs Agreement and Wider Network Services Signage Strategy shall have been submitted to and approved in writing by the Local Planning Authority.

The signage for the development shall be carried out in accordance with these 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 and informed travellers. Relevant Policies: Core Strategy CS25, CS26 and Local Plan TR2; and in consultation with National Highways.

Lighting Strategy

34. 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 satisfy the reasonable requirements of road safety and minimise ecology harm, in accordance with Policy TR2 of the Local Plan and CS24, CS25 and CS26 of the Core Strategy.

Great Crested Newts

35. No works shall commence until a precautionary working method statement which outlines details of reasonable avoidance measures for great crested newts has been submitted to and approved in writing by the Local Planning Authority.

The development shall proceed in accordance with the approved measures.

Reason: This condition is required to be pre-commencement in order to ensure the survival of species protected by legislation and notable species that may otherwise be affected by the construction of the proposed development in accordance with Core Strategy Policy CS24.

Construction Environmental Management Plan (CEMP)

36. No development shall commence (including ground works, site and vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) 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:

- Risk assessment of potentially damaging construction activities;
- Identification of “biodiversity protection zones”, including specific reference to badger, great crested newt, breeding birds and ancient woodland;
- 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;
- The location and timing of sensitive works to avoid harm to biodiversity features;
- Contingency/emergence measures for accidents and unexpected events, along with remedial measures;
- Responsible persons and lines of communication;
- 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;
- Measures for removal of invasive species within the site; and
- Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented in full throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

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 and in consultation with National Highways.

Updated Reptile Survey

37. No development shall commence until a further reptile survey has been submitted and approved in writing by the Local Planning Authority.

The reptile survey shall be carried out in line with 'Froglife Advice Sheet 10 -Reptile Survey: 'An introduction to planning, conducting and interpreting surveys for snake and lizard conservation' and undertaken by a suitably qualified reptile worker.'

The reptile survey shall include a schedule of mitigation measures and monitoring checks.

The measures outlined in the reptile survey shall be implemented in full prior to commence of works and maintained thereafter.

Reason: This is required to be pre-commencement to ensure appropriate protection of reptilian species of conservation importance from the proposed development in accordance with CS24 of the Core Strategy.

Landscape and Habitat Management Plan (LEMP)

38. No development shall commence (including demolition, ground works, vegetation clearance) until the Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the local planning authority.

The content of the LEMP shall include the following.

- Description and evaluation of features (bat boxes, bird boxes, insect boxes, hibernacula/log piles) to be managed;
- Ecological trends and constraints on site that might influence management;
- Aims and objectives of management which will (without limitation) include the provision of biodiversity net gain within the Site as shown within the Biodiversity Gain Plan;
- Appropriate management options for achieving aims and objectives;
- Prescriptions for management actions;
- Preparation of a work schedule and implementation programme (including an annual work plan capable of being rolled forward over a five-year period);
- Details of the body or organisation responsible for implementation of the plan;
- Methods for data gathering and analysis;
- Ongoing monitoring and remedial measures;
- Review, and where appropriate, publication of results and outcomes; and
- 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 shall be carried out in accordance with these approved details and retained thereafter.

Reason: This is required to be pre-commencement to ensure appropriate protection and enhancement of biodiversity during construction of the proposed development and to provide a reliable process for implementation and aftercare; in the interests of improving biodiversity in accordance Core Strategy Policy 24.

Biodiversity Gain Plan (BGP)

39. No development shall commence (including demolition, ground works, vegetation clearance) until a Biodiversity Gain Plan has been submitted to and approved in writing by the Local Planning Authority.

The Biodiversity Gain Plan shall include the following:

- Information about the steps taken, or to be taken, to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- A biodiversity metric which includes:
 - the pre-development biodiversity value of the onsite habitat;
 - the post-development biodiversity value of the onsite habitat; and
 - (if used) the offsite land (Biodiversity Gain Sites) baseline and post development biodiversity values;
- Reference to the survey reports and/or habitat management plans which have informed the biodiversity metric calculations; and
- Any biodiversity credits purchased for the development.

Reason: Required to be pre-commencement to ensure net-gain is delivered as part of the proposed development in accordance with Buckinghamshire Biodiversity SPG 2022.

Bird Hazard Management Plan

40. No development shall commence until a Bird Hazard Management Plan for the development has been submitted to and approved in writing by the Local Planning Authority.

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

Reason: Require to be pre-commencement in order to reduce the potential for bird strikes as a result of the design of the proposed development in accordance with Civil Aviation Authority advice and the Town and Country Planning (safeguarded aerodromes, technical sites and military explosives storage areas direction 2002.

Heathrow Airport Maximum Height

41. 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 and the Town and Country Planning (safeguarded aerodromes, technical sites and military explosives storage areas direction 2002).

Noise Restriction

42. No development shall commence until a detailed written scheme to mitigate impacts of noise associated with plant, vehicles and other noise sources associated with the operation of the Motorway Service Area has been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the development shall be carried out in strict accordance with the approved scheme.

Reason: This condition is required to be pre-commencement as it affects the design and construction of the proposed development in the interests of amenity. Relevant Policy: Local Plan GC3 and GC7 and CS4 of the Core Strategy.

Further Noise Assessment

43. Prior to the installation of any fixed plant a further BS:4142:2104 assessment shall be submitted to and approved in writing by the Local Planning Authority.

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 residential 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 amenity. Relevant Policy: Local Plan GC3 and GC7 and CS4 of the Core Strategy.

Mineral Recovery Plan

44. No development shall commence until a Mineral Recovery Plan which assesses the areas of construction where minerals would be potentially recoverable, such as groundworks, SUDS and landscaping areas, has been submitted to and approved in writing by the Local Planning Authority.

The Mineral Recovery Plan should consider the extent to which any minerals available on site would meet the specifications required for construction of the development and record the tonnages of recovered usable minerals where possible.

The Mineral Recovery Plan shall be adhered to for the duration of construction works on site.

Reason: This condition is required to be pre-commencement to ensure any useable mineral resource on site is recovered and used in construction of the proposed development; in accordance with Policy 1 of the Buckinghamshire Minerals and Waste Local Plan.

Site Waste Management Plan

45. No development shall commence 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: This is required to be pre-commencement as it relates to the construction phase of the proposed development, in the interests of sustainable development. Relevant Policy: Core Strategy CS4 and CS5.

Security Framework

46. No development shall commence, until an updated Security Framework has been submitted to and approved in writing by the Local Planning Authority.

The Security Framework will detail the measures that will be implemented in perpetuity.

Reason: This is required to be pre-commencement in order 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. Relevant Policies: Core Strategy CS25, CS26 and Local Plan TR2.

UXO survey

47. No development shall commence until an unexploded ordnance survey has been submitted to and approved in writing by the Local Planning Authority.

In the event that any unexploded ordnance is found, detailed remediation measures shall be submitted to and approved in writing by the Local Planning Authority. The remediation shall thereafter be carried out in accordance with the approved details.

Reason: This condition is required to be pre-commencement in the interests of removing hazardous explosives from the site prior to any vibration-taking place in

accordance with Saved Policy GC9 of the Local Plan and Policy CS4 of the Core Strategy.

Travel Plan

48. Prior to first use of the development, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority.

The Travel Plan shall be in general accordance the 'Buckinghamshire County Council Travel Plan Good Practice Guidance' and the Framework Travel Plan dated 5th April 2022.

The approved Travel Plan shall be implemented upon first occupation of the development and subject to review as per details to be set out within the approved Travel Plan.

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 to reduce the need for future employees to travel by private car to the Motorway Service Area. Relevant Policies: Core Strategy CS25, CS26 and Local Plan TR2.

Car Park and Servicing Management Plan

49. Prior to first use of the development, a Car Park and Servicing Management Plan (including timescales and servicing arrangements for the Fuel Filling Station) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be fully implemented and operated in perpetuity thereafter in accordance with the approved details.

Reason: To ensure the free and safe use of the highway in accordance with policies CS25, CS26 of the Core Strategy and Policy TR3 of the Local Plan.