

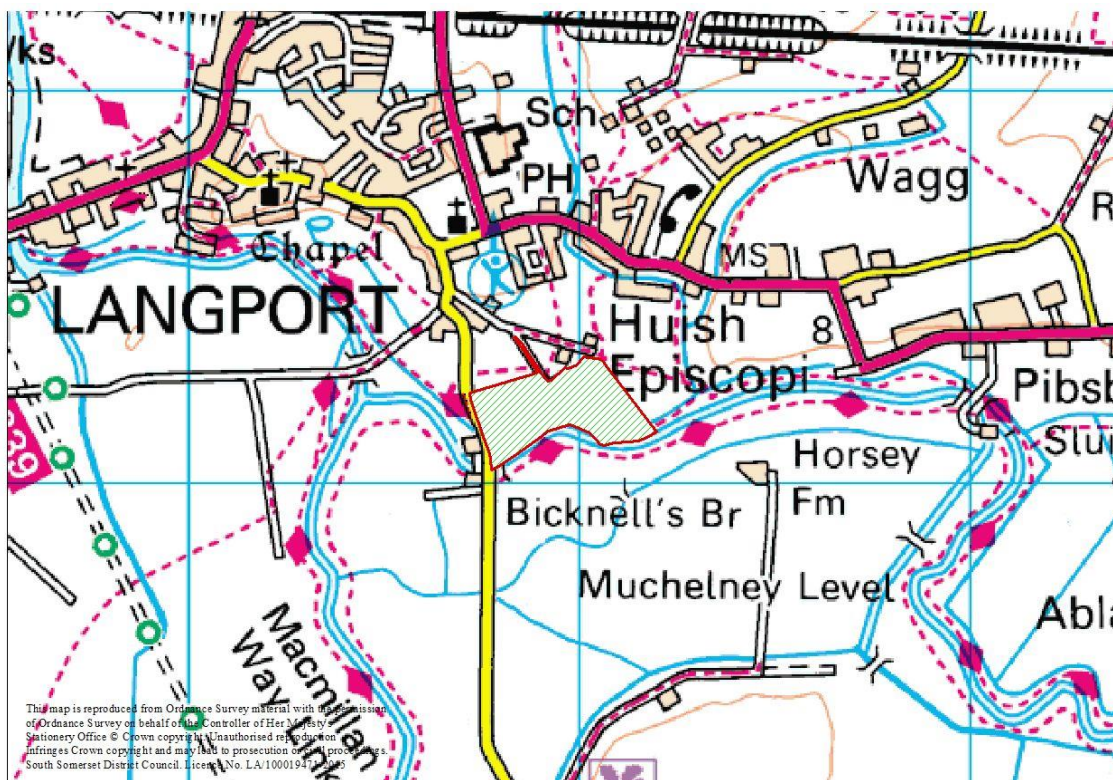
Officer Report On Planning Application: 15/04038/FUL

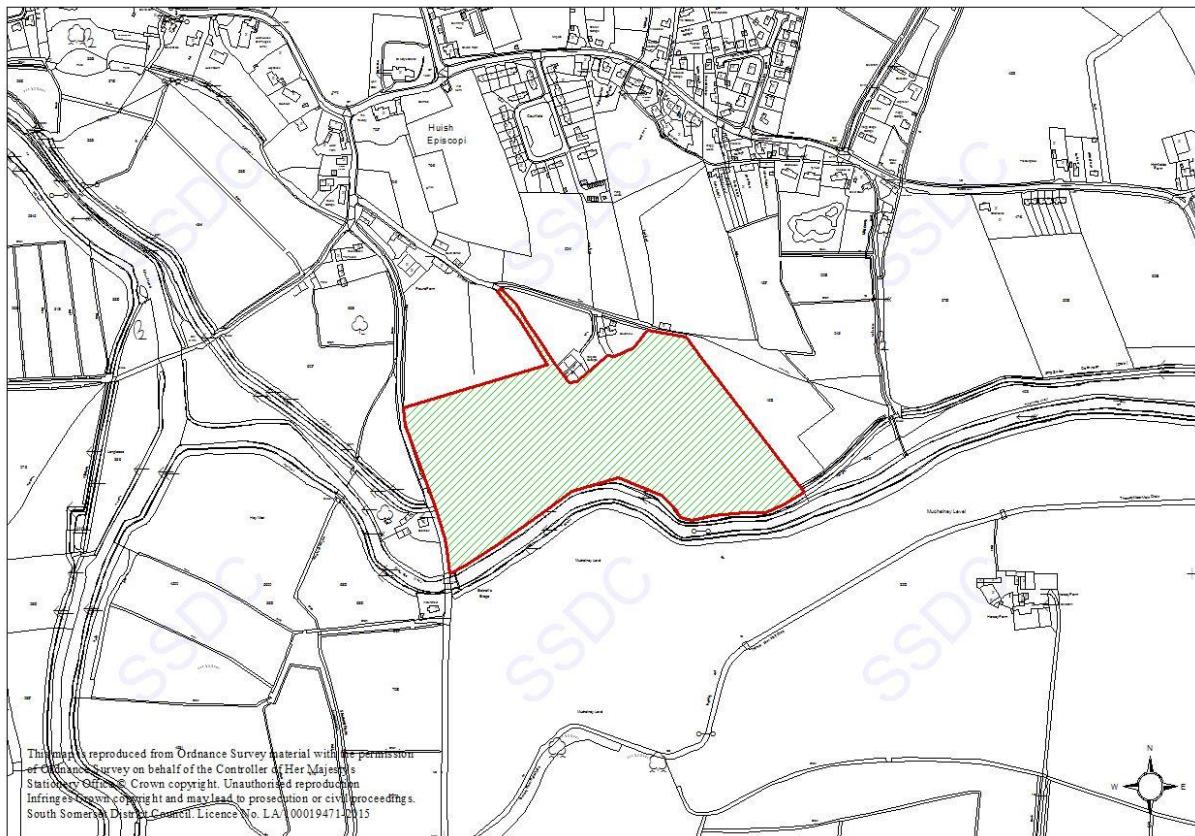
Proposal :	Continued use of site for abattoir and associated purposes. Construction of additional carcass chills and an energy centre. Construction of storage including dry goods and finished product. Infill construction of a covered by-products yard and construction of a relocated security office (GR:342890/126238)
Site Address:	Southern Counties Fresh Foods Ltd, Muchelney Road. Huish Episcopi.
Parish:	Huish Episcopi
LANGPORT AND HUISH Ward (SSDC Member)	Cllr C Aparicio Paul
Recommending Case Officer:	Nicholas Head Tel: (01935) 462167 Email: nick.head@southsomerset.gov.uk
Target date :	7th December 2015
Applicant :	Mr Tony Curran
Agent: (no agent if blank)	
Application Type :	Major Other f/space 1,000 sq.m or 1 ha+

REASON FOR REFERRAL TO COMMITTEE

The report is referred to Committee by the Development Manager in consultation with the Ward Member and Area Chair in the interests of a full discussion of this major application.

SITE DESCRIPTION AND PROPOSAL





The 7.5 ha site is located to the south east of the 'local market town' agglomeration (as identified in the Local Plan) of Langport/Huish Episcopi. The site has been used as an abattoir for over 40 years. It is bounded to the south by the River Yeo, to the east by open agricultural land. Immediately adjacent to the northern boundary (at the end of Tanyard Lane, is a group of cottages. Within the ownership of the applicant is a large open field to the north of this (used at times as a helicopter landing site). Further north is another group of dwellinghouses. The site is developed with a large two large groups of structures: the existing abattoir (including packaging and processing areas, offices, etc) and a secondary abattoir building further towards the south east, used infrequently. Recently, the eastern part of the site has been extensively tidied up, with redundant structures having been removed.

The current proposal seeks planning permission for various extensions to the existing main abattoir building, including carcass chills, an energy centre, goods storage and a security office. The rationalisation of the complex allows not only for additional space, but for a radical revision of the operating 'flow' within the buildings. The proposal would provide a net additional floorspace of 4394 sq m (446 sq m existing space would be lost).

The application has included within the red-line area all of the relevant land being used currently by the abattoir, under various historical permissions. Along with rationalising the operation of the site, this process offers the opportunity of bring all the planning controls under one permission, with a single legal agreement.

HISTORY

There have been a large number of applications relating to the abattoir over the last 30 years. Many of these applications have involved alteration and amendment of earlier permissions (amendment of conditions etc). This current application seeks to rationalise these permissions

and controls into a single permission with a single legal agreement. The most relevant historical permission is 09/03571/FUL (details below). However, permissions have not all applied to all of the site. This has often required piecemeal amendments to permissions, and a sometimes confusing array of decision notices and agreements. Of most relevance to this application are:

09/04391/S73 - 09/04395/S73 Application to vary condition 3 of various decision notices to permit the extension of working hours - permitted with conditions.

09/03571/FUL - The erection of extension to provide a bone lorry cover and additional processing and chiller space - permitted with conditions

08/04363/COU - Change of use of part of premises from abattoir for "older cattle disposal scheme" to abattoir processing cattle for human consumption - permitted with condition (this refers to the secondary abattoir building situated at the eastern end of the site)

05/02167/FUL - Extension to abattoir facility - permitted with conditions

All of these permissions carried through a standard set of conditions. A Section 106 Agreement signed in October 2000 is relevant to the site, controlling routing of vehicles approaching and leaving the site, as well as operation of the site.

POLICY

The South Somerset Local Plan (2006 - 2028) was adopted on the 5th March 2015. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) and Section 70(2) of the Town and Country Planning Act 1990 (as amended), the adopted local plan now forms part of the development plan. As such, decisions on the award of planning permission should be made in accordance with this development plan, unless material considerations indicate otherwise. Legislation and national policy are clear that the starting point for decision-making is the development plan, where development that accords with an up-to-date local plan should be approved, and proposed development that conflicts should be refused, unless other material considerations indicate otherwise.

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

SD1	Sustainable Development
SS1	Settlement Strategy
SS3	Delivering New Employment Land
SS6	Infrastructure Delivery
SS7	Phasing of Previously Developed Land
LMT2	Langport/Huish Episcopi Direction of Growth
EP3	Safeguarding Employment Land
EP4	Expansion of Existing Businesses in the Countryside
TA1	Low Carbon Travel
TA5	Transport Impact of New Development
TA6	Parking Standards
EQ1	Addressing Climate Change in South Somerset
EQ2	General Development
EQ3	Historic Environment
EQ4	Biodiversity
EQ7	Pollution Control

National Planning Policy Framework (March 2012):

1. Building a strong, competitive economy

3. Supporting a prosperous rural economy
4. Promoting sustainable transport
7. Requiring good design
8. Promoting healthy communities
10. Meeting the challenge of climate change, flooding and coastal change
11. Conserving and enhancing the natural environment
12. Conserving and enhancing the historic environment

National Planning Practice Guidance - Department of Communities and Local Government, 2014.

Policy-related Material Considerations

Somerset County Council Parking Strategy, March 2012 and September 2013.
Somerset County Council Highways Standing Advice, June 2013.

South Somerset Sustainable Community Strategy (2008-2026)

CONSULTATIONS

Parish Council: *No objections, however Councillors stressed the continuing need for ABP to maintain a robust dialogue with its neighbours, addressing their concerns regarding privacy, proximity and access as this proposed development of the site progresses.*

Langport Town Council: *The Council raised no objections, but continues to have concerns over HGV traffic and fully supports any comments made by Huish Episcopi Parish Council.*

Highways Authority: *No objection is raised: The proposed development is not considered likely to generate significant numbers of additional vehicles onto the highway network as it appears to be largely a consolidation of existing practice and therefore there will not be an "in principle" objection to the proposal. The proposed car parking appears to be sufficient to cater for the likely demand.. Subject to conditions.*

SSDC Highway Consultant: *Refer to SCC comments. The over-riding issue arising from the Transport Statement is that there will be no increase in traffic movements to and from the site. Provided that this is this case, there should be no significant highways issues with the proposals. The existing routing agreement should be maintained.*

SSDC Landscape Officer: *The proposal intends the re-organisation of the above site, including some removal of outbuildings, with the new build and infill introducing a minor increase in the overall massing of the building group at the moor's edge.*

A landscape and visual statement (LVS) is submitted in support of the application, which has evaluated the likely landscape and visual effects of the proposal upon its context. It notes that in most part, the new buildings will predominantly cover existing hard surfaced areas, with the main impact being upon existing cypress hedgerows to the west and south of the complex. Neither hedgerow is of good quality, nor do they reflect local character. On visual matters, it is observed that many of the views from the north, including the conservation area, will see the new build in an established context of built form, with the increase in massing due to new build to be slight only. Whilst from the moor to the south, views are more open, again the new build results in a marginal massing increase only, and is seen against the context of the current building outline. These are minor impacts, and to mitigate landscape and visual effects of the consolidated building mass, the LVS proposes:

- (a) wet woodland planting to the south and southwest side of the site, to play down building mass from this quarter;
- (b) additional and replacement planting to the west of the site, associated with the access and parking areas, to soften the main approach to the building, and;
- (c) a field corner copse to intervene in views toward the abattoir from the conservation area, to filter and soften views from this quarter.
- (d) additional planting lines are included along the north boundary with residential properties.

I have reviewed the LVS, and agree with its evaluation of site impact. As there will be a consolidation of the existing built form, with only a small increase of the overall massing effect, then I consider that there will be no more than a minor adverse effect arising from development impact. This impact is countered by the mitigation proposals. Consequently, with this mitigation an integral part of the scheme, I have no objection to the proposals before us. If minded to approve, please condition the planting proposals to be undertaken as detailed on drawings TD779-03C and 04C, with the planting of two areas; (a) to the south of Long Sutton catchwater, and (b) alongside Tanyard Lane (N of the heliport) to be undertaken during the planting season immediately following approval, to ensure that the prime areas of mitigation are in place as construction gets underway.

SSDC Planning Policy: *The development plan for South Somerset comprises the adopted Local Plan 2006-28, and the saved policies and proposals from the Local Plan 1991-2011. The National Planning Policy Framework (NPPF) is an important material consideration.*

Local Plan policy SS3 sets the approach for the delivery of land for economic development across the district over the plan period 2006-28, identifying 3.67 hectares of additional employment land and 284 jobs to be delivered at Langport/Huish Episcopi. The proposal is located just beyond the 'direction of growth' for Langport/Huish Episcopi as set out in Local Plan policy LMT2. Therefore, technically it should be considered against policy EP4 'expansion of existing businesses in the countryside' although it is acknowledged that in reality the location is closely related to the settlement of Langport/Huish Episcopi, a Local Market Town in the Local Plan (policy SS1).

Policy EP4 includes a number of criteria that should be met to permit the expansion of existing businesses in the countryside - the business has clearly been operating for more than three years, the applicant explains that the proposal is necessary to support the business, and land within the curtilage of the development is used. You will need to consider whether the proposal is also consistent with the other criteria in EP4 relating to the impact on the countryside, wildlife sites, and traffic impacts, although it does not appear there are adverse impacts.

The National Planning Policy Framework (NPPF) places significant weight on the need to support economic growth (para 19) and supports the sustainable growth and expansion of all types of business and enterprise in rural areas, both through the conversion of existing buildings and well designed new buildings (para 28).

Overall, it is considered that the proposal is consistent with policies in the adopted Local Plan and the NPPF.

SSDC Ecologist: No comments or recommendations.

SSDC Environmental Protection Officer: *Having considered the application the main issue from an Environmental Protection viewpoint is that of noise. An acoustic report has been provided as part of the application and this has been reviewed.*

The site is already subject to various noise limits. The report has assessed the noise impact of the proposed changes in relation to these existing noise limits, as agreed with this team. The report acknowledges that the noise limits are not currently being met. It concludes that with controls on the overnight running of chilled vehicles, and with acoustic attenuation on much of the external plant, that it should be possible to comply with the noise limits.

Additional information was requested, and supplied by the applicant. Further comments were offered, along with appropriate draft conditions:

There are still some uncertainties regarding the noise from plant and machinery on site, but the consultants have clearly stated that:

'A detailed noise assessment will be undertaken during the detailed design stage once the final plant selection has been confirmed to demonstrate compliance with the site noise limits.'

They have also advised that they are confident that they can design mitigation to deal with any noise identified in that assessment that is in excess of the noise limit. In particular with regard to noise from the vac pac chill room they have stated that:

'If it is determined during the detailed design phase, that the break out noise is higher than predicted in the noise model, additional mitigation will be used, for example increasing the sound reduction of the façade or reducing the internal noise from the chiller by careful selection of plant and/or using silencers or enclosures.'

With that assurance in mind and without further details being available at this stage, my recommendation is that the following conditions be applied to any condition granted in order that detailed noise assessments and acoustic design can be considered prior to any use of the facility.

SSDC Economic Development Officer: *There are no reasons why this application cannot be supported. The demolition of previous unsuitable buildings has created an opportunity to re-design the layout of the abattoir and make it a more efficient building and therefore business to manage. Ultimately, this reconfiguration will safe guard jobs in the vicinity and if the advertising hoardings in the locality are anything to go by, present opportunities for apprentices and additional employees. I raise no concerns with this application.*

SSDC Area Development Manager: *We support the application and I can confirm our understanding of general community support, notwithstanding some local concerns.*

Community involvement and support

The abattoir has been a significant part of the local economy for a number of years and an Abattoir Liaison Group was established some years ago to allow for the discussion of issues raised by local residents. This group (comprising local residents and members of the abattoir's senior management, together with parish, town, district and county councillors) meets at regular intervals, most recently in October 2015. At that time, the current application was discussed in detail and the need for the proposed development explained. Those present accepted the need for the changes and were pleased to hear that local concerns about landscaping and noise will be addressed and managed through planning conditions.

The current management at the abattoir continues to make itself available to residents outside of the Group's scheduled meetings if issues arise.

The neighbouring parish and town councils are supportive of the planning application, with the caveat that ABP maintains its robust dialogue with its neighbours both during and after the

proposed work. I would endorse this view.

SSDC Climate Change Officer: No objection - comments made about potential for on-site generation of energy.

Environment Agency: No objection, subject to informatives.

Lead Local Flood Authority (County): No comment received.

Local Drainage Board: No comment received.

County Archaeologist: No objection.

Natural England: No objection.

Wessex Water: No objection. Advice given for applicant (including details about construction near to a public sewer).

REPRESENTATIONS

Representations have been received from three local residents. The following main issues are raised:

- Noise levels from the development need to be set and managed; monitoring is a concern
- lighting of the site causes concern, and can lead to light pollution affecting local residents;
- landscaping and screening of the site are a concern, and need attention; planting of trees on the south side of the building are mentioned as a possible solution to screen views from Muchelney, and have some possible sound absorption effect;
- odour - whilst this does not currently constitute a major concern, it should be addressed;
- amenity concerns are raised for properties immediately adjacent to (north of) the site, with loading bays being closer to dwellinghouses; the increase in vehicle movement adjacent to dwellinghouses will cause amenity harm; light pollution and diesel pollution from vehicles will be an issue;
- concern is raised about the fence and gate between the site and the dwellinghouses (position, height, etc); there is a particular concern that the siting of the fence should provide adequate space on the north side for manoeuvring by local residents;
- covenants and issues in property deeds are mentioned in respect of the access area beyond the site - concern is raised that these are not being adequately considered.

CONSIDERATIONS

Background

The site has long been operated as an abattoir and meat processing plant. In the course of this time, numerous planning applications have been considered, many dealing with ad hoc changes to details of the operation and layout of the site. The resulting current set of planning controls is, therefore, confusing and unclear. With the current proposals, the operators of the site are seeking to rationalise the way in which the site works, and the way in which it fits into the general setting. This presents the opportunity not only to improve and enhance the way the business operates, but to amalgamate, clarify and simplify the planning controls applicable to the site. The end result of this proposal would be a single planning permission relevant to the

entire site, with a simple S106 Agreement controlling the aspects of the development not suitable for control by planning condition.

The abattoir is an economically important business in the Langport/Huish Episcopi area, employing 220 people on site, as well as providing work for numerous contractors. Despite its size, it has managed to operate successfully in this locality with minimal environmental and amenity impacts.

Principle of Development

The use of the site has been long established. The principle of the proposed extension and consolidation of the premises is broadly supported by the NPPF and the Local Plan, as discussed in detail by the Council's Policy Officer (above).

Visual and Landscape Impact

As set out by the Landscape Officer (above), the proposed enlargement and extension of the abattoir, because of the close arrangement of the massing of buildings, can be achieved with minimal visual impact on the setting. Much improvements has resulted from the removal of dispersed structures over a larger portion of the site, and the concentration of development centrally offers an easier opportunity for appropriate screening. The applicants have submitted proposals as to where additional planting would be appropriate, and these are accepted. Subject to securing the necessary landscape mitigation, it is considered that the visual and landscape impact would be acceptable.

Ecology

The application is accompanied by an ecological appraisal. The site does not fall within any designated sites, but is within a 1km radius of various designated sites (two SSSI's, one SPA and one RAMSAR site). The application has been considered by both Natural England and the Council's Ecologist. No ecological harm is identified.

Impact on Residential Amenity

The site adjoins dwellinghouses at the Tanyard Lane entrance to the site. There are also residential properties further north of the site. The long history of operation of the site has focused closely on the impact of noise, odours and vehicle movement associated with the abattoir. Whilst there have been concerns over the years, the Council's EPU unit is now of the view that, subject to imposition of appropriate conditions, the current proposals do not represent a significant change in operations on the site. Whilst the proximity of the dwellings on Tanyard Lane is not ideal, this situation has long existed. The EPU team is of the view that the proposed changes to the operation on site can be accommodated without exacerbating amenity impacts. Whilst the objections of near neighbours are therefore noted, it is not considered that there is demonstrable harm that would indicate a refusal of this proposal to rationalise and enhance the operation of the existing abattoir.

Impact on Highway Safety and Road Network

The Highways Authority raises no objection on the basis that the proposal represents consolidation of an existing operation on site. It is proposed to retain existing conditions controlling numbers of routing of vehicles, and numbers of vehicle movements. Adequate on-site parking is provided. It is therefore considered that the proposal maintains acceptable highway safety parameters and accords with the relevant plan policies and guidance in this regard.

Concerns Raised by Residents

The concerns raised by local residents have been carefully considered and largely dealt with in the body of the report. The following additional comments are made:

- noise, light and other forms of pollution have been considered in detail by the Council's EPU officers, who participate in the liaison committee for the abattoir; where considered workable and appropriate, conditions are proposed that would deal with these concerns;
- the current proposals make provision for extensive landscaping and planting, which is to be secured by condition, and required to be maintained in perpetuity;
- odour, as the correspondent noted, is not currently a major issue on the site; control of the site is subject to environmental permits and other legislation; it is not considered necessary to include any specific conditions relating to this issue;
- a new fence and gate onto the Tanyard Lane entrance are proposed as part of the scheme; the fence is to be set back to provide a gap between the dwellings and the site;
- covenants and matters in property deeds are not a material consideration in planning applications.

Relevant S106 Agreement

The S106 Agreement relevant to the site was signed on 30 October 2000, and includes issues previously incorporated into agreements. It regulates:

- routing of heavy goods vehicles on the public highway network;
- implementation of a noise management policy;
- noise monitoring and control;
- high standards of maintenance in relation to effluent and waste
- operation of the buildings on site (doors kept closed);
- loading and unloading of livestock;

The only issue not covered by the currently recommended conditions, which would need inclusion in a new S106 Agreement, is the routing of vehicles on the public highway. A new agreement is therefore proposed, dealing with this issue.

EIA Regulations

The site was the subject of a Screening Opinion under the EIA Regulations, and it was determined that an impact assessment was not required.

Conclusion

The proposal represents an acceptable rationalisation and enlargement of the existing abattoir and meat processing plant. This plant has been operating on the site for a long period of time, and is an important local employer and driver of economic activity. The proposal will consequently make a significant contribution to local economic activity. The development has been designed to minimise the visual and landscape impact of the new works, and operate within the existing noise and traffic generation constraints. It is not considered that there is any amenity or highway safety harm resulting from the proposal that would indicate a refusal of the application. The proposal is accordingly recommended for approval.

S.106 AGREEMENT

A S106 Agreement will be required to secure the routes to be taken by large delivery vehicles approaching and leaving the site, to be signed prior to the grant of planning permission. The Agreement should also rescind, as necessary, previous permissions and agreements.

RECOMMENDATION

That application reference 15/04038/FUL be approved subject to:-

a) The prior completion of a section 106 agreement (in a form acceptable to the Council's solicitor(s)) before the decision notice granting planning permission is issued to ensure that:-

1. HGVs approaching and leaving the site use agreed routes, as provided for in previous legal agreements regulating the site.
2. Previous relevant permissions and agreements are rescinded, as necessary.

b) the following conditions

01. The proposal represents an acceptable rationalisation and enlargement of an existing industrial and employment site, located on the edge of a Local Market Town that respects the character and appearance of the setting and causes no demonstrable harm to residential amenity or highway safety, in accordance with the aims and objectives of the NPPF and Policies SD1, SS3, LMT2, EP4, TA5, TA6, EQ1, EQ2 and EQ4 of the South Somerset Local Plan, 2006 - 2028.

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: the drawings ref. LP-15, numbers 58A, 60, 62, 63, 64 and 66, and the Site Location Map Rev A,

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

03. No development hereby permitted shall be commenced unless particulars of the following have been submitted to and approved in writing by the Local Planning Authority:

- a) materials (including the provision of samples where appropriate) to be used for external walls and roofs;
- b) full design details and material and external finish to be used for all windows, all external doors, entrance gates, boarding and openings;
- c) details of all eaves and fascia board detailing, guttering, downpipes and other rainwater goods;
- d) details of the surface material for the parking and turning area;

- e) details of all boundary treatments , including the proposed new 3m high fence with double gates; and
- f) details of the finished floor level of the buildings.
- g) The details, once approved, shall be fully implemented and thereafter retained and maintained.

Reason: To safeguard the character and appearance of the area and to accord with the NPPF and Policy EQ2 of the South Somerset Local Plan.

04. No development hereby permitted shall be commenced unless there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of the development, as well as details of any changes proposed in existing ground levels. The scheme shall be in accordance with the plans ref. TD779-03C and 04C contained in the submitted Landscape & Visual Statement. All planting, seeding, turfing or earth moulding comprised in the approved details of landscaping shall be carried out at the earliest opportunity following the grant of this permission but at the latest within the first planting and seeding season following or concurrent with the commencement of development. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. The scheme of planting and landscaping shall thereafter be permanently retained and maintained.

Reason: To safeguard the character and appearance of the area, and to accord with Policy EQ2 of the South Somerset Local Plan.

05. No development hereby permitted shall be commenced unless a final detailed noise prediction model for the extended development, based on the finalised plant scheme, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include final noise mitigation measures to be agreed with the Local Planning Authority before work commences. The noise mitigation scheme, once approved, shall be fully implemented and shall be maintained and not altered without the prior written approval of the Local Planning Authority.

Reason: In the interests of residential amenity and to accord with Policy EQ2 of the South Somerset Local Plan.

06. Day Time noise emitted from the application site shall not exceed 60 dBL Aeq (1 hour) when measured on any boundary of the application site.
Night time noise emitted from the application site shall not exceed 35 dBL Aeq (10 minutes) when measured on the Muchelney Road boundary of the application site or 45 dBL Aeq (10 minutes) on any other boundary of the application site.

For the purpose of this condition the day time shall apply between:-
0630 to 2300 hours on Monday to Fridays
0630 to 1600 hours on Saturdays
0800 to 1430 hours on Sundays
0630 to 1500 hours on Bank Holidays

The night time limit shall apply at all other times.

Reason: In the interests of residential amenity and to accord with the NPPF and Policy EQ2 of the South Somerset Local Plan.

07. All vehicles shall access and egress to and from and proceed whilst on the site strictly in accordance with the vehicle routes shown on the drawing Appendix 4 (Plan B- Routing of HGV's) contained in the submitted Transport Statement.

Reason: In the interests of residential amenity to accord with the NPPF and Policy EQ2 of the South Somerset Local Plan.

08. There shall be no burning of any waste or other materials on the site, except in an incinerator, the details of which shall have been approved in writing by the Local Planning Authority before being brought into use. The use of the incinerator shall be strictly in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and in accordance with Policy EQ2 of the South Somerset Local Plan.

09. The area allocated for parking and turning on the submitted plan ref. LP-15-58A shall be kept clear of obstruction at all times and shall not be used other than for parking and turning of vehicles in connection with the development hereby permitted.

Reason: In the interests of highway safety and to safeguard the amenities and character of the area to accord with Policies EQ2, TA5 and TA6 of the South Somerset Local Plan.

10. No development hereby permitted shall be commenced unless the details of areas on the site for the cleaning and washing of vehicles have been submitted to and approved in writing by the Local Planning Authority. There shall be no cleaning or washing of vehicles other than in the areas specified in such approved details.

Reason: In the interests of residential amenity to accord with Policy EQ2 of the South Somerset Local Plan.

11. No machinery shall be operated, no process shall be carried out (with the exception of essential cleaning and maintenance and occasional slaughter solely in the interests of animal welfare) and no loading of vehicles shall take place on the application site other than as follows:-

Slaughtering

- 0630 to 1800 hours - Monday to Fridays
- 0630 to 1300 hours - Saturdays and Bank Holidays

Meat Processing (within the boning room and associated rooms as shown on the submitted plan ref.LP-15-62).

- 24 hours - Mondays to Fridays
- 0630 to 1600 hours - Saturdays
- 0800 to 1430 hours - Sundays
- 0630 to 1300 hours - Bank Holidays

Loading

0630 to 2300 hours	-	Mondays to Fridays
0630 to 1600 hours	-	Saturdays
0800 to 1430 hours	-	Sundays
0630 to 1500 hours	-	Bank Holidays

Reason: In the interests of residential amenity to accord with Policy EQ2 of the South Somerset Local Plan

12. There shall be no changeover of weekday meat processing shifts at the plant between the hours of 2230 and 0630 Monday to Friday (inclusive).

Reason: In the interests of residential amenity to accord with Policy EQ2 of the South Somerset Local Plan.

13. The change over of weekday shifts at the plant shall not take place between the hours of 1530 and 1630.

Reason: In order to minimise conflicting traffic movements along the A372 at the end of the school day.

14. There shall be no more than 130 movements of heavy goods vehicles with unladen weight of 7500kg or more in or out of the site within any 24 hour period. Of these movements, there shall be no more than 8 movements per night in or out of the site between the hours of 2200 and 0630. Records of all such vehicle movements shall be kept and made available to the Local Planning Authority.

Reason: In the interests of residential amenity and highway safety and to accord with the NPPF and Policies EQ2 and TA5 of the South Somerset Local Plan.

15. (a) Prior to commencement of development, a phasing plan for the construction of the development hereby permitted shall be submitted to and agreed with the Local Planning Authority. The applicant shall, on completion of all works on each identified phase, and on completion of the development as a whole, employ an acoustic consultant to monitor noise levels from the site to check and ensure full compliance with the conditioned noise levels. Should monitoring show non-compliance this shall be reported to the local planning authority as soon as reasonably practicable along with proposed actions to reduce the noise to within the set limits. Once agreed, actions shall be implemented in full.

(b) The applicant shall notify the Local Planning Authority in the event of any replacement or installation of fixed plant or machinery, or changes to structures or installations on the site which would materially affect noise emissions, and agree with the Local Planning Authority any further necessary noise monitoring and appropriate mitigation measures.

Reason: In the interests of residential amenity and to accord with Policy EQ2 of the South Somerset Local Plan.

16. All HGV chiller trailers units shall be run on electric hook-ups at all times whilst on site, with the exception of times when they are departing from site or arriving. There shall be no HGV trailers at all parked on the loading bay on the east side of the building (the loading bay shown on the plan ref. LP-15-58A immediately adjacent to the 'Dry Goods' area) outside of the following hours:-

0630 to 2300 hours Monday to Fridays
0630 to 1600 hours on Saturdays
0800 to 1430 hours on Sundays
0630 to 1500 hours on Bank Holidays.

Reason: In the interests of residential amenity and to accord with Policy EQ2 of the South Somerset Local Plan.

17. With the exception of windows to the office accommodation (as indicated on the submitted plan ref. LP-15-62) all external doors and windows to the premises shall be kept closed at all times except for the explicit purpose of entry to or exit from the premises.

Reason: To avoid unnecessary noise from open doors and windows, in order to protect the amenity of the locality, especially for people living nearby in accordance with Policy EQ2 of the South Somerset Local Plan.

18. Any forklift trucks used on the application site shall be fitted with noise attenuated reversing alarms. All such alarms are to be kept in working condition and operable wherever a forklift truck is used on the site.

Reason: In the interests of residential amenity and to accord with Policy EQ2 of the South Somerset Local Plan.

19. No additional external lighting shall be erected on the site unless a lighting scheme for such exterior lighting on the site has been submitted to and approved in writing by the Local Planning Authority to provide that:

1. Light into neighbouring residential windows generated from the floodlights shall not exceed $5/10 \times E_v$ (lux) (vertical luminance in lux)
2. Each floodlight must be aligned to ensure that the upper limit of the main beam does not exceed 70 degrees from its downward vertical.
3. The floodlighting shall be designed and operated to have full horizontal cut-off and such that the Upward Waste Light Ratio does not exceed 2.5/5%.

Any submitted scheme shall include an isolux diagram showing the predicted luminance in the vertical plane (in lux) at critical locations on the boundary of the site and at adjacent properties. No exterior lighting shall be erected on site other than that approved under the scheme. The approved scheme shall be implemented prior to beneficial use and thereafter permanently retained and maintained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of residential amenity and to accord with Policy EQ2 of the South Somerset Local Plan.

Informatives:

01. The applicant's attention is drawn to the advice of the Environment Agency set out in their letter of 1 October 2015, a copy of which was sent to the applicant.
02. The applicant's attention is drawn to the advice of Wessex water, particularly in relation to construction within 3m of a public sewer, in their letter dated 14 September 2015, which can be viewed on the Council's website.

03. Noise and dust control

The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of the development. This should include not working outside regular day time hours, the use of water suppression for any stone or brick cutting and advising neighbours in advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environmental Health service.

Planning and Permitting

The premises concerned benefits from an existing permit issued by the Environment Agency under the Pollution Prevention and Control (England and Wales) Regulations 2000.

The permit covers:

Slaughtering animals at a plant with carcass production capacity of more than 50 tonnes per day.

Disposal of non-hazardous waste in a facility with a capacity of more than 50 tonnes per day by physico- chemical treatment.

Planning and permitting decisions are separate but closely linked. Planning permission determines if a development is an acceptable use of the land. Permitting determines if an operation can be managed on an ongoing basis to prevent or minimise pollution.

04. In respect of Conditions 14 and 15, 'movement' is defined as either the arrival or departure of a vehicle from the site.
