



<b>Planning Committee Date</b>	Thursday June 5 <sup>th</sup> 2025
<b>Report to</b>	Cambridge City Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	25/00107/S73
<b>Site</b>	Station Area Redevelopment, Land to the North of Station Road and to the West of the Railway Line, Station Road, Cambridge
<b>Ward / Parish</b>	Market
<b>Proposal</b>	S73 to vary condition 38 (Cycle Parking) and 39 (Double Stacker Cycle Parking) of planning permission 12/1622/FUL (The demolition of all buildings on the site (existing British Transport Wing, part of the northern wing of the railway station building, the canopy over the station platform, the Cityroom hotel building, the railway offices and art workshop, and the station cycles building) and the construction of a new multi-storey cycle park and hotel building consisting of 3353 sqm of cycle parking, comprising 2850 cycle parking spaces, together with 6565 sqm of hotel (C1) floorspace and 577 sqm of retail (A1/A3/A4/A5) at ground floor level. A 510 sqm cycle shop and hire area including facilities for repairs are also included as part of the proposals) to change from 5% of public cycle parking space to 16% of public parking space as premium cycle parking.
<b>Applicant</b>	Miss Michelle Nelson, Transport UK East Anglia Ltd
<b>Presenting Officer</b>	Charlotte Peet
<b>Reason Reported to Committee</b>	Application raises special planning policy or other considerations
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	1. Variation of conditions 38 and 39.

**Recommendation** **APPROVE** subject to conditions

## 1.0 Executive Summary

- 1.1 The application seeks permission to vary condition 38 (cycle parking) and condition 39 (double stacker cycle parking) of planning permission 12/1622/FUL to increase the level of secure, paid-for cycle parking. The variation is proposed in attempts to decrease cycle theft and crime.
- 1.2 The report outlines the proposed changes to the conditions, in light of the original application, including the impact on secure and public parking levels. The justification provided by the applicant is considered and it is concluded that the proposal would be a reasonable response to mitigate the current crime events.
- 1.3 Officers recommend that the Planning Committee approve the application.

## 2.0 Site Description and Context

None-relevant		Tree Preservation Order	
Conservation Area (New Town and Glisson)	X	Local Nature Reserve	
Listed Building (setting of)	X	Flood Zone	
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	
Local Neighbourhood and District Centre		Article 4 Direction	
Cambridge Airport Safeguarding Zone	X		

\*X indicates relevance

- 2.1 The application site sits within the central station redevelopment area, also known as CB1. The application site comprises an area to the northwest of the railway station, it includes station square and the ibis hotel building which hosts retail / food and beverage buildings on the ground floor and the station cycle parking which accesses at the west of the building. The station cycle parking currently exists as a multi-storey offering, providing cycle parking on the ground, first and second floors of the building. The application relates solely to an area of cycle parking on the second floor of the existing cycle parking area.

## 3.0 The Proposal

- 3.1 S73 to vary condition 38 (Cycle Parking) and 39 (Double Stacker Cycle Parking) of planning permission 12/1622/FUL to change from 5% of public

cycle parking space to 16% of public parking space as premium cycle parking.

- 3.2 Officers sought additional information, and added condition 39 to the description of development to ensure both variations were covered. Re-consultation has been undertaken.

#### 4.0 Relevant Site History

Reference	Description	Outcome
12/1622/FUL	The demolition of all buildings on the site (existing British Transport Wing, part of the northern wing of the railway station building, the canopy over the station platform, the Cityroomz hotel building, the railway offices and art workshop, and the station cycles building) and the construction of a new multi-storey cycle park and hotel building consisting of 3353 sqm of cycle parking, comprising 2850 cycle parking spaces, together with 6565 sqm of hotel (C1) floorspace and 577 sqm of retail (A1/A3/A4/A5) at ground floor level. A 510 sqm cycle shop and hire area including facilities for repairs are also included as part of the proposals.	Permitted 21.05.2014
08/0266/OUT	The comprehensive redevelopment of the Station Road area, comprising up to 331 residential units (inclusive of 40% affordable homes), 1,250 student units; 53,294 sq m of Class B1a (Office) floorspace; 5,255 sq m of Classes A1 /A3/A4 and/or A5 (retail) floorspace; a 7,645 sq.m polyclinic; 86 sq.m of D1 (art workshop) floorspace; 46 sq m D1 (community room); 1,753 sq m of D1 and/or D2 (gym, nursery, student/community facilities) floorspace; use of block G2 (854 sq.m) as either residential	Permitted 09.04.2010

student or doctors surgery, and a 6,479 sq.m hotel; along with a new transport interchange and station square, including 28 taxi bays and 9 bus stops (2 of which are double stops providing 11 bays in total), a new multi storey cycle and car park including accommodation for c. 2,812 cycle spaces, 52 motorcycle spaces and 632 car parking spaces; highway works including improvements to the existing Hills Road / Brooklands Avenue junction and the Hills Road / Station Road junction and other highway improvements, along with an improved pedestrian / cyclist connection with the Carter Bridge; and works to create new and improved private and public spaces.

## **5.0 Policy**

### **5.1 National**

National Planning Policy Framework 2024

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Technical Housing Standards – Nationally Described Space Standard (2015)

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

### **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development

Policy 2: Spatial strategy for the location of employment development

Policy 5: Sustainable transport and infrastructure

Policy 14: Areas of Major Change and Opportunity Areas

Policy 25: Cambridge Railway Station, Hills Road Corridor

Policy 28: Sustainable design and construction, and water use

Policy 29: Renewable and low carbon energy generation

Policy 31: Integrated water management and the water cycle  
 Policy 32: Flood risk  
 Policy 33: Contaminated land  
 Policy 34: Light pollution control  
 Policy 35: Human health and quality of life  
 Policy 36: Air quality, odour and dust  
 Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding  
 Policy 55: Responding to context  
 Policy 56: Creating successful places  
 Policy 57: Designing new buildings  
 Policy 59: Designing landscape and the public realm  
 Policy 60: Tall buildings and the skyline in Cambridge  
 Policy 61: Conservation and enhancement of historic environment  
 Policy 62: Local heritage assets  
 Policy 70: Protection of priority species and habitats  
 Policy 71: Trees  
 Policy 77: Development and expansion of visitor accommodation  
 Policy 80: Supporting sustainable access to development  
 Policy 81: Mitigating the transport impact of development  
 Policy 82: Parking management

### **5.3 Neighbourhood Plan**

N/A

### **5.4 Supplementary Planning Documents**

Sustainable Design and Construction SPD – Adopted January 2020

New Town and Glisson Road conservation area

### **6.0 Consultations**

#### **6.1 County Highways Development Management – No Objection**

6.2 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.3 Following a review of the documents provided to the Highway Authority as part of the above S73 application, I can confirm that the Highway Authority has no comment with regards to these proposals

#### **6.4 County Transport Team – No Objection**

6.5 CCC has no objection to this proposal as it is known that there are cycle thefts at this location.

6.6 We also request:

- That if possible the access to this store is permitted with access to the store at Cambridge North station.

- That if possible any cycle parking stands that have been vandalised are repaired as part of this work.

## **6.7 Cambridge City Airport – No Objection**

- 6.8 The airport safeguarding team has assessed the proposal in accordance with the UK Reg (EU) No 139/2014 (the UK Aerodromes Regulation) and it does not conflict with the safeguarding criteria for the airport. We, therefore, have no objection to this proposal.

- 6.9 Crane informative recommended.

## **6.10 Anglian Water – No Objection**

- 6.11 1<sup>st</sup> and 2<sup>nd</sup> Comments

- 6.12 There are no drainage documents submitted as such we will make no comment on the application.

## **6.13 Urban Design –No Objection**

- 6.14 1<sup>st</sup> Comments

- 6.15 The proposal is acceptable in principle, however there is a lack of information of the capacity of existing cycle provision and as such a utilisation survey is requested to consider use at peak times. This will inform how much cycle parking can realistically be given over to premium cycle parking without pressuring the remaining spaces. The premium space should have allocated spaces for non-standard cycles and cargo bikes, and materials will need to be submitted for the dividing partition.

- 6.16 2<sup>nd</sup> Comments

- 6.17 The applicant has provided a series of images Cycle Space Availability Photographs that show a large part of the 2nd floor cycle storage is underutilised at peak times of day (February- March) and provides a good indication that there is capacity for a secure cycle area on the 2nd floor at this time of year. It would be helpful to have this information for a sample period in spring and summer, however we understand the challenges around obtaining this information. The applicant has proposed a phased approach (Zone A & Zone B, shown on drawing Proposed Security Fence Details, 23-4699-A-031, C01) where Zone B will be activated as a secure area if/when there is a sufficient demand. This will help to manage potential pressure on the remaining spaces and to balance out the demand. Taking the above into consideration, our prior concerns have been alleviated

## **6.18 East West Rail – No Objection**

6.19 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.20 The application falls within the safeguarded area and is therefore covered by the Safeguarding Directions. EWR Co has reviewed the application and concluded that it will not prejudice the delivery of the railway and as such has no objections.

**6.21 Conservation Officer – No Objection**

6.22 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.23 The proposal would not give rise to any heritage harm.

**6.24 Historic England – No Objection**

6.25 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.26 Thank you for your letter of 20 March 2025 regarding further information on the above application for planning permission. On the basis of this information, we do not wish to offer any comments.

**6.27 Defence Infrastructure Organisation – No Objection**

6.28 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.29 I can confirm that, following review of the application documents, the proposed development falls outside of MOD safeguarded areas and does not affect other Defence interests.

**6.30 Landscape Officer – No Objection**

6.31 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.32 No material considerations with this application and offers no objections.

**6.33 Ecology Officer – No Objection**

6.34 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.35 No material considerations and therefore offer no objections.

**6.36 Tree Officer – No Objection**

6.37 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.38 No arboricultural objections.

### **6.39 Environmental Health – No Objection**

#### **6.40 1<sup>st</sup> and 2<sup>nd</sup> Comments**

6.41 We have no objections to the above variations.

### **6.42 Police Architectural Liaison Officer - No Objection**

6.43 I have concerns over the number of cycles in this location, any more than 70 cycles should be separated and subject to additional security measures. Please consider the relevant secure by design guidance.

### **6.44 County Archaeological Officer – No Objection**

#### **6.45 1<sup>st</sup> and 2<sup>nd</sup> Comments**

6.46 We have reviewed the application and can confirm that we have no comment or objection.

## **7.0 Third Party Representations**

7.1 No representations have been received.

## **8.0 Member Representations**

None.

## **9.0 Local Interest Groups and Organisations / Petition**

9.1 None.

## **10.0 Assessment**

10.1 Planning Practice Guidance states that new issues may arise after planning permission has been granted, which require modification of the approved proposals. [Paragraph: 001 Reference ID: 17a-001-20140306].

10.2 The applicant has sought to amend the conditions attached to the planning permission by seeking to make a minor material amendment. Paragraph 13 of Planning Practice Guidance advises that there is no statutory limit on the degree of change permissible to conditions under S73, but the change must only relate to conditions and not to the operative part of the permission [Paragraph: 013 Reference ID: 17a-013-20140306]. Case law has established the test which governs section 73 cases is to be found in *R v Coventry City Council, ex p. Arrowcroft Group plc* [2001] PLCR 7, in which Sullivan J held that, under that section, a local planning authority: "is able to impose different conditions upon a new planning permission, but only if they are conditions which the council could lawfully have imposed



on the original planning permission in the sense that they do not amount to a fundamental alteration of the proposal put forward in the original application." (para. 33).

- 10.3 Where an application under section 73 is granted, the effect is the issue of new planning permission, sitting alongside the original permission, which remains intact and unamended [Paragraph: 015 Reference ID: 17a-015-20140306].
- 10.4 Modifications include:
- The variation of conditions 38 (Cycle Parking) and 39 (Double Stacker Cycle Parking) of planning permission 12/1622/FUL to increase the level of secure cycle parking from 5% to 16%.
- 10.5 The application site is located within the Station Redevelopment Area, also known as CB1. The outline application, known as the CB1 Masterplan, was approved in 2010 (ref. 08/0266/OUT). The original application formed part of the redevelopment and gained consent in 2014, it was for the erection of a hotel, retail space and a new multi-storey cycle parking area (ref. 12/1622/FUL). The development has since been built out and now comprises the ibis hotel, retail and food and beverage units at ground floor and a cycle parking and repair facility.
- 10.6 The parking was approved to accommodate 2874 cycle parking spaces, for public use (2794) and hotel use (80). It was divided between double stacker spaces (2218), secure double stacker (132), Sheffield stands (490), secure Sheffield stands (20), off gauge spaces (14) and cycle hire spaces (268).
- 10.7 As approved, 5% of the public cycle parking was to be provided in the form of premium cycle parking, this means that the cycle spaces would be provided in a secure area and that users of this area would pay a fee to park in this location. The premium parking was divided between secure double stackers (132) and secure Sheffield stands (20) and located on the first floor. The provision was limited to this level by condition 38 and the number of double stackers overall was limited by condition 39.
- 10.8 This application seeks to vary the conditions to increase the level of premium cycle parking within the multi-storey cycle park from 5% to 16%.
- 10.9 Since the application was approved, the cycle spaces provided have been altered over the years due to repairs, maintenance improvements and changing needs. As existing, the cycle park contains 2799 public spaces plus the hotel spaces. This is divided between Sheffield stands (484) and two tier stands (2388) for public use. The applicant has confirmed that the approved area of secure cycle parking was not installed and does not exist within the cycle park at current.

- 10.10 The application seeks to provide premium cycle parking as part of works to tackle cycle theft at the station. The premium cycle parking is proposed to be installed in an underutilised area of the cycle park on the second floor. Officers have produced a table to show the existing and proposed number of cycle spaces and types that would result from the proposal.

Cycle Stand Type	Existing number	Proposed number	Change No. & Percentage	Notes
Sheffield Stands (Public)	484	375	- 109 (22%)	*Sheffield stands are upgraded to toast racks to improve security
Two Tier (Public)	2388	1956	- 432 (18%)	* Two tiers relocated to upper floors to introduce cargo and accessible to ground floor
Sheffield Stands (Secure)	0	32	+ 32	*Total number of Sheffield stands is reduced by 77 (15%)
Two Tier (Secure)	0	420	+420	*Total number of two tier stands is reduced by 12 (0.5)
Total	2872	2783	- 89	

- 10.11 It would result in a loss of 109 out of 484 non-paid-for Sheffield spaces and a loss of 432 out of 2388 non-paid-for two tier stands, to incorporate the new secure area. The secure area would replace some of these cycle parking spaces, however there is an overall reduction of 89 cycle spaces out of 2872 cycle spaces. It is noted that the table does not incorporate additional changes that are being made to the cycle store as part of the upgrades that do not require planning permission. For example, the application has advised that the cycle park will incorporate 16 cargo bike spaces on the ground floor.
- 10.12 The proposal has come forward due to the high level of cycle thefts that take place within Cambridge and at the railway station. Greater Anglia has secured funding to help tackle cycle theft in Cambridge and the proposal is one of several measures put forward in association with the Cambridge Cycle Crime Task & Finishing Group led by Cambridge City Council and seeks to provide a secure option for users of the cycle parking facility. The Cambridge Transport Assessment team have confirmed that the station is struggling with cycle theft in this location. The applicant has outlined that other upgrades to support the use of the cycle park and reduction of crime will also be coming forward such as improvements to Sheffield stands to make them more secure, CCTV upgrades, remote monitoring and accessibility improvements. These are not included within the application as they do not require planning permission.
- 10.13 As part of the proposal, Greater Anglian carried out user surveys using QR codes displayed on posters within the cycle parking facility and on social media. This explained the cost of the secure cycle parking facility, and asked questions about use of this. The results showed that 64% of respondents were neutral or in support of the secure parking facility, 37% were in opposition.
- 10.14 The applicant has also submitted a photo evidence survey over a 10 day period to show that the second floor is underutilised. Officers have visited the site and agree that the second floor appears to be underutilised.
- 10.15 Condition 38 (premium cycle parking) sought to limit secure cycle parking to secure the level of publicly available cycle parking at the railway station. Policy 82 supporting text highlights the importance of high quality, easily accessible cycle parking to encourage cycling and reduce the thefts of bikes. Whilst, the loss of publicly accessible cycle parking is noted, it is considered that the additional secure parking will support the use of cycles as users can park bikes without fear of theft and have a greater variety of options for parking their cycle. It is encouraging to see that Greater Anglia are not only relying on this method of cycle parking security but are also investing in alternative measures to further support the reduction of theft.
- 10.16 Whilst the proposal would result in a reduction of non-paid-for spaces, there would be an increase in secure cycling spaces and therefore an increase in security for cycle park users. The total change overall would represent a 15% reduction for Sheffield stands and a 0.5% reduction in

two tier stands. The applicant has outlined that premium cycle parking will be offered through smart card access, and through a limited annual fee.

- 10.17 The secure cycle spaces would be upped from 0% to 16% of cycle spaces. Officers consider that above the approved position of 5% the increase to 16% is reasonable given the underutilised area within the cycle park and the issues surrounding crime and theft in the cycle park which discourage use. Given the total number of cycle parking spaces within the facility, the reductions across Sheffield and two tier racks are not considered to be substantially detrimental to the offering of the cycle park.
- 10.18 The cycle parking arrangements have been considered in light of the dimensions for cycle parking within the Cambridge Parking Guide which provides helpful guidance on dimensions for different cycle storage types to ensure they are functional for users. The proposal complies with these requirements.
- 10.19 Condition 39 (double stackers cycle parking) sought to limit the level of public cycle parking dedicated as double stackers to 82% to ensure a good variety of cycle parking spaces were available for users. The application seeks to vary the public level of double stackers from 2783 to 1956 cycle spaces. This would result in a reduction in double stackers for public use as outlined above, the proposed 1956 spaces would equal just 70% of total cycle spaces and therefore the limit would not exceed the limitations set out in this condition.
- 10.20 The Transport Assessment team have requested that additional access be provided from the cycle store to the station, however this does not form part of the proposal and it would not be reasonable to request this. They have also requested that any vandalism is repaired with this work. The applicant has confirmed that this work is being undertaken, the locking hoops are being replaced and the faulty cycle racks replaced.
- 10.21 The Designing Out Crime Officer has requested that any more than 70 bikes must be separated and secured. The layout of the cycle parking spaces is an existing arrangement and not within the scope of these works, the proposed changes and upgrades should support a reduction in crime.
- 10.22 The proposal would relate to internal alterations to the cycle parking only, it does not result in changes externally and therefore would not have a material impact beyond cycle matters.
- 10.23 In line with the advice of the PPG, it is considered that the scale and/or nature of the proposed minor material amendments would not result in a development that is substantially different from the one which has been

approved. The proposed amendments are therefore within the remit of section 73 of the Town and County Planning Act 1990.

- 10.24 In accordance with the PPG, to assist with clarity, a decision notice for the grant of planning permission under section 73 will also repeat the relevant conditions from the original planning permission, unless they have already been discharged.

## **10.25 Planning Balance**

- 10.26 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 10.27 The reduction of publicly available cycle parking is a consequence of the proposal to increase premium cycle parking in order to support security at the train station and decrease cycle theft. The cycle parking to be used for this area is on the top floor of the cycle park and is underutilised. It is considered that the increase to premium parking spaces increases the choice of cycle parking methods for users and should help to mitigate theft incidents. The increase is one method in Greater Anglia's efforts to decrease bike crime.
- 10.28 Appendix L of Cambridge Local Plan (2018) does not provide minimum figures for development of this kind, however, does encourage the reduction of cycle theft. The proposal is considered to be compliant with this recommendation, and Officers suggest that the conditions are updated to reflect this.
- 10.29 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

## **11.0 Recommendation**

- 11.1 **Approve** subject to:

-The revised planning conditions 38 and 39 as set out below with minor amendments to the conditions as drafted delegated to officers.

## **12.0 Planning Conditions**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission. Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. All management and maintenance of ecology shall be carried out in accordance with the approved Ecology Report by RPS dated December 2012 as supplemented by Response to comments made on the Ecological Management Plan by RPS dated 4 April 2013. Reason: To ensure satisfactory arrangements are in place to ensure the proper management and maintenance of ecology (Cambridge Local Plan 2006 policies 3/4, 3/7, 3/8, 3/11, 4/2, 4/3, 4/4 and 9/9).
3. Prior to occupation, a certificate following a post-construction review shall be issued by an approved BREEAM Licensed Assessor to the Local Planning Authority, indicating that the BREEAM rating EXCELLENT or higher has been met. 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 unless otherwise agreed in writing by the Local Planning Authority. Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).
4. The approved renewable energy technologies to meet the approved carbon emissions shall be fully installed and operational prior to and shall thereafter be maintained and remain fully operational in accordance with an approved maintenance programme, unless otherwise agreed in writing by the local planning authority. Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).
5. Prior to commencement of development, a detailed surface water strategy shall be submitted to and approved by the local planning authority in writing. The strategy shall demonstrate how the management of surface water within the context of the approved details of the CB1 strategic site wide surface water strategy. The strategy shall maximise the use of measures to control water where it falls as far as practicable to limit the rate (peak flow) and quantity (volume) of run-off and improve the quality of any run-off before it leaves the site and enters the strategic site wide system. The strategy shall include details of all flow control systems and the design, location and capacity of all strategic SUDS features and shall include ownership, long-term adoption, management and maintenance scheme(s) and inspection arrangements/responsibilities, including detailed calculations, levels and flow routes to demonstrate the capacity of the measures to adequately manage surface water within the site without the risk of flooding to land or buildings. The development shall be carried out in accordance with the approved surface water drainage strategy. Reason - To ensure a satisfactory and sustainable method of surface water drainage and to prevent increased risk of flooding to third parties. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

6. Prior to commencement of development, a detailed foul water drainage strategy shall be submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved foul water drainage strategy. Reason - To ensure a satisfactory and sustainable method of foul drainage and to prevent increased risk of flooding to third parties. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).
7. Infiltration systems should only be used where it can be demonstrated that they will not pose a risk to groundwater quality. A scheme for surface water disposal needs to be submitted to and approved by the local planning authority. The scheme shall be implemented as approved. Reason: The site is acknowledged to be potentially contaminated in submitted documents. Soakaways and other infiltration sustainable drainage systems (SUDS) must not be constructed in contaminated ground. The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration sustainable drainage systems (SUDS) such as soakaways, untanked porous pavement systems or infiltration basins. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).
8. Piling or any other foundation designs using penetrative methods will not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Reason. The site is potentially contaminated and intrusive foundation solutions could lead to the contamination of groundwater in the underlying aquifer. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).
9. Prior to the commencement of any development, a scheme for the provision and implementation of pollution control of the water environment shall be submitted and agreed in writing with the Local Authority. The works/scheme shall be constructed and completed in accordance with the approved plans. Reason. To prevent the increased risk of pollution to the water environment. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).
10. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, being submitted to the local planning authority and receipt of approval of the document/documents from the local planning authority. This applies to paragraphs a), b) and c). This is an iterative process and the results of

each stage will help decide if the following stage is necessary. (a) The contaminated land assessment shall include a desk study to be submitted to the local planning authority for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the local planning authority prior to investigations commencing on site. (b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitable qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology. (c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the local planning authority. The local planning authority shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The development approved by this permission shall be not be occupied prior to the completion of any remedial works and a validation report/s being submitted to the local planning authority and receipt of approval of the document/documents from the local planning authority. This applies to paragraphs d), e) and f). (d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. (e) If, during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the local planning authority. (f) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the local planning authority. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site. REASON: In order to ensure that any contamination is identified on the site before the commencement of the scheme, to enable any mitigation/remediation measures to be implemented during the development phase and to ensure protection of controlled waters. (Cambridge Local Plan policy 4/13).

11. Prior to the commencement of development [including demolition] a Demolition and Construction Environmental Management Plan (DCEMP) shall be 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) 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. c) 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. Prior notice and agreement procedures for works outside agreed limits and hours. d) Delivery times for construction purposes. e) Soil Management Strategy. f) Outline Waste Management Plan (OWMP). g) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228-1: 2009. h) Maximum noise mitigation levels for construction equipment, plant and vehicles. i) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009. j) Maximum vibration levels. k) Dust management and wheel washing measures in accordance with the provisions of London Best Practice Guidance: The control of dust and emissions from construction and demolition. l) Use of concrete crushers. m) Prohibition of the burning of waste on site during demolition/construction. n) Site lighting. o) Drainage control measures including the use of settling tanks, oil interceptors and bunds. p) Screening and hoarding details. q) Access and protection arrangements around the site for pedestrians, cyclists and other road users. r) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures. s) External safety and information signing and notices. u) Consideration of sensitive receptors. v) Prior notice and agreement procedures for works outside agreed limits. x) Complaints procedures, including complaints response procedures. y) Membership of the Considerate Contractors Scheme. The development shall then be undertaken in accordance with the agreed plan. Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

12. Prior to occupation, full details of a scheme for odour control to minimise the amount of odour emanating from the development, including full technical details for the operation for extract flues shall be submitted to and approved by the local planning authority in writing. The scheme as approved shall be fully implemented prior to the occupation of the building. Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13).
13. Prior to occupation, a noise attenuation/insulation scheme and/or phased attenuation measures (having regard to the building fabric, glazing and mechanical ventilation) shall be submitted to and approved by the Local Planning Authority in order to demonstrate the scheme shall achieve internal noise levels recommended in British Standard 8233:1999 'Sound Insulation and Noise Reduction for Buildings - Code of Practice'. The approved scheme shall be fully implemented and a completion report submitted prior to the occupation. The approved scheme shall remain unaltered in accordance with the approved details unless otherwise agreed in writing by the local planning authority. Reason: To protect

amenity of the occupants of noise sensitive development (Cambridge Local Plan 2006 policy 4/13).

14. Prior to occupation, full details of a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the development and/or plant shall be submitted to and approved by the local planning authority in writing. The scheme as approved shall be fully implemented prior to the occupation. Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13).
15. The waste storage facilities hereby approved shall be provided prior to the commencement of the occupation and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority. Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridge Local Plan 2006 policy 4/13).
16. Prior to the commencement of occupation, full details of the means by which waste will be collected from the site, including the means by which refuse containers will be moved to the street frontage for collection and returned to the refuse store after the collection of waste and the location of on-street storage on collection days, shall be submitted to and approved by the local planning authority in writing. The approved arrangements shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority. Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridge Local Plan 2006 policy 4/13).
17. The retail/café/restaurant units shall only be open for trade between 07:00 and 23:00. Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13).
18. Deliveries shall only be made to the development between 07:00 and 23:00. Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13).
19. No construction work shall be carried out or plant operated other than between the following hours: 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority in advance. Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).
20. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details including samples of the materials, including spandrel panels and coloured panels to be used in the construction of the external surfaces shall be submitted to and approved in

writing by the local planning authority. Development shall be carried out in accordance with the approved details. Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14).

21. Before starting any stone work/brickwork (artificial and/or real), a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of the development, shall be maintained throughout the development. Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)
22. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of glass type(s) to be used in curtain walling/windows/doors or other glazed features, including glazing to the south and west facing facades at ground and first floor levels which is intended to be non-transparent but include fritting, etching, etc shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. The use of tinted or reflective glass will not likely be supported. Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
23. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of non-masonry walling systems to be used, including perforated screens, vertical fins and ground floor posts, shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
24. No metal-clad or other non-traditional roofs shall be erected until full details of such roofs including materials, colours, surface finishes and relationships to rooflights or other rooftop features have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details. Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
25. Prior to the commencement of development, full details of all external joinery [whether of metal, timber or hybrid construction] including frames, thresholds, mullions, transoms, finishes, colours, etc., shall be submitted

to and approved in writing by the local planning authority. The submitted details shall include the multi-storey car park and the shopfronts serving the retail units. The development shall be carried out in accordance with the approved details. Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).

26. Prior to the commencement of development, with the exception of below ground works, full details of colonnade soffits shall be 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 is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
27. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of all coping and decorative string course and cills shall be submitted to and approved in writing by the local planning authority. Large-scale cross-sectional drawings may be appropriate for depicting some details. The development shall be carried out in accordance with the approved details. Reason: To ensure that the appearance of the building is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
28. Prior to commencement of occupation a signage strategy for use in association with the occupation of the development shall be submitted to and approved by the local planning authority in writing. The approved signage strategy which shall comply with the Cambridge City Council Shopfront Design Guide shall thereafter be retained and all external signage shall conform to the strategy unless otherwise agreed in writing by the local planning authority. Reason: To ensure that the appearance of the building is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
29. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details, in terms of materials, fixing, surface finish & colour, of all metalwork [stairs, balustrades, grilles, railings, brackets, window cleaning gantries & associated equipment, columns, louvres, grilles, mesh or wire frames etc.] shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. Reason: To ensure that the appearance of the building is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
30. Prior to the commencement of development, with the exception of below ground works, full details of external visible masonry brackets, clamps, restraints and other support systems shall be 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 is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).

31. No rooftop plant shall be constructed until such time as full details, to a large scale, of any rooftop plant screening systems to be installed, where relevant, have been submitted to and approved in writing by the local planning authority. This may include the submission of samples of mesh/louver types and the colour(s) of the components. Colour samples should be identified by the RAL or BS systems. The development shall be carried out in accordance with the approved details. Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
32. Prior to the commencement of development, with the exception of below ground works, full details of all solar panels [water pre-heat, etc.] and/or photovoltaic cells, including type, dimensions, materials, location, fixing, etc. shall be submitted to and approved in writing by the local planning authority. In bringing forward such details the applicant is encouraged to site such features so as not to be visible from ground level. The development shall be carried out in accordance with the approved details. Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
33. Prior to the commencement of occupation, a lighting plan including details of the height, type, position and angle of any external lighting shall be submitted to and approved in writing by the local planning authority. The development shall be implemented and maintained in accordance with the approved plan. Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
34. Prior to the commencement of development full details of a scheme for the provision and location of fire hydrants to serve the site, shall be submitted to and approved by the Local Planning Authority in writing. The development shall be carried out in accordance with the approved details, which shall be fully implemented prior to the first occupation, and shall be retained thereafter unless otherwise agreed in writing by the local planning authority. Reason: To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors in accordance with the Cambridge Local Plan 2006 policies 3/7, 3/12 and 9/9.
35. No development shall commence until details of hard and soft landscape works including the green and brown roofs have been submitted to and approved in writing by the local planning authority. Soft landscape works shall include planting plans; written specifications (including cultivation and

other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. Hard landscaping works shall include full construction details and specifications of levels, all hard surfacing materials, furniture, boundary treatments and lighting. Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4 and 9/9).

36. No development shall take place until a schedule of landscape maintenance for a minimum period of five years has been submitted to and approved in writing by the local planning authority. The schedule shall include details of the arrangements for its implementation. Reason: To ensure that the landscaped areas are maintained in a healthy condition in the interests of visual amenity. (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4 and 9/9).
37. Any trees or plants provided as part of any landscaping scheme, within a period of 5 years from the completion of the development, which die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the local planning authority gives written consent to any variation. No development within the site for which reserved matters approval is sought shall commence until the landscaping scheme has been approved in writing by the local planning authority. The scheme shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority. Reason: To ensure satisfactory arrangements are in place for replacement planting to ensure proper provision of landscaped areas (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4 and 9/9).
- 38. No more than 16% of the public cycle parking hereby approved shall be secured as premium cycle parking, without the prior written approval of the local planning authority. Reason: To ensure that adequate non-changeable cycle parking is publicly available. (Cambridge Local Plan 2018 Policy 82).**
- 39. No more than 82% of public cycle parking provision shall be in the form of double stacker style cycle parking, without the prior written approval of the local planning authority. Reason: To ensure that adequate non-changeable cycle parking is publicly available. (Cambridge Local Plan policy 9/9).**
40. Notwithstanding the details shown on the approved plans, full details of the proposed layout of the highway within the application site shall be submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety for all road users. (Cambridge Local Plan policies 8/2 and 8/4) 41 The development hereby permitted shall be carried out in accordance with the approved plans 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

1. INFORMATIVE: Highways - Buildings footings or basements must not extend out under the public highway except in the case of basements with the express permission of the Highway Authority and under licence. Adopted areas should also exclude areas under balconies except under licence (Section 177 of the Highways Act 1980).
2. INFORMATIVE: Highways - The applicant is advised that any granting of 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 a separate permission must be sought from the Highway Authority for such works.
3. INFORMATIVE: Highways - Notwithstanding any consent granted under the relevant planning act/s, the applicant is advised that before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway the express consent of Cambridgeshire County Council as the Local Highway Authority will be required. All costs associated with any construction works will be borne by the developer. The developer will not be permitted to drain roof water over the public highway, nor across it in a surface channel, but must make arrangements to install a piped drainage connection. No window or door will be allowed to open over a highway and no foundation or footing for the structure will be allowed to encroach under the public highway.
4. INFORMATIVE: Highways - Notwithstanding any consent granted under the relevant planning act/s, the applicant is advised that before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway the express consent of Cambridgeshire County Council as the Local Highway Authority will be required. All costs associated with any construction works will be borne by the developer 46
5. INFORMATIVE: Airborne dust To satisfy the condition requiring the submission of a program of measures to control airborne dust within the DCEMP, the applicant should have regard to: Council's Supplementary Planning Document - "Sustainable Design and Construction 2007": <http://www.cambridge.gov.uk/public/docs/sustainable-design-andconstruction-spd.pdf> Control of dust and emissions from construction and demolition - Best Practice Guidance produced by the London Councils: [http://www.london.gov.uk/thelondonplan/guides/bpg/bpg\\_04.jsp](http://www.london.gov.uk/thelondonplan/guides/bpg/bpg_04.jsp)

6. **INFORMATIVE: Noise insulation** To satisfy condition 13 for the building envelope as required above, the Council expects the scheme to achieve the 'good' internal noise levels of British Standard 8233:1999 "Sound Insulation and noise reduction for buildings-Code of Practice". Where sound insulation requirements preclude the opening of windows for rapid ventilation and summer cooling, acoustically treated mechanical ventilation may also need to be considered within the context of this internal design noise criteria.
7. **INFORMATIVE Plant noise insulation** To satisfy condition 14, the noise level from all plant and equipment, vents etc (collectively) associated with this application should not raise the existing background level (L90) by more than 3 dB(A) (i.e. the rating level of the plant needs to match the existing background level). This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 5 minute period), at the boundary of the premises subject to this application and having regard to noise sensitive premises. Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5 dB(A) correction. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises. It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 1997 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. Noise levels shall be predicted at the boundary having regard to neighbouring premises. Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations and hours of operation. Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.
8. **INFORMATIVE Sub Station:** Electricity substations are known to emit electromagnetic fields. The NRPB has set standards for the release of such fields in relation to the nearest premises. With this in mind, an informative should be attached advising the applicant to contact The Health Protection Agency, Radiation Protection Division, Chilton, Didcot, Oxon OX11 0RQ, tel: 01235 831600 for advice regarding the electric/magnetic fields that are associated with electric substations 50  
**INFORMATIVE Fume Filtration/Extraction** To satisfy condition 12, details should be provided in accordance with Annex B of the, "Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems, prepared by Netcen on behalf of Department for Environment, Food and Rural Affairs (DEFRA) dated January 2005 available at:



9. **INFORMATIVE: Food Safety** - As the premises are intended to be run as a food business the applicant is reminded that under the Food Safety Act 1990 (as amended) the premises will need to be registered with Cambridge City Council. In order to avoid additional costs it is recommended that the applicant ensure that the kitchen, food preparation and food storage areas comply with food hygiene legislation, before construction starts. Contact the Food and Occupational Safety (FOS) Team of the Refuse and Environmental Service at Cambridge City Council on telephone number (01223) 457890 for further information.
10. **INFORMATIVE: Licensing** - If the premises are intended to provide alcohol, regulated entertainment or food after 11pm or before 5 am they may require a Premise Licence under the Licensing Act 2003. The applicant is advised to contact The Licensing Team of Refuse and Environmental Service at Cambridge City Council on telephone number (01223) 457899 for further information.
11. **INFORMATIVE: New development** can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor project Officer in the Planning Department (Tel: 01223 457121).  
**54 Advice to Applicant:**  
**Surface Water Drainage:** 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.  
**General Informatives:** Any culverting or works affecting the flow of a watercourse requires the prior written Consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. The Environment Agency seeks to avoid culverting, and its Consent for such works will not normally be granted except as a means of access. The granting of planning approval must not be taken to imply that consent has been given in respect of the above.  
**Foul Water Drainage:** All foul sewage or trade effluent, including cooling water containing chemical additives, or vehicle washing water, including steam cleaning effluent shall be discharged to the public foul sewer with the prior approval of Anglian Water services.  
**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 parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site

being drained. Roof water shall not pass through the interceptor. Surface water drainage from covered or underground parking areas shall be discharged to the public foul water sewer with the prior approval of Anglian Water Services. Drainage from open parking areas that will discharge, directly or otherwise, to a surface watercourse must be first passed through an oil interceptor. The Environmental Permitting Regulations make it an offence to cause or knowingly permit any discharge that will result in the input of pollutants to surface waters. Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

12. INFORMATIVE: This planning permission should be read in conjunction with its associated deed of planning obligation prepared under s.106 of the Town and Country Planning Act 1990 (as amended)