

Planning Conditions and Informatives

General conditions

1. Time limits

The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon)

2. Approved plans

The development hereby permitted shall be carried out in accordance with the approved plans and documents as listed on this decision notice.

(Reason - In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990)

3. Demolition and Construction Management Plan

No development, including demolition, shall commence until a site wide Demolition and Construction Environmental Management Plan (DCEMP) has been submitted to and approved in writing by the Local Planning Authority.

The DCEMP shall include the consideration of the following aspects of demolition and construction:

- a) Demolition, construction, and phasing programme.
- b) Details of any proposed temporary structures, works, plant or machinery required in relation to construction of the building of more than 10m above existing ground level in height.
- c) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring, and enforcement measures.
- d) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday

and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.

- e) Delivery times and collections / dispatches for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the Local Planning Authority
- f) Soil Management Strategy having particular regard to potential contaminated land and the reuse and recycling of soil on site, the importation and storage of soil and materials including audit trails.
- g) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites.
- h) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate.
- i) Dust mitigation, management / monitoring, and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition.
- j) Use of concrete crushers.
- k) Prohibition of the burning of waste on site during demolition/construction.
- l) Site artificial lighting including hours of operation, position and impact on neighbouring properties.
- m) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- n) Screening and hoarding details.
- o) Details of tree protection measures.
- p) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- q) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- r) External safety and information signing and notices.
- s) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures.
- t) Membership of the Considerate Contractors Scheme.

Development shall be carried out in accordance with the approved DCEMP.

(Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of residents/occupiers in accordance with Policies 35 and 36 of the Cambridge Local Plan 2018)

4.Levels

No development, other than demolition and site clearance, shall take place until a plan showing the finished floor levels of the proposed development in relation to the existing and proposed ground levels of the surrounding land has been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details. Ground floor levels should be set so that should groundwater emerge in extreme conditions, water would not be able to enter directly into the building.

(Reason – for the avoidance of doubt and to ensure that the levels of the buildings are built to ensure protection from groundwater flooding in accordance with Policy 32 of the Cambridge Local Plan 2018)

Materials

5.Materials

Notwithstanding the approved drawings, no development above base course level shall take place until full details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. For the avoidance of doubt this includes but is not limited to all non-masonry walling systems, windows, doors, cladding panels, plant, flues and other external screens including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing have been submitted to and approved in writing by the Local Planning Authority. This may consist of large-scale drawings and/or samples. The development shall be carried out in accordance with the approved details.

(Reason - To ensure that the appearance of the external surfaces of the proposed buildings are appropriate in accordance with Policy 56 of the Cambridge Local Plan 2018)

Sustainability

6. Energy Delivery Strategy

The development, hereby permitted, shall not be occupied or used, until the approved approach to meet a reduction in carbon emissions has been fully

implemented, as set out in the Energy Strategy by Hoare Lea dated 30th January 2023.

Any associated renewable and/or low carbon technologies shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority before the development is first occupied.

(Reason - To ensure an energy efficient and sustainable development in accordance with Policy 28 of the Cambridge Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020)

7. BREEAM

Within 6 months of commencement of development, a BRE issued Design Stage Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with full credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed.

In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

(Reason - In the interests of reducing carbon emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy 28 of the Cambridge Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020)

8. BREEAM Post Construction Certificate

The development hereby approved shall not be occupied until a BRE issued post Construction Certificate has been submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met.

If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

(Reason - In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance

with Policy 28 of the Cambridge Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020)

Transport

9. Traffic management

No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Local Planning Authority in consultation with the Highway Authority. The principal areas of concern that should be addressed are:

- i) Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)
- ii) Contractor parking, for both phases all such parking should be within the curtilage of the site and not on street.
- iii) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)
- iv) Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway. The development shall be carried out in accordance with the approved details.

(Reasons - In the interests of highway safety in accordance with Policies 56, 80 and 81 of the Cambridge Local Plan 2018)

10. Construction access

No demolition or construction activities shall be serviced directly from Milton Road (A1309).

(Reasons - In the interests of highway safety in accordance with Policies 56, 80 and 81 of the Cambridge Local Plan 2018)

11. Kerb reinstatement

No part of the building shall be occupied until the existing vehicular access is removed, the footway/grass verge is reinstated and returned to having a full face kerb. These works shall be undertaken at no expense to the Highway Authority.

(Reason - For the safe and effective operation of the highway in accordance with Policies 56, 80 and 81 of the Cambridge Local Plan 2018)

12. Visibility splays

No part of the building shall be occupied until pedestrian visibility splays of 2m x 2m have been provided each side of the vehicular access measured from and along the highway boundary. The splays shall be within land under the control of the applicant and not within the adopted public highway. The splays shall thereafter be maintained free from obstruction exceeding 0.6m above the level of the adopted public highway for the lifetime of the development.

(Reason - In the interests of highway safety in accordance with Policies 56, 80 and 81 of the Cambridge Local Plan 2018)

13. Surface water onto highway

All the proposed paved areas must be constructed so that their falls and levels are such that no private water from the site drains across or onto the adopted public highway. Please note that the use of permeable paving does not give the Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.

(Reason - for the safe and effective operation of the highway in accordance with Policies 56, 80 and 81 of the Cambridge Local Plan 2018)

14. Adopted highway

Prior to the occupation of any development, the proposed access be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway and should be constructed of a bound material for the first 5m from the highway boundary to prevent debris from spilling out onto the adopted public highway.

(Reason - In the interests of highway safety in accordance with Policies 56, 80 and 81 of the Cambridge Local Plan 2018)

15. Cycle Parking Provision

Notwithstanding the approved plans, no occupation of either building shall take place until details of the storage provision for all cycles and scooters for that building, including non-standard cycles, such as cargo bikes, and electric bikes, as well as

details of the mechanism to raise the double tier cycle parking shall be submitted to and approved in writing by the Local Planning Authority.

The approved cycle parking provision shall be installed and made available in accordance with the approved plans prior to the occupation of either building. The cycle facilities shall thereafter be retained and shall not be used for any other purpose.

(Reason - To ensure appropriate provision for the secure storage of bicycles in accordance with Policy 82 of the Cambridge Local Plan 2018)

16. Cowley Road crossing

No development shall be occupied until the pedestrian and cycle crossing of Cowley Road as shown on figure 3.4 Accessibility Plan of the Framework Travel Plan (or such other plan that may be approved) has been completed and available for use.

(Reason – In the interests of encouraging sustainable travel to and from the site and to ensure appropriate pedestrian and cycle access to and from the site in accordance with Policy 81 of the Cambridge Local Plan 2018)

17. Low emissions strategy

No development above base course shall take place until a site based Low Emission Strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall include details and an implementation plan for the delivery of the following:

- a) Electric vehicle charging point details (at least 50% of the new car parking spaces to have electric charging points with details of how passive provision for the remainder will be able to be upgraded).
- b) Additional electric charging points on future demand (details of demand criteria and delivery timeline)
- c) Cycling scheme
- d) Car share and car club
- e) Public transport

The development shall be implemented in accordance with the approved scheme.

(Reason - In the interests of reducing the impact of developments on local air quality and encouraging sustainable forms of transport in accordance with Policy 5 of the Cambridge Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020, section 3.6. Pollution)

18. Travel Plan compliance

The development shall be undertaken in accordance with the details provided in the submitted Framework Travel Plan.

(Reason - In the interests of encouraging sustainable travel to and from the site in accordance with Policies 5 and 81 of the Cambridge Local Plan 2018)

19. Car Park Management Plan

Prior to the occupation of the building, a Car Parking Management Strategy (CPMS) shall be submitted to and approved in writing by the local planning authority. The CPMS shall include details to ensure that sustainable travel provision is balanced with appropriate on-site parking including the allocation of spaces to car sharing and off peak journeys.

The management plan shall be implemented in accordance with the approved details.

(Reason - In the interests of encouraging sustainable travel to and from the site in accordance with Policy 5 of the Cambridge Local Plan 2018)

Landscape, ecology and public realm

20. Hard and soft landscaping

No development above base course shall take place until full details of both hard and soft landscaping have been submitted to and approved in writing by the Local Planning Authority.

Hard landscaping details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. street furniture, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage (particularly near tree planting), power, communications cables, pipelines indicating lines, manholes, supports), bridges and retaining structures.

Soft landscaping details shall include indications of all existing trees and hedgerows on the land and details of any to be retained. The details shall also include

specification of all proposed trees, hedges, and shrub planting, which shall include details of species, density, tree pits, and size of stock.

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

(Reason – In the interests of visual amenity in accordance with Policy 59 of the Cambridge Local Plan 2018)

21. Hard and soft landscaping – timing and implementation

All hard and soft landscaping works shall be carried out in accordance with the approved details. The works shall be carried out within the first planting season before the occupation of the building. If within a period of five years from the date of planting, or replacement planting, any tree or plant is removed, uprooted, or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as reasonably practicable.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policy 59 of the Cambridge Local Plan 2018)

22. Bird Hazard Management Plan

Prior to the commencement of development, apart from Enabling Works, a Wildlife Hazard Management Plan (WHMP) shall be submitted to and approved in writing by the Local Planning Authority. The content of the WHMP shall include the following:

- a. Monitoring of any temporary or permanent standing water within the Development Parcel.
- b. Sustainable urban drainage schemes (SUDS) within the Development Parcel such schemes shall comply with AOA Advice Note 3.
- c. The management of any flat/shallow pitched/green roofs on buildings within the Development Parcel which may be attractive to nesting, roosting, and “loafing” birds. The management plan shall comply with Advice Note 8 ‘Potential Bird Hazards from Building Design’ (available at www.aoa.org.uk/policycampaigns/operations-safety/). - the reinstatement of grass areas.
- d. Maintenance of planted and landscaped areas, particularly in terms of height and species of plants allowed to grow.
- e. Which waste materials can be brought on to the Development Parcel.

- f. Monitoring of waste imports. - physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste.
- g. Signs deterring people from feeding the birds.

The WHMP for a Development Parcel shall be implemented as approved from the commencement of development on that Development Parcel and shall remain in force for the life of the development on that Development Parcel.

(Reason: To safeguard the operations of Cambridge Airport and ensure that the implementation, management, and maintenance of the planting strategy addresses the wildlife safeguarding issues whilst also providing for long-term monitoring and appropriate management, in accordance with Policy 59 Policy 59 of the Cambridge Local Plan 2018)

23. Green roof

Details of the green roofs shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. Details of the green roofs shall include means of access for maintenance, plans and sections showing the make-up of the sub-base to be used and include the following:

- a) Roofs can/will be biodiverse based with extensive substrate varying in depth from between 80-150mm,
- b) The biodiverse roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency,
- d) Where solar panels are proposed, biosolar roofs should be incorporated under and in-between the panels. An array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation,
- f) Evidence of installation shall be required in photographic form prior to handover.

The biodiverse roofs shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

(Reason - To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity in accordance with Policy 31 of the Cambridge Local Plan 2018)

24. Public Art

Prior to the occupation of the building, a Public Art Delivery Plan (PADP) shall be submitted to and approved in writing by the Local Planning Authority. The PADP shall include the following:

- a) Details of the public art and artist commission;
- b) Details of how the public art will be delivered, including a timetable for delivery;
- c) Details of the location of the proposed public art on the application site;
- d) The proposed consultation to be undertaken;
- e) Details of how the public art will be maintained;
- f) How the public art would be decommissioned if not permanent;
- g) How repairs would be carried out;
- h) How the public art would be replaced in the event that it is destroyed;

The approved PADP shall be fully implemented in accordance with the approved details and timetabling. Once in place, the public art shall not be moved or removed otherwise than in accordance with the approved maintenance arrangements.

(Reason - To ensure that the scheme provides suitable public art strategy in accordance with Policy 56 of the Cambridge Local Plan 2018)

25. Construction Ecological management and monitoring plan

No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Ecological Management Plan (CEcMP) has been submitted to and approved in writing by the local planning authority. The CEcMP shall include the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of “biodiversity protection zones”.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timings of sensitive works to avoid harm to biodiversity features.
- e) The times during which construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs if applicable.

The approved CEcMP shall be implemented in accordance with the approved details.

(Reason - To minimise disturbance, harm, or potential impact upon protected species in accordance with Policy 70 of the Cambridge Local Plan 2018)

26. Lighting design for biodiversity

No development shall be occupied until a “lighting design strategy for biodiversity” for features or areas that are proposed to be lit, shall be submitted to and approved in writing by the local planning authority. The strategy shall:

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

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

(Reason - To minimise disturbance, harm, or potential impact upon protected species in accordance with Policy 34 of the Cambridge Local Plan 2018)

27. Landscape and Ecological Management Plan (LEMP)

No development above base course shall take place until a 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:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management, including how a minimum of 10% in biodiversity net gain will be achieved on site.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.

- f) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) 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 approved plan will be implemented in accordance with the approved details.

(Reason - To minimise disturbance, harm, or potential impact upon protected species in accordance with Policy 70 of the Cambridgeshire Local Plan 2018)

Drainage

28. Surface water drainage

No development above base course level shall commence until a detailed design of the surface water drainage of the site, including details of how the scheme would be managed and maintained, has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.

The scheme shall also include:

- a) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- b) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
- c) Full details of the proposed attenuation and flow control measures
- d) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;

- e) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- f) Full details of the maintenance/adoption of the surface water drainage system.
- g) Measures taken to prevent pollution of the receiving groundwater and/or surface water
- h) Formal agreement from a third party if discharging into their system is proposed, including confirmation that sufficient capacity is available.

(Reason - To ensure that the proposed development can be adequately drained, to ensure that there is no increased flood risk on or off site resulting from the proposed development, and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts, in accordance with Policies 31 and 32 of the Cambridgeshire Local Plan 2018)

29. Surface water drainage scheme during construction

No development shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works, have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.

(Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts in accordance with Policies 31 and 32 of the Cambridgeshire Local Plan 2018)

Others

30. Contaminated land

If during the development contamination not previously identified is found to be present at the site, such as putrescible waste, visual or physical evidence of contamination of fuels/oils, backfill or asbestos containing materials, then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this

unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved to the satisfaction of the Local Planning Authority.

(Reason: To protect and prevent the pollution of controlled waters, and to protect human health, from potential pollutants associated with current and previous land uses in accordance with NPPF, the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2 or any subsequent updated document), and in accordance with Policy 33 of the Cambridgeshire Local Plan 2018).

31. Fire hydrants

No dwellings shall be occupied until a scheme for the provision of fire hydrants has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall include a phasing strategy for the implementation of the hydrants. All hydrants shall be fully installed in accordance with the approved scheme and phasing arrangements.

(Reason: To ensure the provision of adequate water supply infrastructure to protect the safe working environment for all users and visitors).

Informatives

1.Green Roofs

All green roofs should be designed, constructed, and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).

2.Surface Water Drainage and Infiltration Sustainable Drainage Systems (SuDS)

All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.

Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration (SuDS). We consider any infiltration (SuDS) greater than 2.0 m below ground level to be a deep system and are generally not acceptable. All infiltration SuDS require a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels. All need to meet the criteria in our Groundwater Protection:

Principles and Practice (GP3) position statements G1 to G13 which can be found here:

<https://www.gov.uk/government/collections/groundwater-protection>.

In addition, they must not be constructed in ground affected by contamination and if the use of deep bore soakaways is proposed, we would wish to be re-consulted. The proposals will need to comply with our Groundwater protection position statements G1 and G9 to G1.

3. Pollution Control

Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies.

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or impermeable parking areas for fifty car park spaces or more and hard standings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

4.Oil tanks

Notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking or re-enacting that Order), any oil storage tank shall be sited on an impervious base and surrounded by oil tight bunded walls with a capacity of 110% of the storage tank, to enclose all filling, drawing and overflow pipes. The installation must comply with Control of Pollution Regulations 2001, and Control of Pollution (Oil Storage) Regulations 2001.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

5.Dewatering during construction

Any small scale dewatering in the course of building or engineering works which is greater than 20 cubic metres per day and does not meet the conditions of the groundwater abstraction exemption under Regulation 5 of the Water Abstraction and

Impounding (Exemptions) Regulations 2017 will require an abstraction licence from the Environment Agency.

The Environment Agency assesses applications to abstract water against local water availability. In groundwater bodies where water is already fully committed, there is a presumption against issuing new consumptive groundwater licences. In the case of dewatering we consider a licence to be consumptive where the water cannot be returned locally to the aquifer. Whilst this may be deemed acceptable for short-term dewatering where water is returned to the environment, this would be assessed on a case-by-case basis. However, in such cases a consumptive groundwater licence may not be issued long-term, and the applicant must ensure that any construction is engineered such that permanent dewatering will not be required. This is especially important if the development is proposing sub surface structures such as basements.

If you consider that dewatering may be necessary, please contact your local EA office at your earliest convenience or submit a pre-application to receive up to 15 hours of free pre-application advice. For more information visit:

<https://www.gov.uk/guidance/water-management-apply-for-a-water-abstraction-or-impoundment-licence#types-of-licence>

6. Works within the public highway

The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.