

## Officer Report On Planning Application: 20/03278/FUL

<b>Site Address:</b>	Event Field The Marsh Camp Road
<b>Ward :</b>	BLACKMOOR VALE
<b>Proposal :</b> <b>CIL Liable = N</b>	The erection of a commercial development comprising of warehouse storage facilities with ancillary office and staff facilities (Use Class E(g)/B2/B8) with associated external works to include car parking, service yards and landscaping.
<b>Recommending Case Officer:</b>	Peter Thomas (Specialist)
<b>Target date/Ext of time</b>	12th February 2021
<b>Applicant :</b>	Virginia Hayward Ltd
<b>Type : 05</b>	Major Other f/space 1,000 sq.m or 1 ha+

This application is referred to committee due to the scale of the development being a major-major in the delegation scheme.

### **Site Description**

Henstridge Airfield as a whole comprises some 142 hectares in the open countryside, remote from any large centres of population, the nearest settlement being the Village of Henstridge, approximately 2km to the west. Access is derived from the A30 and a network of rural roads and lanes. The southern and eastern boundaries of the site (Landshire Road and the River Cale) form the county boundary with Dorset and the immediately adjoining parishes of Buckhorn Weston & Kington Magna, Fifehead Magdalen, Marnhull, The Stours and Stalbridge are all in North Dorset,

Historically it formed part of a much larger Royal Navy Air Station, HMS Dipper, which straddled the county boundary (immediately to east of the site) and also included land to the west side of Camp Road. In 1958 when the air station was decommissioned, the land was either sold or reverted to previous owners. During this period many of the buildings fronting onto Camp Road and Landshire Lane, which were formally associated with the military use of the airfield, were granted planning permission for agricultural, industrial and commercial purposes.

Currently a number of businesses to operate from the site. Typically they employ relatively few people, whilst requiring extensive areas of land. The site includes a centrally positioned runway which is the subject of this application. This 15 hectare part of the site encompasses the runway, perimeter trackway, grass aircraft parking areas and associated installations and buildings. It is the only hard surfaced runway in civil use in Somerset and provides a base for the Somerset and Dorset Air Ambulance.

The site and surrounding land are relatively flat. Nearby uses include aircraft related activities, vehicle and plant storage, grain storage, and a variety of B1/B2 and B8 uses as well as agricultural land. Permission has been granted for a 'bio-ethanol' plant to the south.

There are a loose scattering of residential properties to the west and north of the site as well as more isolated properties to the south and east. Apart from a few dwellings with the industrial area to the north-west of the site the nearest residential properties are approximately 400m to the north east.

The proposed development site comprises a single, flat field surrounded almost entirely by belts of tree planting. The belts to the southern and western boundaries feature mature trees and are significant features, both when viewed from within the site and also for screening and enclosing the site. The eastern boundary tree belt is less developed but still provides visual enclosure to the site at eye level. Beyond the eastern boundary lies a scattering of industrial buildings and open storage, with a large warehouse and associated service yards immediately next to the site. The northern boundary belt of trees extends along approximately two-thirds of the length and provides an attractive addition to the straight access into the airfield site. It also helps define the edge of the proposed development site and provides separation between this and the access road. The old airfield with the main runway and associated grassy expanses is located beyond the northern boundary and access road.

### **History**

20/02215/EIASS - EIASS Screening Option for the development comprising of use class B1/B2/B8, offices and warehouse storage facilities together with external works to include car parking, service yards and landscaping.

15/03481/FUL - Erection of Industrial Building

12/04023/FUL Application to "Use of land at Henstridge Airfield as an airfield for both business and recreational

use" approved at a committee subject to S106.

11/01554/COL Certificate of lawfulness refused for use of airfield without compliance with conditions of 09/01845/S73A (22/06/11).

10/00637/DPO Approval granted for amendments to S106 agreement attached to 01/00717/FUL to reflect variations to conditions agreed by 09/01845/S73A and 05/02049/FUL (24/05/10).

09/01845/S73A Approval granted for variation of 10 of 01/00717/FUL to impose a restriction on the use of the airfield by jets, vertical take-off aircraft (other than helicopters) and aircraft certificated at greater than 79DbA (03/07/09).

## POLICY

Section 38(6) of the Planning and Compulsory Purchase Act (2004), and Paragraphs 2, 11, 12, and 14 of the NPPF state that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of determining current applications the local planning authority considers that the adopted development plan comprises the policies of the South Somerset Local Plan 2006 2028 (adopted March 2015).

Policies of the South Somerset Local Plan (2006-2028)

SD1 Sustainable Development

EQ2 General Development

EQ3 Heritage

EQ4 Biodiversity

EQ7 Pollution control

EP4 - Expansion of Existing Businesses in the Countryside

EP6 - Henstridge Airfield

TA5 - Transport Impact of New Development

TA6 - Parking Standards

Regard shall also be had to:

National Planning Policy Framework (March 2012):

Chapter 1 - Building a strong competitive economy

Chapter 3 Supporting a Prosperous Rural Economy

Chapter 4 - Promoting sustainable transport

Chapter 7 - Requiring Good Design

Chapter 11 - Conserving and Enhancing the Natural Environment

National Planning Policy Guidance

Other Relevant Documents

Somerset County Council Parking Strategy, adopted March 2012 and re-adopted September 2012 following corrections made.

Somerset Highways Standing Advice - June 2015.

Henstridge Airfield Master Plan document

## Consultations

Henstridge Parish Council

I email to confirm that Henstridge Parish Council support this application and recommend its approval. However, they have requested that it is noted they are concerned about the potential for an increase in HGV traffic through the village and request that there is no light pollution.

Highways England - No objections subject to conditions relating to uses of the buildings

County Highways - No objection, subject to conditions to secure a traffic management plan, conditions survey, disposal of surface water, measures only travel plan and parking provision to be kept clear of obstruction.

SSDC Environmental Protection Unit - .contamination condition proposed.

County Archaeology - No archaeological implications.

South Somerset Ecology - No objection subject to a construction environment management plan

Local lead Flood Authority - No objections subject to conditions relating to SUDs and surface water.

Environment Agency - no objection subject to a condition relating to pollutants

EH Specialist - No objections subject to conditions relating to lighting and a CEMP

Conservation officer - Objects but will accept officer view if public benefits identified.

## **Representations**

None received

bProposal

The proposal comprises the development of the site to provide total of 15,087sqm Gross Internal Area of E(g), B2 and B8 use across 4 building units. The accommodation proposed has been sized to suit the phased development of the site and support the expansion of a local business, Virginia Hayward Ltd. New access points are from the existing private airfield road. Each unit will be provided with its own staff / visitor car parking, cycle parking facilities, refuse store and yard area with a mix of dock levers and vehicle doors to the buildings. Internally each building will have its own core complete with ancillary office accommodated and staff conveniences. This will allow future flexibility to accommodate different businesses in each unit.

bPrinciple of Development

Policy SS1 (Settlement Strategy) sets out a hierarchy of settlements and seeks to deliver levels of development commensurate with their role and function within the district. Policy SS2 then deals with development in the Rural Settlements. This site is located outside of Henstridge (a Rural Settlement) and is considered to be a countryside location.

Policy SS3 (Delivering New Employment Land) sets targets for employment growth again commensurate to the role and function of the settlement. For Rural Settlements, the jobs target set is to be 'achieved through sustainable development, likely to be small-scale, which supports a prosperous rural economy, and accords with Local Plan policies SS2, EP4, and EP5; and the NPPF.'

Policy EP6 (Henstridge airfield) states that because of its remote, countryside location, permission will not be granted for further development at Henstridge airfield that would unacceptably intensify the level of activity or materially add to the built environment.

Henstridge Airfield is a site extending to approximately 142 hectares. It is located in open countryside close to the Somerset/Dorset border. It is remote from any large centres of population, its nearest settlement being the village of Henstridge. It is served by a network of rural roads and lanes.

Henstridge Airfield has a long and complicated planning history, the particular circumstances of the airfield and its history of use has required detailed and comprehensive consideration resulting in the production of a Masterplan. This was produced in consultation with relevant Councillors and Town and Parish Councils in South Somerset and North Dorset Districts, representatives from Somerset County Council and statutory bodies such as the Environment Agency.

THE MASTERPLAN - MAY 2009

The planning policy appertaining to Henstridge Airfield has for many years been that relating to open countryside with individual applications being treated on their merits.

The owner of the Airfield proposed that a Masterplan be drawn up for the future development of the Airfield that would be supported by an Agreement under section 106 of the Planning Act. This would in effect place a covenant on the land that would bind existing and future owners of the site to the provisions of the Masterplan.

The resulting Masterplan does not supersede the planning process but complements it and clarifies the interpretation of the policy applicable to the Airfield.

The accompanying plan indicates areas that should be kept free of any built development and areas within which development in Class B2 as defined in the Town and Country Planning (Use Classes) Amendment (England) Order 2005 would normally be permitted provided that the following criteria are met. The criteria also apply to development exceptionally permitted within areas zoned for no built development.

## **The Criteria**

A. Any development will be restricted to that for which location at Henstridge Airfield has been established by a

sequential approach, based on availability of allocated employment sites and sustainability, to be most beneficial to the local economy of both Somerset and Dorset.

In terms of the sequential test for development the existing business was established in 1984 by Gin and Geoff Hayward, Virginia Hayward Ltd. has grown from a cottage enterprise to being a leader in the luxury wine and food hamper industry. The business remains wholly family-owned and managed and employs over 80 full-time staff, with that figure tripling in the weeks before Christmas. Over 35 years of supplying and building hampers for some of the most prestigious companies in the UK has given us immeasurable experience in the field.

The business currently operate from over 200,000 square feet of purpose built modern warehousing and office space in Shaftesbury, Dorset. Primarily the applicants traded from the same premises in Stour Row but their expansion and the challenges of being split between two sites prompted the move of all operations to Little Down Business Park in Shaftesbury, which was completed in the summer of 2015. The business needs to expand its commercial space to enable it to develop its hamper & warehousing capacity further and views Henstridge Airfield as an ideal location. It is close to existing operations, it can be built quickly to specification and will provide additional local employment.

B. Built development will comply with sustainable construction principles, without compromise to, or conflict with industrial building regulations. Design should include sustainable drainage principles and construction materials should be sourced locally.

The proposal would be constructed to building regulations code L 2010 requiring insulation and air tightness. A Flood Risk Assessment and Drainage Strategy has been submitted with the application. Flood risk from various sources, such as fluvial, sewers, groundwater and overland flow has been considered in this study. Flood risk from all sources apart from surface water is considered to be low. Surface water is considered moderate. The following mitigation measures will be incorporated into the development so as to reduce residual flood risk: Finished floor levels will be raised a minimum of 300mm higher than estimated flood depths. Post development runoff from the site will be managed on site for storms up to the 1:100 year plus 40% climate change event, without flooding. Surface water is to be discharged to sub-base located sited below permeable surfaced site yards. Sub-base to discharge to existing.

The proposal has been considered by the lead local flood authority who do not raise any objections to the scheme provided details of the sustainable surface water scheme and maintenance have been submitted to the LPA prior to commencement.

C. Any buildings shall be built to a minimum possible height appropriate to the permitted use and sited and landscaped to minimise visual impact.

In terms of the height of the proposal they would measure around

Unit 1: 13.7m in height, 93m in width, 56m in depth

Unit 2: 12.5m in height 78m in width, 48m in depth

Unit 3: 12.5m in height, 56m in width, 47m in depth

Unit 4: 11.5m in height, 81m in width, 39m in depth

By comparison, the building approved to the south west in 2015, measures around 12.3m in height by 140m in width and 59m in depth.

In visual terms it is proposed that the buildings would utilise a simple palette of materials, with composite cladding laid vertically or horizontally and shown as being green walls and roofs. Downpipes would be aluminium powder coated, anthracite grey colour.

These colours would assist in enabling the proposal to sit within the countryside setting. Further, these colours would enable the proposal to blend against the tree belt which sits to the south of the site, and particularly to wider views.

A landscape and visual appraisal has been submitted with the scheme and contains the following conclusion: There are no national or international landscape designations associated with the site. The site is too far away from the nearest AONBs to have any impact on their integrity. Likewise the Conservation Areas of Henstridge and Stalbridge are isolated from the site by intervening trees and built development.

The site is set within a local landscape character defined by other industrial units, trading estates and open storage areas. The quality of this landscape is Poor. Beyond the airfield and the trading estates the landscape is typical of the low-lying parts of Blackmore Vale. The quality of this rural landscape is Moderate to High.

The character of the proposed development site itself is dictated by the flat nature of the topography and the adjacent character and land-uses of the airfield to the north and the warehousing to the east. The site is substantially enclosed to the south and west by trees which provides a treed skyline in these locations. The semi-mature trees along the airfield access road provide an attractive feature along this wide expanse of hard-standing.

The proposed warehouse buildings will be no higher than the existing warehouse that lies immediately to the east of the site. Views of the proposed buildings will be mainly from immediately nearby or from higher ground 2.00km - 3.00km to the east and west. Intermediate length views from the lower ground within Blackmore Vale will be restricted by hedges, trees and woodlands.

The dark olive green colour of the cladding will significantly reduce the visibility of the buildings when viewed at a distance against the surrounding treed landscape. It will often be only the tops of the buildings that are discernible. The size of the new buildings when seen within the extensive views that can be gained from these elevated vantage points will be extremely small, and in some instances, barely noticeable.

The gable end of the westernmost warehouse will be visible above the boundary trees when viewed from Camp Road. It will be seen however, in the context of the adjacent open storage, the new developments on the western side of Camp Road and the nearby trading estates on Camp Road and Marsh Lane. The new tree planting proposed at the northwest corner of the site will reduce the impact of this building on people entering the airfield site.

The gable end of the easternmost building may be glimpsed obliquely from Landshire Lane some 0.50 km to the south. It will be seen in context with the other large warehouses within the view. The tree belt on the eastern end of the site is to be retained and additional tree planting to the new car parking will increase the buffer between the existing Ablebox warehouse and the new building.

The report finds that there would not be a significant impact on the character or quality of the landscape. Native shrub planting would be added and native tree specimens. It is considered that the landscaping proposed would help to lessen to some extent the visual impact of the proposal.

D. No development that involves the unacceptable emission of foul or obnoxious smells or noise as determined by the District Council's Environmental Health Unit should be allowed.

The Environmental Health Officer has been consulted on the application and does not raise an objection subject to conditions relating to a construction management plan, no burning on site (see criteria 'K') a contaminated land watching brief The Environment Agency do not raise an objection subject to conditions relating to preventing pollution.

E. Development proposals shall include landscaping that accords with the agreed strategic landscape plan. See above

F. Built development will not exceed a plot ratio (the ratio between the ground floor space of buildings to the overall area of plot) of 32%.

The plot ratio would appear to exceed the 32% expected above. Prior to the submission of this application a number of feasibility studies were undertaken to consider alternative site layouts with varying unit sizes.

This application has been developed to respond to the imminent needs of Virginia Hayward Ltd. and their requirement for additional storage / warehouse space in association with their business development plan. The design development of the site layout has been influenced and formed by input and collaborations from the design team including Highways / Transport, Drainage, Ecology and Arboriculture to finalise the preferred layout.

The proposal comprises the development of the site to provide total of 15,087sqm Gross Internal Area of E(g), B2 and B8 use across 4 building units. The accommodation proposed has been sized to suit the phased development of the site and support the expansion of a local business, Virginia Hayward Ltd.

The proposed site layout provides an efficient arrangement with new access points from the existing private airfield road.

Each unit will be provided with its own staff / visitor car parking, cycle parking facilities, refuse store and yard area with a mix of dock levers and vehicle doors to the buildings. Internally each building will have its own core complete with ancillary office accommodated and staff conveniences. This will allow future flexibility to accommodate different businesses in each unit.

The current site layout provides 99 spaces which will be acceptable to provide sufficient parking for the intended use. A number of spaces typically adjacent to the entrance of each unit will be installed to disabled parking space standards. Electric vehicle charging points are required in 2% of spaces, therefore 2 charging points, associated with Unit 1, will be provided, with provision for further points to be installed in the future to suit increased demand.

A total of 26 sheltered cycle parking spaces will be provided as Sheffield stands in accordance with the cycle parking standards.

Given the size of the site and the uses proposed, given the uses proposed and all the mitigation measures and parking that are required, it is considered that the ratio in the masterplan would be very difficult to achieve.

It is fully acknowledged that the extent of the building would impact on an area not identified for development. However in terms of the impact on the ground it, it not considered that visually the proposal would be any more harmful than if the proposal was within the area identified for development. The applicants have supplied various iterations of the development they seek and none would work within the confines of the site shown on the masterplan. In addition, the Masterplan is dated from 2009. More recently the NPPF states that:

Paragraphs relevant to the principle of the development are: 80. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation<sup>40</sup>, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

84. Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

On balance and recognising the benefits of the proposal, the excess of 32% ration is considered to be acceptable.

G. Any open storage, other than operational vehicles, plant and machinery, shall not exceed 3 metres in height and shall be screened by landscaping to ensure that it is not visible from outside the site.

No open storage is proposed, and it is considered that there could be a planning condition which stipulates no external storage above 3m

H. There shall be no open storage of any waste material.  
No open storage of waste material is proposed.

I. No burning of any materials whatsoever shall take place on the site other than within a properly designed and approved power production unit.  
No burning is proposed and again this can be a condition of planning permission.

J. Any application for planning permission shall include all details of external lighting and illustrate that such lighting will not unacceptably add to light pollution.

Lighting will be provided above vehicle and entrance doors with nominal yard lighting where necessary to achieve minimum operational lighting levels as required by Building Regulation and CIBSE requirements. The Environmental Health Specialist has recommended lighting as a condition, in the interests of light pollution and for people living and or working nearby.

K. All development shall be drained (both foul and surface water) in accordance with a drainage strategy approved by the local planning authority and the Environment Agency.

As noted previously, it is considered the drainage strategy can be conditioned as a pre-commencement condition. The details of lighting levels expected can be added as an informative to any permission granted.

L. With the exception of the BLAC aircraft manufacturing facility and the proposed bioethanol production facility, the total vehicular generation from all new development (that is planning permissions granted after 1st April 2006) on the site shall not exceed 1750 vehicle movements per day.

M. A travel plan will be submitted and agreed by the District Council prior to first use of any development resulting from a planning permission granted within the Masterplan Area.

The site is accessed off John Porters Avenue, a private road which connects with the main spine road, known as Camp Road. Camp Road is oriented in a north-south direction and connects with the A30 at its northern end and Landshire Lane at its southern end.

A Travel Plan has been prepared by Cole Easdon Consultants to set out the methods by which the applicant will promote the use of sustainable modes of transport amongst its staff so as to reduce the impact of their development on the local highway network.

Somerset County Council have been consulted on the application and stated that:

This site is easily accessible from the A30 and the traffic details supplied have been assessed as not being of concern as all junctions in the vicinity are shown to operate well and within capacity. Further, there are no collision data in proximity to this site held by this Authority. The access point onto highway is existing and is provided with adequate vehicle visibility splays.

The travel plan is currently being assessed by SSC, who have stated that a section 106 agreement will be required to secure the plan. However, given the commercial nature of the proposal and this would be the only for any legal agreement, it is considered that an appropriate condition could secure the plan.

Further conditions are recommend for surface water disposal and provision of car parking spaces.

Highways England have considered the application and stated that:

The application is seeking approval for the commercial development of an 11 acre site at Henstridge Airfield, comprising of warehouse storage facilities with ancillary office and staff facilities (Use Class E(g)/B2/B8) with associated external works to include car parking, service yards and landscaping. The site is approximately 8km south of the A3030 Wincanton junction which forms part of the SRN. The application forms states that the development floorspace area is 15,059m<sup>2</sup> although. Whilst the accompanying Transport Assessment states that the development will fall into the B8 'Warehouse and Distribution' category, the application does not state what the floorspace split will be between B2 use and B8 use classes. Nevertheless, given the scale and location of the proposals, we consider that the proposals are unlikely to have a severe or unacceptable impact on the safe and efficient impact of the SRN, subject to the inclusion of a condition restricting any office use to ancillary to the B2 and B8 use classes.

### **Other matters to consider**

#### Heritage impact

Henstridge Airfield is a non- designated heritage asset. Formally RNAS Dipper this site is a rather unusual survival. It was used to train pilots for the fleet Air Arm to fly the Seafire, a naval variant of the Spitfire. Simulation of carrier take off and landing required the array of 5 runways to replicate potential wind conditions. A significant survival is a scale version of a carrier deck on the still operational runway

The policies are as follows:

The National Planning Policy Framework Chapter 16 'Conserving and enhancing the historic environment' requires the assessment of the impact that development will have on a heritage asset.

Paragraph 192 states:

In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 196 States:

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 197 States:

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Paragraph 198 States:

Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

Paragraph 199 States:

Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

It is agreed that this site is an undesignated heritage asset as described in NPPF paragraph 197. One of the qualities of an air station is the open nature of the site. This development will impact on this aspect of the asset. This needs to be balanced against the intention to retain the elements of the site that make it different to typical WW2 airfields. Particularly the simulated carrier landing deck and the runways. This has been well documented so fulfils paragraph 199.

In terms of paragraph 196 the heritage consultant places the harm at low level less than substantial. In terms of its unusual use it is considered by the conservation officer that it is low-medium level less than substantial harm.

The Conservation officer does raise an objection to the proposal, but recognises that the site needs a use and considers if there is sufficient public benefit then is content for offices to determine the application.

Whilst recognising the officer objection, much of this site is identified in the masterplan as an area not completely excluded for development (save the areas at the east and western end). Public benefits in the NPPF are described as anything that delivers economic, social or environmental progress. Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit.

Whilst the proposal Virginia Hayward plan to utilise all of the units and they are currently planning to expand their business accordingly. The buildings and the site to allow for future flexibility to enable other occupiers to lease units from Virginia Hayward should the space be surplus to their own business requirements. This will protect their investment and reduce the possibility of the building being vacant in the future. The proposals would create around 40 full time equivalent jobs, and it is considered that this represents an important economic benefits during the current global pandemic situation. On balance therefore it is considered the public benefits would outweigh any harm.

### **Ecology Impact**

The County Ecologist does not raise an objection to the proposal subject to the submission of an ecological environmental management plan. This can form an appropriate condition.

### **Archaeology**

No objections are raised by the County Archaeologist.

### **Conclusion**

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 neighbouring amenity 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 below conditions the application is recommended for approval.

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 neighbouring amenity and highway safety in accordance with the aims and objectives of Policies SD1, SS1, EP4, EQ2, EQ3, 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:

2675 P052 - A Site Plan  
2675 P055 - B - Unit 1 Ground floor  
2675 P056 - B - Unit 1 elevations and section  
2675 P057 - B plan - Ground floor & Core plans  
2675 P058 -B - Unit 2- elevation and Section  
2675-P059 - B Unit 3 Plan - Ground floor  
2675 P060 B Unit 3 elevation and section  
2675 P061 B Unit 4 Plan - ground floor  
2675 P062 B Unit 4 Elevation and Section  
2675 P063 Units 1 3 4 Core Plans  
2675 P064 Boundary treatments and external works  
2675 L100 Location Plan  
Ecological Statement dated October 2020  
Arboricultural assessment dated November 2020  
Planting Plan Rev A  
landscape layout Rev D  
Dig-GEotech Report no 758 R01  
Context one Heritage assessment  
Travel Plan November 2020

Reason: For the avoidance of doubt and in the interests of proper planning and in the interests of visual amenity in accordance with policy EQ2 of the South Somerset Local Plan.

03. No development shall be commenced until details of the sustainable surface water drainage scheme for the site, has been submitted to and approved in writing by the local planning authority. Such scheme should aim to meet the four pillars of SuDS (water quantity, quality, biodiversity, and amenity) to meet wider sustainability aims as specified by The National Planning Policy Framework (July 2018) and the Flood and Water Management Act (2010). The development shall include measures to prevent the control and attenuate surface water and once approved the scheme shall be implemented in accordance with the approved details and maintained at all times thereafter unless agreed otherwise in writing by the local planning authority.

Reason: The details are required at an early stage to ensure the development is properly drained in accordance with policy EQ1 (Addressing Climate Change in south Somerset) of the south somerset local Plan.

04. No development approved by this permission shall be occupied or brought into use until a plan for the future responsibility and maintenance of the surface water drainage system has been submitted to and approved by the Local Planning Authority. The approved drainage works shall be completed and maintained in accordance with the details agreed.

Reason: The details are required at an early stage to safeguard the long-term maintenance and operation of the proposed system to ensure development is properly drained in accordance with the NPPF and EQ1 (Addressing Climate Change in South Somerset) of the South Somerset local Plan.

05. 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:

- o Construction vehicle movements
- o Construction operation hours
- o Construction vehicular routes to and from site including any temporary construction access points and haul roads required. This information should also be shown on a map of the route
- o Construction delivery hours
- o All construction deliveries being made off highway
- o On-site turning facility for delivery vehicles and egress onto highway only with guidance of a trained banksman
- o Expected number of construction vehicles per day
- o All contractor vehicle parking being accommodated off highway including a plan showing the onsite parking arrangements
- o Specific measures to be adopted to mitigate construction impacts in pursuance of

the Environmental Code of Construction Practice

o A scheme to encourage the use of Public Transport amongst contractors

o On-site vehicle wheel washing facilities and the regular use of a road sweeper for local highways

o 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 - The details are required at an early stage in the interests of highway safety in accordance with policy EQ5 of the South Somerset Local Plan.

06. The Development hereby permitted shall not be occupied until the parking spaces for the units and properly consolidated and surfaced turning spaces for vehicles have been provided and constructed within the site in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. 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.

07. Reason - In the interests of highway safety in accordance with policy EQ5 of the South Somerset Local Plan. No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity), based on recommendation set out in section 4.0 of the First Ecology report has been submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the following:

- a. Risk assessment of potentially damaging construction activities.
- b. Identification of "biodiversity protection zones".
- c. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements), including nesting birds habitat clearance measures, badgers buffer zones etc.
- d. The location and timing of sensitive works to avoid harm to biodiversity features.
- e. The times during construction when specialist ecologists need to be present on site to oversee works.
- f. Responsible persons, lines of communication and written notifications of operations to the Local Planning Authority
- g. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person [including regular compliance site meetings with the Council Biodiversity Officer and Landscape Officer (frequency to be agreed, for example, every 3 months during construction phases)];
- h. Use of protective fences, exclusion barriers and warning signs.
- i. Ongoing monitoring, including compliance checks by a competent person(s) during construction and immediately post-completion of construction works

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: The details are required at an early stage in the interests of European and UK protected species. UK priority species and habitats listed on s41 of the Natural Environment and Rural Communities Act 2006 and in accordance with policy EQ4 of the South Somerset District Council Local Plan.

08. Prior to occupation, a "lighting design for biodiversity" shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall:

a) identify those areas/features on site that are particularly sensitive for bats and birds that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and

b) show how and where external lighting will be installed so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and Locations set out in the design, and these shall be maintained thereafter in accordance with the design. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.

Reason: In the interests of the Favourable Conservation Status of populations of European protected species and in accordance with policy EQ4 of the South Somerset District Council Local Plan

09. No development approved by this permission shall be commenced until a scheme for prevention of pollution during the construction phase has been approved by the Local Planning Authority (LPA). The scheme should include details of the following:
1. Site security.
  2. Fuel oil storage, bunding, delivery and use.
  3. How both minor and major spillage will be dealt with.
  4. Containment of silt/soil contaminated run-off.
  5. Disposal of contaminated drainage, including water pumped from excavations.
  6. Site induction for workforce highlighting pollution prevention and awareness.
- Invitation for tenders for sub-contracted works must include a requirement for details of how the above will be implemented.
- Reason: The details are required at an early stage to prevent pollution of the water environment in accordance with policy EQ1 (Addressing Climate Change in South Somerset) and EQ7 (pollution control) of the South Somerset Local Plan.
10. Measures should be taken to prevent the runoff of any contaminated drainage during the construction phase.
- If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the LPA) shall be carried out until the developer has submitted a remediation strategy to the LPA detailing how this unsuspected contamination shall be dealt with and obtained written approval from the LPA. The remediation strategy shall be implemented as approved.
- Reason: To prevent pollution of controlled waters by previously undiscovered contaminants from the site in accordance with policy EQ1 (Addressing Climate Change in South Somerset) and EQ7 (pollution control) of the South Somerset Local Plan.
11. No development shall take place until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:
- Procedures for maintaining good public relations including complaint management, public consultation and liaison
  - Arrangements for liaison with the Council's Environmental Protection Team
- Works shall be carried out in accordance with the approved details.
- Reason: The details are required at an early stage in the interests of amenity and pollution in accordance with policy EQ2 and EQ7 of the South Somerset Local Plan.
12. Prior to installation a scheme shall be submitted to and agreed in writing by the Local Planning Authority that specifies the provisions to be made for the level of illumination of the site and to control light pollution. The scheme shall be maintained and shall not be altered without the prior written approval of the Local Planning Authority.
- Reason: To protect the amenity of the locality, in terms of light pollution especially for people living and/or working nearby, in accordance with Local Planning Policy EQ2 and EQ7 of the South Somerset Local plan.
13. There shall be no burning of any waste or other materials on the site, except in an incinerator, the details of which shall be approved in writing by the Local Planning Authority before the development is brought into use. The use approved shall be carried out strictly in accordance with the details agreed.
- Reason: To ensure that any concentration of air pollutants in the vicinity is minimised and/or a nuisance is not caused in accordance with Local Planning Policy EQ2 and EQ7 of the South Somerset Local plan.
14. In the event that any signs of pollution such as poor plant growth, odour, staining of the soil, unusual colouration or soil conditions, or remains from the past industrial use, are found in the soil at any time when carrying out the approved development it must be reported in writing within 14 days to the Local Planning

Authority (LPA). The LPA will then consider if the findings have any impact upon the development and development must be halted on that part of the site. If the LPA considers it necessary then an assessment of the site must be undertaken in accordance with BS10175. Where remediation is deemed necessary by the LPA a remediation scheme must be submitted to and approved in writing by the LPA and then implemented in accordance with the submitted details.

- Reason: To protect the health of future occupiers of the site from any possible effects of contaminated land, in accordance with Local Planning Policy in accordance with policy EQ7 of the South Somerset Local Plan.
15. There shall be no external storage within the site above a height of 3 metres unless otherwise agreed in writing with the Local Planning Authority.

- Reason - In the interests of the visual amenities and character of the area in accordance with Policy EQ2 the South Somerset Local Plan and the provisions of the Henstridge Airfield Masterplan.
16. No office use shall be permitted on the site other than for purposes ancillary to the main site operations (i.e. B2 and B8 use class).

- Reason: To ensure the safe and efficient operation of the Strategic Road Network (i.e. A303) in accordance with policy TA5 (Transport impact of New Development) of the South Somerset local Plan.
17. The following habitat enhancement measures, recommended in section 4 of the ecology report by First Ecology, will be incorporated into the schemes final design:
1. Creation of hibernacula - a minimum of 4m long, 2m wide and 1 m high. See figures 8 & 9 in section 4 of the ecology report
  2. Sowing of native, species rich, wildflower meadow - areas to be planted will be clearly marked on a final design.
  3. Installation of 2 x Schwegler 1FF bat boxes on the finished building
  4. Installation of a cluster of five Schwegler 1a swift bricks or similar built into the wall at least 60cm apart, at least 5m above ground level on the north facing elevation.

Occupation of the proposed development shall not take place until photographs of these measures have been submitted and approved by SES.

Reason: In the interests of European and UK protected species. UK priority species and habitats listed on s41 of the Natural Environment and Rural Communities Act 2006 and in accordance with policy EQ4 of the South Somerset District Council Local Plan.

#### **Informatives:**

01. There shall be no discharge of foul or contaminated drainage from the site into either groundwater or any surface waters, whether direct to watercourses, ponds or lakes, or via soakaways/ditches.

The applicant proposes use of non-mains drainage facilities. However, if the site is located within an area served by a public sewer, connection should be made to the public sewer in preference to private drainage options, unless the applicant can provide good reason why this is unfeasible. This is in accordance to the NPPF Planning Practice Guidance.

If non-mains foul drainage is the only feasible option an Environmental Permit may be required. This must be obtained from the Environment Agency before any discharge occurs and before any development commences. This process can take up to four months to complete and it cannot be guaranteed that a Permit will be granted. The applicant should contact the Environment Agency on 03708 506506 for further details on Environmental Permits or visit <http://www.environment-agency.gov.uk/business/topics/peitting/default.aspx>.

02. Detailed, network level calculations demonstrating the performance of the proposed system are required. Evidence of this should include details of design criteria, water level, surcharged depth, flooded volume, pipe flow, flow/overflow capacity, status of network and outfall details under each event. Such evidence may take the form of software simulation results and should be supported by a suitably labelled plan to allow cross checking between any calculations and the proposed network and results should be provided as a summary for each return period (as opposed to each individual storm event).
- o Detail drawings including cross sections, of proposed features such as infiltration structures, attenuation features, pumping stations and outfall structures.

- o Details for provision of any temporary drainage during construction. This should include details to demonstrate that during the construction phase measures will be in place to prevent unrestricted discharge, and pollution to the receiving system. Suitable consideration should also be given to the surface water flood risk during construction

