

Appendix 1:

As set out at part 9 of the report draft indicative conditions are detailed below. As set out above there are matters which are likely to move between S106 obligation and condition, and amended or further conditions that may well arise as a result of discussion with the applicant or consultees.

Draft Indicative conditions:

01 Outline application (standard time limit)

Before commencement of any part of the development under this permission details of the appearance, layout and scale, the access (internal access) and the landscaping (hereafter referred to as the 'reserved matters') for each phase or sub phase of the development including for the relevant part of the site access and any related engineering works, shall be submitted to and approved in writing by the Local Planning Authority before any development is commenced, and shall be carried out as approved.

Reason: To comply with Section 51 of Part 4 of the Planning and Compulsory Purchase Act 2004.

02 Outline application (reserved matters standard time limit)

(a) Application for approval of the first phase reserved matters referred to in Condition 1 shall be made to the Local Planning Authority before the expiration of two years from the date of this permission.

(b) Reserved matters for subsequent phases of the development shall be made to the Local Planning Authority no later than two years from the date of approval of the previous reserved matter application and not later than 10 years from the date of this permission.

(c) The development hereby permitted shall commence either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the reserved matters for that first phase of the development, whichever is the later.

All subsequent applications for approval of reserved matters shall be made to the LPA before the expiration of ten years from the date of this permission.

Reason: To comply with Section 51 of Part 4 of the Planning and Compulsory Purchase Act 2004 and to recognise the scale of the development and the need to develop the site in phases.

03 Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the location plan and parameter plans (received 2nd November 2023) as listed below:

Application Boundary Plan - P20-0942_23 Rev H

Parameter Plans - Land Use (P20-0943_08.2 Rev. AF)

Parameter Plan – Green Infrastructure (P20-0943_29M)

Parameter Plan – Access and Movement (P20-0943_28P)

Parameter Plan – Demolition Plan (P20-0943_26F)

Reason: To ensure high quality design and to ensure compliance with the policies of the of the Runnymede 2030 Local Plan including Policy SD9 and guidance in the NPPF.

04 Phasing Plan

Prior to the submission of the first reserved matters application, a phasing plan shall be submitted to and agreed in writing with the Local Planning Authority. The Phasing Plan shall include details of the location of the phases of the development and a programme of phasing for the implementation of the development. The phasing plan shall also include delivery/construction of key infrastructure including the vehicular access points and main internal road links, accommodation bridge, travelling show people plots, school, village centre, areas of open space, sport facilities and SANG, public house, utilities and enabling work including drainage infrastructure.

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

Reason: To provide clarity to the phased delivery of the development and ensure the delivery of appropriate land use and infrastructure and in the interests of sustainable development and delivery of the Garden Village compliant with the Runnymede Borough Local Plan 2030 including Policy SD9 to accord with the NPPF.

05 Reserved matters

All applications for reserved matters in respect of each phase of development shall be made in substantial accordance with the Site-Wide Phasing Strategy pursuant to condition 4

Reason: To secure an appropriate sequence and timeframe for the delivery of land uses and infrastructure to ensure a sustainable development which accords with the Runnymede Borough Local Plan 2030 including Policy SD9 to accord with the NPPF.

06. Reserved matters

All applications for reserved matters in respect of each phase of development shall be made in accordance with the approved Design Codes and neighbourhood masterplans pursuant to Condition 13 and 14.

Reason: To secure a sustainable high quality Garden Village development which accords with the Runnymede Borough Local Plan 2030 including Policy SD9 to accord with the NPPF.

07 Maximum quantum of development

Subject to the approval of all applications for detailed reserved matters pursuant to Condition 2 above, and having regard to the Environmental Statement and parameter plans approved, this consent allows for a maximum number of 1,700 residential dwellings (Class C3) and a Class C2 care home.

Reason: To secure a high quality development and ensure compliance with the approved parameter plans and information submitted to support the application including Environmental Statement, and secure compliance with the Runnymede Borough Local Plan 2030 including Policy SD9 to accord with the NPPF.

08 Travelling show person plots

Development shall provide a minimum of 10 Travelling show person plots, to be built with a minimum size of a quarter of an acre per plot and reflective of the requirements set out Design Guide SPD, including suitable access to the public highway and to enable large vehicles to manoeuvre within the site.

Reason: To secure the delivery of Travelling Show person plots, to accord with policies SL22 and SD9 of the Runnymede Borough Local Plan 2030 and the NPPF.

09 Community facilities provision

Reserved Matters Application to provide adequate community facilities to provide for the sustainability of the settlement, the amount of floor space and development provided shall be in close accordance with the quantum's set out in the outline application which are:

- Around 9,556 sq.m of non-residential uses including:
 - Circa 1,000 sq.m retail, food and drink (Class E and F2)
 - Circa 770 sq.m for a public house (sui-generis use)
 - Circa 1,500 sq.m flexible community facilities (class E, F1 and F2)
 - Circa 300 sq.m employment uses (class E)
 - A 2 FE Primary School including early years provision (use Class F1)
 - public open space including allotments, sports pitches and ancillary facilities (Use Class F2), Suitable Alternative Natural Greenspace (SANG) (Use Class F2)
 - No less than 40% of the site shall be for green infrastructure

The space provided shall be provided in accordance with the phasing plan.

Reason: To accord with the terms of the application, having regard to the Environmental Statement, and to ensure an appropriate range of land uses to accord with the policies of the Runnymede 2030 Local Plan and specifically with reference to Policy SD9, and guidance within the NPPF.

10 Public House provision

The public house shall be provided in the location illustrated on the 'Land use' parameter plan to be used for public house. Should the land not be used for a public house or alternate food and drink venue then the land indicated for the public house shall be incorporated into the open space.

Reason: The location for the public house was agreed for this prominent location due to the benefits of it being linked to the open space. The visual intrusion across the open space would be outweighed by the benefits of having such a facility in such a location.

11 Site Accesses

No part of the development shall be first occupied unless and until the proposed access to the relevant part of the site has been constructed and provided in general accordance with the drawing numbers 2204410-SK016B, 2204410-SK049A, 2204410-SK050A, 2204410-18E, 2204410-19C with visibility zones and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high. The above drawing numbers provide three vehicular accesses to Longcross Road, and the two vehicular accesses to Kitsmead Lane. The above works shall be carried out under S278 of the Highways Act 1980 at developers' expense and will be subject to a detailed design and stakeholder engagement exercise. Any necessary supporting additional traffic management measures or other supporting measures for these junction works shall also be provided at developers' expense.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to comply with Policy SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF and Surrey County Councils Local Transport Plan.

12 Bridge Improvement, Management and Maintenance Strategy

Prior to the submission of any reserved matters application, a Bridge Improvement, Management and Maintenance Strategy shall be submitted to the local planning authority for approval in respect of the M3 Accommodation Bridge which links the application site to the northern site, such strategy to address the following matters:

- (i) Structural and landscaping improvements to be undertaken to the bridge;
- (ii) Carriageway layouts for vehicles, cycles and pedestrians
- (iii) Priority Movement measures favouring non-car modes
- (iv) Implementation strategy and timing,
- (v) Timescales/triggers for public use by pedestrians, cyclists and vehicles
- (vi) On-going management and maintenance measures

Development to be carried out in accordance with the approved strategy.

Reason: To encourage active and sustainable travel, enabling direct access to Longcross Railway station and between the northern and southern sites to form a cohesive Garden Village to accord with Policy SD9,SD3, SD4 and SL1 policies of the Runnymede 2030 Local Plan and in order that the development should meet the objectives of National Planning Policy Framework and Surrey County Councils Local Transport Plan.

13 Design Codes – Site Wide

A site wide Design Codes shall be submitted to and approved in writing by the Local Planning Authority before the approval of the first reserved matters under Condition 2 for any buildings. The Design Codes shall have regard to the approved parameter plans, the site-wide strategies submitted to support the application and Site-wide Illustrative Masterplan.

The Design Codes shall address the following:

- i) Differing character or neighbourhood areas

- ii) Landmark buildings and view/focal points
- iii) Buildings forms and density
- iv) Architectural style and treatment
- v) Heights
- vi) Treatment of highways;
- vii) Building materials palette
- viii) Surface materials palette;
- ix) Street furniture and design and lighting design;
- x) Soft landscape;

All reserved matters submissions must demonstrate compliance with the approved Design Code.

Reason: To ensure high quality and sustainable Garden Village and to comply with Policy EE1 and SD9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

14 Design Codes – Neighbourhood Master Plans Design Code

Prior to or alongside any reserved matters application being made pursuant to Condition 2, a Neighbourhood Master Plan and Design Code (NMDC), shall be submitted to and approved by the local planning authority for the Neighbourhood to which the proposed application for reserved matters approval relates. The NMDC shall be supported by appropriate drawings and a written statement and shall include consideration and detail of the following issues (not excluding other site specific issues that are identified) for that Neighbourhood and how these fit within, and connect with, the wider site having regard to other approved NMDCs, reserved matters and physical development as may exist at that time and policy requirements:

Land Uses

- (a) Land uses and maximum floor space Neighbourhoods (including floorspace to be provided for retail uses);
- (b) Indication of affordable housing locations, and opportunities for custom or self-build housing;
- (c) Land set aside for non-residential and commercial uses (such as offices, education and community uses) and open spaces and site infrastructure, including drainage, food production and sporting facilities;

Phasing

- (d) General sub-neighbourhood phasing to include confirmation of where development is likely to start, when bus stops are to be provided; when non-residential land uses (including open spaces) are to be provided; highway and utilities infrastructure and public art provision,

Levels

- (a) Levels plan(s) to show details of final ground levels and interfaces with existing ground levels, to include Neighbourhood-wide cross section plans;

Trees and ecology

- (b) Identification of trees and woodland to be retained
- (c) Updated ecological surveys and where appropriate mitigation measures

Archaeology and Heritage Trail

- (f) Identification of heritage assets, assessment of archaeological remains together with any associated mitigation required, including public art/ heritage trail information.

Form of development and design coding

- (g) Extent of development Neighbourhoods and density
- (h) Building height ranges
- (i) Location of landmark buildings and features, including public art
- (j) Cross sections and perspectives of key streets, buildings and open spaces including adjacent Neighbourhoods (as built or as completed) where necessary in order to facilitate integration.

- (k) Boundary treatment details to the Neighbourhood - existing and proposed treatments
- (l) Design Codes that address:
 - i. Architectural style and treatment
 - ii. Treatment of public highways
 - iii. Building materials pallet
 - iv. Surface materials pallet
 - v. Street furniture and design, including lighting design and street signage
 - vi. Soft landscaping
 - vii. Frontage types
 - viii. Building form and height
 - ix. Means of enclosure

Access and car parking

- (m) Access routes (vehicular, public transport, pedestrian and cycle) and connections to surroundings Neighbourhoods and when these will become available for use;
- (n) Indication of the location of permissive ways which form connections with the boundary of the site, existing public rights of way, heritage trail and key landscape features;
- (o) Car parking quantum's, typologies, distribution and management measures;

Utilities Statement and Energy

- (p) Identification of existing and proposed primary utility corridors below and above ground
- (q) Measures to deliver sustainable design, renewable and low carbon energy in accordance with policies SD7, SD8 and SD9 of the adopted Runnymede Local Plan 2030.

Community Development

- (s) Buildings, other assets and infrastructure intended for community stewardship purposes.

Development Cessation

- (t) Actions in the event of un-planned or unexpected development cessation shall be stipulated, to ensure an acceptable living and movement environment for existing site residents.

Reason: To ensure high quality and sustainable Garden Village and to comply with Policies of the Runnymede 2030 Local Plan including Policy EE1 and SD9 and guidance within the NPPF.

15 Self and custom build plots

Each reserved matters application which includes residential development will need to demonstrate consideration of the feasibility of the provision/delivery of custom and/or self-build plots, which has regard to Policy SL24 of the Local Plan and takes account of current demand, having regard to Councils Self-build and custom housebuilding register.

Reason: To ensure a wide choice of high quality homes and to comply with Policy SL24 and SD9 of the Runnymede 2030 Local Plan and guidance in the NPPF.

16 Tree Protection

Prior to the commencement of any works hereby approved and pursuant to any reserved matters application approval, including site clearance, demolition and any enabling works, and before any equipment, machinery or materials are brought on to the site, a Tree Protection Plan and method statement shall be submitted to the Local Planning Authority for approval and then subsequently approved tree protective measures shall be installed in accordance with the approved details. The plan shall have regard to the trees, groups of trees and woodland areas identified for retention under Condition 14 above.

The works shall be carried out in accordance with the approved protection plan and method statement. The protective measures shall remain in place until all works are complete and all machinery and materials have finally left site (for the associated RMA). Nothing shall be stored or placed in any area fenced in accordance with this condition, nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried out and ground levels within those areas shall not be altered, nor shall any excavation or vehicular access, other than that detailed within the approved plans, be made without the written consent of the LPA.

There shall be no burning within six metres of the canopy of any retained tree(s). Where the approved protective measures and methods are not employed or are inadequately employed or any other requirements of this condition are not adhered to, remediation measures, to a specification agreed in writing by the LPA, shall take place prior to first occupation of the development, unless the LPA gives written consent to any variation.

Reason: To protect the trees to be retained, enhance the appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9, EE11 and SD9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

17 Drainage (LLFA)

Each phase of the development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

a) Evidence that the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) & 1 in 100 (+45% allowance for climate change) storm events, during all stages of the development.

i. The main highway drainage and site wide infrastructure SuDS features. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using maximum staged discharge rates as set out in Table 4 (Drainage Strategy Statement – Revision 1.7, Calcinotto, July 2023, reference: 114505).

ii. Each Individual Phase: Associated discharge rates and storage volumes shall be provided using a maximum discharge rate (litres/sec/ha rate) applied to the positively drained areas of the site as set out in Table 12 (Drainage Strategy Statement – Revision 1.7, Calcinotto, July 2023, reference: 114505). Each phase must include multifunctional sustainable drainage systems in addition to the main site wide infrastructure SuDS features.

b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).

c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.

d) Details of drainage management responsibilities and maintenance regimes for the drainage system.

e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site and to comply with policies SD9 and EE13 of the Local Plan.

18 Drainage – Verification (LLFA)

Prior to the first occupation of each phase of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority for the associated phase of development. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS and to comply with policies SD9 and EE13 of the Local Plan.

19 Contamination (Controlled Waters) (Environment Agency)

No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A site investigation scheme, based on the preliminary risk assessment, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
2. The results of the site investigation and the detailed risk assessment referred to in (1) 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.
3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) 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 written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To prevent deterioration of groundwater quality. This condition is supported by Policy EE2: Environmental Protection of the Runnymede Local Plan 2030 and paragraph 121 and 183 of the NPPF.

20 Contamination – Verification (controlled waters)

Prior to the first occupation or use of the associated phase or sub phase of development (any part of the permitted development being occupied) a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority for the associated phase or sub phase of development. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To prevent deterioration of groundwater quality. This condition is supported by Policy EE2: Environmental Protection of the Runnymede Local Plan 2030 and paragraph 121 and 183 of the NPPF.

21 Contamination – Infiltration (Environment Agency)

In accordance with paragraph 174 of the NPPF, no infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To prevent deterioration of groundwater quality. This condition is supported by Policy EE2: Environmental Protection of the Runnymede Local Plan 2030 and paragraph 183 of the NPPF.

22 Drainage - Foul Water (Thames Water)

There shall be no occupation beyond the 16th dwelling until confirmation has been provided that either:-

1. All foul water network upgrades required to accommodate the additional flows from the development have been completed; or
2. A development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied.

Where a development and infrastructure phasing plan is agreed, no occupation of those additional dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: Network reinforcement works are required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to ensure sufficient capacity for foul drainage and avoid sewage flooding and/or potential pollution incidents, and to accord with policies in the Runnymede Local Plan 2030 and NPPF.

23 Construction Environmental Management Plan (CEMP)

No development shall take place (including any advance infrastructure, site preparation, groundworks demolition or trial trenching) until details of a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority for each phase or reserved matters application including in respect of site clearance, preparation and infrastructure/utilities works. The CEMP shall include, but not be limited to the following, and shall have regard to the recommendations contained within the Environmental Statement:

- 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 demolition and/or construction so as to avoid undue interference with the operation of the public highway, particularly during the Monday-Friday AM Peak (0800-0900) and PM Peak (1630-1800) periods, an estimate of the hourly and daily movement of the construction traffic, the hours of construction work and deliveries);
- Construction Logistics Plan and Construction Phase Travel Plan
- Area(s) for the parking of vehicles of site operatives and visitors;
- Area(s) for the loading and unloading of plant and materials;
- Site office locations and area(s) for the storage of plant and materials to be used in constructing the development;
- Details for the management and storage of materials and construction waste including a scheme for waste recycling;
- Construction Dust Management Plan including wheel washing measures to control the emission of dust and dirt during construction including on the public highway;
- Details to control pollution including water pollution prevention
- Management strategies and mechanisms to deal with environmental impacts such as emissions to air, water and land, Including noise & vibration, air quality and dust, light, odour and general discharges and appropriate mitigation strategies;
- Dust Management Plan
- Noise management plan – including measures to monitor and mitigate noise levels during demolition and construction phases
- Lighting Strategy
- Measures for protection of key habitats and for protected species
- In conjunction with the above, to include measures to avoid or reduce adverse impacts to sensitive receptors during construction including protection of existing habitats to be retained
- Risk Assessments and Method Statements for the works; and contact details of personnel responsible for the construction works.

The approved CEMP shall be adhered to at all times during the construction of the development.

Reason: To mitigate any adverse impact from the construction phase of the development on the strategic road network to ensure that it 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 safeguard residential amenity and to protect ecology and biodiversity during site preparation, demolition and construction works. To accord with the policies within the Runnymede 2030 Local Plan and mitigation measures identified through the Environmental Assessment, and the NPPF.

24 Construction Transport Management Plan (CTMP) (CHA)

No development shall commence until a Construction Transport Management Plan to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials

- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones and details of maintenance
- (f) HGV deliveries and hours of operation
- (g) vehicle routing to and from the Strategic Highway Network
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (j) on-site turning for construction vehicles,

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development. For the avoidance of doubt, the planning application is not currently at the stage whereby appropriate construction vehicle routing and volumes can be determined and this will therefore be determined via the above CTMP submission in association with a full construction phasing plan.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policy SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF and Surrey County Councils Local Transport Plan.

25 Site Waste Management Plan

Each reserved matters application shall include a Site Waste management plan to be submitted for approval to reduce waste arising from demolition and construction phase, to provide for the efficient use of minerals and encourage the re-use of construction and demolition waste at source or its separation and collection for recycling and detailing how hazardous waste (where applicable) will be managed/handled. The development shall be carried out fully in accordance with the approved details.

Reason: In order to achieve sustainable development and to comply with Policy EE2, SD7 and SD9 of the Runnymede 2030 Local Plan and guidance within the NPPF

26 Landscape and Biodiversity Management Plan

A detailed Landscape and Biodiversity Management Plan shall be submitted with each reserved matters application which shall have regard to the Environmental Statement, and shall set out how existing and proposed landscape, trees, habitat and ecological protection, mitigation, compensation and enhancement measures relating to the proposal will be implemented, managed and monitored. The development shall be implemented in accordance with the details as approved.

Reason: To preserve and enhance the biodiversity of the site, to secure a high quality development and to comply with Policies EE1, EE9, EE11, EE12 and SD9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

27 Biodiversity Net Gain

Prior to or alongside the submission of the first phase reserved matters application an 'Overall Biodiversity Gain Plan' shall be submitted to and approved in writing by the LPA, this shall inform a Landscape and Biodiversity Management Plan (LBMP) which shall be submitted for approval with each RMA and shall include a 'Phase Biodiversity Gain Plan' which sets out the Phases contribution to biodiversity net gain and confirm the progress towards the overall biodiversity gain objective, together with a 'Woodland Management Plan' to demonstrate sufficient compensation and mitigation, and including management of tree and woodland belts and to protect, manage and the enhance site for nature conservation. The Biodiversity Gain Plan and each Phase Biodiversity Gain Plan should be based upon valid habitat survey data, but also reflect the baseline biodiversity unit value set out by the Biodiversity Metric Calculation Tool Version 13.

No development shall commencement within the associated phase until the Overall Biodiversity Gain Plan and Landscape and Biodiversity Management Plan has been approved and development shall be implemented in accordance with the approved details and timescales.

Reason: To preserve and enhance the biodiversity of the site and to comply with Policies EE9, EE11, EE12 and SD9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

28 Grassland mitigation

No development shall take place (including any advance infrastructure, site preparation, groundworks or demolition) until details of a Lowland dry acid grassland mitigation strategy and incorporating a Translocation Method Statement has been submitted to and approved in writing by the Local Planning Authority. This shall identify those areas within the site to be retain or for translocation off site and include (but not limited to) associated measures for protection during construction, measures for translocation, including aftercare, management, maintenance and monitoring. Development shall be undertaken in full accordance with the details as approved.

Reason: To secure appropriate protection and mitigation having regard to important ecological habitats and to comply with Policies EE9, EE11, EE12 and SD9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

29 SANG (phasing plan)

Prior to or alongside the submission of the first reserved matters application for residential, a phasing plan for the delivery of Suitable Alternative Natural Greenspace (SANG) which shall be delivered in accordance with the submitted and approved Chertsey Common Phase 2 SANG Delivery and Management Plan Rev B (September 2023) and Barrowhills – SANG Delivery and Management Plan Rev B (October 2023), and shall include a time frame for delivery relative to the proposed housing, shall be submitted to and approved in writing by the Local Planning Authority. Each phase or reserved matters application that includes residential use shall demonstrate the delivery of an appropriate quantum of SANG. No residential use associated with that phase shall be occupied unless and until the associated SANG provision has been delivered and is available for public use in accordance with the associated SANG Delivery and Management Plan.

Reason: To ensure that the development, either on its own or in combination with other plans or projects, does not have a significant adverse effect on a European site within the Conservation of Habitats and Species Regulations 2010 and to comply with Policy EE10 and SD9 of the Runnymede 2030 Local Plan and guidance in the NPPF.

30 Heritage - WSI

No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority

Reason: To allow archaeological information to be recorded and to comply with Policy EE7 of the Runnymede 2030 Local Plan and guidance within the NPPF.

31 Heritage – Historic Building Recording

No development shall take place (including demolition and site clearance) until the applicant has secured the implementation of a programme of Historic Building Recording to Level III as set out in *Understanding Historic Buildings: A Guide to Good Recording Practice, Historic England 2016* and in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority which has regard to listed and non-listed heritage assets.

Reason: To secure a record of heritage assets (including non-listed) and to comply with Policy EE4 and EE8 of the Runnymede 2030 Local Plan and guidance within the NPPF.

32 Heritage - Scheme for the interpretation of designated and non-designated assets

No development shall take place (including demolition and site clearance until a scheme has been submitted to and approved in writing by the Local Planning Authority for the interpretation of designated and non-designated heritage assets, including details of how this will be implemented through the phases of the development.

Reason: To secure an appropriate interpretation of heritage assets which reflect the diversity of the sites heritage to be incorporated and inform the design of the new development and to comply with Policy EE3, EE4, EE7, EE8 and SD9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

33 Heritage - Scheduled Ancient Monument

Prior to the public access of the Barrowhills on site SANG and/or access to the Scheduled Ancient Monument (SAM), details of protection measures (to include low but robust natural barrier between open space/path and barrow), management plan of the SAM (to ensure vegetation growth on the barrow is maintained in order to preserve its legibility and archaeological integrity). It should be noted that vegetation management in the scheduled area will require Scheduled Monument Consent (SMC), and the provision of interpretation to be provided close to the barrow (ideally along the path in the public open space to the north) which would provide visitors a chance to learn about and appreciate the significance of the monument. The measures shall be submitted to and approved in writing by the LPA and implemented in accordance with the approved details and timescales.

Reason: In order to preserve or enhance the Scheduled Ancient Monument and its setting and to comply with Policy EE7 of the Runnymede 2030 Local Plan and guidance within the NPPF

34 Heritage - Scheduled Ancient Monument (Construction)

Prior to commencement of development a scheme for the protection of existing Heritage Assets during construction (statutory listed buildings and Scheduled Ancient Monument) shall be submitted to and approved in writing by the LPA. Development shall be implemented in accordance with the approved details.

Reason: In order to protect and preserve existing Heritage Assets within the site to be

retained and to comply with Policy EE4 and EE7 of the Runnymede 2030 Local Plan and guidance within the NPPF

35 Public Art Strategy

Prior to or alongside the submission of the first phase reserved matters application, a public art strategy shall be submitted and approved in writing by the Local Planning Authority, which shall detail proposals for the incorporation of public art within the development including phasing and timescales for delivery.

Reason: To comply with Policy SD9 of the Local Plan and NPPF

36 Ecological Survey and mitigation strategy

Alongside the submission of each RMA an updated ecological survey and Ecological Mitigation and Habitat Management plans, which have regard to the measures proposed within the submitted Environmental Statement shall be provided for the relevant part of the site and the findings of the survey, and any recommended mitigation, submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and timeframes. This should include breeding bird surveys and bat activity surveys undertaken no more than 3 years prior to the application, and a phase 1 habitat survey no more than 18 months prior to the application.

Reason: To protect and enhance the biodiversity ecological value of the site and ensure provision of suitable mitigation for protected species and to comply with Policies EE9, EE11 and EE12 of the Runnymede 2030 Local Plan and guidance within the NPPF.

37 Amphibians mitigation strategy

Prior to or alongside the submission of the first RMA, a Mitigation strategy for the translocation of Great Crested Newts (GCN) (and other amphibians) shall be submitted to and approved in writing by the Local Planning Authority, and shall be informed by the measures within the Environmental Statement. The development shall be implemented in accordance the approved details

Reason: To protect Great Crested Newts and other amphibians and to comply with Policy EE9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

38 Badger mitigation strategy

Each reserved matters application shall be accompanied by an updated 'badger sett and habitat impact assessment and mitigation strategy' which shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance the approved details.

Reason: To protect badgers and to comply with Policy EE9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

39 Highways – Parking and turning

The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority at the Reserved Matters Stages for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policy SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF

40 Highways – EV charging

Each reserved matters application shall be accompanied by an Electric Vehicle Strategy to include proposals for charging opportunities for all residential (including communal residential) and non-residential parking spaces including for the primary school and other (non-residential) uses. This shall include proposals for charging facilities to be provided in accordance with SCC standards and reflecting the most current standard at the time of RMA approval, or alternative strategy which takes into account any advances in technology and changes to legislation at the time of the submission of the RMA. The strategy shall be implemented as approved prior to occupation and shall thereafter be retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure sustainable design and to comply with Policy SD7 and SD9 of the Runnymede 2030 Local Plan and guidance in the NPPF.

41 Highways – Reserved matters submission

The development hereby approved shall not be first occupied / first opened for trading unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority at the Reserved Matters stage for:

- (a) The secure parking of bicycles within the development site,
- (b) Facilities within the development site for cyclist to [change into and out of cyclist equipment /shower],
- (c) Facilities within the development site for cyclists to store cyclist equipment,
- (d) The addition of bus stops located so that every property is within 300 metres, to include:
 - Raised kerbing to a height of 140mm over a 9.0m length to ensure level access onto and off the buses
 - A clearway with a 17m bus cage to protect the bus stop
 - A bus shelter with seating and lighting.
 - A RTPI display board
 - A bus stop flag and pole
 - A clear bus routing plan to tie into construction phasing such that all parts of the development can be connected by bus without the need for reversing of vehicles and to allow for the free passage of buses.
- (e) Information to be provided to residents / staff / visitors regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs/transport hubs,

and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To encourage active and sustainable travel, and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policies SD3, SD4, SD9 and SL1 of the Runnymede 2030 Local Plan and guidance within the NPPF, and Surrey County Councils Local Transport Plan.

42 Highways – Cycle Spaces

Public Cycle spaces (including at Longcross Railway Station) shall be delivered in accordance with a Phasing Plan to be submitted to and approved in writing by the Local Planning Authority prior to or alongside the first reserved matters application, to include:

- (a) A timeframe for delivery of cycle parking in general accordance with the build programme for the Longcross South residential development;
- (b) Details of the number and type of cycle spaces and storage facilities to be provided at each phase (to include a mix of short and long-term parking);
- (c) Details of provision for e-bikes and e-scooters and a timescale for delivery.

The approved facilities shall be delivered in accordance with the Phasing Plan and shall thereafter be retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To encourage active and sustainable travel, and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policies SD3, SD4, SD9 and SL1 of the Runnymede 2030 Local Plan and guidance within the NPPF, and Surrey County Councils Local Transport Plan

43 Highways – Bridge over M3 measures

Prior to first use of the bridge over the M3, measures to restrict access by private vehicles (with the exception of buses), to include some or all the following:

- (a) Suitable signage, lining, and surfacing to restrict private vehicle access along Accommodation Bridge in both directions;
- (b) Double yellow line waiting restrictions around the bridge to ensure that access for buses is maintained at all times;
- (c) Introduction of traffic enforcement cameras in both directions
- (d) Bus gate, or any alternative enforcement measures

shall be designed and implemented in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority

Reason: To encourage active and sustainable travel, and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policies SD3, SD4, SD9 and SL1 of the Runnymede 2030 Local Plan and guidance within the NPPF, and Surrey County Councils Local Transport Plan

44 Highways – Trumps Green Road traffic calming measures

Prior to the occupation of the 150th dwelling, a Traffic Regulation Order shall be promoted (funded by the Developer) to extend the existing 30mph speed limit on Trumps Green Road from The Mount Close to the proposed new traffic signal junction at Chobham Lane/Kitsmead Lane. To assist in ensuring compliance with the proposed extended length of 30mph restriction on Trumps Green Road and support the implementation of new junction arrangements at Lyne Road, Wellington Avenue and Kitsmead Lane, the applicant shall implement a scheme of traffic calming measures along Trumps Green Road between Lyne Road and Kitsmead Lane. The appropriate form and location of traffic calming measures is subject to a detailed design and stakeholder engagement exercise in conjunction with the proposed promotion of a 30mph traffic regulation order, as well as the detailed design of the aforementioned junction mitigation measures which are identified in outline on drawings. Appropriate traffic calming measures will be the subject of a detailed design and stakeholder engagement exercise and will be agreed with Runnymede Borough Council and Surrey County Council to include the following measures:

- Raised table arrangements on Trumps Green Road included as part of junction mitigation measures at Lyne Road Underbridge, Wellington Avenue and Kitsmead Lane.

- Speed cushions on Trumps Green Road between the abovementioned junction improvement locations.
- Road narrowing or gateway features on Trumps Green Road coupled with surface markings reinforcing a new 30mph speed limit.

Reason: To encourage active and sustainable travel, and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policies SD3, SD4, SD9 and SL1 of the Runnymede 2030 Local Plan and guidance within the NPPF, and Surrey County Councils Local Transport Plan

45 Highways – Public access routes

A scheme shall be submitted to and approved in writing by the Local Planning Authority with each Reserved Matters stage to show the proposed internal network of connecting footway and cycle way routes within the site, and where appropriate connections to external links. The network shall provide adequate connectivity in both north/south and east/west directions and shall connect to key transport facilities such as transport hubs, greenspaces, school/key facilities and the M3 overbridge pedestrian/cycle link. Development shall be implemented in accordance with the approved details.

Reason: To encourage active and sustainable travel, and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policies SD3, SD4, SD9 and SL1 of the Runnymede 2030 Local Plan and guidance within the NPPF, and Surrey County Councils Local Transport Plan

46 Highways – Transport Masterplan

Prior to or alongside the first reserved matters application for residential development, details shall be submitted to and agreed with the LPA to provide a strategy and masterplan to identify the following which shall be provided within the proposed development:

- (a) The location of proposed bus stop infrastructure and routing
- (b) The proposed routes and connections for pedestrian and cyclists ensuring the most convenient, shortest routes between site facilities and external connections
- (c) The location of strategic “transport hubs” within the site connecting together groups of transport facilities such as bus stops, cycle parking, EV charging facilities, car clubs, cycle hire etc
- (d) The locations of key local facilities within the site
- (e) The proposed routes for emergency service vehicles to provide adequate access to all dwellings
- (f) Proposed traffic calming measures, and parking enforcement measures.

Reason: To encourage active and sustainable travel, and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policies SD3, SD4, SD9 and SL1 of the Runnymede 2030 Local Plan and guidance within the NPPF, and Surrey County Councils Local Transport Plan

47 Highways – Off-Site Highway works

Prior to the occupation of the 150th dwelling the proposed off-site junction works to Longcross Road/Accommodation Road, Trumps Green/Wellington Avenue, Trumps Green Road/Lyne Road Underbridge, Chobham Lane/Kitsmead Lane Stonehill Road/Holloway Hill/Longcross Road, Kitsmead Lane/Longcross Road, shall be constructed and provided in general accordance with the drawing numbers 2204410-SK027A, 2204410-SK028B, 2204410-SK036B, 2204410-SK045C, 2204410-SK046A, JNY9453-SK018 C. The above works shall be carried out under S278 of the Highways Act 1980 at developers’ expense and will be subject to a detailed design and stakeholder engagement exercise. Any necessary supporting additional traffic management

measures or other supporting measures for these junction works shall also be provided at developers' expense.

Reason: To encourage active and sustainable travel, and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policies SD3, SD4, SD9 and SL1 of the Runnymede 2030 Local Plan and guidance within the NPPF, and Surrey County Councils Local Transport Plan

48 Highways – Phasing Plan

Prior to construction taking place at the site, details shall be submitted to and agreed with the LPA showing the proposed site Phasing Plan. The Phasing Plan will need to support all stages of the development, including the provision for sustainable modes of transport- bus services, walking and cycling. This shall prioritise the early connection of the Garden Village north and south of the M3 via the Accommodation Bridge.

Reason: To encourage active and sustainable travel, and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policies SD3, SD4, SD9 and SL1 of the Runnymede 2030 Local Plan and guidance within the NPPF, and Surrey County Councils Local Transport Plan

49 Energy/sustainability

Each phase of development/reserved matters application shall include an Energy Statement for the phase to demonstrate compliance with the committed principles in the Energy & Sustainability Statement, and should continue to demonstrate how opportunities for renewable/low carbon energy have been maximised by producing and using renewable/low carbon energy on-site and to take into account advances in technology and changes to legislation. Development shall be carried out in accordance with the approved details and thereafter retained, maintained and operational unless otherwise agreed in writing by the LPA.

Reason: To ensure sustainable design and to comply with Policies SD7, SD8, SD9 and EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

50 Water conservation

With each reserved matters application, details of the water efficiency measures and strategy to demonstrate how greywater recycling systems and rainwater harvesting techniques have be incorporated, shall be submitted to and approved in writing by the Local Planning Authority. Such details as approved shall be fully implemented and retained for the lifetime of the development

Reason: In order to achieve water efficiency and sustainable development and to comply with Policy SD7 and SD9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

51 Sports – Ground Conditions (Sports England)

Prior to the commencement of development in respect of residential dwellings, the following shall be undertaken:

a. A detailed assessment of ground conditions of the land proposed for the new playing field land ancillary to the proposed primary school and east of Kitsmead Lane shall be undertaken (including drainage and topography) to identify constraints which could affect playing field quality; and

b. Based on the results of this assessment to be carried out pursuant to (a) above of this condition, a detailed scheme to ensure that the playing fields will be provided to an and approved in writing by the Local Planning Authority.

The works shall be carried out in accordance with the approved scheme within a timescale to be first approved in writing by the Local Planning Authority.

Reason: To ensure that site surveys are undertaken for new or replacement playing fields and that any ground condition constraints can be and are mitigated to ensure provision of an adequate quality playing field and to accord with Runnymede 2030 Local Plan Policy SL26 and SD9

52 Sports (Sports England)

Any areas of playing fields and artificial grass pitches shall be used for Outdoor Sport and for no other purpose (including without limitation any other purpose in Class D2 Use Classes Order 2005, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To protect the playing field/artificial grass pitch from loss and/or damage, to maintain the quality of and secure the safe use of sports pitch/es and to accord with Runnymede 2030 Local Plan Policy SL26 and SD9

53 Sports (Sport England)

The new playing fields and pitches shall be constructed and laid out in accordance with the standards and methodologies set out in the guidance note "Natural Turf for Sport" (Sport England, 2011), and shall be made available for use before occupation [or other specified timeframe] of the development hereby permitted.

Reason: To ensure the quality of pitches is satisfactory and they are available for use within the agreed timescales and to accord with Runnymede 2030 Local Plan Policy SL26 and SD9.

54 Sports (Sport England)

Prior to the bringing into use of the playing field/pitches east of Kitsmead Lane, a Management and Maintenance Scheme for the facility including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the playing field/pitches.

Reason: To ensure that new facility/ies is capable of being managed and maintained to deliver a facility which is fit for purpose, sustainable and to ensure sufficient benefit of the development to sport (National Planning Policy Framework (NPPF) para 97) and to accord with LP Policy Runnymede 2030 Local Plan Policy SL26 and SD9.

55 Sports (Sport England)

Prior to first use of the primary school a community use scheme must be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The scheme shall apply to the playing field/pitches; artificial grass pitch (AGP) and MUGA and shall include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities, a mechanism for review and a programme for implementation. The approved scheme shall be implemented upon the start of use of the primary school and shall be complied with for the duration of the use of the development.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with LP Policy

56 External Lighting Strategy

Prior to the construction of each phase of development an External Lighting Strategy shall be submitted to include details of proposed external lighting. Where appropriate such details shall include proposed hours of use and measures to ensure that no direct light is projected into the atmosphere above the lighting installation and shall be designed to have regard to any neighbouring sensitive receptors including regard to the protection of wildlife (including bats). Development shall be carried out in accordance with the approved details and be retained as such thereafter.

Reason: To protect the amenities of occupiers of nearby properties and to protect wildlife and to comply with Policies EE2, EE9 and SD9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

57 Noise Strategy

Prior to or alongside each reserved matters application, a fully detailed scheme (noise strategy) for protecting the proposed development (including where appropriate any garden) from noise, shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of any mitigation measures required including acoustic barriers/fence (where required) and the associated triggers for provision. The details of the acoustic barrier(s)/fence shall include details of any associated land level changes/ earth bund, siting (which should have regard to minimise tree loss and visual impact) and include details of new soft landscaping/ tree planting, details of materials/visual appearance. The development shall be implemented in accordance with the strategy and details as approved prior to first occupation of the associated reserved matters application unless an alternative timeframe for implementation has been agreed in writing by the Local Planning Authority.

Reason: To protect the occupants of the new development from noise disturbance, (particularly road noise including the adjacent M3 motorway), and to ensure mitigation measures are visually acceptable. To comply with Policies EE1, EE2 and SD9 of the Runnymede 2030 Local Plan and guidance in the NPPF