

51/15/0008

MR BREN HODKINSON

VARIATION OF CONDITION No.1 TO REMOVE THE WORD DREDGED AND EXTEND THE TIME TO 30/11/2016 AND CONDITION 2 (APPROVED PLANS) OF APPLICATION NO. 51/14/0005 AT LAND TO THE SOUTH OF STATHE ROAD AND EAST OF STANMOOR ROAD, BURROWBRIDGE

Location: LAND TO THE SOUTH OF STATHE ROAD AND EAST OF STANMOOR ROAD, BURROWBRIDGE

Grid Reference: 335827.129956 Removal or Variation of Condition(s)

RECOMMENDATION AND REASON(S)

Recommended Decision: Temporary Approval

RECOMMENDED CONDITION(S) (if applicable)

1. The use hereby permitted shall be discontinued and the land restored to its former condition or allowing for a level of up to 300mm of material to remain, on or before 30/11/2016.

Reason: To ensure no long term adverse visual impact and to reinstate floodplain storage capacity.

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

(A3) DrNo 122316-00028 Rev B.1 Location Plan

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

3. The measures put forward to avoid or mitigate potential impacts on species protected in European and domestic legislation detailed in "*Table 6-10 Potential impacts of the proposed scheme on the Flora and Fauna*" and "*Table 11-1: Significant environmental effects identified by the EIA, mitigation measures identified and residual significance*" in the Rivers Parrett and Tone Dredge Environmental Statement Addendum (April 2014) shall be carried out as indicated during the construction and decommissioning of the stockpiles, including a badger assessment prior to removal of the stockpiles.

Reason: To protect species and their habitats from damage bearing in mind these species are protected by law.

Notes to Applicant

1. The alteration of the access and/or minor works or temporary signage will involve works within the existing highway limits. These works must be agreed in advance with the Highway Service Manager for the Taunton Deane Area at The Highways Depot, Burton Place, Taunton, Tel No 0845 345 9155. He will be able to advise upon and issue/provide the relevant licences, necessary under the Highways Act 1980.
2. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way and has imposed planning conditions to enable the grant of planning permission.
3. Provisions must be made to ensure that all existing drainage systems continue to operate effectively and that riparian owners upstream and downstream of the site are not adversely affected.
4. The proposed Traffic Management Plan shall include discussion with neighbours, particularly at the Old Barn, Stanmoor Orchard on Stathe Road, re access safety improvements during the works.

PROPOSAL

The proposal is to vary the temporary permission granted under 51/14/0005 to allow the use of the site for the storage of peat associated with works at Beer Wall near Othery for a temporary period up until 30/11/2016. The plans are also to be varied to clarify the area of storage. The storage would be up to 17,000m³, rather than the 27,000 previously agreed.

The material will be environmentally tested and the project is an essential component of the Somerset Levels and Moors Flood Action Plan 2014. This project is one of several investments to reduce future frequency and duration of floods across the Levels and Moors.

SITE DESCRIPTION AND HISTORY

The site consists of a flat agricultural field currently in arable use surrounded by hedging, located between the Stathe and Stanmoor Roads, with access via an existing gateway off the Stathe Road. The site is 4.04ha close to the confluence of the Rivers Parrett and Tone and the site was previously agreed as a temporary store for river dredgings under 51/14/0005.

CONSULTATION AND REPRESENTATION RESPONSES

Consultees

BURROWBRIDGE PARISH COUNCIL - The use will be for storing peat from Beer Wall and the Parish feel that there must be a more cost effective way which has

less environmental impact, eg. less mileage involved.

LANDSCAPE - No observations.

NATURAL ENGLAND - Natural England does not object to the Environment Agency's application to extend the period allowed for the use of the field at Sunny Farm, Burrowbridge, as a temporary storage site for excavated material from 30 November 2015 to 30 November 2016. From the information presented in the application form, there does not appear to be any risk of harm to the features of statutory designated sites or species protected in domestic and European legislation arising from the transportation of material from the EA's Beer Wall flood defence scheme construction site near Othery to its delivery at the Sunny Farm storage site. Measures to mitigate environmental impacts that may be caused by the excavation of material at Beer Wall will be enforced by planning conditions attached to the permissions granted last month for Phase 3 of the project by Sedgemoor District Council (38/15/00008/IL) and South Somerset District Council (15/02594/FUL): the construction site is located within two administrative areas.

BIODIVERSITY - No objection.

SCC - TRANSPORT DEVELOPMENT GROUP - Previous comments equally apply. See below

The following comments are in connection with planning application 51/14/0005, to which my comments are made from on site observations and the information submitted supporting the planning application specifically the *Design & Access Statement, incorporating Planning Statement* prepared by *Black & Veatch* (April 2014) (Sunny Farm) and Drawing No. 122316 – 00028 and 122316 – 00034.

Site Location – Land to the South of Stathe Road and East of Stanmoor Road, Burrowbridge

The application site is located south of the River Tone and Parrett on agricultural land to which vehicular access is obtained via Stathe Road a classified unnumbered highway which a 30mph speed limit applies past the site frontage.

Stathe Road is not provided with pedestrian footway or street lighting and carriageway width varies along its duration. Access to the wider highway network is north of the site at the junction with the A361 also known as Main Road/Glastonbury Road a Class 1 highway.

Having checked accident data records I can confirm that there have been no recorded accidents in this location within the last five years.

Site Access – Land to the South of Stathe Road and East of Stanmoor Road, Burrowbridge

Drawing No. 122316 – 00028 indicates that vehicular access to the temporary site is to utilise an existing agricultural access.

There is no objection to the use of this access providing that improvements can be made for its use during the temporary phase of development. This can be

achieved by a suitably worded condition and re-instated once works are completed.

The access would be required to provide temporary visibility splays of 2.4m x 33m based on design guidance from Manual for Streets (March 2007) during the dredging phase. Once that work has been completed the existing hedgerows should be re-instated.

Additional Information – Land to the South of Stathe Road and East of Stanmoor Road, Burrowbridge

Within *Appendix F: Somerset levels – Traffic Volume Calculations* of the submitted *Environmental Statement*, traffic calculations have been provided for the duration of the project, which indicate averages during the dredging works. This would need to be clarified in detail within a Traffic Management Plan.

It is considered that the proposal will lead to an intensification of vehicle movements to the surrounding highway networks. However, the application is of a temporary nature and therefore the proposal is considered acceptable.

It may be beneficial for the use of temporary signage to be positioned in close proximity to the application site (access) to notify highway users of the ongoing operations as part of the planning application. Whilst there are no objections to the erection of temporary signage along the proposed route, the locations of such signage will need to be agreed in writing with the Area Highway Office if the signage is on highway land.

It is stated within *Section 7.40* of the *Design & Access Statement, incorporating Planning Statement* that a Traffic Management Plan is to be prepared and implemented as part of the proposal to minimise any disruption during the dredging phase. A suitably worded condition should be attached to any planning consent if the Local Planning Authority is like minded to grant approval of the proposal. A Traffic Management Plan should detail the hours of operation (to minimise peak traffic times), types of vehicles to be used during the dredging phase, use of banksmen and methods to prevent any discharge of mud/slurry on the adopted highway.

Conclusion – Land to the South of Stathe Road and East of Stanmoor Road, Burrowbridge

It is acknowledged by the Local Highway Authority that the proposal will result in disruption to the highway network in the vicinity to the application site. However, the need and temporary nature of the project outweigh the inconvenience and it is considered that a robust Traffic Management Plan should be submitted and implemented to minimise the disruption caused by the vehicles movements generated in association with this application.

In light of the above mentioned comments the Local Highway Authority, therefore raises no objection to the proposal and in the event of permission being granted, I would recommend that the following condition is imposed:-

Prior to any engineering works are carried out a Traffic Management Plan

providing details on the operations of the dredging traffic and equipment to the site shall be submitted to and approved in writing by the Local Planning Authority (and Local Highway Authority) and fully implemented in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Visibility splays shall be implemented at the access to the application site, to which there shall be no obstruction to visibility greater than 900millimetres above adjoining road level in advance of lines drawn 2.4metres back from the carriageway edge on the centre line of the access and extending to points on the nearside carriageway edge 33metres either side of the access. Such visibility shall be fully provided before the development hereby permitted is commenced and shall thereafter be maintained at all times.

NOTES:

The alteration of the access and/or minor works will involve construction works within the existing highway limits. These works must be agreed in advance with the Highway Service Manager for the Taunton Deane Area at The Highways Depot, Burton Place, Taunton, Tel No 0845 345 9155, He will be able to advise upon and issue/provide the relevant licences, necessary under the Highways Act 1980.

ENVIRONMENT AGENCY - No objection.

SOMERSET DRAINAGE BOARDS CONSORTIUM -

Representations

2 letters of no planning related comments.

PLANNING POLICIES

NPPF - National Planning Policy Framework,
SD1 - SD 1 TDBC Presumption in Favour of Sustain. Dev,
CP1 - TD CORE STRAT. CLIMATE CHANGE,
CP8 - CP 8 ENVIRONMENT,
CP6 - TD CORE STRATEGY - TRANSPORT AND ACCESSIBILITY,
DM1 - TD CORE STRATEGY - GENERAL REQUIREMENTS,
DM2 - TD CORE STRATEGY - DEV,

LOCAL FINANCE CONSIDERATIONS

There is no CIL liability with the proposal.

The development of this site would not result in payment to the Council of the New Homes Bonus.

DETERMINING ISSUES AND CONSIDERATIONS

The main issues for consideration with the proposal for temporary storage of material are as before subject to any material changes in circumstances and consideration of drainage, wildlife and landscape impact and traffic.

Drainage

The temporary storage of material will be until December 2016. This will involve the storage of material for up to a year on land that is part of the flood plain and would be at risk of flooding. However the amount of peat stored would be minimal in relation to the overall capacity of the flood plain and the Environment Agency are satisfied it would not increase the risk of flooding elsewhere and raise no objection.

Wildlife & Landscape

The site has been identified as not lying within a SSSI or RAMSAR site and would not impact on over wintering birds. A specific wildlife assessment has been carried out in relation to the site and there is not considered to be any adverse impact on protected species. The application has not received an objection from Natural England, who were consulted in the drawing up of the scheme, and the Biodiversity Officer also raises no objection. Natural England agrees with the mitigation measures put forward. Mitigation to protect species has been designed into the proposal with further assessment of the site prior to storage commencing and siting of stockpiles 10m away from drainage ditches and covering of the stockpiles. A Habitat Regulations Assessment has been carried out by the Environment Agency and it concluded that the dredging project would not cause an adverse effect on the integrity of the European Sites, provided a monitoring and mitigation programme is implemented to guide work during and after dredging. The storage of material outside of designated sites for a temporary period as specified is similarly not considered to have an adverse effect on the integrity of European sites.

Visually the storage will be on average no higher than 2m and while the peat material will be visible from local public vantage points and from a limited number of residences the impact will be time limited and is not considered to have a significant visual impact on the character of the area to warrant either specific mitigation or an objection to the scheme.

Traffic

The proposed development will clearly see an increase in traffic flows over local roads as a result of the need to transport the materials to the stockpile and its decommissioning. This increase in vehicle movements will obviously have an impact on local traffic flows and cause disruption, however it would be less than that previously agreed given the lesser scale of storage. This impact is unavoidable, however it will be temporary and short term and given the importance of the work is not seen as grounds to object to the development.

The previous full capacity of the site was identified as 51,000 cubic metres, however originally it was only intended to utilise 27,000 cubic metres. The current proposed

storage is only intended to be 17,000 cubic metres due to the smaller amount of peat intended to be stored. The Highway Authority do not support the use of traffic mirrors and the application detail indicates that a traffic management plan will be put in place to limit the impact of additional traffic and address safety issues that may result. Given that this is proposed and elements of any such plan would not be enforceable through a planning condition it is not considered that such a condition be imposed. Provision of the visibility splays as suggested would involve the loss of hedgerow either side of the access. While such loss could be conditioned to be reinstated on completion of works, given the existing access and nature of the road it is considered an alternative would be the use of banksmen during use and thus avoid the need to remove any hedging which would impact on residential properties opposite as well as the possible wildlife impact. Consequently it is not intended to require the visibility splay specified. A note concerning the need for any approval of the Highway Authority for works within the highway is proposed.

Summary

It is considered that the benefits of the scheme in terms of reducing the flood risk in the area outweigh the harmful effects of the short term traffic increase that would result and in light of this, the above issues and the other planning matters it is considered that the development should be supported and temporary permission granted.

In preparing this report the Planning Officer has considered fully the implications and requirements of the Human Rights Act 1998.

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