

Item No. 7**SCHEDULE B**

APPLICATION NUMBER	MB/09/00032/FULL
LOCATION	LAND AT BONDS LANE AND, FOUNDRY LANE, BIGGLESWADE
PROPOSAL	FULL:DEMOLITION OF EXISTING VACANT WAREHOUSE AND DERELICT BUILDINGS AND ERECTION OF MIXED DEVELOPMENT COMPRISING OF 39 RESIDENTIAL APARTMENTS AND 801SQM OF COMMERCIAL SPACE COMBINED USE CLASS A1 TO A3
PARISH	Biggleswade
CASE OFFICER	Mark Spragg
DATE REGISTERED	08 January 2009
EXPIRY DATE	09 April 2009
APPLICANT	Southfield Hathway Properties Ltd
REASON FOR COMMITTEE TO DETERMINE	THE DIRECTOR OF SUSTAINABLE COMMUNITIES REFERS THIS TO COMMITTEE ON THE BASIS OF THE PROMINENT LOCATION OF THIS SITE AND LOCAL INTEREST
RECOMMENDED DECISION	S106 PENDING

Site Location:

The application site comprises a vacant warehouse building and other derelict industrial buildings. The site covers an area of 0.23 hectares, within Biggleswade town centre, to the South of Market Place. The northern part of the site, which fronts onto Bonds Lane and the corner of Foundry Lane lies within the Conservation Area.

The surrounding area includes the rear of retail units fronting Market Place and retail, commercial, and residential premises on Hitchin Street. Aldi supermarket and its car park is located to the south east, on the opposite side of Foundry Lane. To the south of the site is the Telephone Exchange premises and car park.

The Application:

This proposal seeks full planning permission for a 2.5 storey mixed use development comprising 800sqm of retail floorspace (Classes A1 – A5) on the ground floor, with 22 no. two-bed and 17 no. one-bed apartments on the first and second floors. 11 of the units would be provided as affordable social housing.

The layout of the development would be such that one block would front Bonds Lane, another would front Foundry Lane, either side of an existing restaurant, which would remain. A shared vehicular/pedestrian access for residents and servicing vehicles would be provided off Foundry Lane. The access would lead to a central courtyard and parking area, with another two residential blocks facing inwards

towards a small landscaped outdoor communal seating/amenity area. The application proposes 14 car parking spaces (including two disabled spaces), and cycle parking for 60 cycles.

The application also includes a Planning Statement, a Design and Access Statement, and a Parking Statement. An Environmental Statement and a Drainage/Contamination Protection Assessment report has also been submitted.

RELEVANT POLICIES:

National Policies (PPG & PPS)

PPS1	Delivering Sustainable Development
PPS 3	Housing
PPS6	Planning for town centres
PPG13	Transport
PPG15	Historic Environment
PPS23	Planning and Pollution Control
PPG24	Planning and Noise

Mid Bedfordshire Local Plan First Review 2005 Policies

LPS1	Selected Settlements
H05	Housing Density
H06	Location of New Residential Development
DPS5	Protection of Amenity
DPS9	Open Space for New Dwellings
DPS10	Highways Provision for New Developments
DPS11	Landscaping for New Developments
DPS19	Public Transport/Cycling
TCS2	Retail Development
TCS5	Land at Buildings
CHE11	New Development in Conservation Areas

Supplementary Planning Guidance

Design Guide for Residential Areas in Mid Bedfordshire (2004)
Supplementary Shopfront Design Guide (1995)

Relevant Planning History

05/01696 Erection of 12 flats and 1 no. retail unit. Refused. Appeal dismissed. A copy of the appeal decision is attached as an appendix to this report.

In summary the Inspectors decision made a number of important points relevant to the consideration of the current proposal:

- The inspector had reservations about the introduction of a significant residential development on the ground floor and the balance between retail and residential uses.
- The three storey height of development was acceptable.
- The residential layout on the western end of the site with a courtyard amenity area fronting Bonds Lane would not be in keeping with the Conservation Area.
- The retail frontage with its modern approach would not reflect the historic nature of the town centre.
- Given the town centre location the limited amenity space was not a concern.
- Considered the absence of any parking to be acceptable given the town centre location.
- Concern about the lack of servicing provision for the retail unit on Bonds Lane.

91/00239/CAC

Demolition of two single storey shops, domestic garage and two storey store/workshop. Conservation Area consent granted.

91/00240/FA

Demolition of existing buildings and erection of four A1 retail units and 8 flats. Approved.

**Representations:
(Parish & Neighbours)**

Biggleswade TC

Object for the following reasons:

Feel that a better design would be beneficial.

Adjacent Occupiers

One letter of objection summarised as follows:

- Inadequate parking provision.
- Additional traffic and congestion would result to surrounding roads.
- Problems with deliveries on Bonds Lane and Foundry Lane.
- No more drinking establishments and hot food takeaways are need in Biggleswade town centre.
- The 3 storey development would be out of keeping with its surroundings.
- A more coherent development proposal is needed embracing other vacant sites.

One letter of support summarised as follows:

- This is an exciting location for residential development.

- Such a scheme could be a catalyst for a number of other sites.

Consultations/Publicity Responses:

County Highways	No objections, subject to conditions and contributions towards public transport and Safer Routes to Schools. Consider the proposed new access onto Foundry Lane to be satisfactory in terms of visibility provision. Whilst the development is likely to generate some off street parking this could be safely accommodated on surrounding streets.
Environmental Health	No objection, subject to conditions to ensure suitable noise protection from traffic noise and effective odour control of any new A5 uses.
Environment Agency	No objection, subject to appropriate conditions.
Bedfordshire and River Ivel IDB	No comments to make.
Bedfordshire Police ALO	No objection, subject to communal lighting to unadopted areas.

Determining Issues

The main considerations of the application are;

1. The principle of development
2. Impact on the character of the area and Conservation Area.
3. Impact on the amenities of neighbouring residential properties.
4. Access, parking.
5. Impact of noise and the amenities of future occupiers.
6. Other issues.
7. Conclusion

Considerations

1. Principle of development

The site falls within an area which presents the opportunity for significant environmental enhancement through redevelopment where the existing disused and derelict buildings represent an inefficient use of a prominent town centre location. Policy TCS5 of the Local Plan states that subject to Policy TCS2 the Council:

“Will encourage the comprehensive redevelopment of land and buildings fronting Bonds Lane and Foundry Lane. A leisure or mixed use development of retail, residential and offices would be appropriate to reflect the sites town centre location”.

In addition the policy states that:

“The Council will not necessarily oppose partial redevelopment of the overall site provided it can be assured that implementation will not compromise the eventual redevelopment of the remaining land”.

This proposal would involve a redevelopment of a large part of the area covered by policy TCS5 and would be more than two thirds larger than that forming part of the previously refused application (05/01695). The Inspector, in dismissing the related appeal referred to the wording of Policy TCS5 and did not oppose the principle of the proposed partial redevelopment of the site commenting that the mix of development met the criteria set out in Policy TCS5. The same principles are considered to apply to this current proposal.

The Inspector in the previous appeal considered the introduction of a significant residential element on the ground floor and an inappropriate balance between retail and residential as prejudicing the objectives of Policy TCS5.

By comparison, the previous proposal was for 12 flats and 272sqm of A1 retail floorspace, with the current application being for 39 flats and 800sqm of retail. Whilst the ratios are similar the residential units fronting Bonds Lane and Foundry Lane would be on the upper floors only, with the ground floor A1-A5 commercial uses, providing a link to the shops and restaurant units in Market Place and Hitchin Street, and to the Aldi supermarket on Foundry Lane. It is considered that such a layout would not prejudice and indeed would encourage redevelopment of the remaining land contained within Policy TCS5.

In terms of Policy TCS2 the location of the site within the town centre would support and enhance the retail function of Biggleswade town centre, being centrally located, accessible to pedestrians and cyclists, and conveniently situated in close proximity to public transport interchanges. Matters relating to highway considerations will be addressed later in this report.

In summary, the principle of this mixed use development is considered acceptable in the context of policies TCS2 and TCS5, subject to consideration of all other relevant matters including design, highways and amenity.

2. Impact on the character of the surroundings and Conservation Area

The site is currently partly derelict and at present detracts from the character of the Conservation Area within which it is partly located. The character of the area is predominantly commercial with some residential above shops on Hitchin Street, to the west.

PPS3 focuses on making the most efficient use of such sites, an objective also reflected in Policy H05 of the Local Plan. The proposed development would result in a density of 169 dwellings per hectare, which is reflective of the development providing modest one and two beds units. Given the town centre location of the site such a density is considered appropriate.

The proposed form of buildings reinforces the urban context and building form along Bonds Lane and Foundry Lane. Although the development would on either side be higher than the retained restaurant building it has been designed to step down at this point to respect the scale of the existing building. At the junction of Bonds Lane/Foundry Lane the development has been designed to “turn the corner”, providing an interesting facade to the corner elevation.

The layout of the scheme is such that cars would be parked within the development in the courtyard area and as such would be largely screened from public view, minimising the visual impact of the parking. The layout also allows for the planting of shrubs and trees within the courtyard area.

The ground floor retail units have been designed to reflect a traditional shopfront character, according with advice given in the Councils Shopfront Guide, respecting the setting of the site partly within the Conservation Area.

The proposal has been subject to careful detailed consideration including input from the Councils Conservation Officer. It is considered that the proposal respects the characteristics of the area and would result in a redevelopment which would enhance the character of the Conservation Area and benefit the town centre environment.

On the basis of the above it is considered that the design and layout of the development satisfies policies DPS5, DPS11 and CHE11 of the Local Plan.

3. Amenity of adjoining properties

The proposed development would front both Bonds Lane and Foundry Lane along which there are no residential properties directly affected.

There is an existing first floor flat at No.27 Hitchin Street to the rear of the development. Extant consents exist for a residential development comprising one flat to the rear of No.27 (08/00524) and for a conversion of No.25 to residential (08/00527). The development has been designed such that the

building closest to the residential units would be two storey, of a similar height to the existing building and as such no significant loss of light or amenity would result. The rear balcony would be enclosed by a 1.8m barrier screen to prevent any overlooking, whilst the bedroom window to flat 13 (as amended) would ensure an acceptable relationship to the first floor window of the aforementioned approved development to the rear of No.27 Hitchin Street.

On the basis of the above, it is considered that there would be no unacceptable impact on the privacy or amenity of any neighbouring occupiers.

4. Highway and parking Considerations

The application proposes the provision of 14 parking spaces for 39 flats (22 x 2 bed and 17 x 1 bed). In addition, the proposal incorporates the provision of 60 cycle parking spaces to support sustainable travel and to mitigate the minimal parking provision.

The site is in a particularly sustainable location being located centrally within the town centre, approximately 100 metres from the bus terminus at Market Place and 250m from Biggleswade Railway Station. The main shopping area, within High Street and Market Place with all its facilities and services is also close to the site.

The County Highways Authority have raised no objections to the level of parking proposed and consider that the visibility into and out of the proposed access from Foundry Lane is acceptable. Government advice in PPG13 advises that developers should generally not be required to provide more spaces than they wish.

Of particular relevance in this case is the Inspectors comment in the previous attached appeal, where the proposal for 12 flats included no parking spaces. The Inspector concluded that, "the absence of on-site car parking provision is acceptable in such a sustainable location" (para 13). The Inspector also referred to the range of car parks in the town centre and the existing on-street restrictions, concluding that the absence of parking would not be likely to cause any significant danger to pedestrians or other road users.

The application site is surrounded by roads where parking restrictions are in force and as such it is not considered that the proposal would generate any on street parking problems. Whilst on street parking may occur elsewhere it is not considered that the level of such additional parking would be significant, given the nature of development and the sustainable location. Any visitors could either utilise the town centre car parks or the restricted on street parking spaces.

It is however recognised that the provision of some parking spaces, notwithstanding the location, would still have the potential to encourage future occupiers to own cars on the basis that some parking is available. It is therefore considered appropriate to allocate parking, reducing the number of potential car owners. The applicants have agreed to include such a stipulation within a legal agreement.

The application includes the provision of a footway to serve pedestrians in Bonds Lane. In addition small delivery vehicles and refuse lorries would be able to service the retail and residential units from the rear, unlike the previous scheme. Whilst there is a possibility that large vehicles would service retail units for Bonds Lane and Foundry Lane there are day time waiting restrictions in force along Bonds Lane between 0800 and 1800 on Monday to Saturday. Other premises on the south side of Market Square currently are already serviced from Bonds Lane.

The Inspector considered that the previous proposal was unacceptable because no off-street servicing was provided. Whilst the possibility for on-street servicing would still exist, outside the highway restrictions, the ability for the retail and residential units to be serviced from within the site to the rear is considered a significant improvement on the previous scheme.

Notwithstanding the above, in order to further reduce the likelihood of significant levels of frequent deliveries, which could occur from the provision of a sizeable food supermarket, which could result from an amalgamation of a number of units. As such, a condition is requested by Highways restricting the size of a food supermarket to 120sqm,

Given the above and taking account of the considerations by the previous appeal Inspector in respect of car parking and deliveries it is considered that this revised proposal is acceptable in highway safety terms.

5. Other Issues

The Councils Environmental Health Officers are satisfied that with appropriate conditions an acceptable environment could be provided for future occupiers.

Whilst a small open courtyard area would provide minimal amenity for residents it is considered that, as commented by the Inspector in the previous appeal, such a town centre location would not require any significant on site amenity provision.

With regards ground contamination and surface water drainage the Environment Agency are satisfied that the development can be carried out with the risk of pollution to controlled waters or causing flooding to third parties, subject to the imposition of appropriate conditions.

Due to the number of units being proposed and the impact on local infrastructure, contributions sought would include monies towards education, sustainable transport, public open space, outdoor sports facilities and community facilities. In addition, 11 affordable units would be provided and secured by a legal agreement which the applicant has indicated a willingness to enter into.

Conclusion

In light of the above considerations it is recommended that planning permission be granted, subject to conditions and the satisfactory completion of a legal agreement.

Reasons for Granting

The proposal is in conformity with Policy LPS1, H05, H06, DPS1, DPS5, DPS9, DPS10, DPS11, DPD19, DPS24, TCS2, TCS5, CHE11 of the Mid Bedfordshire Local Plan First Review 2005; Planning Policy Guidance: PPS1, PPS3, PPS6, PPG13, PPG13, PPS23, PPG24. Design Guide for Residential Area in Mid Bedfordshire (2004), Mid Bedfordshire Shopfront Design Guide (1995)

RECOMMENDATION

APPROVE Planning Permission **Subject to completion of a S106 Legal Agreement** for the application set out above and subject to the following condition(s):

- 1 DG01 The development hereby approved shall be commenced within three years of the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 which is designed to ensure that a planning permission does not continue in existence indefinitely if the development to which it relates is not carried out.

- 2 EM05 **Prior to commencement of development details of materials to be used for the external finishes of the development including all windows, doors and balconies shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance therewith.**

Reason: To safeguard the appearance of the completed development by ensuring that the development hereby permitted is finished externally with materials to match/complement the existing building(s) and the visual amenities of the locality.

- 3 EM06 **Prior to commencement of development details of the materials and colouration to be used for the rainwater goods to the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance therewith.**

Reason: To protect the character of the surrounding Conservation Area.

- 4 U **Development shall not begin until details of the junction of the proposed vehicular access with the highway have been approved by the Local Planning Authority and no building shall be occupied until the junction has been constructed in accordance with the approved details.**

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

- 5 U **Before development commences details of the works to be carried out on Bonds Lane for the provision of the footway shall be submitted to and be approved by the Local Planning Authority and the approved details shall be implemented in full before any part of the site is first occupied.**

Reason: In the interest of highway safety and for the avoidance of doubt.

- 6 U **No development shall commence until a wheel cleaning facility has been provided at all site exits in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The wheel cleaner(s) shall be removed from the site once the roadworks necessary to provide adequate access from the public highway have been completed (apart from final surfacing) to the satisfaction of the Local Planning Authority.**

Reason: In the interests of the amenity and to prevent the deposit of mud or other extraneous material on the highway during the construction period.

- 7 U **Development shall not commence until a scheme detailing provision for on site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.**

Reason: To ensure adequate off street parking during construction in the interests of road safety.

- 8 U **No development shall take place until a scheme for protecting the proposed dwellings from noise from road traffic and neighbouring land uses has been submitted to and approved in writing by the Local Planning Authority. None of the dwellings shall be occupied until such the scheme has been implemented in accordance with the approved details, and shown to be effective, and it shall be retained in accordance with those details thereafter.**

Reason: To ensure a satisfactory standard of amenity for future occupiers.

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Development shall not commence until a scheme for the storage and disposal of waste which will be generated by the permitted uses (commercial and residential) has been submitted to and approved in writing by the Local Planning Authority. Any works required as part of the scheme shall be completed prior to the permitted use commencing and the approved scheme shall be adhered to throughout the life of the development.

Reason: To ensure a satisfactory standard of amenity for future occupiers.

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Prior to the commencement of any phase of development approved by this planning permission the developer shall submit to the Planning Authority, in both paper and electronic form where possible :

a) A Phase 1 Desk Study incorporating a site walkover, site history, maps and all further features of industry best practice relating to potential contamination.

b) Where shown to be necessary by the Phase 1 Desk Study, a Phase 2 Site Investigation report further documenting the ground conditions of the site with regard to potential contamination, incorporating appropriate soils and gas sampling.

And prior to final completion and occupation of site;

c) Where shown necessary by the Phase 2 investigation, a Phase 3 detailed scheme for remedial works and measures to be taken to mitigate any risks to human health, groundwater and the wider environment.

d) On completion of the development, the developer shall provide written confirmation that any and all works have been completed in accordance with the agreed remediation scheme in the form of a Phase 4 validation report to incorporate photographs, material transport tickets and sampling.

Any remediation scheme shall be agreed in writing by the local planning authority prior to the commencement of works.

Any remediation scheme and any variations shall be agreed in writing by the local planning authority prior to the commencement of works. This should include responses to any unexpected contamination discovered during works.

The British Standard for Topsoil, BS 3882:2007, specifies requirements for topsoils that are moved or traded and should be adhered to.

Reason: To protect human health and the environment.

- 11 U **Development shall not begin until a scheme to provide surface water drainage has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.**
- Reason: To ensure that the existing surface water drainage infrastructure has sufficient capacity to accept any additional discharge from development.**
- 12 U **No development shall take place until a scheme for protecting the proposed dwellings from odour emissions from neighbouring commercial premises has been submitted to and approved in writing by the local planning authority. None of the dwellings shall be occupied until such a scheme has been implemented in accordance with the approved details, and shown to be effective, and it shall be retained in accordance with those details thereafter.**
- Reason: To protect the amenities of future occupiers.**
- 13 TL02 **Prior to commencement of development full details of both hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. These details shall include:-**
- **materials to be used for any hard surfacing;**
 - **minor structures (e.g. furniture, bollards, play equipment, etc);**
 - **planting plans, including schedule of size, species, positions, density and times of planting;**
 - **cultivation details including operations required to establish new planting;**
- The development shall be carried out in accordance with the approved details.**
- Reason: In order to ensure that the landscaping is carried out within a reasonable period in the interest of the visual amenities of the area.**
- 14 U **Prior to any commercial premises permitted by virtue of this permission (A1, A3 and A5) being used for the purposes of food preparation or cooking a scheme for protecting residential units from fumes/odours shall be submitted to and approved in writing by the local planning authority. The scheme shall be shown to be effective and it shall be retained in accordance with those details thereafter.**

Reason: To protect the amenities of future occupiers.

- 15 U The commercial premises the subject of this permission shall not be open for business except between the hours of 08.00hrs and 23.00hrs Mondays to Saturdays and 08.00hrs and 22.30hrs on Sundays and Bank Holidays without the prior agreement in writing of the local Planning Authority.

Reason: To protect the amenity of future occupiers.

- 16 U Noise resulting from the use of the plant, machinery or equipment shall not exceed a level of 5dBA below the existing background level (or 10dBA below if there is a tonal quality) when measured according to BS4142:1997, at a point one metre external to the nearest noise sensitive premises. Prior to any such equipment being installed a scheme shall be submitted in writing to the Local Planning Authority for approval to demonstrate that the above standard will be achieved and thereafter it shall be retained in accordance with those details thereafter.

Reason: To protect the amenity of future occupiers.

- 17 U Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

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

- 18 U Before the new access is first brought into use, any existing accesses within the frontage of the land to be developed, not incorporated in the access hereby approved shall be closed in a manner to the Local Planning Authority's written approval.

Reason: In the interest of road safety and to reduce the number of points at which traffic will enter and leave the public highway.

- 19 U The commercial units hereby approved shall not be combined to form a food supermarket exceeding 120sqm, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to reduce the potential number of deliveries to the site, given the restricted nature of Bonds Lane, in the interests of highway safety and convenience.

- 20 TL01 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development whichever is the sooner; and any trees or plants which within a period of 5 years of completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority give written consent to any variation.

Reason: In the interests of the visual amenities of the site and the area generally.

- 21 SA08 The development shall be carried out in accordance with details of any external lighting to be installed on the site, including the design of the lighting unit, any supporting structure and the extent of the area to be illuminated, which shall have been previously submitted to and approved in writing by the Local Planning Authority. The lighting shall be implemented prior to occupation of the site.

Reason: To provide a crime deterrent whilst protecting the visual amenities of the site and its surrounding area.

- 22 HS34 A scheme for the parking of cycles on the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

Reason: To ensure the provision of adequate cycle parking to meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport.

- 23 HS35 Details of bin storage/collection point shall be submitted to and approved by the Local Planning Authority. The bin storage/collection point shall be implemented in accordance with the approved details prior to the occupation of any dwelling.

Reason: In the interest of highway safety.

Notes to Applicant

- 1 The applicant is advised that in order to comply with Conditions. 4, 5 and 19 of this permission it will be necessary for the developer of the site to enter into an agreement with Bedfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. Further details can be obtained from the Development Planning and Control Group, Bedfordshire County Council, County Hall, Bedford, MK42 9AP.

- 2 The applicant is advised that the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from the Bedfordshire Highways, Streetworks Co-ordination Unit, County Hall, Bedford, MK42 9AP.
- 3 The applicant is advised that no highway surface water drainage system designed as part of a new development, will be allowed to enter any existing highway surface water drainage system without the applicant providing evidence that the existing system has sufficient capacity to account for any highway run off generated by that development. Existing highway surface water drainage systems may be improved at the developers expense to account for extra surface water generated. Any improvements must be approved by the Development Planning and Control Group, Bedfordshire County Council. Further details can be obtained from the Engineering Policy and Planning Group, Bedfordshire County Council, County Hall, Bedford, MK42 9AP.
- 4 All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.
- 5 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.
- 6 Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.
- 7 Where soakaways are proposed for the disposal of uncontaminated surface water, percolation tests should be undertaken, and soakaways designed and constructed in accordance with BRE Digest 365 (or CIRIA Report 156), and to the satisfaction of the Local Authority. The maximum acceptable depth for soakaways is 2 metres below existing ground level. Soakaways must not be located in contaminated areas. If, after tests, it is found that soakaways do not work satisfactorily, alternative proposals must be submitted.
- 8 Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.
- 9 Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies.

- 10 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 foul sewer.

- 11 In respect of Condition 18 the applicant is advised that Anglian Water Services Ltd. should be consulted. It will be necessary to demonstrate that the sewerage and sewage disposal systems serving the development has sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution or flooding. If there is not capacity in either of the sewers alternative methods of disposal will need to be provided.

DECISION

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