

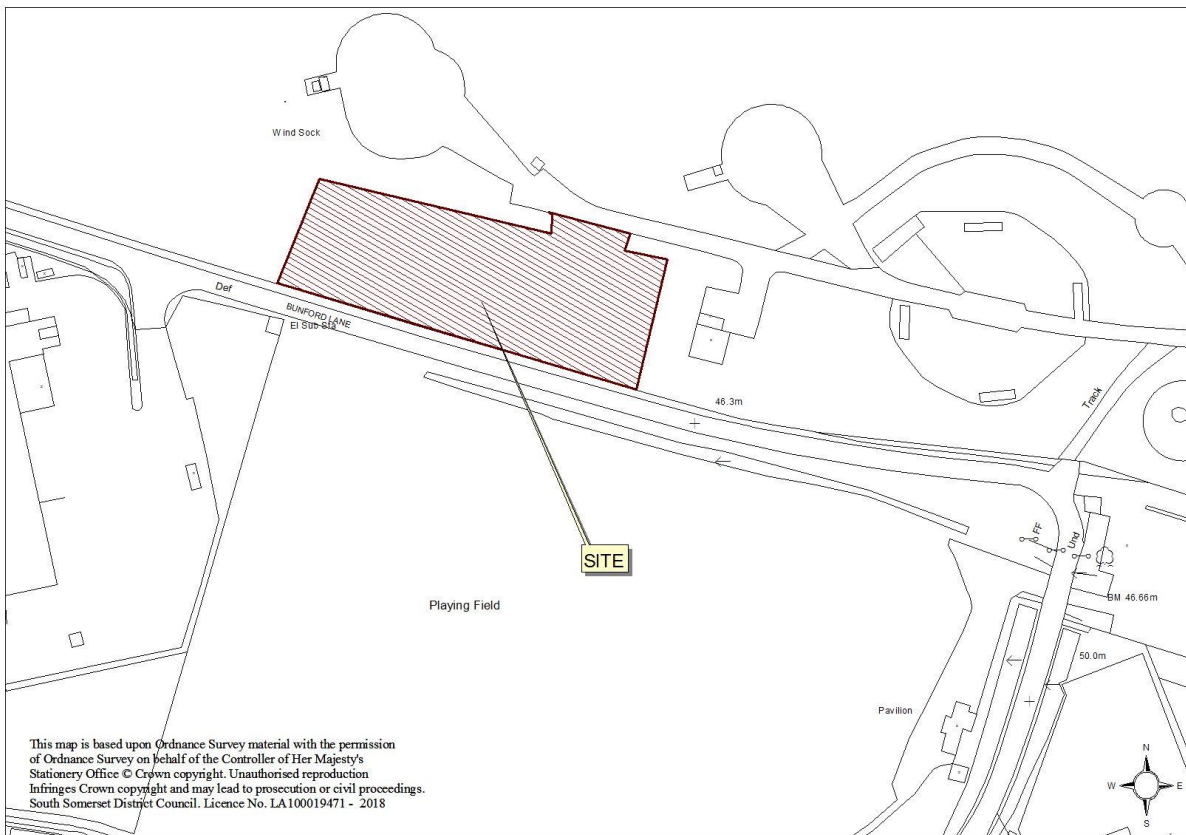
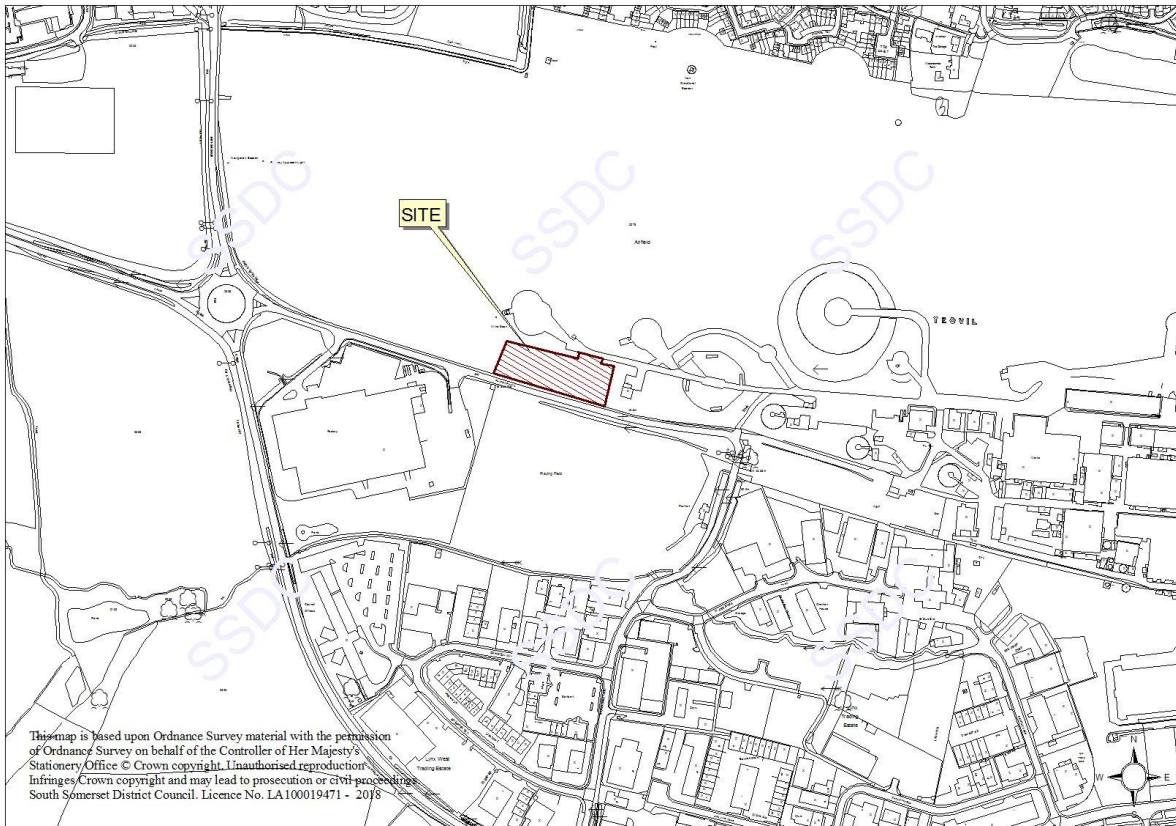
Officer Report On Planning Application: 18/01630/S73

Proposal :	Application to vary conditions 2 (approved plans), 16 (noise mitigation), and 17 (travel plan) and remove conditions 4 (finished floor levels) and 8 (access arrangements) of approval 16/03628/FUL
Site Address:	Land North Of Bunford Lane Yeovil
Parish:	Yeovil
Yeovil (South) Ward (SSDC Member)	Cllr J Field Cllr N J Gage Cllr S McAllister
Recommending Case Officer:	Linda Hayden Tel: 01935 462534 Email: linda.hayden@southsomerset.gov.uk
Target date :	20th August 2018
Applicant :	Somerset County Council
Agent: (no agent if blank)	Stride Treglown Promenade House The Promenade Clifton Down Bristol BS8 3NE
Application Type :	Major Offs floorspace 1,000 sq.m or 1ha+

Reason for Referral to Committee

This application is referred for Committee consideration at the request of the Lead Specialist for Planning with the agreement of the Area Chairman in accordance with the scheme of delegation due to the fact that Somerset County Council is the applicant and the previous scheme was considered by the Committee.

Site Description and Proposal



The application site comprises part of the operational airfield to the helicopter factory operated by Leonardo. The rectangular site measures 45m deep by 115m wide and rests alongside Bunford Lane. Two existing helipads are located to the north and an airfield maintenance building is located to the east. The site is laid to grass and sits within the security perimeter fence of the airfield.

The site lies opposite Seafire Park, an allocated but yet to be developed employment site and diagonally opposite the factory operated by Garador.

The site is accessed off Bunford Lane which runs easterly off the Cartgate link (A3088) roundabout located on Western Avenue.

Planning permission was granted on 2 December 2016 for the erection of a research and development, incubator office and light engineering facility (Use Class B1) with associated car parking, landscape, access and security facilities. This application proposes alterations/amendments to the approved plans via a variation of the approved plans condition 02 to allow for:

- o Design changes to exterior
- o Rework the floor plan including repositioning of the building's main visitor and staff entrance to the south west corner with revised entrance to the building
- o Provision of a fenced area with storage containers within service yard
- o Reworked landscape proposal to provide an immediate link between the adjacent car park and the building entrance.
- o Decrease in floor area from the approved gross external area (GEA) of 3,055m² to a GEA of 2,548m². The reduction in the GEA of the amended scheme of 507m² has been achieved through the reduction in the length of the building by 5.5m and the width by 1.5m.

The Design and Access Statement advises that the operations that will take place within the building remain unchanged from the approved scheme; small and medium sized enterprises will be accommodated to bring forward, either in isolation or via a collaborative working environment, a prototype product or engineering method which can be tested on various air platforms (including, but not limited to, rotary and small fixed wing aircraft).

In addition it is proposed that:

- o Condition 04 (finished floor levels) is removed as the details have been submitted.
- o Condition 08 (cycle link/pedestrian access) is removed as the necessary details have now been submitted.
- o Condition 16 (Noise mitigation scheme) be varied to refer to the submitted scheme rather than requiring submission of a scheme.
- o Condition 17 (Travel Plan) be amended to require submission and approval of the Travel Plan prior to occupation rather than commencement.

The application has been submitted on behalf of Somerset County Council.

HISTORY

16/03628/FUL: The erection of a research and development building, incubator office and light engineering facility (Use Class B1) with associated parking, landscaping, access and security facilities. Approved 2/12/2016

Relevant to the part of the airfield associated with this application:

00/00151/FUL: The erection of a temporary building to be used as a temporary flight hangar: Application permitted with conditions: 30/03/2000

SEAFIRE PARK (opposite the site):

13/03413/OUT: Application to extend the time limit for implementation of planning application 06/02182/S73 (04/01278/OUT) for the use of land for industrial purposes (Use Classes B1, B2 and B8): Application permitted with conditions: 14/11/2013

06/02182/S73: Amendment to conditions 1 and 3 of planning permission 04/01278/OUT (10 years and 8 years respectively): Application permitted with conditions: 16/08/2006

04/01278/OUT: Development of land for industrial purposes (use classes B1, B2 and B8): Application permitted with conditions: 24/08/2005

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act (2004), and Paragraphs 2, 11, 12, and 14 of the NPPF indicate it is a matter of law that applications are determined in accordance with the development plan unless material considerations indicate otherwise.

On 5th March 2015 South Somerset District Council, as Local Planning Authority, adopted its Local Plan to cover the period 2006 to 2028.

On this basis the following policies are considered relevant:-

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

SD1 - Sustainable Development
SS1 - Settlement Hierarchy
SS3 - Delivering New Employment Land
SS6 - Infrastructure Delivery
YV4 - Yeovil Airfield Flight Safety Zone
EP2 - Office Development
EP3 - Safeguarding Employment Land
EQ1 - Addressing Climate Change in South Somerset
EQ2 - Design & General Development
EQ3 - Historic Environment
EQ4 - Biodiversity
EQ7 - Pollution Control
TA1 - Low Carbon Travel
TA4 - Travel Plans
TA5 - Transport Impact of New Development
TA6 - Parking Standards

National Guidance - National Planning Policy Framework:

In particular-

Chapter 1 - Building a Strong, Competitive Economy
Chapter 4 - Promoting Sustainable Transport
Chapter 7 - Requiring Good Design
Chapter 10 - Meeting the Challenge of Climate Change, Flooding and Coastal Change

Other

Somerset County Council Parking Strategy (March 2012)

CONSULTATIONS

Yeovil Town Council:

Recommend approval.

Neighbouring Parish Council's:

Brympton PC - Recommend approval

West Coker PC - No response at time of report preparation (any comments to be reported verbally to the Committee)

East Coker PC - Next meeting is not until 12 July 2018 so an extension of time for their comments was not possible.

County Highways Authority (in response to original application):

"In terms of traffic impact the applicant has submitted a Transport Assessment to accompany the planning application. The Highway Authority has taken the opportunity to review the document and have the following comments to make.

Firstly it should be noted in the section where the applicant describes the local highway network it indicates that Bunford Lane is open to two-way traffic. However it should be noted that Bunford Lane has now been closed to through traffic. In addition it should be noted that Bunford Lane itself is maintainable at private expense and therefore is not adopted highway.

In terms to trip generation the applicant has utilised TRICS to ascertain the trip rates associated with this proposal. From the details provided the applicant has indicated that in the peaks the proposal would generate 46 movements in the AM peak and 47 in the PM peak. The Highway Authority believes that in trip generation terms this data is robust.

With regards to distribution of traffic associated with the proposal, the applicant has indicated that the majority of the traffic would utilise the A3088 (West) which leads to the wider highway network (A303). In terms of traffic impact assessments the applicant has utilised TEMPRO for the growth rates. Having reviewed the number of scenarios (base year, opening year and forecast year) the Highway Authority is satisfied that the proposed traffic growth is considered to be robust.

Therefore in traffic impact terms the proposal would result in an increase in vehicle movements on Bunford Lane and the Westlands roundabout. This would normally be a cause of concern for the Highway Authority however as previously stated with Bunford Lane now being closed to through traffic. Therefore even with the traffic associated with this proposal the total levels of traffic on Bunford Lane will actually decrease. As a consequence it would be unreasonable to raise an objection based on traffic impact grounds.

It is noted that there are highway works to improve the western corridor in Yeovil. Having reviewed the proposal and its impact on the highway it is the opinion of the Highway Authority that it would be unreasonable to require the developer to make a contribution to the proposal.

With regard to the Travel Plan this has been audited and the Highway Authority has the following observations to make.

The Travel Plan fee of £2000 needs to be included. The applicant has committed to a safe guarding sum of £3,750 however the applicant should be made aware that this in fact should be £10,360. The applicant will also need to commit to a Travel Plan Co-ordinator budget.

In terms of the plan itself the baseline targets are missing but the Single Occupancy Vehicle (SOV), working from home and car share have been calculated utilising Somerset County Council's guidance. The targets show main modal shift towards walking and cycling and car share have been committed to, however, no numbers have been given and no target for increase in car share set. Cycle parking will be provided using Sheffield Stands but there is no mention of shelter or security measures which should be expanded on. Finally the Travel Plan would need to be secured via a S106 agreement.

Turning to the proposed layout the applicant has proposed two vehicle accesses onto Bunford Lane. The applicant has proposed splays of 2.4m x 120m in either direction this is based on the design guidance set out in Design Manual for Roads and Bridges (DMRB) for a 40mph speed limit, which is

considered to be acceptable. Both accesses would need to be properly consolidated and surfaced with appropriate drainage to capture surface water runoff. With regards to parking the applicant has proposed a total of 46 spaces, which is in accordance with Somerset County Council's Parking Strategy whilst provision has also been made for motorcycle and cycle parking which is also in line with the parking standard. Please note that sufficient space should be provided between the banks of spaces to allow a vehicle to manoeuvre.

The applicant has also provided turning diagrams for both a refuse vehicle and a fire appliance. However it is noted from the details provided that the applicant has only tracked for a 9.86m long refuse vehicle. Please note the Highway Authority's standard is an 11.4m long refuse vehicle if there is a deviation from this then we would require a written letter from the Somerset Waste Partnership stating what length of vehicle will serve the site.

Therefore to conclude the proposal will result in an increase in vehicle movements however when taking into account the closure of Bunford Lane to through traffic it is unlikely to have a significant impact on the wider highway network as actual levels will decrease. The Travel Plan is considered to be broadly acceptable however there are a few minor amendments that are required. However these can be done post permission being granted as part of the S106 process. Finally the proposed points of access are considered to be acceptable in terms of visibility and design. The provision of parking is in line with the Highway Authority's parking standards. Consequently based on the above information the Highway Authority raises no objection to this proposal and if permission were to be granted we would require the following to be secured (Section 106 to secure Travel Plan, conditions referring to surfacing, surface water, obstruction and visibility).

Any further comments received from the County Highway Authority will be reported at the meeting.

SSDC Highway Consultant:

Refer to SCC comments.

SSDC Economic Development Team (in response to original application) :

"The economic development team are broadly supportive of this application. The project should attract a number of aerospace businesses to the area in the future which will benefit the economy. I hope that Somerset County Council will continue to fully engage with the District Council regarding further developments with the project".

Lead Local Flood Authority (LLFA) (in response to original application):

"The development indicates an increase in impermeable areas that will generate an increase in surface water runoff. This has the potential to increase flood risk to the adjacent properties or the highway if not adequately controlled.

The applicant has not provided details of the proposed drainage designs for the capture and removal of surface water from the development. Due to the location of the site and the proposed increase in impermeable areas it will be necessary to provide these details.

The LLFA has no objection to the proposed development, as submitted, subject to the [following] drainage condition being applied".

SSDC Ecologist (in response to original application):

No comments nor recommendations to make.

SSDC Environmental Protection Team

Has no concerns about the proposal.

(In response to original application):

"There is an area of infill land in proximity to the site" (condition suggested regarding the discovery of potentially contaminated land).

"I can confirm that I have considered any potential issues regarding LAPPC, lighting and noise. With regard to lighting and LAPPC, I have no concerns or comments.

With regard to any potential noise impacts of the air handling plant on the roof of the proposed building I am confident that any such plant will not have any impact on the closest residential dwelling. However since equipment has not yet been specified at this stage I propose that the following condition be applied" (condition requiring noise mitigation report)

South West Heritage Trust (Archaeology):

No objection to the proposed variations/removal of conditions as they do not impact on archaeology.

(In response to original application):

"The site lies in an area where archaeological remains are likely as described in the submitted archaeological desk based assessment.

For this reason, I recommend that the developer be required to archaeologically excavate the heritage asset and provide a report on any discoveries made as indicated in the National Planning Policy Framework (Paragraph 141). This should be secured by the use of model condition 55 attached to any permission granted".

Ministry of Defence Safeguarding (in response to original application):

No safeguarding objections.

Crime Prevention Design Advisor (in response to original application):

No objections subject to comments relating to matters of management and detailed design which are not planning issues, another comment relates to the security of the cycle parking.

Civil Aviation Authority (in response to original application):

No comments, left comment to the airfield operator.

REPRESENTATIONS

One adjacent neighbour and one adjacent landowner were notified in writing. A site notice has also been displayed and a press advert placed (Major Development).

CONSIDERATIONS

Approval was granted in 2017 for this scheme but works have not yet commenced. With an existing permission remaining extant, the principle of development is considered to be established. The only matters that need to be considered here are those that the current application seeks to amend which relate to changes to the design and layout along with variations/removal of conditions where the requisite information has been supplied.

Design and Layout

The application advises that the proposed changes to the development have largely been brought about as a result of a value engineering exercise to reduce the total cost of the proposed development to ensure it is within budget. The principles of procurement have remained unchanged with most of the

project funding allocated from the European Regional Development Fund.

The site location, context and constraints are largely unchanged from the approved scheme with the key access points remaining the same. The site boundary and site area are also unchanged from the approved scheme. The main changes are to the elevations with some simplification of the external treatment along with minor changes to the layout to form a more open entrance into the building. The building is slightly smaller than that approved but the lettable floor space remains as approved, this has been achieved through the rationalisation of the communal spaces and the removal of some double height spaces to provide additional floorspace at the first floor.

The operations that will take place within the building remain unchanged from the approved scheme; small and medium sized enterprises will be accommodated to bring forward, either in isolation or via a collaborative working environment, a prototype product or engineering method which can be tested on various air platforms (including, but not limited to, rotary and small fixed wing aircraft).

The roof plan has been significantly altered from the approved scheme that provided accommodation and access for staff and visitors. The current proposals simplify the roof plan with access being limited to maintenance and service personnel. Photovoltaics will be located at roof level as a contribution to the scheme's aspirations to achieve BREEAM Excellent.

Materials are unchanged with the exception of the removal of the perforated metal cladding to include curtain walling, flat faced metal cladding and brickwork.

In general terms the concept for the hard and soft landscaping has remained the same as that approved by the original application.

Whilst simplified the proposal is still for a building that will be distinctive and which contribute positively to surrounding environment.

It is considered that the proposal complies with the requirements of Policies EQ1 and EQ2 of the South Somerset Local Plan.

Historic Environment and Archaeology

The South West Heritage Trust previously advised that the site lies in an area where archaeological remains are likely as described in the submitted archaeological desk based assessment. As such to the developer will be required to archaeologically excavate the heritage asset and provide a report on any discoveries made. This can be secured by the imposition of a condition as with the original consent.

There are no listed buildings or other heritage assets within the vicinity that would be affected by the proposal given its context.

The proposal is considered to comply with the requirements of the NPPF and Policy EQ3 of the South Somerset Local Plan.

Highways

As part of the original application a Transport Assessment was submitted to satisfy Policies TA1 (Low Carbon Travel), TA5 (Transport Impact of New Development) and TA6 (Parking Standards). The Assessment looked at any off-site infrastructure that may be required under Policy SS6. A Travel Plan was also been submitted to satisfy Policy TA4.

The proposal is for a slightly smaller building but with the same amount of lettable floor space, as such it is considered that the previous comments of the Highway Authority (HA) can be applied to the revised proposal. In terms of traffic impact the proposal would result in an increase in vehicle

movements on Bunford Lane and the Cartgate roundabout. One significant factor in the assessment of the original proposal was the closure of Bunford Lane to through traffic. As such the HA commented that traffic on Bunford Lane will actually decrease and it would be unreasonable to raise an objection based on traffic impact grounds. In light of this the HA concluded it would be unreasonable to seek a contribution to the planned improvement works to the Cartgate roundabout on Western Avenue.

The HA also confirmed that the points of access and the amount of parking accorded with the relevant standards. The plans now show the access points redesigned to give priority to the cycle path as required by Condition 08 of the original consent and as such there is no requirement for this condition to be re-imposed. Condition 9 will be retained which requires a scheme of signage to promote and navigate the existing cycle links in the area and a scheme for secure sheltered cycle parking/storage before the building is occupied.

It is considered that the proposal complies with the requirements of Policies TA1, TA4, TA5, TA6 and SS6 of the South Somerset Local Plan.

Airfield Safety

The site falls outside the Yeovil Airfield Flight Safety Zone as defined by Policy YV4.

The MOD Safeguarding team has been notified because the site falls within the aerodrome safeguarding consultation zone. The structure will be approximately 14m above ground level and the MOD previously confirmed that they had no objections.

The Facilities Manager of the Leonardo site was contacted as part of the original application and advised that the company is fully aware of the proposal (as landowner) and no issues were raised.

The Civil Aviation Authority (CAA) had no comments on the original scheme and was content to leave comment to the airfield operator.

Variation/removal of conditions

- Condition 04 (finished floor levels)

There is no objection to the removal of this condition as the relevant details have been submitted and will form part of the approved plans.

- Condition 08 (cycle link/pedestrian access)

There is no objection to the removal of this condition as the necessary details have now been submitted and will form part of the approved plans.

- Condition 16 (Noise mitigation scheme)

The Environmental Protection Team has no objection to the proposal and as such it is recommended that this condition be amended to refer to the submitted scheme rather than requiring a further scheme to be submitted.

- Condition 17 (Travel Plan)

There is no objection to the amendment of the condition to require submission and approval of the Travel Plan prior to occupation rather than commencement as the Travel Plan only becomes relevant upon occupation of the building.

Conclusion

The proposed amendments are considered to be relatively modest and are required to ensure the building is within budget. The design whilst simplified is still of high quality and will make a positive contribution to the area. The overall layout changes are considered to be positive and will make the building entrance more legible. It is worth noting that the Principal Spatial Planner advised that the scheme represents over £10million pounds' worth of investment into the economy of Yeovil, and is expected to support approximately 130 jobs. In addition, the project's location adjacent to a major aerospace business means that it will benefit from direct access to their skills, expertise and business activity and is of clear benefit.

SECTION 106 PLANNING OBLIGATION

There are no requirements to secure any mitigation or planning obligations via Section 106 of the Act.

RECOMMENDATION:

Grant planning permission for the following reason:

01. The proposed variations to the approved plans are considered to respect the character of the area and cause no demonstrable harm to visual amenity or highway safety. The development represents sustainable development that aims to improve the economic condition of the area, is of a design that is distinctive and inventive and development which respects the character of the area and causes no operational issues to the adjacent airfield or the local highway network in accordance with the aims and objectives of the National Planning Policy Framework; the SCC Parking Strategy and policies SD1, SS1, SS3, SS6, YV4, EP2, EP3, EQ1, EQ2, EQ3, EQ4, EQ7, TA1, TA4, TA5 and TA6 of the South Somerset Local Plan (2006-2028).

SUBJECT TO THE FOLLOWING:

01. The development hereby permitted shall be begun on or before the 02/12/2019 (three years from the expiration of the original 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 as set out in the agent's covering letter of 18 May 2018 with the amendment of the Landscape Masterplan drawing to Drawing No. T01578-STL-XX-00-DR-L-XXXX-01001-P02.

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

03. The development hereby approved shall not be used other than for those activities which fall within the definition of Use Class B1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification. During occupation of the development, floor area will be devoted to, and available for activities which fall within, Use Class B1c.

Reason: To ensure the development does not solely comprise B1A (office) use to accord with policy EP2 of the South Somerset Local Plan.

04. Prior to their first use in the development hereby approved particulars of the following shall have been submitted to and approved in writing by the Local Planning Authority;

a) specific materials (including the provision of samples) to be used for all external walls and roofs;

- b) surface treatments (including the provision of samples where appropriate); and
- c) boundary treatments (style, height and colour).

Reason: To maintain the character and appearance of the area to accord with policy EQ2 of the South Somerset Local Plan.

05. No development hereby approved shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the local planning authority.

Reason: The site lies in an area where archaeological remains are likely and further assessment is required to comply with the objectives of the National Planning Policy Framework in order to safeguard heritage assets.

06. 6. Any PV panels installed on the roof shall be first fitted with an anti-reflection coating.

Reason: In the interests of airfield safety.

07. Prior to the first occupation of the building a scheme of signage to promote and navigate the existing cycle links in the area and a scheme for secure sheltered cycle parking/storage on the site shall have been submitted to and approved by the Local Planning Authority. The agreed scheme shall thereafter also be fully implemented prior to the first use of the development.

Reason: To promote cycling and sustainable modes of transport to accord with policies TA1, TA3, TA4 and TA5 of the South Somerset Local Plan.

08. Before the development hereby permitted is first occupied a properly consolidated and surfaced access shall be constructed (not loose stone or gravel) details of which shall have been submitted to and approved in writing by the Local Planning Authority. The access shall be constructed in accordance with the agreed design and shall be maintained in the agreed form thereafter at all times.

Reason: In the interests of highway safety to accord with the aims and objectives of the National Planning Policy Framework and policy TA5 of the South Somerset Local Plan.

09. 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 the development is brought into use.

Reason: In the interests of highway safety to accord with the aims and objectives of the National Planning Policy Framework and policy TA5 of the South Somerset Local Plan.

10. The area allocated for parking and turning on the submitted plan shall be kept clear of obstruction 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 to accord with the aims and objectives of the National Planning Policy Framework and policy TA5 of the South Somerset Local Plan.

11. There shall be no obstruction to visibility greater than 600mm above adjoining road level in advance of lines drawn 2.4m back from the carriageway edge on the centre line of the access and extending to points on the nearside carriageway edge 120m either side of the access. Such visibility shall be fully provided before the development hereby permitted is occupied and shall thereafter be maintained at all times.

Reason: In the interests of highway safety to accord with the aims and objectives of the National Planning Policy Framework and policy TA5 of the South Somerset Local Plan.

12. 12. No works shall be carried out until details of the surface water drainage scheme based on sustainable drainage principles together with a programme of implementation and

maintenance for the lifetime of the development have been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall ensure that surface water runoff post development is attenuated on site and discharged at a rate and volume no greater than greenfield runoff rates and volumes. Such works shall be carried out in accordance with the approved details.

These details shall include: -

- Details of phasing (where appropriate) and information of maintenance of drainage systems during construction of this and any other subsequent phases.
- Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance (6 metres minimum), the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters.
- Any works required off site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant).
- Flood water exceedance routes both on and off site, note, no part of the site must be allowed to flood during any storm up to and including the 1 in 30 event, flooding during storm events in excess of this including the 1 in 100yr (plus 40% allowance for climate change) must be controlled within the designed exceedance routes demonstrated to prevent flooding or damage to properties.
- A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker or management company and / or any other arrangements to secure the operation and maintenance to an approved standard and working condition throughout the lifetime of the development

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 the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework (March 2015).

13. 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 during the construction phase of the 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 to accord with the aims and objectives of the National Planning Policy Framework and policy EQ7 of the South Somerset Local Plan.

14. The development shall be used/occupied fully in accordance with the Noise Assessment Report (Revision 02 - May 2018), there shall be no changes to the approved details without the prior written consent of the Local Planning Authority.

Reason: To protect the amenity of the locality, especially for people living and/or working nearby to accord with the aims and objectives of the National Planning Policy Framework and policy TA5 of the South Somerset Local Plan.

15. Prior to the occupation of the development, a Travel Plan is to be submitted to and approved in writing by the Local Planning Authority. Such Travel Plan should include soft and hard measures

to promote sustainable travel as well as targets and safeguards by which to measure the success of the plan. There should be a timetable for implementation of the measures and for the monitoring of travel habits. The development shall not be occupied unless the agreed measures are being implemented in accordance with the agreed timetable. The measures should continue to be implemented as long as any part of the development is occupied.

Reason: To promote and encourage sustainable modes of travel to accord with policies TA1, TA3, TA4, TA5 and TA6 of the South Somerset Local Plan.

Informatives:

01. The applicant is advised to consider the comments made by the Crime Prevention Design Advisor (dated 22/09/2016) and seek the Secure by Design accreditation.
02. Having regard to the powers of the Highway Authority under the Highways Act 1980 the applicant is advised that the creation of the new access will require a Section 184 licence. This must be obtained from the Highway Service Manager for the South Somerset Area at the Highways Depot, Mead Avenue, Houndstone Business Park, Yeovil, Tel No. 0300 123 2224. Application for such a permit should be made at least four weeks before access works are intended to commence.