

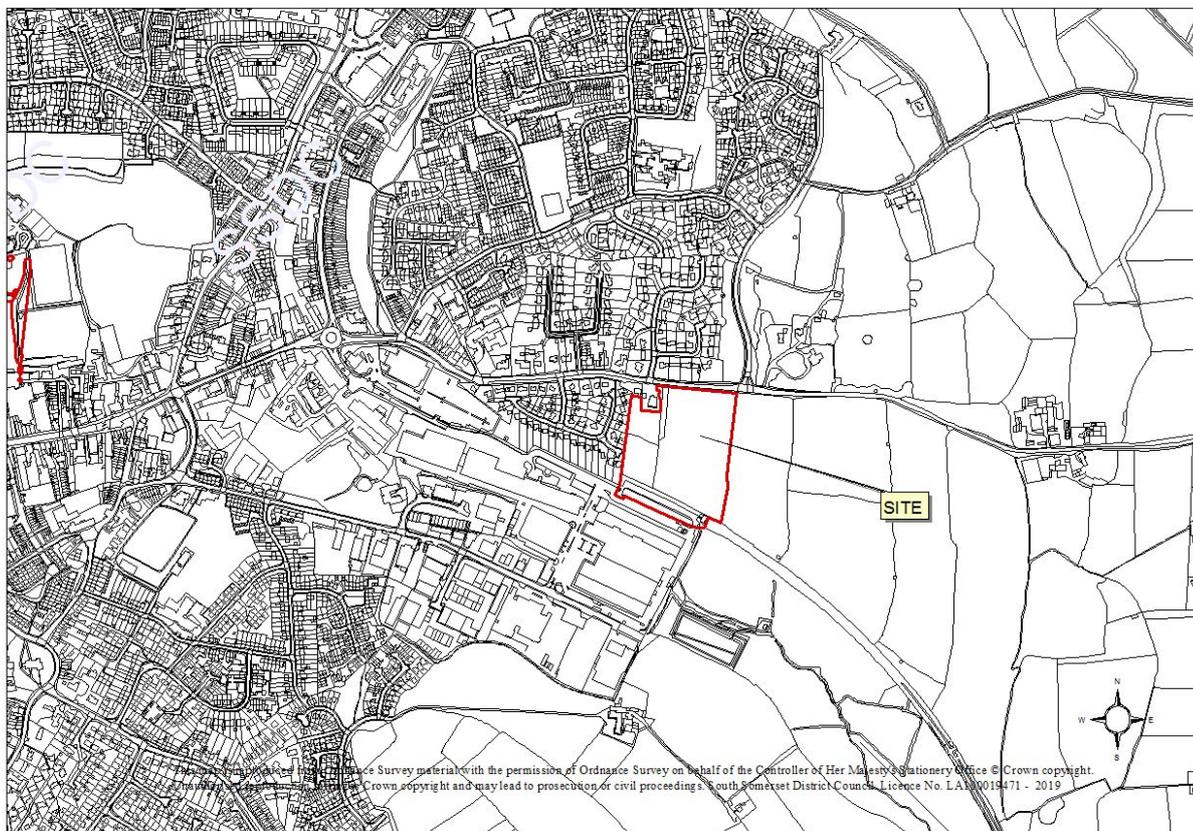
Officer Report On Planning Application: 19/01219/FUL

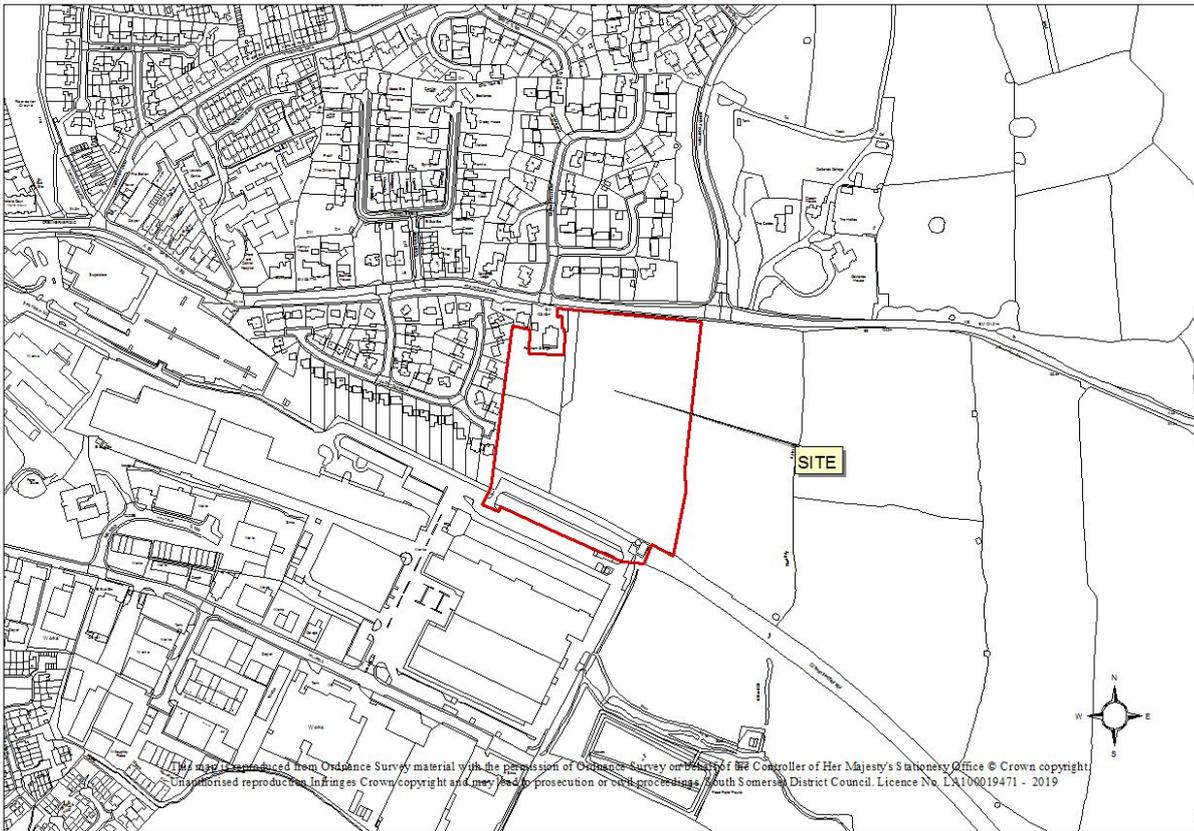
Proposal :	Proposed offices, warehousing and research and development buildings
Site Address:	Land At Crewkerne Road Chard
Parish:	Chard
CHARD JOCELYN Ward (SSDC Member)	Cllr D M Bulmer
Recommending Case Officer:	Colin Begeman Tel: 01935 462476 Email: colin.begeman@southsomerset.gov.uk
Target date :	29th July 2019
Applicant :	Numatic International Ltd
Agent: (no agent if blank)	Mr James Fox 55 the park Yeovil BA201DF
Application Type :	Major Other f/space 1,000 sq.m or 1 ha+

REASON FOR REFERRAL TO COMMITTEE

The application is classed as a major-major development as it exceeds 10,000 square metres. Therefore, under the Council's Scheme of Delegation, the application has to be referred to committee.

SITE DESCRIPTION





The application site is located on the eastern side of Chard, on the southern side of the A30, on the approach into the town. The total application site comprises 3.9 hectares and currently comprises green fields. The site is bounded by a mix of hedges, trees and fencing and slopes down from the A30 to the southern boundary of the site. The existing Numatic site adjoins the application to the south, with residential properties to both the west and north. A field adjoins the site to the east.

PROPOSAL

The application proposes new offices, warehousing, and research and development buildings for Numatic International Ltd. The company currently occupy a large area to the south and south south-west of the application site and require the additional floorspace to accommodate their significant projected growth in the future. In total, an additional 13,308 square metres of new floorspace will be created with this proposed expansion. Seven new buildings are proposed across the site along with vehicular access from the A30, vehicular connection into the existing site, car and cycle parking with new boundary fencing and landscaping. A 3 metre timber acoustic fence will be located along the western boundary. Fordham Grange, which is located in an adjoining plot to the north west of the current application site, is owned by Numatic and is currently being converted into offices.

The whole development is proposed to be delivered in 2 phases with buildings 1, 2 and 3, located in the south west part of the site, forming the first phase. Building 1 will provide a 900 sqm research and development office with Buildings 2 and 3 comprising 2 x 1500 sqm of research and development testing and office space. Phase 2 will comprise buildings 4-7 and will provide largely warehousing/offices along with a further research and development testing and office space totalling over 10,000 sqm.

The exterior materials of the new buildings will be constructed with brick and metal cladding for the walls with metal clad roofs. Building 1 will measure 19m x 13m with a height of 7.4m. Buildings 2, 3 and 4 will measure 61m x 26m with a height of 11m. The main sections of Buildings 5 and 6 will measure 61m x 30m with the smaller attached sections measuring 43m x 31m with a height of 11m. Building 7 will

measure 37 x 31m with a height of 8 metres.

In addition to the plans, the application is supported by a Planning Statement, Design and Access Statement, Transport Statement, Travel Plan, Flood Risk Assessment, Ecology Report, Retile Survey, Tree Report and an Acoustic Report.

HISTORY

The most relevant planning history associated with this site is planning application number 14/04399/FUL. This was for 72 dwellings and was refused by the Council due to the concerns about the working operations of Numatic and the amenity of future residential occupiers. An appeal was subsequently dismissed by a Planning Inspector.

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 repeats the duty imposed under S54A of the Town and Country Planning Act 1990 and requires that decision must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise,

Relevant Development Plan Documents

South Somerset Local Plan (Adopted 2015)

SD1 - Sustainable Development

SS3 - Delivering new employment land

PMT1 - Chard Strategic Growth Area

PMT2 Chard phasing

EP2 Office Development

TA5 - Transport Impact of New Development

TA6 - Parking Standards

EQ2 General Development

EQ4 - Biodiversity

EQ7 Pollution Control

Other relevant material considerations

The National Planning Policy Framework

Somerset County Council adopted Parking Standards.

CONSULTATIONS

Chard Town Council:

That this application should be approved subject to strong conditions that the issue of noise and disturbance to neighbouring property is addressed satisfactorily.

Lead Specialist – Economy:

I write to support this application from an economic development perspective.

Numatic is extremely important to the South Somerset economy and is operating at full-capacity within their 50,000 sq. metres factory space at their 26 acres Chard site, where they have been located since 1989. They have grown to employ close to 1,000 permanent staff and an additional 100 agency staff whilst production output has increased eight-fold and sales turnover ten-fold, since locating in Chard. In addition to a strong domestic market, much of their output is sold overseas through seven subsidiaries. Numatic has already invested nearly £100 million onsite including buildings, automation, IT and training.

Numatic are a local successful business, which has the potential to grow even further in uncertain economic times. Their target is to achieve £200 million turnover (a 30% increase) in the next five years, which is achievable at the current rate of growth. However, planning permission is required in order for

them to achieve this growth, which will lead to the creation of an estimated 200-300 new jobs, from an investment of roughly £30 million. The initial phase of the proposed development will bring together and improve the Research and Development activities, which are an important high-value function of a modern manufacturing operation.

In addition to direct jobs created by Numatic, expansion projects can lead to increased opportunities for local suppliers during and after construction. Local construction companies have benefitted from recent building projects on site and there are also some 50 local businesses supplying Numatic.

Numatic are a great local company, also investing in staff development, the environment and local community, for example:

- an apprenticeship scheme running for over 20 years - in January this year, they advertised for apprentices in technical support teams across their business, with the possibility of achieving a foundation degree level
- work closely with local schools and the Somerset Education Business Partnership to support education and work experience
- an environment policy and continually strive to improve their environmental performance - a combination of local benefits such as zero waste to landfill and increased recycling, plus global sustainability benefits from A-rated energy efficiency products
- support several local charities and has an employee-run committee that regularly organises events

The granting of planning permission for this important local company would support its continued growth and dependant jobs, plus offer wider local economic opportunities, whilst improving training, environmental and community benefits.

Lead Local Flood Authority:

No objection subject to conditions

Previous correspondence from the LLFA required additional information to be provided. In response, a drainage strategy drawing and exceedance flow route plan have been provided by the applicant alongside email correspondence.

The email correspondence confirms that the proposed headwall, which the site will discharge its surface water through, is actually an existing structure and the applicant has confirmed an agreement to continue to discharge at this location.

Consequently, the proposed development would be considered acceptable to the LLFA if the following information is requested within suitably worded planning conditions:

- Detailed construction layout drawings that demonstrate the inclusion of SuDS, where appropriate, and location and size of key drainage features;
- Detailed construction drawings of proposed features such as infiltration structures, attenuation features, pumping stations and outfall structures;
- Confirmation of groundwater levels to demonstrate that the invert level of any soakaways or unlined attenuation features can be located a minimum of 1m above groundwater levels;
- Calculations to demonstrate that the proposed surface water drainage system has been designed to prevent the surcharging of any below ground drainage network elements in all events up to an including the 1 in 2 annual probability storm event;
- Calculations to demonstrate that the proposed surface water management system will prevent any flooding of the site in all events up to an including the 1 in 30 annual probability storm event;
- Calculations that demonstrates there will be no increased risk of flooding as a result of development between the 1 in 1 year event and up to the 1 in 100 year event and allowing for the potential effects of climate change;
- Assessment of potential failure of above-ground attenuation features, including assessment of

- residual risks to downstream receptors, and proposed mitigation and management measures;
- Details of the proposed methods of treating surface water runoff to ensure no risk of pollution is introduced to groundwater or watercourses both locally and downstream of the site, especially from proposed parking and vehicular areas;
- Details of how natural overland flow paths and overland flows from outside of the site boundary have influenced the development layout and design of the drainage system;
- Detailed drawing demonstrating the management of surface water runoff during events that may temporarily exceed the capacity of the drainage system;
- Calculations to inform the assessment of the risk of water backing up the drainage system from any proposed outfall and how this risk will be managed without increasing flood risk to the site or to people, property and infrastructure elsewhere, noting that this also includes failure of flap valves;
- If access or works to third party land is required, confirmation that an agreement has been made with the necessary landowners/consenting authorities to cross third party land and/or make a connection to the proposed watercourse/sewer;
- Confirmation that the adoption and maintenance of the drainage systems has been agreed with the relevant authority;
- Demonstration that appropriate access is available to maintain drainage features,
- Operational and maintenance manual for all proposed drainage features that are to be adopted and maintained by a third-party management company;

Informative:

Somerset County Council is the Lead Local Flood Authority (LLFA) as defined by the Flood and Water Management Act 2010 and the Flood Risk Regulations 2009.

Under section 23 of the Land Drainage Act there is a legal requirement to seek consent from the relevant authority before piping/culverting or obstructing a watercourse, whether permanent or temporary. This may also include repairs to certain existing structures and maintenance works. This requirement still applies even if planning permission has been granted.

For more information, please visit <https://www.somerset.gov.uk/waste-planning-and-land/apply-for-consent-to-work-on-an-ordinary-watercourse/>

Environmental Health Officer: (EHO) (first response)

I have reviewed this application and I have the following comments to make from an Environmental Health point of view.

I have reviewed the noise report by Tegwyn Jones Associates dated 9th April 2019 which seeks to quantify the impact of the proposed development on nearby residential properties for planning purposes. The report correctly identifies the likely sources of noise from this development which are: a) Noise associated motor/mechanical testing processes, b) forklift trucks c) HGV delivery activities. However, despite this I am unable to comment on whether there is likely to be a significant impact on local residential dwellings and whether the proposed mitigation is sufficient, due to the following:

a) The report is not based on the principals of BS4142:2014. This is the recognised standard in assessing impact of industrial commercial developments on residential dwellings for planning applications. I therefore have no information to enable me to assess the context ie. the differences between the background and proposed (specific) noise levels. In addition, the specific noise has not been rated and subject to corrections for acoustic features and penalties for tonal or impulsive content. Without this information it is not possible to assess the true impact of the development.

b) The report mentions that work at night (11pm to 7am) is a possibility. This would have implications for the noise environment and the noise report should provide information about the night time noise environment and assessment in accordance with BS4142 in order to understand whether

night time working is likely to be prohibitive on grounds of noise. This report should also include LA MAX noise levels for each of the noise sources to allow comparisons with standards contained in WHO Community Noise Guidelines.

c) I require full background noise monitoring results during the period of monitoring.

The report references BS8233:2014 and uses standards contained within this document to determine whether there is a significant impact under planning law. However, as described above this standard cannot be used alone to determine noise impact.

In conclusion, I will require more information as specified above, in order to determine whether there is a significant impact associated with this development.

Officer comment:

Following receipt of the above response, the applicant undertook further measurements and met the EHO on site. An updated noise report was submitted and the updated EHO comments are outlined below:

Environmental health Officer: (revised comments following submission of updated Noise report)

I have reviewed the updated noise report dated 17th July and I have no further objections, providing the new buildings subject to this application are in accordance with the proposed specification as set out in some detail within the noise report. This specification includes:

1. Site layout, building construction and insulation levels
2. Location of door openings
3. An erection of a three metre acoustic fence building along the western boundary of the development site

Natural England:

No objection

County Archaeologist:

No objection.

County Highways - first response

I refer to the above-mentioned planning application received on 6 June 2019 and after carrying out a site visit on 12 June have the following observations on the highway and transportation aspects of this proposal:-

The access arrangement, construction, and technical details, and the Travel Plan should be secured via an appropriate legal agreement; s106 Town and Country Planning Act 1990 citing s278 highways Act 1980.

The Transport Assessment has been audited and a few queries have been raised which require additional confirmation;

- Trip distribution to and from the site has been based on existing A30 passing flows. It is considered that this does not take into consideration the fact that existing employees of Numatic International and other employment businesses within the surrounding area travelling to work from the north, south and west would not have reached the point on the A30 at which the traffic surveys were undertaken. Therefore, it is likely that the distribution used by the applicant underestimates the proportion of employees that will travel to/from the site via the A30 west of the proposed site access junction. It is therefore considered that the applicant has underestimated the impact of the proposed development traffic on the junctions assessed that are situated to the west of the proposed site access junction.

- No details about which planning applications were used to obtain the 2017 traffic data for the A30/Tesco Roundabout and the A30/A358 signalised junction have been provided. It is not possible to understand if the 2017 surveys were conducted during a neutral period, how the Heavy Goods Vehicles (HGV) proportions were derived at the two junctions, and what peak hours the data represents.
- Only basic results summary LinSig3 outputs have been provided in the appendix, which do not include the model input information. As a result, it is not possible to verify the geometry and traffic flow inputs used in the model, and therefore results may not be accurate.

Due to these issues, it is considered that the applicant has failed to accurately demonstrate the impact of the proposed development on the local highway network and therefore it is recommended that amendments to the TA are required before it can be considered acceptable.

Road Safety and Technical Details Audit

A ghosted right turn lane is the acceptable form of junction in this location, and the swept path analysis is suitable. 15m junction radii and 2m footways are also acceptable.

- It is recommended that the kerb-to-kerb carriageway widths are increased to reduce the risk of collisions occurring between pedal cyclists and motor vehicles at the proposed refuge island.
- No highway lighting scheme drawings submitted for consideration.
- It is recommended that suitable and sufficient warning signs are introduced along both A30 Crewkerne Road traffic approaches in advance of the proposed development access.
- It is recommended that the deceleration length of the right-turn lane is increased.
- It is recommended that the proposed traffic splitter island to be constructed within the bellmouth area of the development access is relocated further southwards away from the A30.
- It is recommended that sufficient inter-visibility splays are provided based on the operational speed of traffic travelling along the A30 on both traffic approaches to the proposed development access.
- It is recommended that a refuge pole and illuminated beacon is provided at the proposed pedestrian refuge island on the A30 Crewkerne Road. The beacon should be lit throughout the hours of darkness.
- It is recommended that the drawing is updated to show the proposed visibility splays to/from the proposed pedestrian refuge island along the A30. Sufficient visibility splays should be provided based on the operational speed of traffic travelling along the A30 on both traffic approaches to the proposed development access.

Provision of further technical drawings, cross and longitudinal sections, lighting plans, and construction details can be agreed during the technical approval phase of a s278 agreement.

Drainage Audit

- Additional highway drainage measures will need to be incorporated into the highway alteration works to the site frontage (new right turn lane and site access), to adequately collect and discharge surface water run-off from the highway. Further surface water from any private impermeable areas should be prevented from discharging out onto the public highway and therefore private interceptor drainage may be necessary.
- The highway alteration works will increase the impermeable area of the highway leading to an increased burden on the existing highway drain and eventual point of outfall. It must be assumed that the existing highway drainage system is operating beyond capacity and will not be able to accommodate further flow. The surface water management strategy should mitigate against the increased risk of flooding downstream.
- A full connectivity and condition survey should be undertaken on the existing highway drainage system to both inform the drainage strategy and to establish the extent to which this system will need to be temporarily or permanently lowered, protected or diverted to accommodate the proposed frontage works.

The Travel Plan Audit has highlighted the fact that a few minor amendments are required to make the TP acceptable;

- Point 3.4.2 what are the start/finish times for bus services (this will show whether it is a viable option of travelling to work). What bus facilities are available at the nearest bus stop?
- Will showers be provided?
- A Travel Plan Management Fund should be provided, to cover promotional events, usually 3-5 per year at approximately £500 per event.
- Physical measures and features are not shown clearly in the figures provided in the Travel Plan. Please include clear figures showing the location of proposed measures/features and demonstrate that they are being considered in the planning of the development
- The TP should state that a S106 agreement will be used to secure the TP. The S106 agreement should contain a Travel Plan schedule and the agreed TP should be appended to the agreement.
- A safeguard sum of £35,000 has been provided within the travel plan. Based on B1 = 1,250; B2 = 4,500 and B8 = 7,580 the safeguard sum should be £36,730.

In the event of permission being granted, I would recommend that the following conditions are imposed:-

Please note these comments have regard to the access and junction arrangement as shown on drawing number 3870 - 02 S.

- Before any work is commenced a programme showing the phasing of the development shall be submitted to and approved in writing by the Local Planning Authority and the development of the estate shall not proceed other than in accordance with the approved programme.
- The applicant shall ensure that all vehicles leaving the site are in such condition as not to emit dust or deposit mud, slurry or other debris on the highway. In particular (but without prejudice to the foregoing), efficient means shall be installed, maintained and employed for cleaning the wheels of all lorries leaving the site, details of which shall have been agreed in advance in writing by the Local Planning Authority and fully implemented prior to commencement of the construction phase , and thereafter maintained until that phase has ceased.
- The proposed development shall be served by a new access constructed generally in accordance with that shown on drawing number 3870 - 02 S.
- Any controlled entrance and gates shall be set back a minimum distance of 20 metres from the carriageway edge and shall thereafter be maintained in that condition at all times.
- Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway, details of which shall have been submitted to and approved in writing by the Local Planning Authority. Such provision shall be installed before occupation and thereafter maintained at all times.
- The Development hereby permitted shall not be occupied until the parking spaces and properly consolidated and surfaced turning spaces for vehicles have been provided and constructed within the site in accordance with details shown on the submitted drawings. Such parking and turning spaces shall be kept clear of obstruction at all times and shall not be used other than for the parking and turning of vehicles in connection with the development hereby permitted.
- Prior to commencement confirmation of the traffic speeds on the A30 shall be provided and agreed in writing to the Local Planning Authority. These details shall be used to determine the necessary vehicle visibility splays to be provided at the access point onto the A30. Such splays shall be provided thereafter and retained in perpetuity.
- The new development shall not be commenced until a detailed Travel Plan has been submitted to and approved in writing by the Local Planning Authority. No part of the new development shall be occupied prior to implementation of those parts identified in the Approved Travel Plan as capable of being implemented prior to occupation. Those parts of the Approved Travel Plan that are identified therein as capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the

development is occupied.

- Prior to first occupation or first use of the development hereby permitted, the parking for cycles and motorcycles shall be laid out, constructed and drained in accordance with a detailed scheme [within the Travel Plan] to be submitted to and approved in writing by the Local Planning Authority.

County Highways - further response to additional information:

A review of the additional information has shown the following:

1) The applicant has sought to address the issue with trip distribution by providing 2011 Journey to Work data. This review has identified minor issues with the new methodology used in the analysis of the 2011 Census data, as it appears that only 7 MSOAs were used for the locations of usual residence in the analysis undertaken. In any forthcoming revision to the TA it would be recommended that the applicant updates the analysis of the 2011 Census data to include all MSOAs for the locations of usual residence. This will then provide a better comparison of the distribution with that used in the TA based on A30 passing flows. However, WSP acknowledge that this recommendation would be unlikely to result in a materially different trip distribution.

2) The applicant has addressed the issue regarding the source of survey data. The applicant has however incorrectly copied the flows for one movement at the A30/Tesco roundabout. In any forthcoming revision to the TA the applicant should rectify this, however WSP acknowledge that this error is not thought to materially affect the conclusions of this report.

3) Detailed LinSig outputs have been provided for the East Street/Furnham Road signalised junction, which indicate that the proposed development is unlikely to have a severe impact on the operation of the junction. Any forthcoming revision to the TA may show a slightly different modelling results due to items 1 & 2 above; however, it is thought this change would not be significant and it is therefore unlikely that the conclusions derived from the modelling results would be changed.

It is concluded that the applicant has addressed the significant issues raised by WSP in June 2019. Whilst some minor issues remain, these are unlikely to affect the conclusions derived from the modelling.

REPRESENTATIONS

5 Objection and 4 representations

The objection can be summarised as:

Do not wish to prevent the expansion of Numatic but would like their amenity protected through the control of working hours and noise pollution.

The applicant has not proved why the proposed development will not prejudice the delivery of the growth strategy

The applicant should consider using an alternative access and take into account non-vehicular connectivity.

CONSIDERATIONS

Principle

Part of the site has been allocated for expansion under Policy PMT1 and the other part of the site lies within the development area therefore in principle, subject to lack of harm to interests of acknowledged importance the proposal is acceptable.

Visual and Residential Amenity

The proposed offices, warehousing and R&D buildings are all standard commercial buildings with ridge heights of between 8m to 11m and eaves heights of 7m.

The building at the entrance to the site has been designed to appear as a focal building with a more

detailed external cladding detail.

The site slopes away from the main road down to the existing factory site. The proposed buildings follow the topography and reduce their visual presence.

Visually the proposal is acceptable from the A30.

The bungalows that back onto the western boundary in Nursey Gardens are separated from the proposed buildings but are separated by proposed increased landscaped screening and car parking. The proposed buildings are reduced in height on the elevations facing the bungalows.

It is considered that this visual relationship is acceptable.

In terms of noise emissions from the buildings the Environmental Officer recommends that a 3 metre high acoustic fence is erected along this boundary which should be secured by way of a condition. This will assist in providing an immediate visual screening to the proposed development. In addition the buildings are constructed as per the recommendation of the submitted Noise Assessment in terms of insulation and door placements.

Highway Safety

County Highways have confirmed that it has concerns regarding a number of aspects of the proposal as outlined above however it confirms that they can be dealt with by way of conditions imposed on the planning application.

Flood Risk and Drainage

The LLFA has confirmed that it finds the proposal acceptable subject to conditions

Conclusion

The application site lies within a designated, sustainable area identified for the expansion of Chard for employment use. Visually the proposal is acceptable in terms of its impact on the character of the area. The issues regarding effect on neighbouring properties can be mitigated. Technical issues regarding highways can be overcome through the use of conditions. Given the lack of demonstrable harm it is recommended that the application is approved.

SECTION 106 PLANNING OBLIGATION

Not applicable to this application.

RECOMMENDATION

Approve for the following reason:

01. The principle of development is considered to be acceptable in this location and the proposal, by reason of its size, scale and materials, respects the character of the area, and causes no demonstrable harm to residential amenity, biodiversity, and highway safety in accordance with the aims and objectives of Policies SD1, SS1, EP4, EQ2, EQ4, TA5, and TA6 of the South Somerset Local Plan and the aims and provisions of the NPPF.

SUBJECT TO THE FOLLOWING:

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

Reason: To accord with the provisions of section 91(1) of the Town and Country Planning Act 1990.

02. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Arboricultural Tree Scheme - TP-P-001 02
Building 1 - 3870 - 03 B
Building 2 - 3870 - 04 A
Building 3 - 3870 - 05 A
Building 4 - 3870 - 06 A
Building 5 - 3870 - 7 A
Building 6 - 3870 - 8 A
Building 7 - 3870 - 9 B
Context and Constraints 613/01 P2
FLOOD RISK ASSESSMENT - THIRD ISSUE- APRIL 2019
GA SITE ACCESS RIGHT TURN LANE - 10277-HYD-XX-XX-DR-TP-0100 P02
Illustrative Sections AA to CC 613/04 P1
Illustrative Sections AA to CC 613/04 P1
Illustrative Sections DD to EE 613/05 P1
Illustrative Sections DD to EE 613/05 P1
Impact of noise from proposed Industrial development - 9th April 2019
Landscape Proposals 613/02 P2
Landscape Proposals 613/02 P5
Location Plan - 3870 - 01
Planning Statement - April 2019
Planting Proposals 613/03 P1
Planting Proposals 613/03 P3
Reptile Survey - September/October 2018
SITE ACCESS RIGHT TURN LANE 10277-HYD-XX-XX-DR-TP-0200 P02
Site Layout Plan - 3870 - 02 S
Site Sections - 3870 - 10
Statement of Community Involvement - April 2019
Tree Survey Plan - TP-P-001 01

Reason: For the avoidance of doubt and in the interests of proper planning.

03. Prior to occupation or use of the buildings hereby approved a 3 metre high acoustic fence shall be installed along the western boundaries to specifications and details that shall be agreed in writing by the Local Planning Authority before installation.

Reason: Reason: To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with local planning policy EQ7 of the South Somerset Local Plan

04. Prior to occupation or use of the buildings hereby approved the site layout, building construction and insulation levels and location of door openings shall be in accordance with the recommendation set out in the "Impact of noise from proposed Industrial development" report dated 9th April 2019 and shall thereafter be retained and not altered without the prior consent in writing by the Local Planning Authority.

Reason: To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with local planning policy EQ7 of the South Somerset Local Plan.

05. The following details shall be submitted to the Local Planning Authority and agreed in writing prior to commencement of works:

- Detailed construction layout drawings that demonstrate the inclusion of SuDS, where appropriate, and location and size of key drainage features;

- Detailed construction drawings of proposed features such as infiltration structures, attenuation features, pumping stations and outfall structures;
- Confirmation of groundwater levels to demonstrate that the invert level of any soakaways or unlined attenuation features can be located a minimum of 1m above groundwater levels;
- Calculations to demonstrate that the proposed surface water drainage system has been designed to prevent the surcharging of any below ground drainage network elements in all events up to an including the 1 in 2 annual probability storm event;
- Calculations to demonstrate that the proposed surface water management system will prevent any flooding of the site in all events up to an including the 1 in 30 annual probability storm event;
- Calculations that demonstrates there will be no increased risk of flooding as a result of development between the 1 in 1 year event and up to the 1 in 100 year event and allowing for the potential effects of climate change;
- Assessment of potential failure of above-ground attenuation features, including assessment of residual risks to downstream receptors, and proposed mitigation and management measures;
- Details of the proposed methods of treating surface water runoff to ensure no risk of pollution is introduced to groundwater or watercourses both locally and downstream of the site, especially from proposed parking and vehicular areas;
- Details of how natural overland flow paths and overland flows from outside of the site boundary have influenced the development layout and design of the drainage system;
- Detailed drawing demonstrating the management of surface water runoff during events that may temporarily exceed the capacity of the drainage system;
- Calculations to inform the assessment of the risk of water backing up the drainage system from any proposed outfall and how this risk will be managed without increasing flood risk to the site or to people, property and infrastructure elsewhere, noting that this also includes failure of flap valves;
- If access or works to third party land is required, confirmation that an agreement has been made with the necessary landowners/consenting authorities to cross third party land and/or make a connection to the proposed watercourse/sewer;
- Confirmation that the adoption and maintenance of the drainage systems has been agreed with the relevant authority;
- Demonstration that appropriate access is available to maintain drainage features,
- Operational and maintenance manual for all proposed drainage features that are to be adopted and maintained by a third-party management company;

Reason: To ensure that the development is served by a satisfactory system of surface water drainage and that the approved system is retained, managed and maintained in accordance with the approved details throughout the lifetime of the development, in accordance with the National Planning Policy Framework and Technical Guidance to the National Planning Policy Framework.

06. Before any work is commenced a programme showing the phasing of the development shall be submitted to and approved in writing by the Local Planning Authority and the development of the estate shall not proceed other than in accordance with the approved programme.

Reason: In the interests of highway safety and efficiency and in accordance with Policy TA5 of the South Somerset Local Plan.

07. The applicant shall ensure that all vehicles leaving the site are in such condition as not to emit dust or deposit mud, slurry or other debris on the highway. In particular (but without prejudice to the foregoing), efficient means shall be installed, maintained and employed for cleaning the wheels of all lorries leaving the site, details of which shall have been agreed in advance in writing

by the Local Planning Authority and fully implemented prior to commencement of the construction phase , and thereafter maintained until that phase has ceased.

Reason: In the interests of highway safety and efficiency and in accordance with Policy TA5 of the South Somerset Local Plan.

08. The proposed development shall be served by a new access constructed generally in accordance with that shown on drawing number 3870 - 02 S.

Reason: In the interests of highway safety and efficiency and in accordance with Policy TA5 of the South Somerset Local Plan.

09. Any controlled entrance and gates shall be set back a minimum distance of 20 metres from the carriageway edge and shall thereafter be maintained in that condition at all times.

Reason: In the interests of highway safety and efficiency and in accordance with Policy TA5 of the South Somerset Local Plan.

10. Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway, details of which shall have been submitted to and approved in writing by the Local Planning Authority. Such provision shall be installed before occupation and thereafter maintained at all times.

Reason: In the interests of highway safety and efficiency and in accordance with Policy TA5 of the South Somerset Local Plan.

11. The Development hereby permitted shall not be occupied until the parking spaces and properly consolidated and surfaced turning spaces for vehicles have been provided and constructed within the site in accordance with details shown on the submitted drawings. Such parking and turning spaces shall be kept clear of obstruction at all times and shall not be used other than for the parking and turning of vehicles in connection with the development hereby permitted.

Reason: In the interests of highway safety and efficiency and in accordance with Policy TA5 of the South Somerset Local Plan.

12. Prior to commencement confirmation of the traffic speeds on the A30 shall be provided and agreed in writing to the Local Planning Authority. These details shall be used to determine the necessary vehicle visibility splays to be provided at the access point onto the A30. Such splays shall be provided thereafter and retained in perpetuity.

Reason: In the interests of highway safety and efficiency and in accordance with Policy TA5 of the South Somerset Local Plan.

13. The new development shall not be commenced until a detailed Travel Plan has been submitted to and approved in writing by the Local Planning Authority. No part of the new development shall be occupied prior to implementation of those parts identified in the Approved Travel Plan as capable of being implemented prior to occupation. Those parts of the Approved Travel Plan that are identified therein as capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied.

Reason: In the interests of highway safety and efficiency and in accordance with Policy TA5 of the South Somerset Local Plan

14. Prior to first occupation or first use of the development hereby permitted, the parking for cycles and motorcycles shall be laid out, constructed and drained in accordance with a detailed scheme [within the Travel Plan] to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and efficiency and in accordance with Policy TA5 of the South Somerset Local Plan.

15. No development shall commence unless a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved plan. The plan shall include:
- Construction vehicle movements;
 - Construction operation hours;
 - Construction vehicular routes to and from site;
 - Construction delivery hours;
 - Expected number of construction vehicles per day;
 - Car parking for contractors;
 - Specific measures to be adopted to mitigate construction impacts in pursuance of the Environmental Code of Construction Practice;
 - A scheme to encourage the use of Public Transport amongst contractors; and
 - Measures to avoid traffic congestion impacting upon the Strategic Road Network.
 - On-site vehicle wheel washing facilities

Reason: In the interests of highway safety and efficiency and in accordance with Policy TA5 of the South Somerset Local Plan

16. Any trees to be retained within the site will be retained with Root Protection Zones established in accordance with BS 5837:2012 trees in relation to design, demolition and construction.

New landscaping will be designed to incorporate new native species landscaping to include new native shrub and grassland planting wherever possible.

Grassland beneath the tree line which forms the site boundary will be subject to less management to encourage a long-sward height. The grassland margins will be allowed to grow throughout the summer with a single cut given in late August to a minimum height of 15 centimetres periodically. All cuttings will be removed from site to encourage the development of a diverse sward.

Brash and chipping piles will be created between the retained trees from the scrub that is cleared from the site.

Reason: In the interests of protected species and biodiversity and in accordance with policy EQ4 of the South Somerset Local Plan.
